

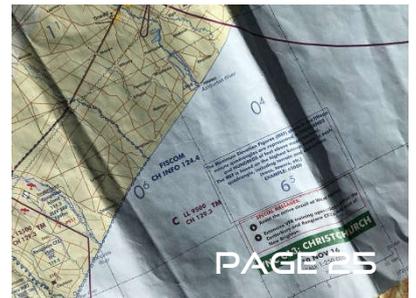
REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- WOW! WARBIRDS OVER WANAKA 30TH
- IS MICROLIGHT FLYING SAFER THAN GA?
- WE CAN DO BETTER!

APRIL 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.

For back issues, head to www.crac.co.nz/magazines

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

Brian Greenwood
editor@crac.co.nz

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Cover, any excuse to get an F-16 on the cover is a good one. Afterburner and a tight turn, with low-pressure vapour forming over the wings.

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IS MICROLIGHT FLYING SAFER THAN GA?

BRIAN GREENWOOD

This question occurred to me after a recent negative comment about Microlights. It is an interesting point, and can be read a few different ways. For example, which is safer *statistically*, or which is safer for me (or you) personally, based on our own circumstances. They can be quite different things, because our own habits, skills, and environment may make us more (or less) safe than average.

It's important to note that it must not be seen as a competition between GA and Recreational flying. We share the same sky, fly by the same laws of physics, and a similar legislative framework. All aviation sectors need to work together. The glowing example in front of us is the good work done by the Rangiora Airfield Safety Co-ordinator and the representatives from various club safety committees and company safety managers. Another good example is RAANZ, who work closely with the CAA and other groups for our benefit.

Statistically, there is no basis for drawing a conclusion about Microlight safety. The CAA doesn't keep records of hours flown for Microlights. They're all lumped together along with adventure flying, hang gliding, and people who jump off tall buildings wearing a cape and externalised underwear. Super. Why this is so is beyond me. It's no harder than the GA system where pilots have to fill in a form annually. The form should be mandated for part 149 organisations and cover all aspects of aviation (or, as Scott suggested, collected off the Annual Inspection forms that all aircraft have). Glenn Martin pointed out at the CRAC AGM that the recent claim that got into the media about "Microlights being over-represented in the accident statistics" has no supporting data whatsoever. Microlights may fly three times the number of hours that GA do and only have the same number of accidents, for example. Nobody knows. So that statement is pure BS (that's an acronym for Bad Science, in case you're wondering).

Having flown from Rangiora for the past 7 years, I have observed the events and absorbed the attitudes around me. This is my personal sphere, a little snapshot of Microlight/LSA, GA, Rotary Wing, Commercial, and Private aviation in New Zealand. It's been a good, positive experience with only a couple of minor "oops" moments that I have overheard. Let's continue with our good work and make sure it stays that way.

I can't guarantee my own safety in the air, any more than I can the next time I cross the street. But I can reduce the risks by making sure I.M.S.A.F.E. when I do go flying, my aircraft is maintained to factory specs, I make good radio calls, seek the latest information, and that I use the collective wisdom of a lot of more experienced aviators as often as possible. In my case that's the club, and my friends therein. You lot!

There is another aspect to consider: Statistically, we're told that pilots who fly more often are likely to exhibit better judgement, and are therefore safer (still looking for proof on this one, though!). I openly acknowledge that I do not fly enough, but I still fly more than I could afford to under GA. I reckon that for me personally, Microlight flying is a lot safer than GA. I'm operating in a great environment, with plenty of support and shared knowledge. I do need to heed the advice of our Safety Officer: Do not get complacent.

CRAC OXFORD EASTER FLY-IN

WORDS AND PHOTOS: DAVE MCPHERSON



On the Easter weekend of 2008 the first Canterbury Recreational Aircraft Club (CRAC) flyin at the Oxford strip on Browns road was held. This Easter 2018 was the 10th anniversary and it was celebrated in style with good weather.

As is the tradition, a lot of the CRAC members camped on site and enjoyed being in the action all weekend. Friday morning, and the first aircraft began to arrive around 9.00am. Gradually as the day went on more and more planes and caravans turned up.

Ross Marfell, as is his tradition, was the first to arrive, all the way from Timaru, closely followed by Alastair Millar. There was a bit of rivalry going on, as well as a bit of trickery, to be the first to arrive. "Let me know when you are about to become airborne Ross" says Alastair but the wily old fox, Ross let him know when he was crossing the Rakaia river. One up to Ross.

Friday was spent setting up and local flights. It was a beautiful evening spent sitting around the "Finnish Candle" (ask someone) and telling tall tales and true. Eventually people wandered off to bed, I think it was something to do with the generator running out of gas. During the night a good ole' nor'west broke out, so there was a bit of desperate checking plane tiedowns, awnings being brought down and the "Finnish Candle" being put out.

The next day was our local A&P show, so Ngaire and I were busy with that. You know the story, if you are a local it's all hands to the pump, when the show is on, so I am not sure exactly what went on. I do know that it was a beautiful evening and there was some nice flying to be had.

On the Sunday there was a cross-country over Lees Valley and down the Hurunui River to Duncan and Jane Fraser's place. Then back for lunch and landing competitions in the afternoon.

We had a few people from the local community come and look around and they were impressed with what they saw. I have had some great feedback. Some of my family and their friends stayed on site and they had a great time.

A big thank you to Doug Anderson (Trike), on Friday, and Grant Goodland (Highlander), on Sunday who took heaps of kids for their first fly. I know that Doug is almost Uncle Doug to one family now. It was certainly very much appreciated and great PR for flying and our club.



There are a few people that need a big thank you. We tried very hard to get the ablution block up and running before the weekend. **Mike Small** spent a day and a half, with two of his men and a digger, helping get the water system and septic system in. We did what we thought would be the most difficult job first, which went without a hitch. Then came the job of burying a tank. This proved to be a big pain in the butt. Because of the wet season, the ground water level is only just over a metre below ground level. Putting a 2.3 metre riser in the ground took a day when it should only have been an hour and he ended losing his favourite snig chain down the hole as well. Thanks Mike, it is so appreciated.

Alastair Millar also spent a lot of time building the shower and toilet cubicles. They were all prefabricated and fitted in perfectly. Alastair is a master craftsman, as can be seen by the standard of workmanship he has shown. The ablution block is a work of art. Thank you Alastair, it would not have happened without you.



We have also had help from members of the OWMC clay bird shooting section. **Craig** from **Malcolm's Plumbing & Drainage Ltd** spent heaps of time, after work, putting all the pipework in and installing the califont. Unfortunately, because of the high-water table we can't put the toilets in yet. **Malcolm Halls** owner of Malcolm's Draining and Plumbing Ltd even got us some brand-new toilet pans from Dux. Malcolm spent some time helping Craig install the shower, which was a difficult job as there is not much height to play with in the container. Thank you guys, we owe you a flight.

There is still plenty to do before the ablution block is finished, but the dream is becoming a reality, thanks to all the help I have had. Hopefully by the next fly-in it will be all up and running.

Lastly, I couldn't have provided the food without the help of my wife **Ngairé**. Flying is not really her thing, but she was an amazing support over the weekend and helped make sure that everyone was fed and watered.

It was a great weekend and we look forward to next year's event. Next year Easter is later in April so will be



a little colder. I still expect the hardy souls to turn up. However, I might try and organise a weekend in late February or early March and we might get a few of those that can't make the Easter event. Here's hoping.





WOW! WARBIRDS OVER WANAKA 30TH

BRIAN GREENWOOD

This year's Warbirds over Wanaka Airshow marked the 30th anniversary of this event, and the organisers certainly pulled out all the stops to make it a memorable one. I got the privilege of doing some air to airs with a couple of amazing vintage aircraft which will appear in a future edition.

There were so many stars in the sky during the day! The F-16's were a first for me, but the RAAF Hawks, Hispano Buchon, Jurgis Kairys, the Catalina, DC-3, Anson, Spitfire, RNZAF, Roaring 40's, Yak 3's, Yak 52's, C-17, CASA... oh there are too many to list! As always the real stars were the pilots, ground crew, and the organisers.

The F-16 pilots were low and fast at times, but flew a very 3 dimensional display. They were also very generous with the flare drops which were surprisingly hard to photograph.



Full afterburner (reheat) and tight turns made for plenty of opportunities to capture some low-pressure vapour forming over the aircraft wings.

The USAF PACAF F-16 Demonstration team is normally based at Misawa Air Base in Japan, but demonstrates around the

Pacific region. It's the longest-running demo team in the USAF, and has recently performed at Singapore and Ohakea. I believe that all of the displays at Wanaka were flown by Major Richard Smeeding.



The commentary provided with the F-16 show was superb. Very slick and American. Great fun, though, and very appropriate to the display, even if I didn't understand it all!

The USAF also displayed the C-17, it's awe-inspiring looking up at this huge aircraft turning very tightly overhead. It's very manoeuvrable for such a large aircraft.



The RAAF brought the beautiful BAE Systems Hawk and the C-27J Spartan. The Hawk did a fast, low-level, tight turning display.



The C-27J Spartan is a surprisingly cool aircraft. It's half the size of a C-130J Hercules (30 Tonnes vs 70, maths was never my strongest subject) and shares the C-130J's glass cockpit and engines, albeit with slightly lower powered and half the number. If you want to see this aircraft loop and roll like a Pitts, have a look on YouTube for "Alenia C27J Impressive Aerobatic Display".

The RAAF operate 10 of these useful aircraft from RAAF Richmond (with a move to RAAF Amberley likely in 2019). They replaced the DH Caribou in the Utility and Battlefield transport role.



This aircraft was on static display during the show, I was lucky enough to see it arrive late on Thursday afternoon.



The NZ Defence Force had a very big team there, starting with the Kiwi Red parachute display team jumping from the RNZAF C-130 Hercules which also performed a flare drop (*below*). The RNZAF commentary was by Squadron Leader Kate Bint. Airshow commentary is a difficult job, one allegedly wrong fact

gets the AvNuts© foaming, and having an entertaining and personable manner is not always compatible with 100% accuracy. Kate does the job perfectly.

Talking of doing a difficult job well, the main commentators for the three days were Jim Hickey, Grant Stewart, and Craig 'Ferg' Ferguson, who were always entertaining.





The 'Black Falcons' aerobatic team (*left and below*) flies the Texan II and is part of the RNZAF's 14 Squadron based at Ohakea.

This squadron has previously flown Harvards, Kittyhawks, Corsairs, Vampires, Venoms, Canberras, Strikemasters, and Aermacchis. A good selection of these aircraft were present on the field, including a Canberra-on-a-pole at



the Museum next door, and an Aermacchi-on-a-pole at Wanaka.



The NH-90 display (*left and below*) was noteworthy this year, obviously the aircraft is well in service and the display routine was very impressive – especially for such a large helicopter. Near vertical banks and high manoeuvrability were the order of the day!

The NH-90 also opened each day, flying along the crowd line with Sir Tim and Lady Prue Wallis waving out the open door. A nice touch!





The RNZAF's Boeing 757 proved that you don't have to be an F-16 or Hawk to get good vapour effects, and the Kaman Seasprite represented the RNZN (operated on their behalf by the RNZAF).



The French Air Force, the Armee de l'Air, flew their attractive CASA CN-235-200 (*below*) from Nouméa and displayed with vigour all three days. This aircraft is slightly smaller than the C-27J Spartan of the RAAF, and performs a similar role.



Jurgis Kairys returned with his incredible flying skills – teased in good humour by the commentary team (“he’s out of his cage again”!) but there is an vast amount of respect for this good-natured man’s flying abilities. (*left and pages 14-15*)

Jurgis is not only a pilot of international standing (many first-place results in both the European and World Championship aerobatic competitions) but is also an accomplished Aeronautical Engineer, helping develop the Sukhoi Su-26, -29, and -31 aerobatic aircraft.

Like me, Jurgis has difficulty flying straight and level - although for completely different reasons!

Another star was John Romain flying the Duxford based Hispano HA-1112 Buchon. The Buchon is essentially a Messerschmitt Bf 109 G6 powered by a Rolls-Royce Merlin engine.

This aircraft was used in both The Battle of Britain and Dunkirk movies, so it is a movie star in its own right. At Wanaka the aircraft was used in displays with the Spitfire IX and the Avro Anson I.



The Buchon, Anson, and Spitfire routines were stunning. The Anson was flown by Dave Phillips and Bill Reid, with Sean Perrett in the Spitfire. Both of these aircraft have been restored to a high level of accuracy, even down to the matt finish on the paint. The Spitfire especially is getting a nice “operational” look to its finish – described by the commentators as a beautiful patina.



These aircraft re-created a real World War 2 event when an Anson was attacked by 5 Me-109's, the Anson managed to shoot down two and damaging another before making its escape. Truly a remarkable feat, little wonder that the 'Annie' is held in such high regard.

The event took place on June 1, 1940, near Dunkirk. P/O Phillip "Pete" Peters and his air gunner LAC Lewis Smith, along with Navigator Sgt Deryk Spencer were the personnel involved. The latter two were credited for the destruction of the 109s. 500 Squadron's Ansons had a local modification to fit two beam guns to supplement the single forward-firing and turret guns, hence the claim awarded to the navigator. Luftwaffe records confirm the action although attributing it to Bristol Blenheims, but there were no Blenheims operating in that area at the time.





Jurgis Kairys in an unusual attitude (for him) – straight and level!
© 2018 Brian Greenwood



John Romain gets airborne in the Hispano Buchon HA-1112
© 2018 Brian Greenwood



The Yak family were well represented with two Yak 3s (*left and below*) and no less than seven Yak-52 trainers (*below left*).

The Yak 3 display pilots were Arthur Dovey and Graham Frew, who flew his "Full Noise" (below) so successfully in the recent Reno air races.

Graham Frew uses the race number, 35, which Bert Munro used at the Bonneville Salt Flats.

The seven Yak 52's apparently come from different parts of the country and don't get a lot of opportunity to train together, so they do a very good job when they display. The Yak 52 is a Soviet-era trainer, which is designed to survive a 'wheels-up' landing if the trainee pilot forgets to lower the



undercarriage. They, and the similar Chinese Nanchang, are favourite warbirds in New Zealand.

The ever-popular Harvards attended in numbers this year, 11 of them! The 'Harvard Tribute' was sponsored by Marsh Insurance.

The Harvard team flew a very polished display as ever, and provided the 'enemy' aircraft for the airfield attack which was the penultimate display of the show days.

One of the Harvards attending, NZ1015, is owned and operated by the RNZAF Historic Flight. It's been restored to its full war-time camouflage scheme as it was delivered in 1942.





The Harvard's North American stablemate, the P-51D Mustang, was represented by ZK-TAF as NZ2415 (Ray Archibald's colours), and ZK-SAS as the USAAF "Dove of Peace". The pilots were Graham Bethel and Rob Brock respectively.





The De Havilland Tiger Moth (*left*) and De Havilland Canada Chipmunk (*above*) were flown by Dave Phillips and Bevan Dewes.



The Catalina performed at the free Lake Front display on Friday evening and with the DC3 during the show.

Below, how to deal with Freedom Campers, Otago style!





Civilian jets were represented by an Aero Vodochody L-39 (*left*) and the two Vampire trainers (shown with the L-39, *below*).

There were plenty of impressive explosions this year by the pry team (*below left*).



Jim Loughnan lands his Hornet STOL aircraft during the sports aviation Take-off and Landing competition (*above, left*), and this Vans RV7 taxis in after a private flight into the airfield (*above* – it was a slow shutter speed not a fast taxi!)

Left, Doug Hamilton flew a great gliding display (towed aloft by Peter Chadwick). *Below*, Brett Emeny in his T-28C Trojan





Finally, a little taste of a RecWings theme later this year. **Left**, the De Havilland Fox Moth, flown by Lachie Falconer.

Below, De Havilland Dominie (Dragon Rapide but originally built for military service) flown by Adam Butcher.



Below, Cam and Tracey Hawley's beautiful Beech Staggerwing VH-UXP.

If you want to see some really good photos from Internationally-reputed photographers, head to warbirdsoverwanaka.com and click on the **shop** link to order this year's souvenir book and DVD.



A heart-felt **Thank You** to The Warbirds Over Wanaka crew, Ed Taylor, Mandy Deans, Celia Crosbie and the rest of the team.

The super air-to-air pilots, Lachie Falconer, Adam Butcher, and Cam and Tracey Hawley – I can't thank you enough.

Great to meet with the media gang; Gavin Conroy, Geoff Soper, John and Jill McCaw, Steve Zimmerman, Dave Homewood, Barrie Collins, Phil Bruce, Rami Khanna-Prade, Wendy and Stewart Wilson... who have I forgotten? Lastly, club members Buzz Harvey, and John and Jill McCaul for their support – and to Pie Jumpartoe for putting up with my aviation bug.



LOBURN ABBEY FLY-IN

WORDS: BRIAN GREENWOOD

PHOTOS: JEREMY ROWE AND BRIAN GREENWOOD



On Saturday April 21st Ivan and Sandy Campbell hosted their annual fly-in at Loburn Abbey. Although attendance was down a little on previous years, it was a fun and welcoming event.

Your scribe arrived too late in the day to see anything too exciting, luckily my colleague **Jeremy Rowe** sent through some good photos.

Thanks to **Ivan and Sandy** for hosting this at their beautiful airfield, and making us aviators feel welcome – and Jeremy for the photos!



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- Passengers get a safety briefing
- You're the passenger and the driver wants directions and you use compass settings rather than left or right.
- You look for an aircraft icon on the GPS.
- Siri is NOT air traffic control.
- You pull into your street, think you are on Base, slow down and fiddle around looking for non-existent flaps... or...
- You think of the hand-brake as the flap handle
- You pull into your driveway, think you are on finals and you want to ask the cat lazing on the driveway...what are their intentions!
- You note the wind, light Nor-East, you abort driving to the supermarket and re-task directly to the airfield.

OXFORD FLY-IN LANDING COMPETITION RESULTS

1 st	Grant Goodland, ZK-KAB
2 nd	Glenn Martin, ZK-MYN
3 rd =	Duncan Fraser ZK-MGS
3 rd =	Bob Johnston, ZK-FSG
3 rd =	Tony den Haan, ZK-BIC
3 rd =	Vanessa Martin, ZK-MYN
3 rd =	Mike Small, ZK-KTO
3 rd =	Chris Anderson, ZK-MYN



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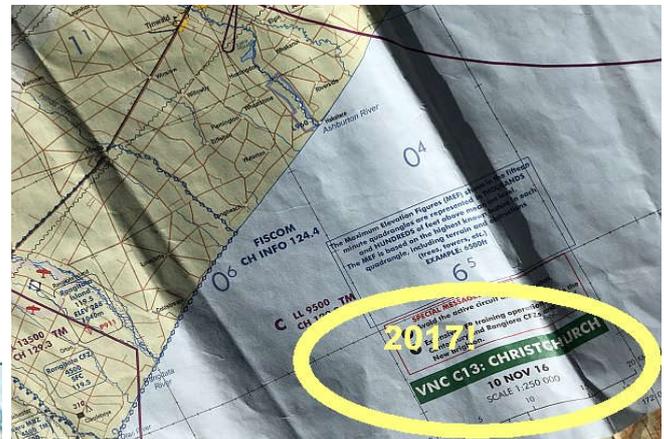
On social media in the last week have been comments about RT Microlight pilots flying cross-country without appropriate information (specifically the West Coast where frequencies changed last November). Not only is it required by Part 91 for us to have current information (i.e. charts and AIP plates), this is dangerous (these airfields are used by IFR traffic and are in MBZs), and reflects badly on all RT pilots.

If you are going Cross-country, you MUST have up to date charts in your aircraft (whether hard copy or EFB). There is no excuse for being on the wrong frequency. You MUST update your charts after the annual November change. If you are not going cross-country, you should always be completely familiar with whichever airfield you flying to - including our own RT.

The charts in the club room are great for reference, but do not replace the need to have Appropriate Aeronautical Charts (Part 91.221) in the aircraft.

TABLETS

There are some great iPad/Android apps out there, and we have had a couple of sessions at the club on using these. By all means use these, but you MUST have a current subscription. The subscription cost is roughly equal to one hour of flying in our machines. Consider carrying a physical chart as a backup (just a few B level maps to cover the country).



These apps should include the AIP Vol 4 with the Airfield plates. If you are flying to another field, you should be familiar with the plate, all of the airfield vectors and circuit directions, and any airfield specific requirements (e.g. the final call at RT). The AIP plates can be printed from the AIP site, and I recommend carrying these as a backup.

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COMMITTEE NOTES APRIL 2018

- WDC asked for a break down of airfield costs after ground rent increase
- New Weather Station purchased for club house (and web site)
- Weed mat and stones purchased for septic tank area
- Record flying income of \$15K this month
- RGA flew 55 hours, RGB 74

- Nav and Time trial event possibly in April
- Hangar One floor painted
- Tyres replaced on fuel trailer
- RGB Prop re-balanced
- Tecnam Seat belt mods 90% complete
- Power and lighting project in Hangar one to be completed soon
- ATC block bookings to be notified to club well in advance In future
- Honours Board draft completed

CELEBRATING OUR SUCCESSSES



Congratulations to **Kaylee McCracken** on her first solo on April 5th – and thanks to **Scott James** for sending the picture through.



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Wayne has just returned from his bi-annual, update course for Rotax Aircraft Engines at Bert Flood's facility in Australia. This keeps him factory current all the way to the beginning of 2018.



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Email: rangiora.light.aviation@hotmail.co.nz
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Canon 70-300 IS f/4-5.6 lens, with box, good condition, \$400

Or \$900 the lot.

The Canon 100D was the world's smallest optical viewfinder dSLR. I bought this to have a smaller camera than the full frame gear to cart around in the aircraft, but I don't use it enough and have spent (too much) on full frame lenses. It's a great wee camera.

Contact Brian Greenwood, brian@brians-place.com or 027 201 8452

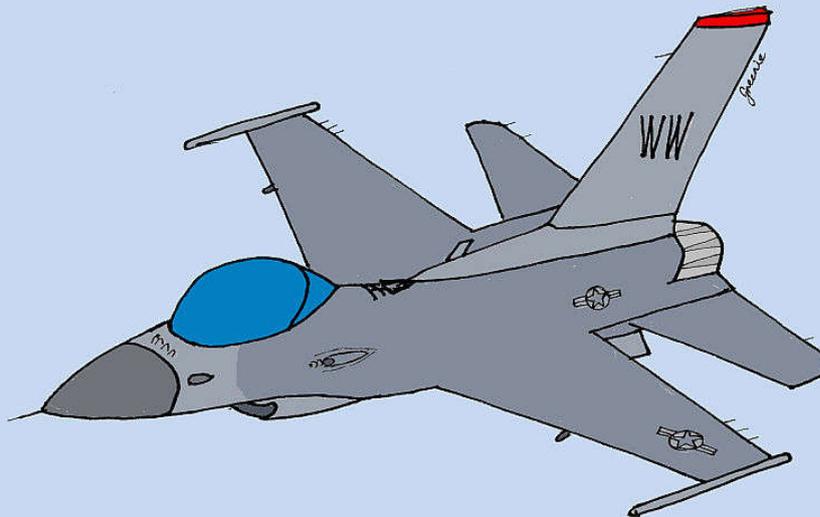
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Interested in joining us?

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

28th April – CRAC time trial, NZRT-NZFF-Oxford-
NZRT. Briefing 9:30 at the CRAC Clubrooms. No
Watches or GPS allowed to be used in the
aircraft.

6th-8th July - Marlborough Aero Club 90th
Anniversary Celebrations, see CRAC Rap for
details

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

Dave McPherson, Scott James,
Vanessa Martin, Jeremy Rowe
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:

Mark Pitt
Phillip Bedford
Richard Miles
Jodie Black
Vichitra Rajasingh
Graham Tully

Please make our new friends feel
welcome.

CONGRATULATIONS

Jeremy Philip, Adv. National

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
May 9th, 2018 ("ish").

Next publishing date approx. May 16th,
2018

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

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