

RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- ZK-RGC - CRAC'S THIRD TECNAM
- ROYAL THAI AIR FORCE MUSEUM - PT 1
- A PROPER FLIGHT
- MOUNT COOK AND KARAMEA

SEPTEMBER-
OCTOBER 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 **November 13th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover – CRAC's new Tecnam, ZK-RGC soars into the air during a training session in September © 2019 Brian Greenwood

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RGC - CRAC'S THIRD TECNAM

BRIAN GREENWOOD



It was a very significant day in club history when our third Tecnam P-92 Echo was delivered in mid-August.

Technically, ZK-RGC is a "Tecnam P92 Echo Classic De Luxe" according to the sign on the side! It joins its siblings ZK-RGA and RGB in our busy Hangar 1 and is already clocking up the hours training.

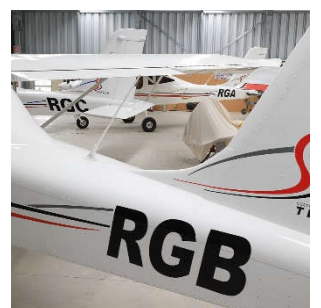
I caught the new aircraft on Sunday September 15th (Battle of Britain Day) as it returned from an Advanced National check flight, dodging the swifts, terns, and swallows which populate the field.





It is interesting to see the detail changes on these aircraft, all ordered a few years apart.

Hopefully we can organise some air-to-air photos of our beautiful new aircraft for a future edition of RecWings.



A PROPER FLIGHT

PHOTOS AND WORDS: GLENN MARTIN

The prop on my Sting needed a service, so either I had to freight a fully assembled replacement one down to Christchurch and back to North shore (at several hundred dollars), or I delivered it there myself. Based on the idea that any excuse is a good excuse for a flight I chose to fly up North. In addition, I am slowly trying to fly to every airfield in the AIP and there were still about 20+ left on my list to do in the North Island.

GOING UP. . .

There was a good three-day low wind opportunity so off I set from RT at Morning Civil twilight. Going a little higher helps with groundspeed so up to 7,500 (North odd +500) and up the coast past Kaikoura... (a local flight for the Sting). I had intended to keep high to Palmerston North but there was low cloud on the Kapiti coast ahead so I descended to 2,500, to cross the ditch.

Palmerston, like most large fields, has standard Approaches which I had studied before leaving RT. Given the conditions, low cloud and squalls at 1000 feet, it looked like a "Longburn approach". I checked the ATIS and

called ATC. There was "a little tiki tour" to avoid an ATR and in I went with no problems. On the ground they asked where I wanted to go. I replied, "where is the best coffee?"

After a Coffee and a savoury for morning tea, at only 10 a.m. I was ready to be under way. I called the tower and they suggested a departure through the Manawatu gorge on route past the giant aircraft eating egg beaters (wind turbines) – the cloud base was still low but there was more than enough space.





Once in the Manawatu back into bright sunshine, there were some impressive clouds coming over the Ruahine's. Then straight up to Kowhai, one of the strips where you need prior approval The Farmer came out with his dog, to shake hands and share flying stories.



My next stop was Tokoroa. On the way it was cloudy again, so back into ATC and up to 8,000, a small navigational kink to avoid the Skydivers at Taupo, and down over the famous Kinleith pulp and paper mill. The mill seemed very small for all the strife I remember it causing in the 1980's.

Tokoroa has a very nice tar sealed strip, there I paid the landing fees and set off again. Wharepapa south next and again, ask the owner, it's an easy strip but the Power pylons on finals play with you even though you have been told the wires droop low enough.

Next on the plan was Hamilton, but I was a bit behind schedule, so I decided to leave it for next trip. Next up was Te Kowhai (previously home of the famous Max Clear, the Bantam manufacturer). Nice field, very long. I had a coffee with Sally Readman, who, along with Barry, run SAC. We had spoken many times on the phone, so it was nice to finally meet in person

Off there and straight up to Thames, the AIP warns that there are birds on the field. The Pukekos obviously have owned the estuary for thousands of years and are not about to let a few pilots get in their way. They slowly wander off as you land, but only enough to avoid the prop and wheels. I paid at the honesty box and then took off to fly up the western side of the Coromandel peninsula and into Coromandel. A "straight in strip" with a 'best not to go around' attitude. By now I was getting used to the North Island, "oh have I left my brakes on feeling" when you land, it is very soft up there! Another landing fee, then straight onto Waiheke.

I needed a briefing, but the management of the field has changed, and no one was available. Fortunately, Trevor Dance from the island had briefed me before I left home. One approach is angled... 'cos you cannot "upset the Aucklanders who have settled on the island to drink the wine" and the other end is around a hill. All easy, really, anything in the AIP is far too long for our aircrafts' short landings anyway.

Trevor has a 22-bed lodge on the runway - a bit far for a club trip... but it would be good! He has bought an unfinished Europa as a project, so we went for a flight in the Sting so he could have fun (**top photo page 7**). All-in-all, my first day totalled 6.1 hours, 8 airfields and 531 nm, a great day's flying.



DAY TWO... EVEN FURTHER NORTH

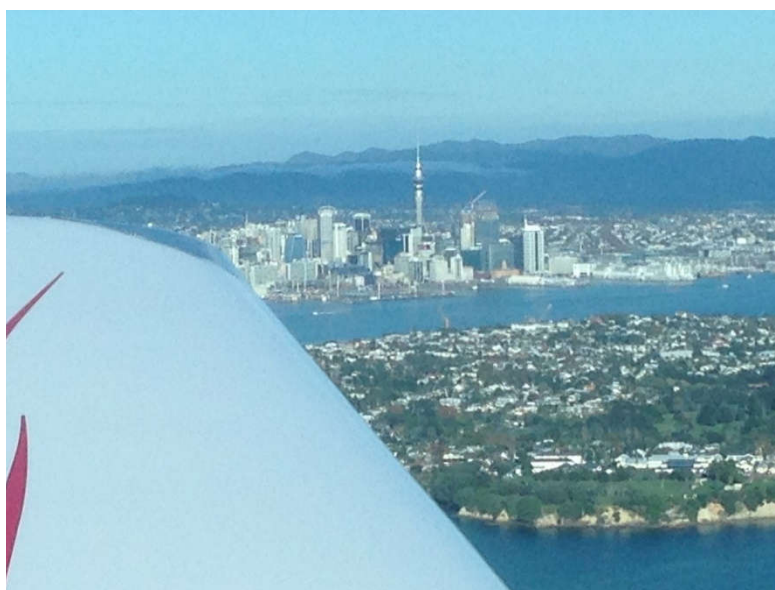
Early next morning after a good Thai meal the night before it was off to North Shore. A quick trip up past Auckland and into NS by 9:00 am, to meet Phil Southerden.

There is a “loaner prop” available while my one goes off for service in the Czech Republic. This was put on, dynamically balanced and then we adjusted the variable pitch mechanism to optimise it. Finished by 2:00 p.m. so I headed up north to make the most of the remaining daylight.

First into Omaha Beach then up to “Marsden point” where all our refined fuel comes from... always wondered where that was. A touch and go at Whangerai, a bit of traffic - Air New Zealand, some students, and circuits on both runways. I let the Aimm deal with the landing fee.

We turned west to Kaikohe, which is a good glider field. I could have landed across the runway it was so big! I paid the landing fee and then took off for KeriKeri.

It was good fun going into KeriKeri, there was another plane was on “15 mile finals for RNAV approach and touch and go”. No problems, I



thought, I should be well in before they arrive ...BUT apparently a P-3 Orion cruises faster than I do so I followed them in. The 12-year-old in the Orion cautioned me about wake turbulence... I was already paranoid so I left a big gap.

I tied the Sting down for the night and topped it up with fuel, as well as the 115l in the tanks I had brought two 20 litre bladders. Shuttle and Motel for the night and a Mexican café for dinner - I had not realised how big Kerikeri was!

DAY THREE. . .

Next morning, looking to finish off the north of the north, I flew up the east coast of the top end. I was surprised how narrow the "spit" was at only 3-4 miles across. I could see a constant stream of campervans winding up to Cape Reinga, but I seemed to beat them there. I went around the cape and back in on the west coast. Early morning about 9:00 am, there was no one on 90 mile beach... well it would be rude to come this far and not stop. The beach was as hard as a road, so all very easy.



Then back into the air and down to Kaitaia. I was looking for the field, but I could not spot it... then suddenly there it was, on a bluff, I had been looking on the flat. No traffic and they have a booking system so a touch and go... no coffee facilities and no tuck shop so why stop? Then further south to Dargaville, some "interesting" radio calls that made no sense, obviously foreign students, the local pilots did all the "say again" so I kept well clear. Dargaville was just on the edge of a large bank of morning mist. I did a touch and go there on a very strange gravel runway and then I headed south looking for Ruawai. However no luck, solid mist to the ground so I left it for another day.

Then out to the Coast in clear air and south past Auckland and keeping low to remain out of their controlled space. I popped inland to Pukekohe and flew past Glenbrook steel mill making steam.

I stopped at Pukekohe after a briefing, “please miss the cranes operating at the end of the runway”. Put in the last of the fuel and went hunting for Mercer. Unfortunately, again, the ground mist was 3 miles too far south so that was it for all the new fields... time to go home now.

I headed south and did fuel calcs...so where to stop next? always hard, Wanganui has good pies and coffee but fuel dubious. Raglan was close but why stop too soon? In the end Paraparaumu seemed good, I would have 90

minutes reserve before I get there and I know the field and friendly Club can sell me fuel... if the café is running, there is also good coffee. Mercer to Paraparaumu was about 230 nm so what to do for that time? Well, I have not really sat down and listened to some classic albums for years, so out with the phone Bluetooth head set and on with the most classic I can find. “Dark Side of the Moon” seemed about right for some of the terrain in the middle of the NI. Then I decided to fiddle with the autopilot. I had never really used it, so with plenty of time to experiment, it turns out it is quite fun, too!

By now the team at RT was sending txts warning that the morning mist would be most likely to come back in the late afternoon. Well, plenty of places to stay the night and no cloud around as far as the eye can see, so I planned to fly point to point and see where I end up. I came across Wanganui, plenty of traffic in the Circuit but I was too high for them and enjoying the music, tailwind and scenery too much to stop. Came into Paraparaumu, landed on 35, and taxied to the clubhouse. The Airfield café was closed, so I just filled up with fuel and headed home.

Due to the concerns about mist at RT I went up to 6,500 under ATC across the ditch and stayed high. This meant a ground speed of up to 140kt so I would not take long to get back. It was perfectly clear inland, so options like Kaikoura, Hanmer, Stephen Fields, back to Nelson, or even Paraparaumu were available if needed. I could hear the traffic and talk around RT, Matt was heading home and people were in the circuit still. I started descending into RT and could see that it would not be long before it was closed but Loburn, Forest Field, Oxford, and Tony’s place were all open. When I arrived, people were still coming in but not long after I landed in the sunshine, the mist rolled in as predicted and the field closed. So it was a great final day, from Kerikeri, to Cape Reinga and home to RT - 7.1 hr, 7 airfields, and over 700nm.

CONCLUSION:

We all live here in NZ and there is so much to see around the country, places we see on the news, places we hear others talking about but often we never see or visit. We are privileged to be able to fly around and see these places with minimal paperwork or restrictions.

People ask what is so hard or interesting about going from AIP to AIP? It is always challenging, whether it is weather, wind, or a hard to see strip. There is planning and reading around standard approaches into the “big places” which is always interesting and a learning curve but worthwhile. I know there are some who never stray far from RT and Canterbury, but I highly recommend it, and I believe it makes me a better pilot.

As to the AIP, 99 down and 21 to go....



CLUB FLY-IN TO CULVERDEN

PHOTOS BY WAYNE WILSON AND PETER ROWLEY



On Saturday, August 24th, CRAC hosted a very successful fly in to Culverden. A couple of dozen aircraft attended, **Wayne Wilson** and **Peter Rowley** kindly submitted these photos of the event.

Thanks also to Club Captain **Nick Hitchins** and helpers for organising a very enjoyable day.



Heading photo, the arrivals lined up at Culverden.

(Photos this page Peter Rowley)

Above left, Mike Sheffield's Pober Pixie

Above right, Nick Hitchin's Aeroprakt

Left, Glenn Martin lands Vanessa Martin's Savannah at Culverden

Below, beauty and the beast... not saying which is which!





Top, the troops discuss... something?!



Above, Ivan Campbell's T51 at NZRT

Right, Mike, Graeme and Ken's Alpi ZK-MGK



Left, Vanessa Martin's Savannah

All photos this page nicked from Peter Rowley's facebook group "Plane Crazy People" – well worth joining!



Top, almost close enough to stitch together, a panorama showing some of the arrivals and an important airfield facility.
Above, three photos stitched together, some of the best people in aviation tucking into a hot sausage-in-a-bun
Left, is this what they call a bucolic view? All photos this page courtesy of Wayne Wilson.

Right, Chris Anderson's Zenith Ch-701 ZK-TIA



Left, ZK-MGK again, and Wayne's Skyranger Swift ZK-SRS

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ZK-RGC already earning her keep,
September 15th at NZRT.
© 2019 Brian Greenwood

ROYAL THAI AIR FORCE MUSEUM – PART 1

BRIAN GREENWOOD

The National Aviation Museum of the Royal Thai Air Force was formed in 1952 to preserve and display the history of the Royal Thai Air Force.

The Museum is housed in an easily accessible location near Bangkok's second International Airport, the Don Mueang Airport. Thailand is slightly more populous than the United Kingdom (roughly 69 Million vs 66 Million) with an infrastructure to suit.

We visited in mid August this year, it was supposed to be the rainy season but it wasn't much different to a Canterbury spring – except for temperatures into the 30's! However, being an AvNut® I failed to register the heat once I saw the huge selection of aircraft. This place is truly impressive and was worth every effort to get there (it was about NZ\$24 for the taxi ride from our hotel in the CBD – cheap as chips!).

The foyer is dominated by an F-5A mounted dramatically on its side (*image this page*), along with a visitor's book and a tribute to the Thai Royal family.





The Museum comprises a large purpose-built building in three sections (*above*) where the most precious exhibits are housed. Other aircraft are arranged around the outside of this, with many of those at the back of the museum under cover. Despite the signs, the guard kindly allowed full access provided I didn't climb on anything or fall in the drainage ditch at the back. AvNut heaven!

From the RF-5A displayed outside the main entrance (*above*) the first aircraft in sight on the right were a DHC Chipmunk, a Rhein Flugzeugbau Fantrainer 400, C-47, T-28, and a Helio U-10B Courier.



Above left: Who doesn't like a Chippie? DHC Chipmunk

Centre two photos: a Rhein Flugzeugbau Fantrainer 400 including details of the fan

Right: The ubiquitous C-47 had been recently spruced-up in a full USAF SEA colour scheme

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The Fantrainer is a particularly interesting aircraft, it was developed in Germany in the early 80's as a cost-effective aircraft to give students an experience like a pure-jet aircraft but powered by a fuel-efficient turboprop. It won the competition in Germany against the likes of the Pilatus PC-7 and Beechcraft Mentor, however no orders were placed because they had a training contract with the U.S. as part of its F-104 purchase.

Thailand purchased several Fantrainers and built quite a few as well. They served from 1984 through to 1992, with the FT-400 serving as a primary trainer and the FT-600 in a more advanced role.

Below left, Helio U-10B with a T-28 at the back

Centre two photos, a photo reconnaissance version of the Lockheed T-33 – an RT-33A

Below right, who doesn't like Cessna's? Two Cessna O-1A bird dogs



Most of the aircraft stored outside were clean and well-presented, with all information boards in Thai and English.

The Trainer section leads to the Transport area which has such delights as the Boeing 737, HS 748, GAF Nomad, Metroliner, IAI Arava, and Beech 18. Past this is the F-86D and the exquisite F-84G. Opposite these are two Cessna Dragonflies – a T37 and an A37 (with a beautiful new paint finish), plus a C-123 Provider.



Above left to right, RTAF-4 Chantra (Thai-developed derivative of the DHC Chipmunk); PL-2 Ab Initio trainer, Beech Bonanza, and RTAF-5 prototype trainer that was never put into production.

Below, this attractively marked Hawker Siddeley 748 at the start of the Transport section





*Above left to right, Boeing 737, GAF Nomad, Westland WS-51 Dragonfly, and Sikorsky S-48
Below, it's amazing how one's opinion changes after seeing an aircraft in the flesh – a Republic F-84G. Quite elegant!*



After that, it just gets better! The helicopter hangar contains three Sikorskis, a Hiller, Kaman Husky (how do those main rotors miss each other?!), a twin-Huey Bell 212 and, mysteriously, a non-flying scale replica of a Nieuport 17. Also, there was an early mid-winged microlight, so I can claim some microlight content for this article.

Hard to believe that there were even more treats to come! Most of this section were under cover, with a very high roof (architecturally shaped like a wing) to protect visitors and aircraft.

TO BE CONTINUED IN THE NEXT EDITION OF RECWINGS



*Above left to right, F-86D, Sikorsky S-58, PDQ-2 microlight, and a Kaman HH-43 Husky
Below, Percival Prince Nav/Bombing trainer (I thought it was a Pembroke, hence tarnishing my Scout's Aircraft Identification badge), Skyraider, Paribatra Bomber Type 2 replica (locally designed and built in the late 20's), and an excellent Breguet 14 replica.*



MOUNT COOK AND KARAMEA FLIGHTS

PILOTS AND PHOTOS - WILL AITKEN AND PAUL COETZEE

In July our intrepid Australian friends did another couple of West Coast trips in the club Tecnam ZK-RGB. They kindly sent through these beautiful photos, It would be an offence to aviation art not to publish them!



Left, Lake Clearwater directly ahead with Lake Camp just appearing to the left.



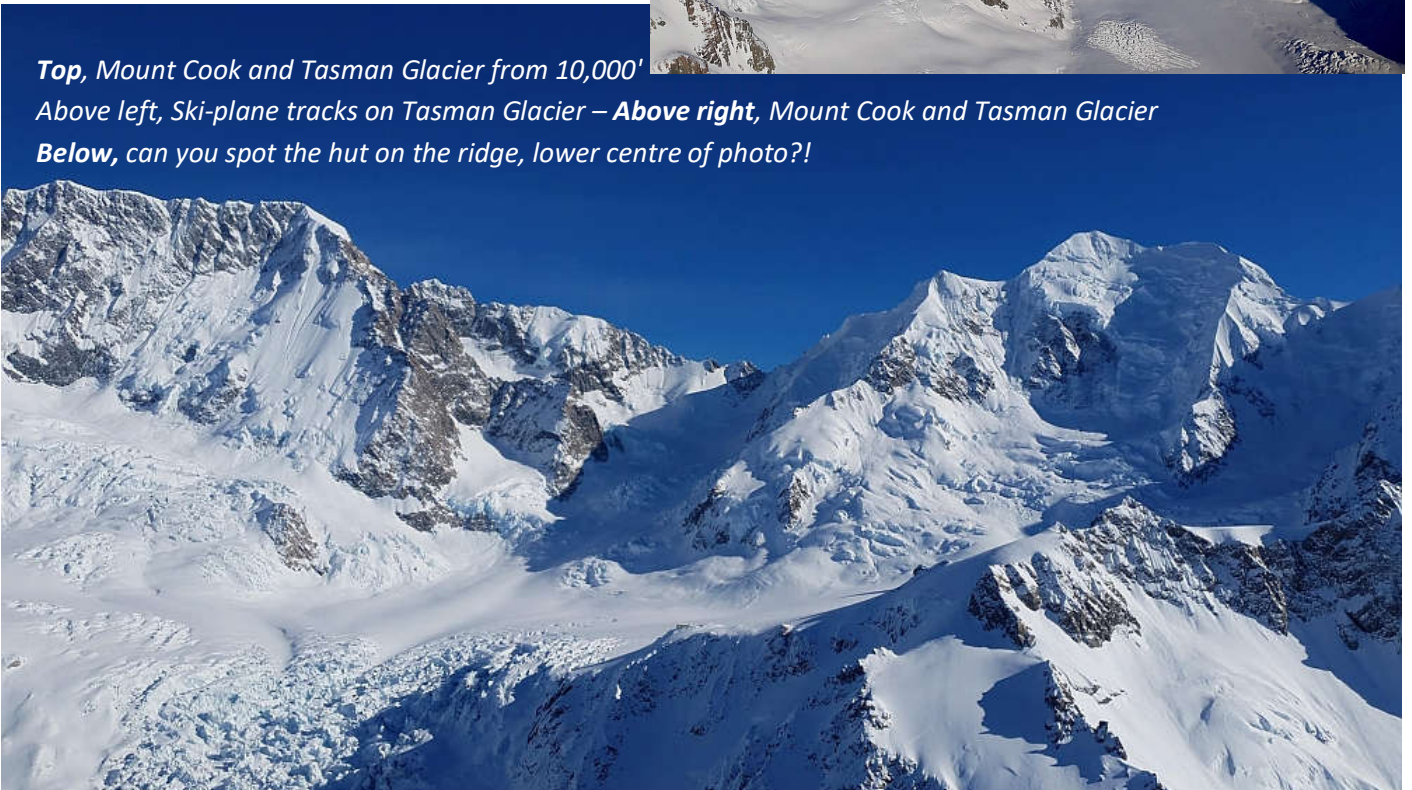
Below, looking directly up – something!





Right, Looking towards the sea on the West Coast





Tecnam P92 for HIRE

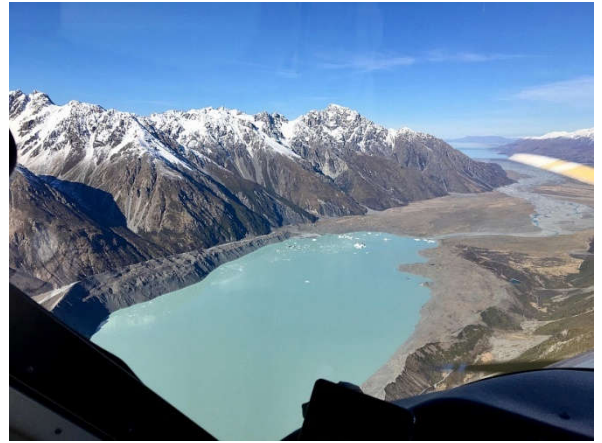


100hp Tecnam P92 Super Echo available to CRAC members for hire at \$125 per hour.

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

For further details or to register for the booking system e-mail thelightaircraftco@gmail.com or phone Erin Heese on 027 292 3689.

*Top, Mount Cook and Tasman Glacier from 10,000'
Above left, Ski-plane tracks on Tasman Glacier – Above right, Mount Cook and Tasman Glacier
Below, can you spot the hut on the ridge, lower centre of photo?!*



*Top left, Mount Cook Village
Above, Lake Pukaki looking East
Above right, RGB at Omarama*

*Top Right, Icebergs in Tasman Lake
Above Centre, Ice on a... thingy! Art...
Right, Favourite spot for lunch*

Below, an amazing view on the way to Karamea – two valleys fogged in, one completely clear.





Above centre, approaching Karamea Above right, Karamea passenger terminal, pilots lounge, and customs building!

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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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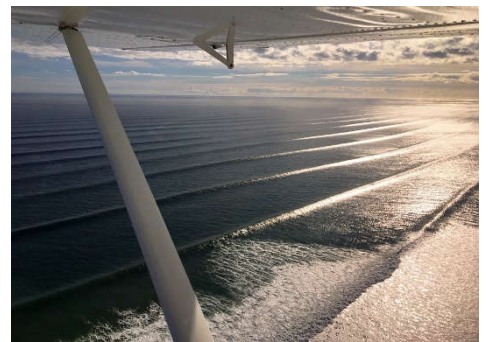


Above, straight in to Westport Airport. Below left, Karamea Airport Administration Building



Above centre, the Karamea Pilots Lounge.

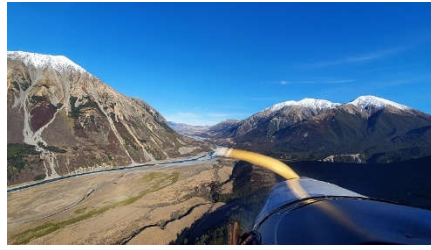
Right, a beautiful West Coast beach



Above, a large coal mine, possibly Stockton?

Right, RGB under the big sky at Karamea





2nd row left, Jacksons 2nd row right, Waimakariri Gorge
Ed: Heartfelt Thanks to Will and Paul for the photographs.

CELEBRATING OUR SUCCESSES



Left, Dave Paull, creator and editor of the NZ Civil Aviation blog soloed in KTO last May. Dave has a vast experience as a pilot including Pilatus aircraft and Cubs.
Right, Damian Hemingway-Mills achieved his tail-wheel rating on September 2nd



WARBIRDS OVER WANAKA UPDATES



Jet racing returns to Wanaka in 2020, with both local and international pilots competing. Those who remember this spectacular full-on event will be looking forward to next year!

The first USAF aircraft to confirm is the C-17 Globemaster III, with other major international acts yet to be announced. Highlights so far are the Avenger, Yak, Spitfire, P-40, P-51D, L-39, Vampire, Catalina, and T-28. Tickets are selling well so don't delay too long.

Aircraft announcements are here: <https://www.warbirdsoverwanaka.com/2020-airshow/2020-aircraft/>
 Modesty precludes attribution of the P-40-in-the-smoke photo on this page!

Above, The C-17 at Warbirds Over Wanaka 2018 ©Steve Zimmerman

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SKYRANGER OWNERS

Wayne Wilson has received covered washers from the Skyranger distributor in the U.K. These consist of both the new black plastic material and some in aluminium.

Contact Wayne on **022 342 8572** if you need any.

If any of your washers are split, they should be replaced as they can no longer fulfil their purpose.

COMMITTEE NOTES AUGUST-SEPTEMBER 2019

- Colin McDonald approved as Club Instructor
- RGB Gearbox claim draft submission has gone to Steve Noad
- Viktor updated the Booking System to include RGC
- Tick box for currency added; "Termination" changed to Hobbs meter or similar
- LED strobes still under investigation
- First Aid Kits purchased and installed in Aircraft
- All Club-owned fire extinguishers have been checked by Firewatch
- Despite additional costs of bringing RGC online, \$10K to be paid off RGC loan late September.
- Aug 24th Fly-away destination change considered due to the airfield grass condition
- September event re-scheduled to October – Glide approach club comp
- July hours – RGA 31, RGB 44
- Aug billed hours – RGA 34, RGB 37, RGC 1.3
- Nosewheel maintenance added to Annual Inspection due to ongoing issues replacing the inner tubes on club Tecnams
- RGB flap position maintenance scheduled
- Locksmith to be engaged to replace locks and change security code.
- **Club members to be advised of the new door code once changed**
- Booking System code to remain as is
- Stolen during the break-in to the club house: Stewart's trailer, Club coffee machine (approx. \$500), complete contents of fridge and freezer (approx. \$600 to \$800), and binoculars
- Unconfirmed but reported that the thieves have been caught. Allegedly!
- CRAC Open Day confirmed for Nov 2nd and a sub-committee formed (Scott, Gary, Nick) with Padi Nistala kindly volunteering to manage the event. ATC to be involved (BBQ, Bouncy Castle), NOTAM for closure of runway 10
- RAANZ/CAA "On Condition" project ongoing
- Club support for Electric Pipistrel discussed
- Check your BFR/Medical expiry dates please!!!



CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

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www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

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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

5th October – Glide Approach Club competition at
Rangiora

13th October – Canterbury Aero Club Open Day
at West Melton

2nd November - Club Open Day at NZRT.

TBA November – Oamaru Fly away (Steam Punk
Museum)

TBA January – Time Trial and BBQ

TBA February – Steven Fields BBQ

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, good
humour, and flying cats.

COOL LINKS

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free/donationware books on safer aviating
and technical instruction – recommended
reading.

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CONTRIBUTIONS AND ATTRIBUTIONS

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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:

Brett Cottle

David Lucas

Chris Raileanu

Anthony Batchelor

Please make our new friends feel
welcome.

CONGRATULATIONS

Craig Ruane, Adv. National

Thanks to the RAANZ e-zine RecPilot
for the information!

NEXT NEWSLETTER

*Part 2 of the Royal Thai Air Force
Museum, a report on the WONZ
meeting at Wigram, AOPA Fly-in, and
much more!*

**Contributions for the next edition
are requested, publishing deadline
November 13th, 2019 ("ish").**

Next publishing date approx. November
20th, 2019

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

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