

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



JUNE-JULY 2024





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RECWINGS

is produced in conjunction with the **Canterbury Recreational Aircraft Club**.

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

editor@crac.co.nz

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Cover, Ryan Humphreys' excellent shot of his Ibis Magic GS-700 ZK-CCL, and some pizza, at Franz Josef © 2024 Ryan Humphreys

Inside Cover, not the circuit rejoin at NZRT, but in fact the RNZAF's T-6C Texan II display team's synchro pair doing an opposition run at Warbirds over Wanaka 2024.

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ŌKĀRITO, A SMALL WEST COAST SETTLEMENT (WITH AN AIRSTRIP!)

RYAN HUMPHREYS

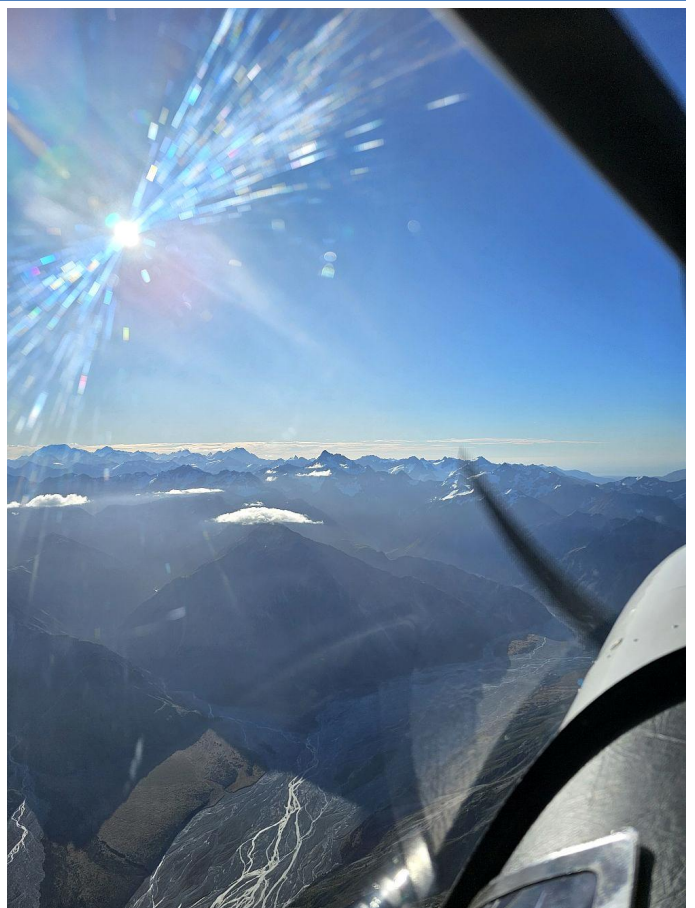
It's hard to find a better way to spend a night than with a plane, parked up next to your campsite in a small but beautiful town. After a solid week of north-westerly winds in Canterbury the old southerly came through and cleared a couple of days of fine flying weather.

With the tanks filled to the brim, camping gear packed and weather checked, off I went!

A SIGWX Alert was out for moderate turbulence around the Lake Coleridge to the north for some strong south-easterlies. Because of this, the route I decided to go down to the south branch of the Ashburton River and then straight across at 10000ft. A nice 10 knot tailwind made the trip a little quicker.

Heading photo, the West Coast. Ōkārito lagoon on the right on the coastline. Our landing spot!

Right, above the Rangitata looking across the main divide



It was a stunning flight over! This part of NZ has it all. From the Flat Canterbury plains plastered with farms, to amazing braided rivers transforming into the Alps with tarns and glaciers.

Fly another 20 minutes and you're in dense West Coast bush that gives a certain "Jurassic Park" kind of feel.

Below, Mt Cook in the distance. Going over Sealy Pass



Ōkārito is valued for its unspoilt and 'untouristy' nature. The residents support the strip being used for recreational purposes.

The strip has several paths that lead to the beach so an inspection pass is necessary to ensure no one is present on the strip. It's a little bit undulating and the mowing is done by the locals.

The town has 42 Full time residents with the number fluctuating with a number of holiday houses. There is a great community campground with hot showers, one fridge/freezer, cooking facilities and flushing toilets!

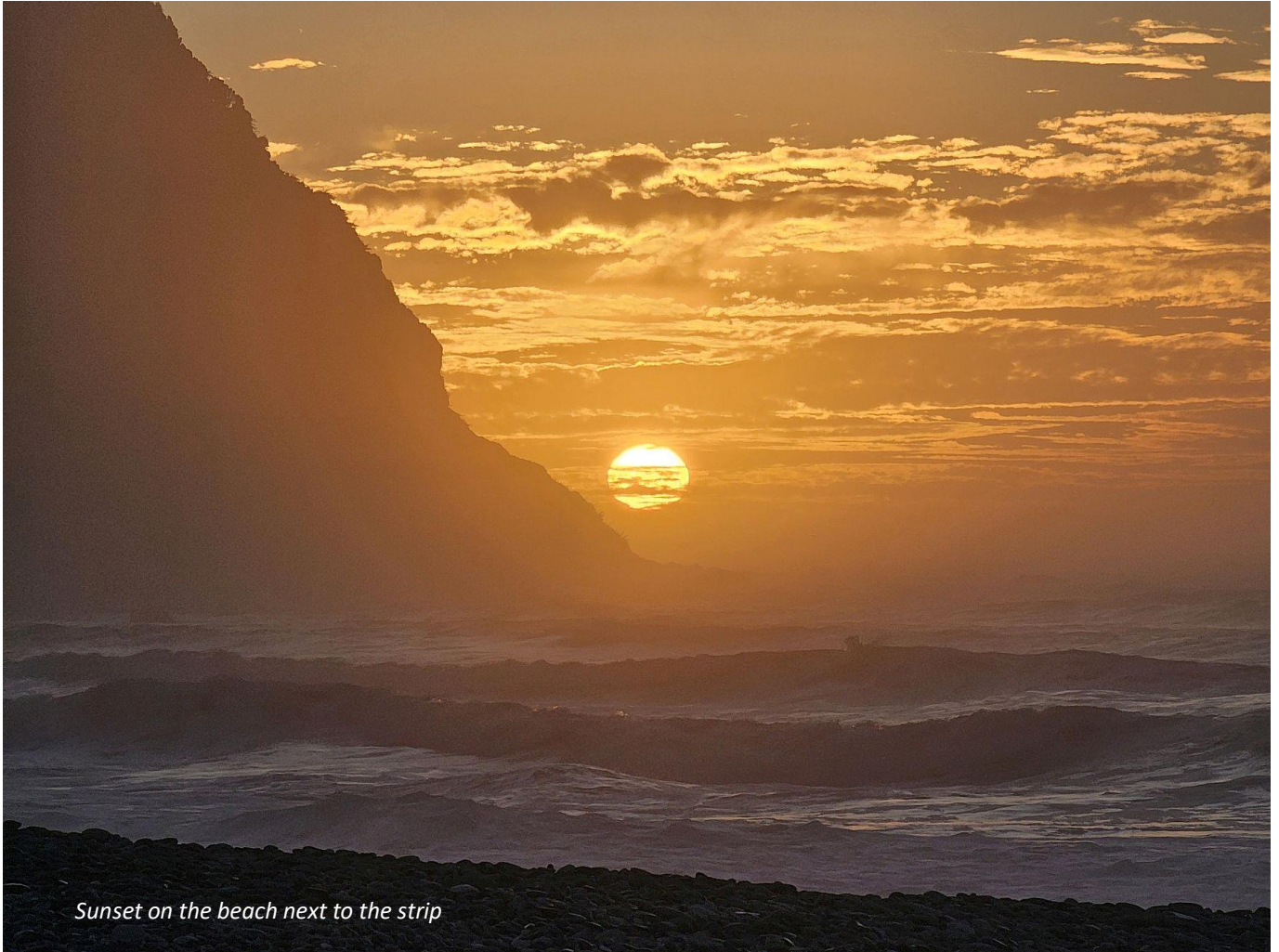
There aren't too many places where you can park your plane and walk a few meters to the local campsite! When I've proposed the idea of camping in tents to my fellow aviators albeit slightly older than me the response I tend to get "we're too old for that", luckily there are a few holiday houses for rent at reasonable rates for those who either can't fit tents in their planes or who'd rather not sleep in a tent.

Local things to do are

- Kayaking, Stable double kayaks and some great little channels into the bush
- Walks
- Coffee at the kayak shop.
- 10 min flight to Franz Josef with a quick briefing from the number on the plate. \$15 dollar shuttle from the airport if you can't scheme a ride off the skydive boys.

Background this page, CCL parked up and picketed for the night





Sunset on the beach next to the strip



Have a chat with Baz from the kayak shop! Even if you're only in for some coffee. He has a wealth of knowledge about the area and will be happy to send you on your way in a single or double kayak.

A fantastic sunset was provided and a nice quiet sleep for the flight back the next day - with a quick stop over at Franz Josef and a shuttle to the town for pizza. And a flight back to Rangiora. This time at 11500 feet with some inflight snacks!

What a fantastic spot, if you haven't been add it to your list! Seek advice from your instructor or an experienced pilot who's been before.

Fly over to ocean for the downwind and carry out an inspection pass for campers who may be using the strip. There is some dated signage for the strip but not everyone sees that!

Left, Kayaking from the lagoon into some small streams in the bush.

Right, Pizza ready for the flight back at Franz. Fuelled up with some AVGAS

Lowest image, slightly sunburnt but happy man with pizza at 11500 feet.



HANGAR SPACE FOR RENT

Club member **Frank Barker** has a microlight-shaped space in his hangar which he is willing to rent out.

Conveniently located nearest Airport Road, a mere 200 metres from the CRAC House, vehicle access and parking are a breeze. The hangar has light and power (not all of them do these days) and must be one of the tidiest hangars in Rangiora. (Ed)

Contact Frank on 021 081 69414 for details.





RNZAF AT WANAKA

BRIAN GREENWOOD

The RNZAF pulled out all the stops for a brilliant series of displays at Warbirds over Wanaka 2024. It was also one of the last, if not **the** last, public display by our venerable C-130H model Hercules.

There were two of our remaining C-130Hs participating, NZ7001 (which is also the prototype of the -H model) and NZ7002. They are due to be replaced this year by new-build C-130J-30 models. The “-30” means a stretched fuselage version, much like a limousine but without the leather and drinks cabinet.

Given the age of the aircraft one would expect them to be pampered, but they were certainly put through their paces. '01 did the solo display, being joined by '02 and one of the 757s for the 'Kiwi Thunder' routine. It was very cool to see the Hercules going like the clappers with the 757 having a somewhat higher angle of attack.

The current helicopter fleet were all represented, with the NH90s, Seasprites, and A109s all doing a manoeuvring display and a winch operation. The A109s also did a dual display, the break towards the crowd being particularly photogenic.

The Defence Force has an RFI out (Request For Information) for a Seasprite replacement. This could

include drones as part of the solution.

I hope you enjoy this selection of photos to honour the RNZAF.

Last edition's coverage mentioned that I intended to publish a more in depth look at some of the subjects, this edition it's the RNZAF!





Preceding page, lower two photos, the ubiquitous RNZAF C-130H crew demonstrated a low level supply drop – directly onto the target marker. I think I'll ask for some training for the next club bombing competition!

Above, gorgeous propeller spirals and a backdrop of snow

Right, the C-130 crew did quite a few flare drops during the show – at least one on each day and one on the lakeside show on Friday evening.

Below, the RNZAF King Air was very active during the shows, I suspect it was ferrying the USAF F-16 and RNZAF P-8A pilots to and from Christchurch.





Centre right, the C-130Hs also participated in the “Kiwi Thunder” display, which had C-130’s NZ7001 and NZ7002 forming on the RNZAF’s Boeing 757 NZ7571. This was a very interesting display of aircraft with different performance, obviously there is enough in common to allow the display to happen safely. The Boeing 757 has the reputation of being a bit of a hot-rod, so the final act has the Hercules peel off to each side, and the 757 does a very steep climb out. Fun and impressive!

Rest of the page, the RNZAF parachute display team, Kiwi Blue, jumped from one of the C-130s (from memory, it was '01) and carved up the sky with formations and a stack. Apparently the smoke cannisters keep their ankles toasty warm.





One of the prettiest aircraft in the RNZAF, the Texan II
NZ1409 lands on the main Wanaka runway
© 2024 Brian Greenwood



***This page**, one of the aircraft I was so keen to see, the RNZAF's newest – the Boeing P-8A Poseidon. In this case it's the first example that was delivered to the RNZAF, NZ4801.*

Out of respect for a brand-new aircraft still being introduced into service, the display was limited to a fly-by in each direction, one with the weapons bay open.

It's fantastic to see some of the new equipment coming through for the NZDF, with the new C-130J's arriving soon too.

I believe that the orange equipment in the weapons bay are two Uni-Pac III SAR kits, which are an air-droppable lift raft and equipment. They're rated for 20 persons for 72 hours and were developed jointly by the US Navy and the RAAF (one version states RAAN). That's a pretty cool piece of kit for New Zealand.





Top row, the RNZAF's NH-90 has certainly been very well utilized by the RNZAF. The display was thoroughly enjoyable with the aircraft demonstrating everything from winching through to high speed steep turns, and plenty of other antics. With the RAAF withdrawing their NH-90s, New Zealand is becoming one of the world's experts in operating this large aircraft.

Second row, The RNZN/RNZAF-operated Kaman SH-2G(I) Seasprite was likewise thrown around with aplomb, and performed winching operations during the air show and the Friday evening Lakefront display.

Below, not to be outdone – the very pretty Augusta Westland A109 Light Utility Helicopter display team comprised two aircraft, with the break-towards-the-crowd routine making for a dramatic photo. The A109 also demonstrated its winching ability.





For Sale

Rans S6ES tail dragger kit with the sport wing, engine mount for a 582, tundra tyres, will be supplied with aircraft fabric and glue as well. It's located between Ashburton and Christchurch.

Please contact Sam on 027 368 8010 for more details.



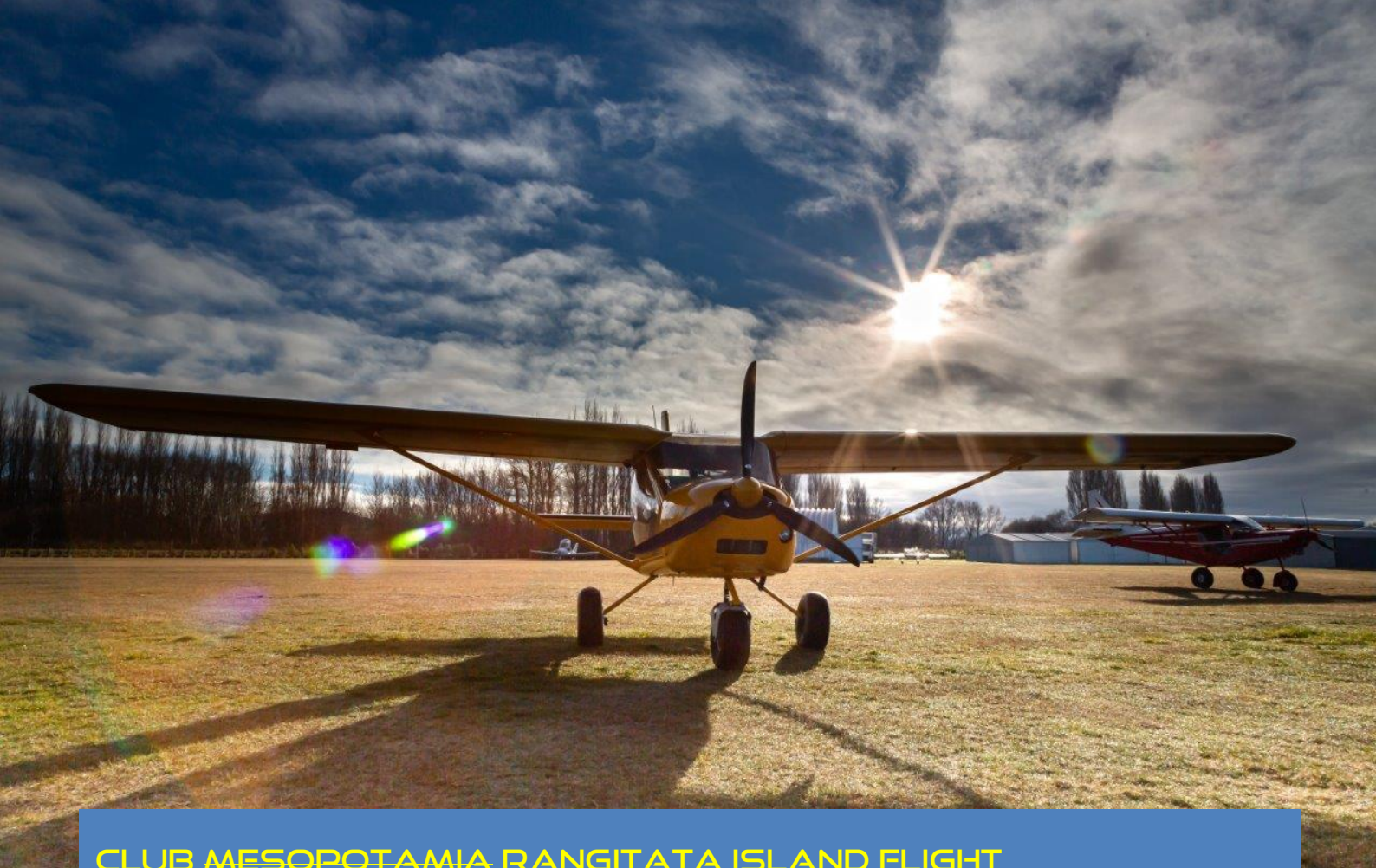
For Sale

ZK-JOR Rans S-6ES Coyote II

Great condition and well maintained. Looking for a good home to keep her in top condition.

Plenty of Club memories for the many that flew this aircraft. Fresh Annual SkyEcho, Rotax 582 Blue top E Gearbox – on condition, runs sweetly.

Call Duncan 021 222 4985



CLUB MESOPOTAMIA RANGITATA ISLAND FLIGHT

PHOTOS BY IAIN MCPHAIL AND AARON MURPHY

The CRAC Co-Club Captains (Ryan Humphreys and Paul Hyde-Smith) have organized some excellent club flights recently. The fact that an amazing 25 aircraft participated in the July 9th event is testament to this.

It was originally planned to fly to Mesopotamia, but that turned out to be the only place on the entire planet that was mostly socked out with cloud cover.

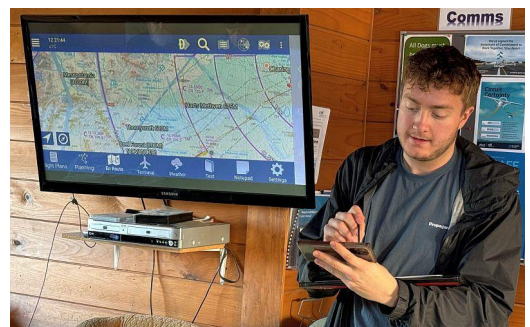
Aviators are nothing if not flexible (try getting into a Rans S6 or Karatoo if you don't believe me) so our intrepid crew pivoted to a new destination – Rangitata Island. I understand a few of the flyers tried some other strips on the way.

Russell Brodie kindly hosted CRAC to a smashing barbeque, to the relief of the hungry aviators. Thank you, Russell, your kindness is appreciated.

These photos were submitted by Aaron Murphy and Iain McPhail - thank you!

Heading Photo - Matt's Aeroprakt ZK-MYD glistens in the morning dew (Aaron Murphy)

Right three images – as always, an extensive pre-trip safety briefing was held by Ryan Humphries and Lionel Green. It's imperative to attend these before participating in a club fly-away, to co-ordinate the large number of aircraft, announcing any last-minute changes, and to advise any conditions required by the destination airfield (e.g., we had one where the aircraft had to be on the ground by 12:30pm to co-ordinate with another event on the field). (3 photos – Iain McPhail)





This page, row by row, left to right – CRAC’s Tecnam ZK-RGC, Ryan’s Ibis Magic ZK-CCL, TL-2000 Sting ZK-PLR, CRAC Tecnam ZK-RGE, two Savanahs ZK-SGC and ZK-SDR, Karatoo ZK-KTW, Savannah ZK-SGC, and two out of three CRAC Tecnams ZK-RGC and RGE. (all Aaron Murphy)





This page, row by row, left to right – Zenith CH-701 ZK-LSB, ditto ZK-ZME, Rans S-21 ZK-YAW, Savannah ZK-RDY, Sting ZK-PLR, Karatoos ZK-KTW, SkyRanger ZK-JAY, Tecnam ZK-RGA, Zenith ZK-FWD, Savannah ZK-SDR, Savannah ZK-SOX, Ibis Magic ZK-CCL, Aeroprakt 22 ZK-MYD, and Savannah ZK-SGC. (all Aaron Murphy)





Above, I believe the cloudy bit covers Mesopotamia, hence the change of destination!

This page - various views of happy CRAC persons and partners enjoying the hospitality of Rangitata Island (all Iain McPhail)





This page - more views of happy CRAC persons and partners enjoying the hospitality of Rangitata Island (all IM)

Bottom row – Iain dropped into Ashburton to check out Brian Hall’s T-28G Trojan. This impressive beast was originally built for and used by the US Navy. This particular aircraft has been re-powered with a Pratt and Whitney R2000 fourteen-cylinder radial, compared to the usual nine-cylinder Curtiss Wright engine of the standard production version. Is this Iain’s next type rating?! (all Iain McPhail)



Greetings CRAC members. It's been a while since I wrote to Recwings Editor Brian with some thoughts on this topic, but I'm pleased to advise that we continue to operate safely, with no serious incidents of note within the club to report. Aviation safety is not so much a nice to have, but a must have. We know what can happen when things go wrong. The recent incident at Christchurch Airport with a Jetstar A320 leaving the runway shows that anything can happen, at any time. The world has seen Boeing's diminished attention to safe practices cause significant inflight events leading to disastrous consequences. We should always keep Safety as 'Top of Mind' to ensure we all reap the number one reward from recreation flying...FUN! Here are some topical issues to consider:

Passengers onboard while refuelling: Many will have read of the recent CAA prosecution that saw a microlight pilot come before the courts. He unfortunately had two charges to defend, one was refuelling his aircraft with a passenger remaining onboard. I was one of many who weren't aware that this was a rule. However, it most certainly is. NZ Civil Aviation Rules Part 91 – 91.15 (2) states (in part): **Fuelling of aircraft** *A person refuelling or defuelling an aircraft must ensure that the aircraft is not refuelled or defuelled with Class 3.1A flammable liquid when a person is embarking, on board, or disembarking the aircraft, or when one or more of the propulsion engines are running.*

Busting Airspace: This is one for me to own! On returning from a recent trip to the 'Growler Hut' up the Rangitata River with the STOL Squadron, I omitted to monitor the airspace height restrictions and flew for about 1NM at 2800' when I should have descended to below 2500'. I spotted the mistake myself and dropped like a Stuka, thinking 'phew' no one saw me. Oh bugger, I was seen, by the Airways Radar centre. The downside of having full ADSB capability, I suppose. I didn't hear from them but was reliably advised that ZUB is now recorded in the Airways little black book of miscreants. Luckily a benign incident, but a great reminder to monitor airspace height changes when returning to NZRT.

Vector Article – Airspace Occurrence (Winter 2024 – page 25): On the subject of Airspace, this is an interesting report that discusses which frequency we should monitor whilst operating cross-country. It advises we should monitor FISCOM, not 119.1MHz. 119.1 is the frequency for unattended aerodromes without a specified frequency, not for cross-country position reporting. I discussed this with Carlton Campbell – CAAs SI Safety Adviser. He said this had been an issue for some years and the confusion is a result of unresolved outcomes when changing from 1953 regulations to 1990 CAA Act not clarified by Airways NZ or CAA. Whilst this is a confusing situation, he advised that pilots should report position when operating in controlled airspace, to inform other pilots operating in the vicinity and/or where there was a risk of conflict, principally at aircraft pinch-points.

CAA Safety Seminar - 'Circuit Certainty': MainPower Stadium Rangiora – Wed 31 July – 1900hrs
See you there!

Thanks for reading. Remember: 'Fun First – Safety Always'

CRAC Safety Officers:

Stew Bufton

Ph: 021 260 2142
stewartbufton@yahoo.co.nz

Buzz Harvey

Ph: 027 499 7265
kiwisfly@outlook.co.nz

Please contact either one if you have an accident or incident to report or wish to discuss any Safety concerns.

CELEBRATING OUR SUCCESSES!



Congratulations to Matthew McCaughan who soloed under Scott James' instruction on Friday July 12th.

All solo photos to editor@crac.co.nz please!

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COMMITTEE NOTES MAY – JUNE 2024

- Club Sign reinstated
- Garmin InReach installation in club aircraft being finalised
- Colin MacDonald confirmed as CFI
- Club logo'd Merino tops under investigation
- New Club Constitution in progress
- Four flights gifted to Rangiora RSA in thanks for hosting the Committee meetings
- New Instructors – prospective Instructors to meet their own training costs, however CRAC will support their type ratings with up to 3 hours training. Existing Instructors have a small budget to maintain currency.
- New AIP Volume 4 purchased
- Peter Chadwick and Mike Burke welcomed as new Instructors
- Defibrillator serviced
- Presentation from Phillipa Jacobs (Pinnacle & Co) on new website and marketing proposal
- Discussions on the aircraft fleet, with options of keeping the status quo, selling an aircraft, mothballing an aircraft, or leasing one out.
- Website updated with new Instructors
- Fuel installation inspection by Council and experts, resulting recommendations under consideration.
- Clubhouse signage to be updated (names and contact details).
- SGM Training delegated to Tony den Haan (with thanks!)
- Mike Fowler running a series of lectures for CRAC – using the ATC Campus area.
- New Rotax engine ordered for RGC (time expiry) – can go 'on condition' if delivery delays
- CRAC nominating Benjamin Dodd as ATO
- SGM doors to be modified to double latch mechanism.



**CANTERBURY
RECREATIONAL
AIRCRAFT CLUB (INC)**

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Rangiora 7440

www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



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

31st July - CAA Presentation, MainPower
Stadium, 7:00pm

3rd August - Lake Heron (Local back-up - Okains
Bay)

1st September - Nelson Lakes (Or local
alternative TBD)

5th October - Fielding (North Island) or Okarito
(South Island)

Photo above – Stew's ZK-LSB in the high country
© 2024 Aaron Murphy

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**

Ryan Humphreys, Aaron Murphy,
Iain McPhail, Buzz Harvey
RecWings logo by Eric Lim.

*Disclaimer: This Magazine is prepared by
dedicated enthusiasts; the opinions expressed
herein are not to be taken as official club policy
unless approved by the committee.*

NEW MEMBERS

Welcome aboard to:

Aaron Black
Jason Fouche
Hayden Lowe
Isaac Joel Foster
Rhys Dillon
Jonathan Sharp
Joanne Wood Floyd
Mark Fall
Allan Moulai
Philip Wright
Ethan Tyree

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
mid-September, 2024

Next publishing date approx. September
30th, 2024

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

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