

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



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**April 2016**

## Another Easter

Brian Greenwood, Editor

Every Easter is a pilgrimage to either the Wanaka or Omaka Airshow for me. This year's Wanaka Airshow was exceptionally good. The Community Trust who picked up the event after the run-down of the Alpine Fighter Group are to be congratulated for continuing and improving this major event. Everything from more toilets, better traffic control, more ticket options, and including the GA and Light Sports/Microlight community.

In aviation terms we may not quite have the excitement of the early days (I'll never forget seeing the wreck of the Hurricane, Stuka, and the entire fuselage of an Me110) but they know what we like – lots of new things to look at! To achieve this without a hangar full of restoration projects, the team have realised the importance of guest warbirds and Air Forces visiting from overseas. The Alpine Fighter Collection started this, with a previous visit by a Buchon, an Me109 G10, and a Wildcat. Since then the community trust has taken over (and coinciding with my improved camera gear!) and we've seen such superb aircraft as the Commemorative Air Force's Mitsubishi Zero and this year's Hispano Buchon. I can't imagine how much it costs to ship aircraft as valuable as these half way around the world, so it's very appreciated. I must also credit the "local" displays for keeping it interesting. For example, it must be the only airshow in the world where a P40 fires ammunition (admittedly blanks) at the Gold Pass Stand, **AND** an Avro Anson does a bombing run.

The local scene is thriving too, but the centre of gravity has moved further north. A lot of the restorations are coming out of Omaka, Masterton, and Ardmore (not forgetting Gore and others though). Which reminds me – there's another De Havilland Mosquito coming along, let's hope that'll make a South Island trip.

I promise I'll try to get back to a Microlight/LSA frame of mind next month (I did say "try") but for the moment my ears are still ringing to the music of Merlins and Allison's.

Well done Warbirds Over Wanaka Community Trust!

*Cover: John Romain taxis the Hispano Buchon Ha-1112 back in after Saturday's last display. It looks like a smiling shark to me!*

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## A Third Solo Worth Celebrating!

Dave Mitchell

A significant event occurred on the 26th March when the club's oldest student - Derek Hubbard - who is just a few months off 90 (yes, that's right 90!) went solo - for the 3rd time - in RGA.

His first solo was in Jan 1948 in a DH 82A at RAF Heany. His second in a P38 in 1986 at the Marlborough Aero Club. His third was with us at the CRAC. You will note the significant "gaps" in his solos as for one reason or another, there were extended periods of inactivity in his flying.

The aim is for him to fly solo on his actual birthday in August. Heartiest Congratulations to Derek, we look forward to celebrating your 4<sup>th</sup> 1<sup>st</sup> Solo!

## CRAC Easter Fly-in to Oxford

Brian Greenwood

Graeme Main and the crew ran a very successful fly in to the CRAC Oxford strip over Easter Weekend, with some flyers camping overnight.

**Viktor Dragomiretskyy** and **Margo Migirdichyan** attended in their Alpi, and I have shamelessly half-inched these photos from Margo's Facebook page.

Well done to the team who did a lot of work to prepare the CRAC Shack and the strip.



*Top and top left, Margo and Viktor's Alpi on approach to the Oxford strip.*

*Top, President Mike's Pathfinder ZK-PXI*

*Left, some of visitors including Duncan Fraser's Budgie and Buzz's 701.*





### CRAC AGM – April 20<sup>th</sup>

A quick reminder – the CRAC AGM is being held at the CRAC House at 7:00pm on Wednesday 20<sup>th</sup>.

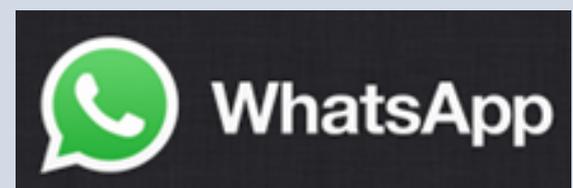
Please take an interest in the affairs of this successful, active, and growing club. We’re looking for people with positive, fresh ideas that fit around the club aims of safety, training, and socialising!

Don’t forget that the (informal) role of Presidential trainee is up for grabs, this person could be elected as a committee member (or seconded on to the committee) and be trained for the role for the 2017-18 year. This, of course, has to be carried out within the democratic rules of our club.

### Instant CRAC communication

Do you sometimes want to organise a flight at the Drop of the Hat on an unexpectedly beautiful day, and would be love to have some of your fellow club members join you? Join the WhatsApp "CRAC Drop of the Hat" group.

Instant messages letting you create and know about these spontaneous events. Install WhatsApp on your smartphone from your App Store of choice (it's free!) and send a text to **Scott James** on **021 525 561**, and he will add you.



## Club Working Bee, April 2<sup>nd</sup>

A very well-attended working be was held at the clubhouse in early April to tidy way some of the detritus of our recent building efforts and to start planting out around the club house.

A huge thank you to all of those who turned out and worked at this event, the results are stunning. Special thanks to Buzz for organising this and his hard work. The club house looks even better than we'd hoped.

These photos are, again, shamelessly pinched from **Margo Migirdichyan**, this time from her posting to the Club Facebook page. Thanks, Margo!



## Tecnam Purchase update

The deposit's been paid with delivery expected around July or August.

Better still, the club's reserved the registration ZK-  
RGB for the new bird.

Exciting times!

## Flight Payment Reminder

Scott James, Treasurer

Please note that all flying must be paid for on the day of the flight. Ideally this will be via a Direct Credit to the club bank account. Invoices will not be sent for individual flights.

A statement will be sent at the end of the month for all non-zero accounts. Please take a few moments to check this, and contact the Treasurer if anything doesn't look correct.

Additionally it was decided that Phil Kennedy at Sprint Aero (021 720 180) would be the coordinator of activities and spokesman for the group. Any enquiries should be directed to him.

As well, we have been very fortunate to have Ben Robinson as part of the group. His extensive knowledge of Ag flying touches on both hill and mountain strip work. Duncan Fraser is also acquiring a good deal of knowledge, he being part of this operation. Eventually, workshops on these topics will be held

A suitable aircraft for training is now under investigation along with the structure to support it. The early indications are that this is likely to be a 582 powered Kitfox.

**Any interested club member is invited to attend.**

## Tail Wheel User's Group – what's that all about?

Dave Mitchell

This specialist group has been formed to answer the fairly steady number of enquiries for tailwheel training and ratings. Nearly all of these enquiries fell into the domain of Mike Small as he was prepared to offer his aircraft for this type training. Occasionally I, too, would get enquiries if our RANS (Kermit) was available for training. Accordingly a number of like-minded people (tail dragger owners) got together to investigate the need for a specialist group to cater for this need.

A meeting was held in the Clubhouse and about 25 people attended, three training DVD's had been acquired and the first of them "Tailwheel 101" was viewed; the remainder, "Tailwheel 201" and "Snow flying" would be viewed at subsequent meetings. The DVD's are by Damian Del Gaizo, a highly respected Instructor in the USA. All present agreed that "101" was an excellent training aid. A second meeting has since been held on 7th April and "Tailwheel 201" was shown which covered advanced techniques with "wheel" and "Crosswind landings"

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## RAANZ Hokitika Fly in – second report

Terry Salmon

*[Editor's note: Terry was kind enough to e-mail me some excellent photos of the RAANZ fly-in covered in last month's magazine, it was too good an opportunity to not print them! The text is extracted from Terry's covering e-mail]*

These are just a few of the CRAC member owned aeroplanes at this event - sadly I didn't get a pic of Ross Marfell's fabulous Alpi, or indeed Mike Glen's 701 which made a fleeting appearance, or even Mike Sheffield's Alpi . Obviously, my beloved EEZ features in this selection quite a lot (the two wee ones are my grandkids - Ruby-Jane and Edgar) - but I have included pics of our wonderful and sadly former club captain Paul Godrey and his brother Mike, with Paul's Kit-fox , plus Rodger Ward and his amazing "Cricket" - I thought EEZ was small - what an amazing little aeroplane the "Cri Cri" is.



Buzz Harvey's ZUB surely has to be one of the more attractive 701's flying from RT. Plus there are pictures of Dave Mitchell's DYM, which is the best RANS S-6 T/W in the country. A fabulous aeroplane. Dave was kind enough to fly my tent, sleeping bag and various other bits and bobs to Hokitika: EEZ doesn't lend itself to flying freight. Evan Belworthy is considering making a streamlined pod which would strap beneath the U/c legs - It'd be very handy and my fly rod will fit. I'd want to call it the "buzz bomb".

I took EEZ went over on Saturday morning in just under 50 minutes in gorgeous weather. Over the weekend, EEZ

and I did a number of flights around the district, totalling 6 hours over two days. EEZ is no stranger to the 'Coast, particularly Hokitika.





## WOW! Warbirds Over Wanaka

Brian Greenwood

As mentioned in the Editor's Letter, I attended this year's Warbirds Over Wanaka Airshow during the Easter break. After attending almost every one of these Airshows (I missed the first couple due to family commitments) one might expect that I have had my fill. This is certainly not the case, I could have done a couple more days there quite happily! I'm sure the organisers, workers, and volunteers were pleased it's not a 5 day event, however.

The absolute star of this year's Airshow was the amazing late model Messerschmitt Me-109 in the form of The Aircraft Restoration Company's Hispano Buchon Ha-1112. This is a licence-built Me-109 G6 modified to use the Rolls Royce Merlin 500 engine. These engines were powerful, reliable, and available in quantity post-war. I believe the design modifications were done by the original aircraft designer, Willy Messerschmitt, but I am still trying to confirm that. Treat that as an unsubstantiated rumour rather than fact! This aircraft has made both the cover and the centrefold of this edition.

Of course the real stars of the air show are the people from pilots such as John Romain, Keith Skilling, Jurgis Kairys, Sean Perrett, Gene Di Marco and dozens of others made this show a hit. Have a look at the list of stars at [http://www.warbirdsoverwanaka.com/pilots\\_and\\_identities.html](http://www.warbirdsoverwanaka.com/pilots_and_identities.html)

Some of the excitement this year was caused by the RNZAF's new Texan II trainers, along with the RAAF Hawks (lovely aircraft, let's get some into the RNZAF!), the USAF C-17, and the Armee De L'Air CN-235 ( a very



attractive aircraft). Other excitement – Spitfire IX, Corsair, 2 P-40's, Avenger, Yak 3, P-51D's (including the nice surprise that Dove of Peace is still flying here), Avro Anson I, Strikemasters, Vampires, DC-3's, and the return of the Catalina after a refurbishment and rebuild.

The Catalina did a free show on Lake Wanaka on Friday evening, along with a Cub and a Cessna float plane. Oh and the Searey amphibian too! It was a very appealing spectacle in the late afternoon Autumn light.

The next airshow in 2018 will be the 20<sup>th</sup> anniversary of Warbirds Over Wanaka. All I can say is: book your accommodation, and book it now.

This article includes a selection of my photos from the show. I hope you enjoy them and don't mind a few slipping in to future editions!



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**John Romain** scrambles in the Aircraft Restoration Company's Hispano Buchon Ha-1112. The conditions formed some beautiful trails from the propeller tips.



*Above and Above Right, This year saw the very welcome return of the Catalina to the Air Show Circuit.*



*Above, the Armee D L'Air CASA CN-235 did a tight display.  
Above right, the Yak-52 display team did a record-breaking 9 ship loop and then split into the two groups and a solo performer. They just get better and better!*



*Above, the USAF C-17*



*Left the RNZAF C-130 left some really cool contrails from the propeller tips*



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*Previous page and Left, the two P-51D's did a magnificent display, lots of options for the photographer and the sound of those two Packard Merlins... just magic.*



*Above, left, and below – do you want to get bombed or strafed? Dummy bombs leave the Avro Anson I and a puff of smoke and shell cartridges (or links?) leave the .50 Calibre guns of the P-40.*

*Where else but Wanaka?*



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*Left, the Martin Jet Pack performed all three air show days flown remotely.*

*Above and below, The STOL take-off and landing competitions were hotly contested by a range of aircraft including this Carbon Cub and Auster Autocrat.*

*Below, Air Chatham's DC-3 is a genuine ex NAC Skyliner, note the larger cabin windows. I was playing with a low shutter speed to blur the props and the background.*

*Below right, the final flypast on Saturday was this superb formation.*





*Above left, the Roaring 40's Harvard team provided the baddies for the closing airfield attack.*

*Above right, part of the Yak team punches through a small cloud on the downward side of a loop, beautiful!*

*Left and below, The two "Blunties" (Strikemaster Mk 88's) that performed (sometimes with the two Vampire trainers). The bottom picture was an attempt to get a speed blur in the background.*





Clockwise from left: Hispano Ha-1112 Buchon, Yak 3, RAAF Hawk 127, Wall of Flame, and the Catalina.



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## April Committee Meeting Notes

- Correspondence between Kaiapoi Working Mens Club and ourselves confirming Committee Meeting arrangements for 2016
- Correspondence with Southfuels re 95 Octane availability on field – ongoing
- Correspondence from 88 Squadron ATC thanking the club for flying experience day and ongoing support
- Bank Bal approx. \$6K and going up (subs etc)
- Dynon in RGA still occasionally giving trouble
- RGA posted 38 hours, JOR 16
- 100 hour check in JOR completed
- Working Bee well attended and results even better than hoped.
- Safety Officer's report (see separate article)
- PC replacement approved (and now working well!)
- Deane Philip discussing some aspect of the hangar build with builders
- Chris Anderson and Stewart Bufton pricing a fix for the Hangar door rollers.
- Defibrillator is on its way, some minor changes required to the paperwork
- Club Web Site hosting to change due to issues at SBHost
- TV displaying weather information will be modified to include ATIS data. Improved web cam to be purchased.
- Wayne Wilson loaning the club two new headsets to trial in RGA
- Presidential succession discussion
- Planning meeting for the new committee suggested for May 14<sup>th</sup>.



## Safety Officer's Report

### Duncan Fraser

In general responsible behaviour among our members has been excellent.

The Oxford Fly in was well attended and (apart from one incident which was totally avoidable) it went safely with no issues. The one incident has been dealt with and an incident report with CRAC will be kept on file.

We have been remiss in misinterpreting the rules on a type rating in a single seat aircraft. We have learned from this and are wiser from the inquiry.

I am liaising with Buzz to organise a seminar with Lachlan Falconer from the Air Traffic Control. The aim of this seminar is to familiarise our member with airspace around our airfield and surrounds. We are hoping to hold this seminar in May.

I have found my term as Safety Officer enjoyable and rewarding. I trust awareness to safe operating procedures has increased. I have noticed an improvement in communication and discipline within the circuit.

Thanks to you all for entrusting me in this position. Hopefully I have in a small way contributed to a better safety culture within CRAC.

## Wake Turbulence Correction

### Brian Greenwood

I've had it pointed out that the wake turbulence for a given aircraft actually increases as the aircraft flies slower. Apparently flaps, undercarriage, and drag are all factors in producing this effect.

In my previous article I incorrectly stated that the faster an aircraft goes, the more turbulence it produces, I was 100% wrong! Please accept my apologies for this inaccuracy.

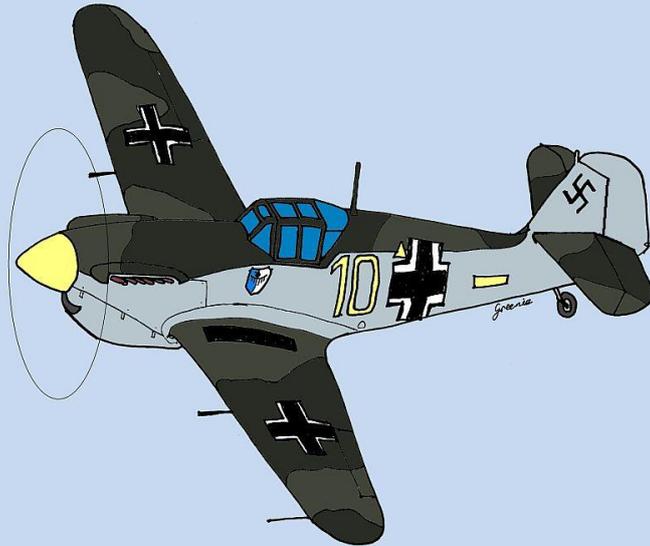
My message remains the same: all aircraft produce wake turbulence, respect it and watch your separation.



The Deere family's Spitfire IX, PV270, flown by Squadron Leader Sean Perret, did some cracker displays, sometimes with the Buchon.

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**Previous page, Keith Skilling in the Corsair doing a 'Skilling Pass'!**



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## Upcoming Events

Keep your eye out for club e-mails, or join the **CRAC Drop Of The Hat** WhatsApp group for informal group fly-aways.

### Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors:

**Dave Mitchell**, "A Third Solo worth Celebrating!" and the Tail Wheel Users Group Articles

**Margo Migirdichyan** for the CRAC Working Bee and Oxford Fly-in photographs

**Terry Salmon** for the RAANZ Hokitika article and photos

**Duncan Fraser**, Safety Officer's report

**Scott James** for the Payments reminder and WhatsApp instructions

All other images in this newsletter  
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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:

**Philip Scurr**  
**William Gardyne**  
**Tash Lawry**  
**Michelle Polglase**  
**Shivan Sivakumaran**

Please make our new friends welcome.

## Congratulations

**Ivor Link**, Adv Local

### **Next Newsletter**

Contributions requested, publishing deadline 4<sup>th</sup> May 2016.

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

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