

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CLUB FLY-AWAY TO HANMER
- TECNAM PURCHASE UPDATE
- VALE DERRECK HUBBARD
- YEALANDS CLASSIC FIGHTERS OMAKA

JULY-AUGUST 2021



RECWINGS

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

Contributions for the next edition are due by **September 8th**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, Club members' aircraft gather at Hanmer Airstrip during the recent club fly-in.

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CONTENTS

Club Fly-away to Hanmer	2
New Tecnam Update	7
Historical Machines TV Review	7
Yealands Classic Fighters Omasa Update	8
The Advanced Ultra-light – Where we are at 30 years on	11
Vale Sqn Ldr Derrick Hubbard	13
Airfix 1/48 DH82a Tiger Moth Build Review	15
Committee Notes June-July 2021	17
New Members	18
Congratulations	18
Upcoming Events	18

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CLUB FLY-AWAY TO HANMER

PHOTOS AND WORDS: AARON MURPHY

The CRAC Hanmer Springs lunch Fly Away was successfully held on Saturday 3rd July and with the glorious winter weather conditions that prevailed, just shy of thirty aircraft made their way to the River Road strip.

After a very cold, frosty start in Canterbury, pilots and passengers gathered at the CRAC clubhouse for a brew, chat and then briefing for the flight northwards. Formalities complete and the gaggle started to depart across North Canterbury a little after 10am. Other than one patch of fog that had Culverden socked in for the first part of the day, the flight north was for the most part smooth and clear with fantastic views to be had in all directions.

One by one the group descended to land and the majority took the pre-arranged shuttle into town for a hearty feed, while others met up with family members and drove into town to join the throngs from Christchurch sampling the beginning of the Alpine Winter Festival which had just coincidentally begun that weekend.

With everyone replenished in town, pilots and passengers headed back to the field and departed for home via any number of the magic scenic routes available to us.

A thoroughly enjoyable day out and a big shout out to the CRAC members for their part in organising this Mid-Winter getaway on a perfect day.



Below: Pilots and a varied array of aircraft gather at CRAC central for a brew and briefing before departure.



Background image and above right: a small section of the almost thirty aircraft to participate in





Above. another view of some of the arrivals at Hanmer



Triple view, Ivan Campbell's TF-51 Mustang



Above left, Duncan Fraser's lovely Budgie



Above right, Chris Dyer's perfect arrival in his Rans S6

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Below, RDY taken at sunset after arriving back at home at Forest Field.





NEW TECNAM UPDATE

BRIAN GREENWOOD

As reported previously, the club is purchasing a shiny new Tecnam P-92 Echo Mark II.

This rather sexy piece of kit will replace our much-loved ZK-RGB and will keep the same registration. We did look for the next registration in sequence, but it wasn't available.

Sadly, from 2021, Tecnam now only produce the P-92 with the 100hp Rotax, so ours will require a type rating (or the microlight equivalent) to convert from RGA/RGC. All the P-92 aircraft are built to LSA standard however they end up being registered. As

Wayne Wilson put it so succinctly, "Things evolve and we are at the mercy of the manufacturer".

Delivery is expected around October/November, but anything could happen in this crazy old world!

We're hoping to have it online about a month after delivery.

At this stage it is likely that the new aircraft would be charged out at a higher rate than the current aircraft, but that is still under discussion.

Photo courtesy/stolen from www.tecnam.com

HISTORICAL MACHINES TV REVIEW

BRIAN GREENWOOD

When two of New Zealand's best aviation photographers and videographers create their own TV channel, you know it's going to be something special. The good folks at the Historic Aviation Film Unit (HAFU) have created an online TV channel at www.historicalmachines.tv.

I've been subscribed to the channel for a while and have to say it's become my favourite entertainment. There's a good selection of documentaries, mostly aviation related but I haven't even had the chance to sample the automotive, military, or railway ones.

The documentary style does not detract from the beautiful imagery, the soundtrack is appropriate, informative, accurate, and unobtrusive. My favourites (so far) are the Mosquito, and the three Albatros fighters in formation. Oh, and the R.E.8! Music for my soul – and the "coming soon" content promises some wonderful imagery.

Subscriptions start with a 7-day free trial, or there's a one month, six month, or twelve month plan (the latter on special for a mere \$35! Cheap, advert-FREE entertainment! I'm hooked...

YEALANDS CLASSIC FIGHTERS OMAKA UPDATE

BRIAN GREENWOOD



In a few weeks' time (September 3rd – 5th) Blenheim will play host to Yealands Classic Fighters Omaka, which was delayed from Easter due to you-know-what.

Amongst the aircraft announced are the Deere Spitfire IX, P-51D Mustang, Bill Reid's awesome Avro Anson Mk I, Boeing Stearman, Yak 3, Flug-Werke FW-190, Sopwith Pup, Fokker Triplane(s?), Beech 18, Avenger, Venom, Fox Moth, Waco Display team (including one Keith Skilling, my favourite display pilot!) and... Steadfast!



Those of you who haven't seen this beautiful radial-engined Yak weaving its smoke trails in the sky are in for a treat! Well, those of use who HAVE seen it are in for a treat, too.

The ground theatre should be very special too, with the V1 and V2 displays and the awesome War Horses (left, below).

Remember that Omaka is probably the best display airfield in the country (especially with the sun behind you!) and the local attractions make for a great family atmosphere.

Press Release: A large part of the Classic Fighters Airshow experience involves our extensive ground theatre and this year we're adding some extra legs with the appearance of the ANZAC Mounts, who will pay tribute to the famous Mounted Rifles.

Terry King of ANZAC Mounts, is coordinating a group of horses and their riders to enact a tribute to the mounted riflemen of WW1. They may even be joined by some of their counterparts from Australia, who are keen to be involved.

The New Zealand Mounted Rifles fought against the Turks in the Middle East, alongside the Australian Light Horse. They were essentially infantry on horseback, who would use the mobility of their horses to reconnoitre and quickly reach the scene of battle before dismounting and joining the action as infantrymen.

During the show, the ANZAC Mounts will impress the crowd with a display of their horsemanship. They will also set up camp, where they will be available to talk to the public about their work as a charitable trust, offering equine therapy particularly to those suffering from PTSD.



All photos supplied by Yealands Classic Fighters Omaka except *right* © 2021
Brian Greenwood



Kaikoura Airfield as seen from Gyro RDY joining overhead after navigating inland from Hanmer Springs.
© 2021 Aaron Murphy



THE ADVANCED ULTRA-LIGHT – WHERE WE ARE AT 30 YEARS ON A CANADIAN PERSPECTIVE

JACQUES GAGNÉ

Around 1980, ultra-light single-seaters began to roam the Canadian skies. 'Training two-seaters' made their appearance around 1982 and, in 1983, Transport Canada began to regulate their activity through the establishment of licences and training units (schools). The two-seater was then to be used only for training, but in fact the second seat was often occupied by an illegal passenger.

Because of weight constraints, the first planes were open cockpits. Given the typical Canadian climate, many pilots wanted a closed cabin and, ideally, heating. Several Canadian manufacturers proposed new models, but most exceeded the legal weight to be considered ultra-light (which was then 195 kilograms or 430 pounds, including the full tank of fuel).

Over the years the addition of four-stroke engines, ballistic parachutes and other safety-enhancing equipment have increased the weight of the aircraft. In 1989, faced with the demand to transport a passenger, as well as pressure from industry and associations such as UPAC (Ultra-light Pilots Association of Canada) and COPA, Transport Canada defined a new category called Advanced Ultra-Light Aeroplanes (AULA) for which document TP10141 presented design standards.

With this new category, manufacturers could continue to sell kits, but also factory-produced ready-to-fly air-planes, which were in high demand by conventional pilots. The manufacturers who helped establish the TP10141 were

Zenair (with the CH701 and CH601), Ultravia (with the Pelican) and Murphy Aircraft (with the Renegade and Rebel).

In early 1990 I travelled to Florida for the Sun n' Fun event with my friend and business partner Victor Goodyer. We met Zenair there, signed a distribution agreement for Quebec and, above all, ordered a CH701, which was to become the very first AULA in Canada.

Towards the end of May we went to purchase kit #7-1514, fitted with a Rotax 582 engine (the 912

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was not available yet) with Zenair's promise that we could register it as AULA. The manufacturer was planning its first open house in Ontario on September 22, which left us four months to assemble the aircraft. Estimated time required according to Zenair would be 300 hours. In fact, it took a lot more, the instructions sometimes lacking in details.



The process to register the aircraft with Transport Canada in Dorval, Quebec was unsuccessful because this office was not yet familiar with AULAs. To remedy, Zenair had to register the aircraft in its name in Ottawa before transferring it to us. In August 1990 we therefore had in hand the certificate of registration (C-ICTZ) of the very first Advanced Ultra-Light Aeroplane in Canada — but we still didn't have a plane.

We went to great lengths to solve the assembly challenges and on September 20, just two days before Zenair's open-door event, I took a first 10-minute flight, followed by a second with Victor, now a legal passenger. The next day, after the last touches of paint and a complete check, we took off to cover the 500 miles that separated Quebec from Midland, Ontario.

The weather being bad, we made a stopover for the night south of Montreal before setting off again in the rain to finally arrive at our destination by going around the storm cells. Chris Heintz, the designer of the CH701, inspected the aircraft and found nothing wrong with it.

As Victor had to go back to work, he returned to Quebec by commercial flight. I then left solo the next day, with a tailwind of 25 knots and a ground speed of 100 mph. I had never flown so fast in an ultra-light. Since then, the 701, the turbulence and I have become good friends.



In 1991 Transport Canada came out with the Ultra-light Aeroplane Policy and the Interim Policy for Advanced Ultra-light Aeroplanes. These two documents were replaced in 1996 by the Ultra-Light Aeroplane Transition Strategy.

Over the years, Transport Canada has withdrawn from the TP10141 de-sign standards to let the Light



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Aircraft Manufacturer Association of Canada (LAMAC) reformulate them as DS10141. Unfortunately, this association is no longer active and the last version of DS10141 is 16 years old. Today, there are virtually no Canadian manufacturers of ultra-lights.

In 30 years, the global ultra-light industry has changed a lot. Else-where in the world we are now talking about Light Sport Aircraft (LSA). Most countries have adopted the American definition,



especially for the maximum mass of 600 kg, and manufacturers build their ultra-light planes according to this specification. Unfortunately, as there is no longer an advanced ultra-light industry in the country, Transport Canada, for lack of personnel, among other reasons, has shown little progress and our regulations (specifically, a maximum takeoff weight of 560 kg) are lagging behind the rest of the world.

In these hard times, change is difficult to come by, but we do need it — as soon as possible.

Editor: *This article was first published in September 2020 in **Copa Flight** magazine, and is reproduced with the kind permission of the author.*

I hope that you enjoyed this history and Canadian perspective.

It's also interesting to see the features of the early 701, like the thinner struts, forward hinging doors, and is that a waste-water dump under the fuselage?



VALE SQN LDR DERRICK HUBBARD DAVE MITCHELL

Dave Mitchell has informed us of the sad news that Squadron Leader Derrick Hubbard passed away.

Derrick was our oldest student to go solo (at 90), the notice was dated 3 June at Summerset at the Wigram Rest Home. He was 94.

He and his wife Vera established "The Hubbard

Opportunity" which provided funding for about 18hrs of flying to the lucky recipient. Armani Hansen - who incidentally soloed at 9hrs - was the successful candidate.

I suspect soloing at 90 is unlikely to be repeated – Blue Skies, Derrick and Vera.

Right, a photo from 2016 – successfully soloing at 90!

W/O (Retd) **David Mitchell** (left) congratulates Sqdn Ldr (Retd) **Derrick Hubbard** (on the right).

Photo courtesy **Terry Salmon**.



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AIRFIX 1/48 DH82A TIGER MOTH BUILD REVIEW

BRIAN GREENWOOD

Released in July 2020 (although some sites say 2019) the Airfix 1/48 Tiger Moth was a follow-on to their beautiful 1/72 version of 2018.

It's been a good few years for fans of the Tiger, with ICM releasing a 1/32 version late last year.

I purchased mine locally, although they're surprisingly hard to find now. I wanted something relatively quick and simple which would fit in with my modelling theme (which is: anything that flies, and a few things which don't). Just to complicate matters I decided to do a local scheme and picked NZ1443 as it was during her wartime service at Harewood.

I chose this scheme (over the civilian ZK-BUO of the 80's) because it was flown by the late **Bryan Cox** during his wartime training, and is still extant as ZK-BRL, owned by East Canterbury Aviation Limited (i.e. Russell Brodie) at Rangitata Island.

The kit itself comes with two very nice marking options, both colourful RAF options.

The build is extremely easy with no nasty surprises, it has to be one of the easiest biplanes that I have ever built. I did use a smidgeon (less than a modicum) of filler on the fuselage seems but a better modeller than I could probably have aligned it better.

The fun part was the research. Rather than depicting "Lilly" as she is now, I wanted a war-time configuration to honour Mr Cox. It was a simple over-all trainer yellow with the last two digits of the serial as buzz numbers (not ZUB, they're Buzz numbers with a capital 'B') on the cowling and the lower wings. The slight problem was the odd font used for the "3" on the cowling.

I found a photo of "43" on the flight line at Harewood during the war which confirmed that the latest paint scheme of ZK-BRL is correct. To this end I ordered Old Model Decals sheet of 1/48 Tigers, and some generic serials from Ventura Publications.

The Ventura decals are beautiful, as always, but the



Old Model Decals had a weird textured look that initially (and incorrectly) put me off.



RAF Trainer yellow was a wee bit of a mystery, but Tamiya XF-3 is pretty close. There are plenty of references to adding a "spot of red" but that's pretty hard to re-mix should it be necessary! I ended up with a mix of nine parts of XF-3 Yellow, one part X-6 Gloss Orange, and two parts of XF-2 white. Looks rough enough to my eye, anyway.

Once this was suitable smeared over the airframe, I sprayed my favourite gloss varnish (Johnson's "Klear" floor polish) ready for decaling.

The decals were mostly a breeze, until it came to that "43" on the cowling! The roundels were from the kit



(Oldmodels were slightly quartic, reminding me of a Mk1 Allegro steering wheel), the fuselage codes were from an Xtradecal Royal Navy set I had in spares, and the underwing codes came from the Ventura set.

Those nose codes though...! Eventually I tried the ones from the Oldmodels set – which worked perfectly, despite my earlier trepidation. They did have the correct "3" font but it was in bold and different to all of the others, especially the companion "4". I think the 3's were for a specific Tiger that didn't match mine.

In the end I cut down a "5" (above) and painted in the



rest which worked out well.

After that it was just a matter of the final assembly with some rigging on the way, using E-Z Line elastic.



All-in-all an incredibly easy and enjoyable build. The subject just begs to be built multiple times in the many and varied schemes that the Tiger Moth has flown in. And... a perfect kit. 10/10, Airfix!



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COMMITTEE NOTES JUNE-JULY 2021

- Fly-away to Hanmer organised with bus trip into town
- Club Patron Mike Sheffield to chair any meetings where there may be a conflict of interest with Doug Anderson filling the roles of President and CFI
- CAA draft report into RGB accident received
- Bolly props finally received!
- RGC had 800 hour service
- RGA brake pads replaced
- Club members to be reminded to check cowling latches and to ensure that the headsets are not placed on the compass
- New club rotary (manual) fuel pump installed – more efficient than previous, care needed not to over-fill aircraft
- RGB dismantled and reduced to spares
- Ivan Campbell thanked for superb Loburn Abbey Open Day
- Discussion about Instructors approaching students instead of their Instructors over potential issues
- Padi Nistala considering the newly created role of Social Director
- Club membership 292 but 13 to be removed for non-contact or non-payment of subs
- Path quotation received and approved
- Leaf blower to be purchased to help keep hangars clean
- Committee member Chris Pennell's offer of technical help for getting the correct grass on the airfield has been accepted by the WDC, and a \$3,000 trial is currently underway (well done, Chris!)
- Discussion re club alignment with RAANZ and potential re-alignment with SAC. It is the decision of each individual member to join whichever they prefer.
- Proposed CRAC High School Scholarship still being studied.



Another amazing image of Kaikoura airfield from Aaron Murphy

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UPCOMING EVENTS

- 3rd – 5th September – Yealands Classic Fighters Omaka
- 15th – 18th April 2022 – Warbirds Over Wanaka
- TBA – Club Landing Competition
- TBA – Club BBQ

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**

Aaron Murphy, Jacques Gagné,
Dave Mitchell, Terry Salmon

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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:

- Bob Shearing
- Aaron Murphy
- Ian Hill
- Terry Delore
- Kaushik Kumar
- Christopher Burton
- John McLeod
- Natalie Morice
- Russell Craigie

Please make our new friends feel welcome.

CONGRATULATIONS

Michael Godfrey, Adv Local
Brent Robertson, Adv Local

NEXT NEWSLETTER

Contributions for the next edition are requested, publishing deadline September 8th, 2021 (“ish”).

Next publishing date approx. September 30th, 2021.

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

YEALANDS
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CLASSIC FIGHTERS Omaka 2021

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