

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- FOX MOTH - OUR FIRST COMMERCIAL
- RANGIORA AIRFIELD CIRCUIT SAFETY
- DERRICK HUBBARD SOLOES AT 92
- ASHBURTON AVIATION MUSEUM FLY-IN
- A THIRD CLUB TECNAM P92 PROPOSED

AUGUST 2018



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.

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Contributions for the next edition are due by **September 12th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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*Cover, Lachie Falconer flying the historic Fox Moth ZK-ADI
© 2018 Brian Greenwood*

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FOX MOTH ZK-ADI – OUR FIRST COMMERCIAL AIRCRAFT

BRIAN GREENWOOD

The De Havilland Fox Moth was designed by De Havilland designer A E Hagg and first flew on January 29th, 1932. 154 were eventually built which includes 2 in Australia and 53 in Canada, the latter were produced post-World War 2.

ZK-ADI was the 98th and last production aircraft out of England. It was registered to Bert Mercer's Air Travel (NZ) on January 29th, 1935 – 3 years to the day after the prototype's first flight. Air Travel (NZ) was the first airline in New Zealand, and ZK-ADI flew the first scheduled service on December 18th, 1934 from Hokitika to South Westland. Somehow that's over a month before it was registered! Air Travel (NZ) operated until 1967 when it was nationalised and rolled into the New Zealand National Airways Corporation.

It operated on the South Island's rugged West Coast, moving people, freight, and mail until April 1943 when it was impressed into the RNZAF as NZ566. It served with the Communications Flight at Rongotai and then 42 Squadron. From October 1945 through to April 1948 the aircraft was stationed at Rotorua on Forest Fire watch.

It was struck-off-charge in July 1948 and sold to NZNAC for £1200. It was registered ZK-ASP and named "Mimiro". It passed through a series of owners from 1953, the first being Keith Wakeman of Christchurch who used it in topdressing operations with Aerial Sowing Canterbury Ltd – along with sister ship ZK-ADH. Keith was a well-known local pilot, he ran a successful local company (initially "Christchurch Central Flying School", which became "Christchurch Charter Flying Services Ltd", and eventually "Air Charter (Christchurch)". He also operated a Piper Cub float plane off the Kaiapoi River for many years – but I digress!

In 1954 our subject aircraft was sold to Air Contracts Ltd of Masterton and used it for charter work, and then sold to A. Blechynden of Masterton who used it on West Coast whitebait operations. It had four more owners between 1959 and 1968, the last being by A. Evans of Auckland. It was badly damaged after an engine failure at 500' and stored at Ardmore.

Repaired and sold to M Robertson of Auckland in 1970, but it was again badly damaged during a precautionary landing when it collided with a sheep. By July 1970 the aircraft had been repaired again and sold through 3 New Zealand owners before being shipped to the United States. It was registered as N83DH to the Hamburg Aerodrome Inc. in 1975, and operated from AeroPlaza Airfield in Washington until December 1984 when it was exported to the UK.

Registered as G-ADHA and operated from Hamble until April 1985, when it was transferred to Wessex Aviation and Transport Ltd, also of Hamble. During this time our intrepid traveller even made it to the cover of the famed "Aeroplane" magazine.



After a brief stint in Switzerland, it was returned to New Zealand in February 1997 and re-registered to Croydon Air Services in Gore as ZK-ADI, with whom it is still. Thankfully!

I was lucky enough to fly in ZK-ADI during the air-to-air sessions prior to Warbirds Over Wanaka this year. The main subjects were the Dominie ZK-AKY and Staggerwing VH-UXP, the results of which were published in June's RecWings.

Fortunately, I also got some flights in the Dominie so I could get some sneaky shots of the Fox Moth camera ship. The rule was "cameras down" in the Dominie while we were being



photographed, but we could grab an opportunity while the photographers were swapping positions in the Fox Moth.

The Fox Moth accommodated the two photographers quite comfortably, one forward facing and one rear facing. The ride was great and I think it would have been a very good three-passenger aircraft.

Thanks to the pilots **Lachie Falconer** and **Adam Butcher**, and to **Gavin Conroy** for organising the event.

ZK-ADI/NZ566 history based on the research published on the *Australia and New Zealand Aircraft Serials and History* web site.

www.adf-serials.com.au/nz-serials/nzd83.htm



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ZK-ABI

ASHBURTON AVIATION MUSEUM HOSTS CRAC FLY-IN

BRIAN GREENWOOD



The kind folk at the Ashburton Aviation Museum hosted the CRAC Crew for a fly in on Saturday, August 11th.

The day dawned bright, frosty and clear. A light northerly developed during the morning to give a few knots tail wind for the trip down.

I didn't sleep much for some reason so **Duncan Fraser** kindly offered me his spare seat. Great company, great flight! It was cool to get some time in Budgie too, she's a lot quieter and smoother

than JOL despite having the same engine.

There were around ten planes waiting to depart Rangiora, but somehow that grew to around a couple of dozen by the time we got to Ashburton. Somebody had been telling members that the safety briefing was at 9 instead of the advertised 8:15 am. Keep your eye on the club e-mails!



*Heading photo: Some of the CRAC line up and a Cherokee at Ashburton
Second photo: Ross Marfell's Alpi 300 and Reese Hart's Rans S6 taken from the Ashburton Control Tower.*

Above left, Duncan Fraser's Ragabond and Jeff Bannister's Corby Starlet.

Above right, the Starlet and Zenair 601 warm up.

Left, Scott James and Basil Buwalda stir up the frost, departing NZRT in Scott's 601.



Greg Van der Hulst departs in his Jabiru J160



Jeff Bannister at full noise in the Corby Starlet



Doug Anderson and Ray Corbett's new Savannah, and Max Earnshaw's Avid Heavy Hauler. Right, Matt Dowdall's Aeroprakt A-22



*Third from the top, left: Michael Blomfield's Dynamic WT9
Fourth from top, left: Frank Barker's 701, Deane Philip's 701
Third from top, right: Trevor Shadbolt's Autogyro Calidus found a friend!*

Right: two dodgy controllers in the tower! (actually, the very un-dodgy Buzz Harvey and Ross Marfell)



RANGIORA AIRSHOW 1985 – PART TWO

BRIAN GREENWOOD



The pilots of the Microlights featured in last month's RecWings have been identified as club members **Kim Twentyman** in the Birdman ZK-OOP, and **Chris Dyer** in the trike.

Kim writes: *"OOP was put together by a group of Air New Zealand aircraft engineers back in around 1984-ish and the Air New Zealand microlight club was formed.*

At that time it was the second 2 seat Quicksilver in the country and the first Rotax 503 powered one. The first one being in Auckland with the agent but this was Cynna powered and unsuccessful with that powerplant.

OOP went on to fly around 2000hrs in the Canterbury region before heading up North to Taumarunui for retirement. During its time in Canterbury it had replacement wing covers locally manufactured and fitted."

Chris Dyer responded with some interesting information and wrote: *"That's me flying XTC in the latest Recwings. It was my Delore Trike attached to a beefed up Hanglider called a Moyes Mega 3. My wife, Diana, went for a joyride in the Quicksilver. I think the pilot may have been Kim Twentyman."*

Roger Palmer wrote *"ZK-OOP - this Quicksilver MX2 was owned by Air New Zealand microlight club and hangered on Tull's property in Waikuku. My Father and my brother Gordon were both foundation members, and indeed Gordon took me for a flight in it.*

XTC was owned by Chris Dyer although I am unsure whether this is the same aircraft. Chris was a very early flyer, flying essentially motorised hang gliders with Terry Delore (who later manufactured the Delore Skytrike)."

Thank you to all three for the information and to **Mark Greenwood** for the original photos published last month and on page 8 this month.

Below, Kim Twentyman's five photos of OOP:



Below Right, Chris Dyer's photo montage which includes the wonderful close-up below of Kim Twentyman taking Diana Dyer for a flight in 'OOP.

Below left the Moyes Mega 3 launching





Lachie Falconer flying the historic De Havilland Fox Moth ZK-ADI at Wanaka this year.
© 2018 Brian Greenwood

THE RANGIORA CIRCUIT – "BUSIER THAN EVER BEFORE"

KEVIN DORE, CRAC SAFETY OFFICER

Following on from a recent 'bad day at the office' in the circuit at Rangiora involving perceived conflict between club members' aircraft and one or more Spitfire replicas in the circuit, I think it's about time we (we as in all Rangiora users) had a look at improving our circuit etiquette and brushing up on our standards of airmanship generally. At this point I would like to say that there is no blame being apportioned here, look at it as just an opportunity to think about how we could do things better in a busier than ever aerodrome environment.



Few of us, I would venture to say have any idea of what it's like to fly anything other than a low inertia light aircraft. It is however very important that we do have some understanding of what those who do fly some of these awesome machines such as the Spitfire, have to deal with.

While many of us are happy to putter around the circuit at breakneck speeds anywhere between 36 and 100 kts the Spitfire for example will enter the circuit clean at 120 knots, not because he's showing off but that is the speed at which he can best configure for a safe approach and landing. The Spitfire has a power off sink rate of 1,500 FPM, flaps and gear extension at 100 kts, no tight turns below 80 kts and a stall speed with immediate wing drop at 60 kts. There is just no way that they can fly slower than this as sadly illustrated by two fatal Spitfire accidents on finals in Australia. Forward visibility in a Spitfire is notoriously impaired by the long engine cowling and as a consequence of this their approach is more of a slow curve from a wide downwind onto final rather than the usual right-angled base and final turns.

So as you can see these guys do have their hands full and we simply need to have an understanding of why they might be seeking some cooperation to safely sequence themselves among other circuit traffic. It's probably easier in most cases for us to accommodate them than vice versa. Let's face it Spitfires are not in the circuit every day and most people I believe would think it's wonderful to have them around anyway. Needless to say it's not only Spitfires that need some extra consideration when we share the circuit, there are many resident and transiting high performance aircraft we need to fit in with.

Call signs for Spitfires are registered by CAA who insist that radio calls for all Warbirds be prefixed with Aircraft type and two letter registration such as "Spitfire X-Ray Yankee". This is designed to make us sit up, pay attention and do all we can to fit in with them. They are pretty fast and they are camouflaged which makes them hard to pick up visually. Be prepared to adjust your crosswind or downwind leg to enable them to fit in comfortably.

On the day of the recent occurrence mentioned above I understand that the STOL group were returning from an outing and entered the circuit not necessarily as a 'flight of 5' but as individual planes. From the AIMMS recordings there were over 100 radio calls in 12 minutes which could have been dramatically reduced if one person/leader had made the calls for the group. It is very important to understand of course that when a lead aircraft is making calls for a group, the group needs to be tightly formed with a clear (pre-flight) understanding between all pilots in the group of the need to keep it tight as if operating as one aircraft.

There is no room or need for competitiveness in the circuit. No-one established in the circuit has the absolute right of way except when declaring an emergency. Unfortunately I suspect that part of the problem at times can be attributed to personal attitudes stemming from the very unhealthy 'them and us' syndrome. If this is the case it needs to stop because it is not only unhelpful but it could lead to a serious incident. The aerial version of road rage if you like. Whatever you call it, it's definitely not good airmanship and it definitely has no place at Rangiora.

The circuit size or shape is pretty much the same for aircraft of all speeds except that Trikes and the like with circuit speeds of between 36 to 65 knots should fly the downwind leg closer to the runway, let's say over the northern bank of the Ashley River. Other aircraft with a circuit speed between 65 and 110 knots for example should fly a standard

circuit distance around half a nautical mile further out from the northern bank of the Ashley. There are no longer to be any 500' circuits. Never carry out an orbit on the downwind leg.

Your eyes are your primary means of separation from other aircraft at any time but much more so in the circuit so use your eyes, look up look down as well as left and right and listen to the radio. Keep your radio calls brief but clear especially when the circuit is busy.

The point at which an aircraft turns onto base leg assuming there is no preceding traffic will be adjacent to the threshold of the runway they are to land on for a trike, or in the case of the next speed category up when the threshold of the runway is at a 45 deg angle and behind the wing. It is not necessary to make a call on every leg. One call on downwind is fine but please state whether early, mid or late downwind. Always report on final and state whether long or short.

If there is preceding traffic then you will be governed to a large extent by what they are doing and at times this could mean participating in a cross country downwind leg to Oxford or the mouth of the Ashley! But it's ok to communicate and request to make a closer approach if you are sure this can be conducted safely. Once again we need to have some understanding of the speed and limitations of the other aircraft before considering the request. Remember if it doesn't look right you can always GO AROUND.

And ... there is one area of confusion with respect to the circuit and it is obvious that it's not just one or two that aren't 100% sure. That is, the crossing height from non-traffic side to active side. So to clarify, once the active runway has been determined from an overhead join or when approaching from the non-traffic side, the descent to circuit height (1200' in the case of Rangiora) should be made on the non-traffic side before crossing over the runway centerline well within the upwind threshold. This is the point where your situational awareness is extremely important. Some are of the view that you must be circuit altitude by the time you reach downwind but this is definitely not the case as you risk descending on top of someone already on downwind. Any turns during the overhead rejoin should be in the direction of the circuit. If you are unsure where the other traffic is keep circling until you can see the traffic then descend on the non-traffic side and position yourself safely in the circuit.

If you are unsure about any aspect of the circuit whether it be re-joining, fitting in with bigger and faster traffic, approaching from the non-traffic side, departing straight out etc, please just ask rather than continue with uncertainty.

You can talk to your instructor or contact me at any time.

For further information on circuits here's a link to the AIP section on circuits: http://www.aip.net.nz/pdf/AD_1.5.pdf

And finally in an effort to cut down on radio chatter we have looked at the practice of NOT using 'Rangiora Traffic' at both the start AND end of our calls. It came about originally because people weren't sure of what was said at the start of the message. So here's a tip or reminder:

Push – Pause – Talk

Push the button but Pause for a split second before you start to Talk

Getting into this habit will save time on the air especially when it's busy and enable others to hear your full radio call.

Reminder! *Airfield Safety Meeting* Wednesday 22nd August 7.30pm at the Canterbury Aero Club rooms, Rangiora Airfield. If you fly at Rangiora you should be there.

Kevin Dore

CRAC Safety Coordinator

WHO KNOWS THE NOSE COMPETITION - ANSWERS

JON TYCE

WORDS: BRIAN GREENWOOD

Although I didn't get as many replies as I expected, there were plenty of comments from Club Members who enjoyed the Aircraft Identification Quiz that **Jon Tyce** kindly put together.

I shouldn't be surprised that the winner was none other than **Dave Paull**, Journalist and editor of the NZ Civil Aviation Blog. Dave got an amazing 21 correct, and that's being very pedantic with the answers! **Buzz Harvey** came in second, only a couple behind Dave. You can both rightly claim to be true plane spotters.

Answers:

- | | | |
|-----------------------------------|--|---|
| (1) Airtruk – MOTAT | (2) B-17F Flying Fortress at Seattle | (3) B-29 Superfortress at Seattle |
| (4) B-47 at Seattle | (5) DHC Caribou at Melbourne | (6) Consolidated Catalina at Wanaka |
| (7) N.A. Harvard at Wanaka | (8) Me bf 109E at Seattle | (9) DHC Turbo Otter at Vancouver |
| (8) Yak 52 at Wanaka | (9) Fairey Gannet at Coloundra | (12) MiG 15 at Seattle |
| (13) Short Solent – MOTAT | (14) DH Vampire at Wanaka | (15) Vought Crusader at Seattle |
| (16) Titan TF-51 Mustang, NZRT | (17) Supermarine Walrus, Melbourne | (18) Curtis Robin, Seattle |
| (19) Luscombe Silvaire, Fairbanks | (20) MiG 21, Seattle | (21) Handley Page Victor, Duxford |
| (22) Lockheed SR71, Seattle | (23) Fokker Dr.1 Triplane (rep), Omaka | (24) Republic P-47 Thunderbolt, Seattle |

Notes:

- (2) and (8) sub types not required ("F", "E" etc) but would have been used in a tie breaker
(17) I would have accepted "Seagull Mark V" instead of Walrus. This aircraft was, however, delivered to Australia in 1943 and was probably called a Walrus. I would also have accepted "Shagbat" in a tie breaker!
(22) This "SR-71" is actually a rarer M-21 (itself a variant of the CIA's A-12) drone carrier. The drone is a Q-12. I would have accepted SR-71, M-21, A-12, or even 'Blackbird'.

It was very impressive that our winner knew the Turbo Otter, Luscombe Silvaire, and Curtis Robin. At least, that's what I tell myself after I got them wrong! Thanks to Jon for organising a very enjoyable feature.





DERRICK HUBBARD SOLO'S AGAIN – AT 92!

WORDS: DAVE MITCHELL AND BRIAN GREENWOOD

PHOTOS: TERRY SALMON



As if flying solo on your 90th birthday isn't enough, club member **Derrick Hubbard** (*above, right*) has celebrated his 92nd birthday by flying solo again! CRAC Instructor **Dave Mitchell** (who served under Mr Hubbard in the RNZAF) oversaw the flight in RGB, and has provided some highlights from Mr Hubbard's flying:

- In 1941 at the Hertford Grammar School Air Training Corp summer camp at RAF Panshangar, Derreck took a 30-minute flight in a Tiger Moth. He also visited the De Havilland factory at Hatfield and saw the prototype Mosquito.
- He attended the RAF Pilot Grading School at Woodley and Shellingford, and completed 12 hours dual (didn't solo due to heavy snow!)
- At the RAF's No. 4 Flying Training School, Heany, Derrick flew the Tiger Moth – 24.3 Hours dual, 15.5 hours solo. This FTS is still in existence today, flying Bae Hawks.
- Following this he did 19.20s dual on the Harvard, and 19.85 hours solo.
- Post WW2, Mr Hubbard has flown 97 flights in the PA38 at Omake – 19.35 hours dual and 51 solo



On August 14th, Derrick completed a cross country flight from Rangiora to Hokitika with Dave as a passenger and navigator.

These photos were taken after Derrick's solo on his 90th birthday, by club member **Terry Salmon**.

The Editor would like to extend the club's heartiest congratulations to Derrick on his remarkable achievement.

CROSS COUNTRY AIRCRAFT LEASE

SCOTT JAMES

The Executive committee, in conjunction with a recommendation from the instructors, is exploring the option of leasing an additional Tecnam P92 to help with the availability of aircraft.

The committee currently has an option on an aircraft, which allows the aircraft to be available at no risk, and a small profit, to the club.

If you have any concerns, or questions, please contact a member of the committee, and your feedback will be passed back to the committee at the next Exec meeting. The Exec plans to make a decision at the next meeting, scheduled for September 12.

A THIRD CLUB AIRCRAFT?

BRIAN GREENWOOD

I can't believe that it's three years since we were discussing the possibility of purchasing a second Tecnam P92. In the two years since RGB was delivered it has flown over 1000 hours and RGA has clocked up over 2000 since it arrived in May 2014.

Bookings can be difficult at times and we still don't really have an aircraft fully available for cross countries – hence the lease proposal outlined by Scott in the previous article. Our finances are good, without being excessive, and it is time to seriously consider expanding the fleet in the next year.



The current thinking is that any new aircraft would not be a replacement for RGA but an additional one to the fleet. By the time the process is followed and the new aircraft delivered, it is expected that RGA could be around 2600 to 3000 hours. Any replacement for RGA is a separate project, and is self-funding due to the depreciation being allowed on the existing club aircraft.

The first question is finance, will an additional aircraft be affordable? Some quick calculations suggest that it would without serious risk to the club. This has encouraged a deeper investigation by the Executive, which will be part of the decision-making.

The next question would be type. This is primarily a question for the instructors, with final approval by the club at an SGM. This was discussed at the committee meeting in depth. There is serious interest in STOL aircraft such as the 701 and Savannah, for example; however the club aircraft cannot be landed off-field for insurance and safety reasons. Ideally, we would get the most use out of an aircraft that could be flown on the same type rating as our existing Tecnams.

One fly in the ointment is the considerable cost of Tecnams – they seem to have risen rather more than just the exchange rate drop (we're currently heading for parity with Matabele Gumbo Bead, in case you haven't noticed). There are other alternatives in the third-generation Rotax 80hp-powered training aircraft range.

After another record month's training hours in RGA and RGB we need to start our deliberations and planning now. Get your thinking caps on, and contribute your ideas! This is the start of the consultation stage. Talk to a committee member or e-mail secretary@crac.co.nz

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CELEBRATING OUR SUCCESSES

Congratulations to **Pietro Zugnoni** (*below*) for attaining his Advanced Local on August 5th.



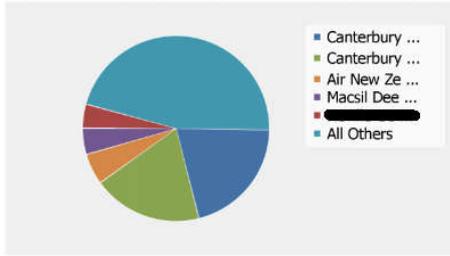
COMMITTEE NOTES AUGUST 2018

- Hangar fire extinguishers to be upgraded thanks to an offer from **Connor Higgs**
- RGA July hours 62.3 TTIS 2073, RGB 76.9 TTIS 1135. A new monthly record
- RGB wheel bearings being checked frequently, gearbox being investigated
- Rotax "On Condition Maintenance Programme" proposal forwarded to CAA by RAANZ/SAC/FlyingNZ for consideration
- **Nathan Clark** has relinquished the role of NZRT Safety Co-ordinator due to work commitments, and CRAC's **Kevin Dore** has been appointed as replacement (Ed: Well done, Kevin, and Thank you, Nathan, for your good work)
- Proposal for digital system for A/c time sheets
- Decided: Club aircraft will only be available for overnight hires during week nights for now
- New aircraft discussion - see article page 17
- Lease proposal put to club for club members - 100hp P92 – see article page 17
- Graeme Main has resigned from committee
- Kevin Dore (Safety) in the process of creating a club Emergency Response Procedure
- Ashburton Fly-in re-scheduled to Saturday 11th
- Airfield meeting re circuits and a/c of varied performance scheduled for Monday 13th.

RANGIORA AIRCRAFT MOVEMENTS FOR JULY - AIMM REPORT

Most Active Operators

Operator	Movements
Canterbury Recreational Aircraft Club Inc.	869
Canterbury Aero Club (Inc)	782
Air New Zealand Sports & Social Club Southern (Inc)	218
Macsil Deer Farms Limited	185
████████████████████	170
All Other Operators	1901
Total	4125



Aircraft Type Summary

Type	Movements
Microlight	1937
Aeroplane	1514
Helicopter	583
Gyroplane	1
Amateur Built	1
Helicopter	1
Unknown	89

Editor's note: I have redacted the Individual's name for privacy reasons. The pie chart looks wrong compared to the figures.

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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

22nd August – 7:30pm Rangiora Airfield
Safety Meeting, CAC Clubrooms
Rangiora

22nd September - NZLX Blossom
Festival, see CRAC RAP for details

7th October – Forest Field Aerodrome
30th Anniversary Celebrations – See
CRAC RAP

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**

Jon Tyce, Roger Palmer, Kim Twentyman,
Chris Dyer, Kevin Dore, Terry Salmon,
Scott James, Dave Mitchell,
Mark Greenwood

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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:

Warren Harpen
Fabian Dunker
Robbie Orr
Bruce Magee
Daneva Quinto
Darren Conole
Ashley Robinson

Please make our new friends feel
welcome.

CONGRATULATIONS

David Tilman, Adv. National

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
September 12, 2018 (“ish”).

Next publishing date approx. September
19th, 2018

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

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