

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- SALUTE TO THE TIGER MOTH
- ANZAC FLIGHT - FOREST FIELD AND RANGITATA ISLAND
- LOBURN ABBEY FLY IN
- RGB AND JOL ACCIDENTS

MAY-JUNE 2021



RECWINGS

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

Contributions for the next edition are due by **July 14th, 2021**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, ZK-BLI of the Ardmore-based Tiger BLI Syndicate taken at the Mosquito display, Ardmore
© 2021 Brian Greenwood

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SALUTE TO THE TIGER MOTH

BRIAN GREENWOOD

The De Havilland Aircraft Company started manufacturing its Moth series of aircraft in 1925 with the DH60 Moth. This was powered by a 60hp Cirrus engine, a four-cylinder inline engine was developed from a World War One-era 120hp Renault V8, effectively cut in half - utilising war-surplus parts.

As the supply of parts dried up, Geoffrey de Havilland commissioned friend and employee Frank Halford to design a new engine for the Moth. He came up with the Gypsy I which produced 100hp but only weighed 14lb more than the Cirrus. It was fitted to production Moths, this version was known as the DH60G but more commonly referred to as the Gypsy Moth.

Competing against war-surplus aircraft, Moth production reached a very healthy figure of around 2,000. Amongst the operators of the Gypsy Moth were the Royal Air Force, Royal Navy, New Zealand Permanent Air Force, and many civilian aero clubs and

THE DE HAVILLAND AIRCRAFT COMPANY was formed in 1920 when the chief designer of the Aircraft Manufacturing Company (Airco), Capt. Geoffrey de Havilland, bought the company outright.

The post-World War One era was a time of turmoil in the aircraft industry, Tommy Sopwith had already purchased some of the assets of the Sopwith company and formed Hawker Aviation.



Above, Jerry and Jan Chisholm's gorgeous DH60G Gypsy Moth at Ardmore in 2012.

operators.

In 1931 De Havilland submitted a metal-framed version, the DH60M "Tiger Moth" to the RAF as a proposed trainer. Although it was well-received, the RAF expressed concerns about the ability of the front cockpit occupant to exit quickly, especially as the service pilots would be wearing a parachute.

Somewhat ingeniously, De Havilland swept the wings back, which kept the centre of lift at the same point but cleared the area above the cockpit. The Cockpit hatches were enlarged, and the dihedral was increased to maintain ground clearance for the wingtips, which would have been further aft. Another change was re-engining it with the 120hp Gypsy III inverted engine, which improved propellor ground-clearance and forward visibility.



The aircraft was so radically altered that it was given a new designation – DH82 – but kept the Tiger Moth name.

136 DH82's were produced for various operators, and by 1933 an improved version, the DH82A was introduced. The main changes were a 130hp Gypsy Major engine and the rear upper fuselage was now a plywood fairing rather than the fabric of the earlier version. The Tiger Moth II became the standard RAF ab initio trainer.

By the start of World War 2 in 1939, over a thousand Tiger Moths had been produced, and production was starting in Canada, Australia, Norway, Portugal, Sweden, and New Zealand.

An interesting variant of the Tiger Moth was the DH82 Queen Bee gunnery target. This was produced in 1935 as an aircraft capable of being operated from the ground by radio control. The front cockpit was fully equipped, but the rear could be occupied by the radio and associated hydraulic and mechanical gear.

The Queen Bee's fuselage reverted to a wooden-framed structure like the DH60 series. The word "Drone" was first used on this aircraft, in reference to the drone bee which does one flight looking for a Queen Bee and then dies. Quite appropriate for an aircraft that was intended to be shot down!

The Tiger Moth became the standard trainer for the magnificent British Commonwealth Air Training Plan

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Right, the familiar figure of Prime Minister Winston Churchill, with his Secretary of State for War, watching a float-equipped De Havilland Queen Bee radio-controlled target drone launch, 6th June 1941

War Office official photographer, Horton (Capt). This is photograph H10307 from the collections of the Imperial War Museum.



which supplied a vast number of pilots for the allied war effort. It was estimated that Britain would need 20,000 to 30,000 pilots **per annum** to keep up with the war effort. New Zealand's commitment to this scheme was to provide, per annum, 880 fully trained pilots, 550 pilots to an elementary level (training to be completed in Canada), 546 observers, and 936 air gunners. The scheme was so successful that it was slowing down by 1944, and by war's end had almost ceased.*

Tiger Moth production finished in 1945, by which time 9,231 had been produced. The RNZAF used a total of 335, which included 154 UK built examples, 21 impressed civilian machines and the balance manufactured at De Havilland's Rongotai factory. This fine piece of architecture eventually became the Wellington Airport terminal.

Post-war, huge numbers of de-mobbed Tiger Moths became available cheaply. No matter that these were pretty much World War One technology (albeit with a better engine), these aircraft filled the ranks of aeroclub flight lines and helped pioneer such roles as aerial topdressing. Eventually more comfortable

aircraft (it's a relative term!) such as Austers, then Pipers and Cessnas replaced them.

By the 1980's there was a dedicated band of fans with many Tiger Moths participating in Air Shows, giving people like me ample opportunity to get to see them. Even today they're a very visible reminder of both wars and the massive post-World War 2 boost they gave to civil aviation. They're major movie stars, being used as stand-ins for aircraft of both sides, and as the basis of replica builds such as the Pfalz fighters.

Locally, I was always in awe of Simon Spencer-Bower's beautiful ZK-BUO, in a silver and white scheme with black and white chequers. I recall him telling me about his airshow trick, snatching a white handkerchief off the ground with a wire attached to the wingtip. Although he reckoned it wasn't too difficult, the thought still gives me the heebie jeebies!

*<http://nzetc.victoria.ac.nz/tm/scholarly/tei-WH2AirF-c5.html>



***This page**, two views of ZK-BRL/NZ1443 of East Canterbury Aviation Limited at Rangitata Island. Russell Brodie operates this company, which purchased this Tiger Moth in 2009.*

NZ1443 was built by De Havilland's Rongotai factory in 1942. Delivered to the RNZAF, it spent most of its time training students at No. 3 EFTS, Harewood. It was sold by tender in 1956 for £335 and has passed through a series of private owners, aeroclub leases, and the White Island Aviation Company ownership (twice) before Russell's purchase.

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Tiger Moths are inherently photogenic!

Above right, ZK-BLI of the Ardmore-based Tiger BLI Syndicate

Right and below, ZK-BFF, a privately owned aircraft, receiving a good pre-flight and on finals
Both photos taken at Ardmore in 2012.





ZK-BUO ENGINE OVERHAUL
PHOTOS BY MARK GREENWOOD



Sometime in the 1970's Mark Greenwood and his friend Phil McGuire flew into Simon Spencer-Bower's field near Swannanoa. The occasion was the final fitting and first test flight of an overhauled engine, I believe.

I think at some point this airfield was also used by the Microlight fraternity because of increased costs at Rangiora airfield – does anyone recall this?

Tiger Moth ZK-BUO was respondent in this silver/white/chequers civilian scheme but has since been painted in its full RNZAF military colours. It's now registered to Simon's company, Wanaka Helicopters, and is operational there.



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Simon Spencer-Bower flying his Tiger Moth ZK-BUO
over the Canterbury plains sometime in the 1970s
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LOBURN ABBEY FLY IN

PHOTOS BY BRIAN GREENWOOD AND WAYNE GENET

Ivan and Sandy Campbell host a fly-in at their Loburn Abbey airfield periodically, this year it was on Sunday May 23rd. Your cub reporter, starved of airshows and club events, took a zillion photos and presents them here by way of justification.

Club member Wayne Genet also contributed some great images which are attributed as such – thanks, Wayne!

When I arrived, CRAC President Doug Anderson was just lifting off for a handling demonstration in his tiny Trike. He really showed how tight a circuit could be.

Above right, Doug Anderson committing aviation (Wayne Genet)

Right, Doug turning downwind, or something! (Author)

Being an open day, the joy is renewing friendships, creating new ones, and watching the arrivals and departures.

Below, Graeme Main and Dave McPherson (Author)



As a currently-not-flying-much photographer, the opportunity to get some close up photos of our everyday aircraft (and a few exotics) is greatly appreciated.

CRAC was well represented, and it was positive to see so many other organisations and owners supporting the day.

Thanks to Ivan and Sandy for hosting this thoroughly enjoyable day, in a beautiful environment, with wonderful sausages!





Right, Gary Freedman with Electric Air's Electric Pipistrel

Colin McDonald with his syndicated Pipistrel Sinus

Host Ivan Campbell with his Mk26b Spitfire
(All © Wayne Genet)



Below, those Spitfires! They taxied out, appeared to have a quick kiss at the end of the runway, flew some circuits, and landed again! (Author)





Cessna 120 ZK-XTX departs Loburn Abbey,
with the homestead in the background.
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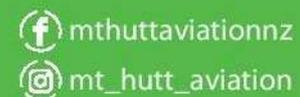
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Above left, Alex Ingresso in the Yak 3 and friends in the Airtourer arrive in style! Top Right, the Titan T-51 Mustang doing likewise. Instructor Greg Mouat and pilot departs in this lovely old Cherokee 180 , one of my favourite shots of the day.



Above, various club member's aircraft. And a few interlopers. Note the club members are doing the correct club friendly wave, using all fingers and thumb appropriately... thank you!





Above, various scenes from the day including Ivan's Storch (ex Wayne Wilson's) which was shot down by the T-51. The miscreant pilot was apprehended by some garden implement-equipped locals!

All photos © Brian Greenwood except left, © Wayne Genet

CELEBRATIONS!



Left, Matt Clark soloed on March 31st, under the watchful eye of Dave Mitchell



Above, Charles Milne flew his first solo on May 1st, again under Dave Mitchell's guidance.

Right, a certain Stewart Bufton had a birthday party at the field, welcome back and Happy (belated!) birthday!



Hearty congratulations from the club to you two for this fantastic achievement – and to those whose photo hasn't been sent

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FOREST FIELD FLY IN & RANGITATA ISLAND ANZAC DAY SERVICE

WORDS AND PHOTOS: AARON MURPHY

CRAC member Lionel Green is a new resident to Forest Field, having just moved into his property and hangar at the Northern end of the airfield. Having put an unofficial word out for anyone to feel free to pop in for a morning cuppa to christen his new home before flying down to Rangitata Island to attend the ANZAC Day Service at the Brodie's airstrip, he was unsure of how many visitors would take up the offer but a good sized gathering of CRAC members answered the call and made it an enjoyable catch up amongst the established hedges and trees.

Around 11am the first aircraft arrived with Matt Vaughan in Maule ZK-DWR from Rangiora having the honour of being the first arrival to Lionel's new digs. He was followed by a steady stream of Rangiora locals and CRAC members and by the time the jug was plugged into the generator for a brew alongside some home made Anzac biscuits, another six aircraft and their crews had joined those at the field. With the biscuit tin now emptied and many cups of tea and coffee downed, it was time to depart for Rangitata Island to arrive by the requested 1:30 arrival time. CH601 ZK-SRF joined the gaggle of lighties at Forest Field to depart across the Canterbury Planes. The Northwest sky aloft wasn't as bad as forecast with only a few bumps funneling down through the Rakaia Gorge as we made our way south.



The contingent of now nine joined up with some more Rangiora locals and a large group of local Timaru area based flyers and by 1:30, well over twenty visitors had amassed on the Brodie's Rangitata Island strip.

Host Russell Brodie had lovingly prepared his property for the very moving service, with trees cut back and grass areas freshly mowed. Russell started the proceedings with a welcome to all assembled while the Reverend Tony Kippax led us all in prayer.



After the National Anthem was sung, the gathered guests moved to the War Memorial on site where Russell Brodie and Ian Blackmore called The Roll of Honour. This was followed by laying of wreaths and poppies by members of the Canterbury District, Timaru District Council, Geraldine RSA, local schools and community groups and members of the RSA. It was a beautiful ceremony held in a beautiful setting.



After some refreshments following the service, the visiting aircraft departed for all corners of Canterbury, North, South and West.



By the time this is read, Lionel will be set up permanently on Forest Field and he and partner Rebecca, would like to welcome any aviators passing by to pop in at any time for a brew and chat.



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Auster J1 Autocrat ZK-ASL arrives at Rangitata Island in this beautifully captured and lit photograph, it deserves to be a second centrespread. Thanks, Aaron!
© 2021 Aaron Murphy



RGB AND JOL ACCIDENTS

BRIAN GREENWOOD

I'm sure all club members are aware of the accident involving our Tecnam, ZK-RGB, on Wednesday April 28th. Like everyone, I am extremely thankful that our two friends Alan McDonald and Stewart Bufton weren't more hurt than they were. They're both recovering at home and I'm sure the whole aviation community wishes them speedy recoveries.

Quite rightly, only the CAA are allowed to make comments about the cause. It's been interesting to watch the media response, in one case they even apportioned blame which is pretty poor form. We had to complain bitterly to get even a slight amendment.

We're all at different places on the aviation learning curve, and that's true of club management, too. There are many different opinions on the way it's been handled. I have two comments on this: (1) You don't want to be involved in a club which is **really** good (i.e. practiced!) at handling incidents and accidents, and (2) please be supportive and respectful of the team that handled this – and especially supportive of the two members involved.

On the subject of accidents, you may have heard that Steve Mowat suffered an engine failure in our Rans S6, ZK-JOL, at 200' during a touch and go. Steve reacted well and flew the aircraft until it stopped, sadly by a fence at the road end of NZRT 07. Steve is unhurt and wants to thank the club for the excellent instruction that helped him do the right thing!

JOL, on the other hand, has a bent undercarriage, broken propeller, and some damage to the fuselage

structure which took the impact of the front wheel. It also has a hole in the rear fuselage, probably from bouncing down onto one of the white "no parking" blocks running along the roadside.

One thing that both accidents have in common is that JOL and RGB both have strong steel-framed fuselages, which have protected the cockpit area and occupants.

While we leave the RGB cause in the hands of the CAA, the only people interested in JOL was the insurance company. There was some fibrous material (paper or thin cloth) wrapped around the fuel filter element that was invisible from the outside. It had been cleaned out 21.3 hours prior and was due to be cleaned in another 3.7 hours, what luck!

Our Rans S6, ZK-JOL, used to be CRAC's primary trainer along with sister-ship ZK-JOR. JOL was the second club Rans, and RGB is the second club Tecnam. It's a sad coincidence that they're both out of action.



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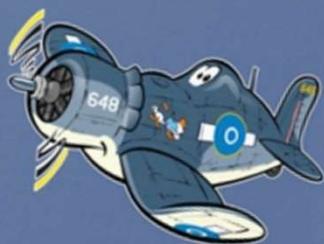
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COMMITTEE NOTES

APRIL-MAY 2021

- Additional Club house external lighting fitted
- RAANZ have requested to audit some log books for BFRs and Medicals
- Paving around the clubhouse completed
- Fly-away to Hanmer being organised for end of May
- Doug Anderson taking role of CFI temporarily, others to be approached for interest
- Bolly props still not delivered
- 005 on RGB accident reported and submitted
- MainPower invoice for \$9,900 for overhead line repair passed on to Insurance co
- Next Instructor meeting May 19th to discuss simulated engine failure practices
- Buzz Harvey voted Safety Officer
- **Committee voted to proceed with purchase of a new Tecnam P92 Echo Mark II to replace RGB**
- Delegated Authorities approved
- Club donating \$500 to Westpac Rescue Helicopter

AGM NOTES

- Club Yearly profit \$25,88
- Flying hours down as a result of Covid-19
- Net Assets \$727,422
- Club membership 292
- Doug Anderson returned as President
- Treasurer and Secretary returned unopposed (Wayne Wilson and Iain Blyth respectively)
- Club Captain Benjamin Dodd
- Committee:
Peter Collins
Buzz Harvey
Rex Woods
Chis Pennell
Iain McPhail
Paul Hyde-Smith
Nigel Malham
Brian Greenwood
- Mike Sheffield voted as Patron



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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

3rd – 5th September – Classic Fighters Omaka
15 – 18th April 2022 – Warbirds over Wanaka

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**

Mark Greenwood, Wayne Genet,
Buzz Harvey, Aaron Murphy
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NEXT NEWSLETTER

**Contributions for the next edition
are requested, publishing deadline July
14th, 2021 ("ish").**

**Next publishing date approx. July 31st,
2021**

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

NEW MEMBERS

Welcome aboard to:

Lachlan McPhail

David Rea

Anita Jorgensen

Brice Alexander

James Rowe

Wayne Genet

Wayne Munro

Roscoe Taggart

Stephen Morgan

Buddhi Heenatigala

Greg Smith

Alan MacDonald

Murray Hudson

Blake McCurrie

Please make our new friends feel
welcome.

CONGRATULATIONS

Max Robertson, Adv National

Michelle Polglase, Adv National

Benjamin Dodd, Snr Flt Instructor

Susan Gaiger, Adv Local

Bruce McGee, Adv National

Carl Davidson, Adv National

Brent Robertson, Adv Local

David Mainwaring, Adv National

Jordan Van Der Lem, Snr Flt Instr,

**Thanks to RAANZ's RecFlyer for
the information.**