

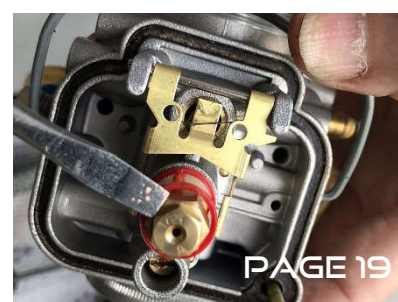
# REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- A RECORD MONTH FOR SOLOS?
- KIWI CATALINAS
- CAROLINE'S KARATOO

## JULY-AUGUST 2020



## 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](mailto:editor@crac.co.nz).

For back issues, head to [www.crac.co.nz/magazines](http://www.crac.co.nz/magazines)

Contributions for the next edition are due by **September 9th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood  
[editor@crac.co.nz](mailto:editor@crac.co.nz)

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*Cover, The Catalina Preservation Society's superb ZK-PBY lifts off from Omaka's grass runway, Classic Fighter Omaka 2017.*  
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***Clockwise from Top Left:***

*Nicky van der Hulst  
Stephen Walker  
Hamish McGregor  
Jennifer Essex*

*Not shown:  
Dillon Wobben*



## **FLY JULY** GLENN MARTIN

Now that the lockdown is over, and the weather has improved, the CRAC Club Instructors have been busy and the RG's even more so. We continue to have an enthusiastic stream of students learning the joy of flight. July has been a great month for "first solos", we had five... including two on one day! This must be some kind of record?

### *Congratulations to:*

Dillon Wobben	(Tony Den Haan)	11 <sup>th</sup> July
Nicky van der Hulst	(Glenn Martin)	14 <sup>th</sup> July
Jennifer Essex	(Doug Anderson)	27 July
Hamish McGregor	(Stew Bufton)	29 July
Stephen Walker	(Glenn Martin)	29 July

Please welcome them to the circuit and remember your own "circuit consolidation" period so be nice!

## CRAC AGM 2020 PRESIDENT'S ADDRESS

### GLENN MARTIN

As the President I have the opportunity to thank many people and present my view of where the club is at.

The Club works because of many people who have worked and contributed over decades, some contribute a lot and some a small amount, but it all is needed and appreciated.

CRAC is in a great place.

The best thing you can say about any flying club is that we do a lot of flying and we have not had an accident for years. The proof of the pie is in the eating!

CRAC is almost 300 members, and we continue to grow because people like what we do, and are attracted to the club.

Success brings more success.

We are the largest Microlight training club in the Country.

A few years back there was a big debate about buying Tecnams - Tony den Haan convinced us to buy RGA, and clearly that was a great decision, thanks, Tony.

Since RGA arrived the training hours have dramatically gone up, we now average over 1000 hr a year. We bought RGB to help, and then recently RGC. This finally gives us a long-term goal of a third aircraft that members can take away overnight.

In addition, it helps with maintenance. Chris and Stew have had to work very hard to keep the planes online so as to not disappoint the members. Chris even did an engine replacement on RGA when it reached 2100 hr **in 24 hours** for us. The fact that we have never had a maintenance related incident in over 3900 hours says a lot about Chris's standards, so thanks, Chris and Stew.

Since the Tecnams have arrived we have trained dozens of new microlight pilots, we have never had an accident, never had a student dinging the undercarriage, never had a plane run into a fence or off a runway, never had a club plane land short.

Our record is better than any other club around.



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In fact CAA records 64 fatal Aircraft accidents over the last 10 years, only 16 were in Microlights and 0 of those were CRAC members.

The reason for this is obviously down to the CFI and his instructors. Thanks Stew and the club instructors. We recently had an instructors meeting and we were debating minor stuff on the checklist and paperwork checking.

When all you have to worry about is paperwork there are no real problems.

The club is of course much more than training and I believe the strength of the club is the huge diversity. We have the strongest Trike group in the country, many home built, a strong taildragger group, Alpi's galore and a strong go everywhere group. The STOL group is large and active and the Ford vs GM... sorry, 701 vs Savannah... debate is ongoing. CRAC is recognised for this throughout the country and once again a CRAC member won the STOL part of the Healthy Bastards comp....well done Frank !

As well as diverse planes we have diverse people! I often feel that CRAC is full of "characters" - as pilots of course we are all opinionated and think we are right and everyone else is wrong... fortunately we have a table to sort that out.

As the recent Vector article said, sitting around the table after a flight and talking is a great way to learn and sort out any issues. I would ask more of you to come into the clubrooms, not just for the AGM, but after a flight and have a cuppa and share your experiences so the rest of us can learn and discuss.

The clubrooms have been great, for many other reasons as well, and they continue to get better. The Tuck shop has added to all our waistlines and bought many items for the club from computers and dishwashers, to helping with the Annual dinner and purchasing the defibrillator... Thanks Vanessa!

CRAC has also become respected outside of our little circle. When NASA sends their crews for SOFIA down here

they come and fly with us. We, until COVID, have been having Aussie Pilots flying into NZ and spending a few days flying here rather than in Aussie because our Club, the planes, and the environment is better.

CRAC also is a keen supporter of the local ATC, we sponsor some of their members and our Instructors help out on a voluntary basis. We have now have formalised this.

We are based at RT of course and that is owned by the WDC. We have been working with the WDC to try and continue our access and freedoms that we have on the field. WDC has recently decided to extract more money from the Airfield users. We have questioned the logic of this and their numbers and managed to negotiate a half price landing deal with them. This is an ongoing debate and we will continue advocating for all the members.

As you have already heard from the reports, the committee has done good work again this year, RGC was paid off in record time, we have another engine on the way and the club finances are in a good place,



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thanks to all the committee and Scott.

As President, I have followed Mike Sheffield's advice, everyone on the committee has a job you do not just get to sit around and complain. The Committee has been doing those jobs very well. Thanks to all the committee.

CRAC, thanks to Brian, has the best club magazine in the country. This is a huge task, and there are many many hours put into this. I would ask all club members to contribute; Brian has never rejected an article... if you want to hear or see something about your sort of flying, whether it is a day out Triking, or tail-dragger landing technique on beaches then write something.

I am sure you have all read enough about the Pink plane.

CRAC and Aviation has changed over the years, this is inevitable.

Graeme recently talked about the early 80's - learning by doing hops along the paddock because there were no two-seat trainers. We cannot do that today, radios are a must, and thanks to Drones, checking NOTAMs is a must now too. Some of us clearly have nostalgia for the "good old days"!

That's fine, but the powers that be - CAA, RAANZ, WDC, are unfortunately pushing us in another direction.

As President I have always pushed back and asked, "is the change a good one, where is the safety issue it solves?" From a global view we have very good freedoms and hopefully they will last a very long time. The message I get from CAA is "don't screw up". So please do not buzz the local town, you might not mind, but the CAA is always looking for an excuse. Recently they came down hard on flying over built up areas, even if coming into land... this was based on just one person up north doing something stupid. Remember everyone has a cell phone and camera these days.

When the club was "20 mates" it could be run in a certain way. Now it is 300 and has a value of \$800 thousand and turns over a significant amount of money, we need to communicate and run the club in a different way. I believe our committee has done this, we have tried to balance being "Professional" and looking after all the assets, with always recognising that we are a "club" and we are here to help our members fly and have fun, we are not here to "run the club and tell you what you cannot do". To me so long as our members do not break the Regs, stay safe and do not endanger others ...then what you do in the privacy of your airplane, and where you go is none of our business....

We are definitely NOT a GA club, we are actually **much better!**

Trying to communicate with 300 is hard, that is why we have the newsletter, and the weekly CRACRAP. However again as I said in the intro, any member can turn up to a committee meeting and ask and suggest things.

We need to not only communicate internally, but to keep our freedoms we need the wider community to like us and appreciate that we are part of the society.

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## CAROLINE'S KARATOO



Terry Salmon reports that former club member Caroline Trevala's Karatoo took to the air for the first time on July 15<sup>th</sup>. I caught up with this good-looking aircraft in early August and it really is a credit to its builder, Mike Small.

Caroline's a former committee member, also the person who sculpted the rather impressive model of "JOR-rassic" that's hanging in the club rooms. Thanks to Terry for the photos, below, and the 'heads-up'.



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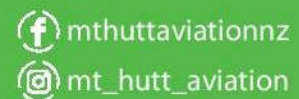
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Air to air image of No. 6 Squadron Catalina NZ4016 XX-S on patrol over the New Hebrides, November 1943.

RNZAF Official photo



## KIWI CATALINAS

### BRIAN GREENWOOD

The prototype of what later became to be called the Catalina, the XP3Y-1, first flew on March 21<sup>st</sup>, 1935. The US navy ordered 60 aircraft for maritime patrol and air sea rescue duties, which was a very large order for the Consolidated Aircraft Corporation.

The aircraft exhibited a magnificent range (over 3,000 nm) and an endurance of up to 17 hours!

The USSR showed an early interest, ordering the first of 138 in 1938, eventually licence-building 24 of their own as the GST ("Gydro Samoliot Transportnyi") powered by Soviet engines. In 1939, Britain ordered the Model 38 (a civilian version), finally operating around 650 of various versions. It was the RAF who named the aircraft the Catalina, this name was adopted by the US Navy in 1942.

The Catalina was licence-built by Canadian Vickers, Boeing Canada, and the Naval Aircraft Factory in Philadelphia. Consolidated built 1,871 (compared with 9,251 Liberators!), the Canadians 620, which leaves around 790 by the Naval Aircraft Factory.

Nearly 1200 served with the US Navy and it played a crucial role in the Pacific War. The aircraft was nicknamed "Dumbo" (after the Disney character) when used on Air-Sea rescue duties, and the "Cat" on anti-submarine patrol. The RAAF used them for night operations and were dubbed "Black Cats".

The RNZAF's first Catalinas, 22 PBV-5's, were provided under Lend-lease provisions. They were ferried from San Diego to Lauthala Bay in Fiji, in April 1943. These were allocated to Number 6 (Flying Boat) Squadron and given the squadron codes XX-x (lower-case x being the individual aircraft code, for example XX-L). All RNZAF Catalinas





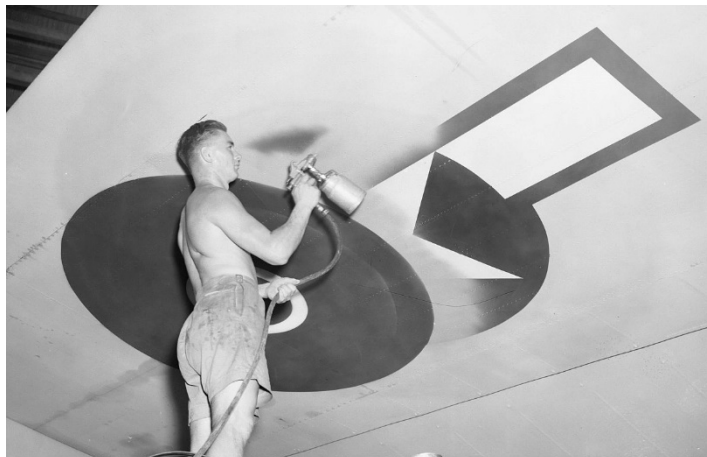
The Catalina Club's PBV-1A Canso ZK-PBY taking off from Lake Wanaka during Warbirds over Wanaka 2018. Note that the very long telephoto view has compressed the distance significantly!  
© 2020 Brian Greenwood



were Flying Boats (i.e. not the Amphibious version). No. 6 Squadron was officially formed in May 1943, the C.O. was Wing Commander G.C. Stead, and Squadron Leaders R.B.L. McGregor and A.V. Jury serving as Flight Commanders.

S/L McGregor and several crew had been trained by the U.S. Navy at Espirtu Santo in Catalina operations prior to the delivery of the RNZAF's own machines. Some of these crew then flew the delivery flights from San Diego, which took over 4 days - 43 flying hours in three hops. 24 hours of these flights were at night.

A number of aircraft were used by 3 (Flying Boat) Squadron, operating as an Operation Training Unit. These aircraft wore the squadron codes of GF-x.



**Left**, under new management! An RNZAF Airman spray paints over the remnants of the United States national insignia on a Catalina.

#### **RNZAF Official photo**

During 1943 the Consolidated Aircraft Corporation merged with the Vultee Aircraft Company to form Consolidated-Vultee, which later became known as Convair.

In 1944 a new squadron, number 5, was formed to operate some of the 34 newly-built PB2B-1 Catalinas. Built by Boeing Canada these were similar to the earlier models, and were delivered with the later "eye-ball" front turret containing twin 0.50 Cal machine guns. Some of the PB2B-1's replaced lost or retired PBV's in 6 Squadron and the OTU. Most, if not all, of the earlier aircraft had the front turret upgraded to the later type.



**Above**, the Governor General, Sir Cyril Newall, inspects number 6 Squadron aircrew beside Catalina NZ4007, in Havallo Bay, 12<sup>th</sup> June 1945. Note that NZ4007 is in much the same condition and scheme as NZ4016 on page 14, except the heat exchangers have been removed from the exhausts. **RNZAF Official photo, released under the Creative Commons licence**

No. 6 Squadron performed anti-submarine patrols and shipping escort duties from Lauthala Bay and Tonga until October 1943 when they were moved to Segond Channel on Espiritu Santo, and then Halavo Bay on Florida Island (part of the Solomon Islands). 5 Squadron then transferred to Segond Channel to replace Number 6. The RNZAF based an air-sea rescue flight at the Treasury Islands in early 1944.



**Above left**, No. 6 Squadron personnel with a PBY Catalina, at Halavo Bay, 1944. **Above right**, Number 6 Squadron PBY Catalina NZ4007 taking off for a training flight, Lauthala Bay, Fiji. **RNZAF Official photos**

By the end of the war, 56 PBY-5's and PB2B-1's had served with the RNZAF. Post-war most were retired to Hobsonville, with a few PB2B-1's operating from Lauthala Bay with 5 Squadron. These aircraft had been upgraded with a radome above the cockpit replacing the underwing Yagi aerials.



**Above left**, Line-up of No. 5 Squadron Catalinas at Segond Channel, Espiritu Santo, 1945. Note the late-war colour scheme, NZ4033 at the front. **Centre and Right**, two views of NZ4055 KN-L moored at Nukulau Island, near Lauthala Bay, Fiji in 1951. **RNZAF Official photos (Creative Commons licence)**

6 Squadron reformed at Hobsonville in May 1952, operating PB2B-1's until they had been completely replaced by Short Sunderland MR5's at the end of 1953. Two Catalinas were loaned to Tasman Empire Airways Limited (TEAL) for crew training and route testing for a short period.

Eventually all the Catalinas were returned to Hobsonville and scrapped. One fuselage (NZ4055) was purchased to be converted to a houseboat, but it never happened and was scrapped in the late 60's (or early 70's, depending on which source you read!). No ex-RNZAF Catalinas survive.

In 1992 a syndicate was formed and purchased a Boeing Canada Canso, N5404J, and attempted to fly it to New Zealand. Sadly, it sank after an emergency landing near Christmas Island on January 14<sup>th</sup>, 1994. Due to good luck and skills there was no loss of life. The Syndicate re-formed to the Catalina Club and successfully flew a Canadian Vickers-built Canso to New Zealand in October 1994. This has been painted in the colours of NZ4017 XX-T of No. 6 Squadron and is displayed around the country. The Catalina Club needs support in these trying times, head on over to [www.nzcatalina.org.nz](http://www.nzcatalina.org.nz) and check them out!

Two other fuselages are in New Zealand, one at the museum in Tauranga (possibly the one imported for spares for the Catalina Club) and the other partly restored by the RNZAF museum and held in storage.

**Sources:**

Military Wings Volume 2, Brendon Deere, Aero Publications of NZ, 1980  
 Pete Mossong's RNZAF Pacific WW2 site <http://rnzaf.hobbyvista.com/cat1.html>  
[https://en.wikipedia.org/wiki/Consolidated\\_Aircraft](https://en.wikipedia.org/wiki/Consolidated_Aircraft)

[https://en.wikipedia.org/wiki/Consolidated\\_PBY\\_Catalina](https://en.wikipedia.org/wiki/Consolidated_PBY_Catalina)  
<http://www.adf-serials.com.au/nz-serials/nzcatalina.htm>

**Photographs:**

<https://www.airforcemuseum.co.nz/photographs/>



A magnificent view of NZ4016, one of the original batch of PBV-5's taken in 1943. Points to note are the "eyeball" front turret, the heat-collectors on the exhausts (which, I believe, provided cabin heating) that were later removed, and the "YAGI" underwing ASV aerials.

**RNZAF Official photo, released under the Creative Commons licence**



## HUMBLE PIE

BRIAN GREENWOOD

The photo credits in the previous edition of RecWings were wrong for the Glentanner Club Fly-in article. Several of Max Robertson's photos were incorrectly attributed to Iain McPhail, including the fabulous cover photo.

Contributions like these are really appreciated and help keep the magazine focus on our wonderful club. I can only apologise to both contributors and thank them and Benjamin Dodd for the excellent content. Hopefully all of Benjamin's were correct!

I have corrected the version on the club web site. As a side note, iPhones place all photos loaded to WhatsApp into the generic photos folder, making it difficult to distinguish between WhatsApp contributors, and even your own photos. The only solution seems to be going in to the WhatsApp Album in the iPhone Photos and deleting everything. There's also a setting under WhatsApp which will stop other user's photos being saved to your own photographs – Settings/Chats/Save to Camera Roll → Off.



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## VALE TREVOR SHADBOLT

BRIAN GREENWOOD

I'm sure most club members are aware that we lost our friend and ex-member **Trevor Shadbolt** in a microlight crash on July 25<sup>th</sup>.

I first met Trevor in 2016 when he flew his amazing Autogyro Calidus into Rangiora. I published a couple of photos in RecWings and he later invited me for a flight. The Calidus was a very stable and comfortable aircraft, and Trevor obviously was an accomplished pilot. He'd flown Gliders in the 80's, as well as GA and Microlight aircraft.

I believe he had moved to Rangiora at the time. He and his wife, Liz, purchased a property on Pukaki and moved down there a year or two ago. He was a staunch supporter of the Autogyros, giving near-helicopter performance for a tenth of the price! Always friendly and generous with his time.



Trevor had become a tradesman fitter at the Waitaki New Zealand Refrigerating Company after leaving High School. Specialising in irrigation and water control systems, he served for seven years as the Pumping and Control Manager of Water and Waste for the Christchurch City Council. By the time I had met him he was the New Zealand Operations Manager for Think Water, which he left in 2018 to concentrate on Go Gyro. He and Liz had formed this company to offer autogyro flight training, based in Pukaki.

Described in the newspapers as "the life of the party", Trevor will be sorely missed by his family and friends. One of the last things that Trevor was working on was a fly-in to Pukaki, which Trevor's family would like to go ahead, as this is what he would have wanted.

Our club's thoughts are with Liz, Alex, and family.

Blue skies, Trevor.



Iain McPhail sent this magnificent view of the Waimakariri, it's just too good not to use! I had it as the cover image but everybody I showed it to kept trying to find the aircraft.

© 2020 Iain McPhail



## COMMITTEE NOTES JULY-AUGUST 2020

- Reasonable cash reserves but GST bill due
- Amended Tecnam Checklists in aircraft
- Wax polish considered for A/c undersides
- RGC Air box temp gauge to be fitted at next service, RGA carb heat cable replaced
- Donation for scholarship to be announced
- Compressor for club hangar approved
- Club Tee Shirts selling well
- RAANZ advise that CAA are checking BFRs, medicals, and log books
- Westpac changing our bank account to a business one. Process is slow, and we are unable to make payments until completed!
- Account signatories changed to Doug Anderson, Wayne Wilson, and Iain Blyth. Any two required for authorisation.
- Iain Blyth to contact members who haven't renewed.
- Members who have large credits in their accounts to be contacted about paying out, as it artificially inflates our account balance.
- A/C charge out rates discussed but no movement planned yet.
- Delegated Authority amounts: Ops manager \$5K, facilities \$1K, Secretary and Treasurer \$1K.
- Rodney Dodd kindly presented Benjamin's Club captain report- 12 A/c participated on the Greymouth trip but only 4 actually landed there.
- Pukaki Fly-in on Aug 22<sup>nd</sup> next club trip
- RGB in for 2000 hour service – seat rails to be reinforced. RGA main tyres – may try tubeless next time.
- Ethernet cables to be run to Hangar 1
- Committee Positions and CFI confirmed
- Landscaping plan sought
- Robust discussion on proposed ATC grant. Decision deferred until CRAC has a full financial plan.
- Club open day planned for March 2021. Padi Nistala to be asked to help manage again.
- Operating procedures under CoVid Level 2 organised

## COMMITTEE AND CLUB POSITIONS 2020-21

- President: Doug Anderson
- Secretary and CRAC Rep: Iain Blyth
- Treasurer: Wayne Wilson
- CFI and Ops Manager Stewart Bufton
- Safety Office Gary Freedman
- Doug Anderson and Scott James (to be asked) to represent CRAC on the Airfield "Advisory" Committee
- Facilities: Buzz Harvey and Vanessa Martin
- Club Captain: Benjamin Dodd
- Fuel: Rex Woods
- Editor: Brian Greenwood
- IT: Margo Migirdichyan and Viktor Dragomiretskyy (ex committee)
- Committee: Gary Freedman, Peter Collins, Vanessa Martin, Buzz Harvey, Rex Woods, Chris Pennell, Iain McPhail, Brian Greenwood

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## BFR'S, MEDICALS, LOGBOOKS, AND MAINTENANCE

BRIAN GREENWOOD

It shouldn't be exciting news that the CAA are actively checking some of these items, that's part of their responsibilities. What's really news - bad news – is that some pilots in New Zealand are ignoring the requirements. The recent story of a pilot who flew for 22 years without a BFR is shocking. The fact that he lost his licence, was fined \$3900 and court costs should be a discouragement to anyone else. Do you really want to risk being banned forever?

(<https://www.stuff.co.nz/national/300062380/75yearold-pilot-flew-for-22-years-without-undergoing-competency-test>)

Although this was in GA circles, I am sure the microlight world is no different. Because we have a little more freedom than the GA world, there is the temptation to cut corners. The corollary should be true – we need to maintain our required standards to prove that we deserve the liberties that we have.

It's not hard – talk to one of our fabulous and extremely experienced instructors to book in a BFR. Even if you're a 20,000 hour pilot you still need to do it. Make sure your aircraft, if you're so lucky, has a current Annual and the hourly maintenance is up to date. I've heard some owners confuse the two – an Annual is an inspection, like a vehicle WOF, whereas the hour-based maintenance is actually doing the oil change/spark plugs/control lubrication etc. If you maintain it yourself, make sure the logbooks are done and you still need an Annual, obviously.

Finally, and most importantly, go see your Doctor. It's only every four years (or 2 yearly for those of us over 40) and it is a good time to get a general check-up as well. We're very lucky that it's very cheap for us Microlighters, so just do it!

Honestly, we have it so good that I can't believe there's any amongst us who are stupid or petty enough to ignore these requirements... but if YOU are, for all of our sakes and especially YOUR OWN, be an adult and fix it. It's not difficult, and ignorance is no defence.

## I GET BY WITH A LITTLE HELP FROM MY FRIENDS. . .

BRIAN GREENWOOD

On the subject of aircraft maintenance, I think it's high time I thank some of the people who have helped me over the years.

I'm not particularly mechanically gifted, although maybe I'm being too hard on myself. Give me an office stapler and I can hammer a screw in like the best of Kiwi's.

Over the years I've had help from Grant, Chris, Wayne, Steve, Deane, Graeme, Buzz, David, Mike, Paul, Ray, Roy, Scott, Stew, and others (Paul from work!). A special shout-out to Jacques for sorting out my ignition issue and showing me that my carburettors are pristine! My apologies to those I have missed.

Some of these people are paid professionals, others just doing a favour and helping or advising a fellow club member. That's really my point – the value of our club. Buzz once used the word "collegiate" in reference to the relationships between the members, and I think that sums it up nicely.

We may not get on 100% with everybody, but it's in all of our interests to cooperate and help each other fly safely. This is a great club - thanks, team!





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enrols you for the magazine, too.

**UPCOMING EVENTS**

**22 August** – Lake Pukaki Fly in

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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***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:

**Neil McLachlan**  
**Baptista Hardvin**  
**Warwick Coombridge**  
**Anya Staal**  
**Logan Elliot**  
**Bradley Fyfe**

Please make our new friends feel  
welcome.

**CONGRATULATIONS**

Jason Anderson, Adv. National  
Dan Batchelor, Adv. National  
Rohan Rudd, Adv National  
Stuart Larson, Adv National

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**NEXT NEWSLETTER**

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