

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CLUB OAMARU TRIP
- ELECTRIFIED COOK STRAIT CROSSING
- GADGET PROBLEMS
- 701 AIR TO AIRS
- CHATHAMS FLIGHT

NOVEMBER-DECEMBER 2021



RECWINGS

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

Contributions for the next edition are due by **January 12th, 2022**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, Buzz Harvey in his Zenair CH-701 ZK-ZUB peels away from the camera

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MERRY CHRISTMAS!

The Editor would like to wish all our readers a very special season's greetings, here's hoping for a much better 2022!

I'm pleased to present this 60th edition of RecWings as the Christmas edition.

CLUB OAMARU TRIP

PHOTOS: WAYNE GENET

WORDS: BENJAMIN DODD

We've had another successful club fly away, this time to Oamaru. Over twenty aircraft participated in the fly away.

It was a very interesting day at Oamaru. The main runway was being used for drag racing. Our aircraft and the drag racing made the atmosphere at Oamaru airport supercharged, busy, and interesting.

The pilot in charge for the day, Iain McPhail, did a fantastic job driving our members to and from Oamaru airport. Everyone who visited the museum had a great time and the afternoon ended with lunch at the local cafes.

Overall, it was an excellent day. There was great enthusiasm and participation in the event. It is great to see all our fly aways being super successful.

This was our last fly away for the year 2021. It has indeed been a very interesting year with a lot ups and downs. Despite that we managed to have three epic fly aways this year. We will be back, and we look forward to organizing our next fly away in January. We hope to do a lot more fly aways and fun events next year.

We look forward to seeing you all at our club Christmas party.

Until next time, have fun and fly safe.

Merry Christmas and Happy New Year.

Benjamin Augustus Dodd
Club Captain





Left, a committee of advisors and managers watch as Deane Philip fills ZK-JUG with squashed dinosaur juice.



Above, a selection of the CRAC arrivals at Oamaru.



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Above and left, many of the CRAC members partook in a Pizza lunch in Oamaru, with the meal getting high reviews (well, the President said it was great at the last Committee meeting, anyway!)





*This page, quite a few club members also visited the Steam Punk Museum in Oamaru.
Thanks to **Wayne Genet** for the photos! (Ed)*

ELECTRIC AIR COMPLETES FIRST ELECTRIC CROSSING OF COOK STRAIT! BRIAN GREENWOOD



I was extremely lucky to be invited to witness the first crossing of Cook Strait by an electric aircraft – none other than our own Gary Freedman in ElectricAir’s Pipistrel Alpha Electro.

The day dawned damp, with low cloud, poor visibility, and the odd bout of rain for good measure. We all

rendezvoused at Omaka Airfield, converging on the Marlborough Aero Club’s main hanger.

The media, in the form of a TV One film crew, were present - along with a curious and charming hangar cat, which goes by the name ‘Hangar Cat’. Couldn’t have guessed that one!



FUN FACTS

- The flight took place 101 years after the first crossing of Cook Strait
- The electric flight used approximately 12 kWh of electricity at a total cost of about \$2
- The flight took just over 40 minutes



Above, a small aircraft in a big ocean – ZK-EAL passes the south-bound Bluebridge ferry

The flight was sponsored by **Sounds Air**, who kindly provided a Cessna Caravan as a support plane. They also transported us supporters back to Blenheim after the record flight. A heart-felt ‘thank you’ to them for making it all possible. They have announced their intention to purchase three 19-seat Heart Aerospace electric commuter aircraft within 5 years.

The weather cleared – somewhat – but it wasn’t the best of conditions. Perhaps the best description of the flight was ‘clear of cloud and in sight of land or water’!

After the pre-requisite interviews (Gary’s an accomplished speaker) the cloud had lifted somewhat, and things looked a lot brighter. Better still there was a slight tail wind (southerly) blowing.



Above left, Climate Change Minister Hon. James Shaw and Gary Freedman – there was plenty of Government interest in this flight.

Above right, Hangar Cat introduces the aircraft to the TV One crew and does the pre-flight



Gary, carefully managing his risks, had arranged to get the aircraft pushed to the end of the runway to conserve its battery for the main event. In the end it wasn't required at all (40% remaining after he landed) but better to have that margin available.

The helpers pushed the plane out and Gary had to catch up – it looked a bit like a Le Mans start! (*Below*)



Is this the only World Record where the pilot had to run to catch the aircraft?

Take off was around 9:15am, after which the film crew and we foamers jumped in the Sounds Air Caravan and



took off in hot pursuit. Our cruise was quite a few knots faster than Pipistrel's.

It was surprisingly difficult to spot the Pipistrel even though Flight Radar gave a reasonable indication of their relative positions. After spotting it and taking photos, we orbited and re-acquired - a process repeated twice before we reached Wellington.



The Wellington Airport company had also supported the project and provided a helicopter to film the final approach (left photo at the bottom of this page), so we orbited to the North-East before a good fly-over and landing.



Above, the view out the cockpit as Gary approaches Wellington.

Gary and EAL were greeted by a swarm of officials and politicians, including Climate Minister James Shaw.

It was such a fantastic "feel-good" event in the middle of our Covid battle and is believed to be a world record – the longest over-water flight by a manned electric aircraft.

The Editor would like to extend the club's heartiest congratulations to Gary Freedman and ElectricAir on their pioneering achievement.



ZENAIR CH-701 AIR TO AIRS

BRIAN GREENWOOD

The Zenair CH-701 is probably the most popular aircraft in our club – it's certainly a strong contender for the title, anyway!

I've been keen on doing some air to airs for a long time, but the opportunity arose after one of the club's wonderful BBQ's a couple of months ago.

Chatting to Roy Waddingham, our intrepid camera-ship pilot, he offered his syndicate's 701 ZK-JRT as the subject, with Chris Pennell as the pilot.

After some discussion we were lucky enough to get Buzz Harvey's involvement too, flying ZK-ZUB.



We decided to treat it as two separate air-to-air sessions rather than a formation of aircraft.

As good as formation shots are, they are more complex to set up and brief, so require a higher level of planning to manage the increased risk. This time, Chris headed west and orbited a few miles away while Roy and I caught up with Buzz and did the first air-to-air session. Buzz then buzzed off and we caught up with Chris in JRT.

As always, I tried some shots at lower shutter speeds to get a full prop blur, but with the camera sticking out into the air flow from the confines of a microlight cockpit, they never work out! Worse still, I often miss shots (such as the 'peel-off' or turn away from the camera-ship) while I'm fiddling with the settings.

All-in-all, however, I am very happy with the results, the bonus is two great shots for the club 2022 calendar, and some photographic rewards for Chris and Buzz – two stalwarts who have done a lot of work for the club over the years. I especially like the "aircraft in a landscape" ones.

As always, I am indebted to **Roy Waddingham** for the skills and use of his aircraft (two, at least syndicated, this time!) and to **Chris Pennell** and **Buzz Harvey** for their safe and sensible piloting skills.



Above: well, I got the propeller blurred – but so is everything else!

Below: Buzz gives the thumbs up. I think it means 'everything's OK' but it might be the universal 701 symbol for "I'm uncomfortable flying so high"!





Chris Pennell flies the 701 Syndicate's Zenair CH-701 over a lush-looking North Canterbury landscape.
© 2021 Brian Greenwood



GADGET PROBLEMS

CHRIS PENNELL

On our club trip to Ashburton, I decided to join the LSB (Low Slow Bufton) group with a cluster of 701's, Savannahs and a lovely little Foxbat belonging to Matt Dowdell. Why are there not more of these about? (*Below*)



With 60 litres of fuel in JRT we headed inland as the cloud base looking south towards Ashburton was low as confirmed by Doug flying with a group of trikes (beach umbrellas) on 133.375 CHAT. You should hear what goes on listening to this channel. Great fun and what this club is about, "people with diverse personalities enjoying flying and club activities".

SOX with Dave and Max in the speedy Savannah led us to a wonderful strip beside the Rakaia River next to the irrigation intake and the Highbank Power Station. Great long strip that could take a DC3 at a pinch. May have a look at that area for a fishing trip if the river ever gets clear again.

Below, Landing opposite the Highbank power station.

Doug was giving us an update on CHAT as we made our way to Ashburton. Think the LSB group may have been the only ones to manage a standard legal O/H join that day.

Below, a pie, a look-see at the museum and a chat with some familiar faces.





Above, some of the LSB group at Ashburton before returning via Birdlings Flat.

The problem is just starting!

I get in JRT and put phone in the holder so I have OZ Runways running. Unbeknown to me my clasp type phone holder had set off an SOS.



Press and keep holding the side button and either volume button to make an emergency call.

Call with Side Button

Call Emergency SOS when you rapidly press the side button 5 times. Pressing and holding the side button along with the volume buttons will continue to work while this is on.

Auto Call

You may still need to specify an emergency service to dial when using Emergency SOS in certain regions. Auto Call requires a SIM card.

I then start the motor, check instruments, connect the headset and return to the phone to check OZ Runways is running. I noticed the SOS but only had 3 seconds left to turn it off before it automatically called all my emergency contacts.

Conversations

Self: “Hey Stu can you please hold I have a problem with my phone doing an SOS”

LSB: “No worries you deal with it”

I now ring NOK to inform them I am OK and explain how the phone set off an SOS due to both side buttons being held down at once for more than 5 seconds. Yes, it is possible it could happen even for young people if they have clasp holders for their phone.

Daughter rings Police to inform them that her dad has declared an SOS. The Local Bobby goes to the Ashburton Airfield and contacted David Leefe (Alpi Pioneer 300) who phoned LSB who was flying.

Police via David calling LSB: Can you see Chris Pennell?

LSB: Yes, and he looks OK to me, I have him in sight flying!

Police: Can I talk to him?

LSB: Let him land first!

LSB: Chris the police want to talk to you WHEN YOU HAVE LANDED!

On landing at Birdlings the issue was sorted - or so I thought, having talked to the Police.

The problem is still a problem

Daughter: Dad why are you continuing to send SOS messages to us all every 5 minutes? I knew you were alright as I could see you were travelling with about three other aircraft up the coast and then inland on google maps!

Thank goodness my wife was at a theatre and had cell phone turned off. I don't think she would have been impressed with updates especially when it wasn't a real emergency.

What have I learnt?

- Check cell phone making sure no holder is setting off the SOS
- Go into settings on your phone and under Emergency SOS turn of Auto call and deactivate the Side Button.
- I am from the period of steam instruments and am finding all these externals that we are now putting in our aircraft challenging. However, I do understand that anything that helps us locate each other is great for safety especially when flying in a group in hazy conditions. "You can teach an old dog new tricks but it takes a little longer."

- Look outside, raise a wing often to check proximity of others - and thanks to all the pilots that communicate on CHAT to give their location.

Safe flying all!

Chris Pennell



An advertisement for Historical Aviation Film Unit t-shirts. It features a blue t-shirt with a cartoon illustration of a biplane. The text on the t-shirt reads: "Historical Aviation Film Unit", "New aircraft caricature t-shirts now available", and "www.aviationfilm.com". There is also a small logo in the bottom left corner of the t-shirt area.



GLENN MARTIN'S FLIGHT TO THE CHATHAMS

WORDS: BRIAN GREENWOOD

PHOTOS: DEANE PHILIP, GLENN MARTIN, AARON MURPHY

On Tuesday, November 30th, Glenn Martin achieved a significant goal – a solo trans-oceanic flight from Rangiora to the Chatham Islands!

That's a fantastic achievement – I caught up with Glenn a couple of days after his return and hastily scribbled these notes. Please forgive the text, hopefully an improved article will appear on one of the better Kiwi aviation journals.

As most of our readers will know, the Chatham Islands are a group of small islands about 800 km east of New Zealand and are New Zealand Sovereign territory.

"The Chathams are 074° magnetic from Rangiora – I took off and basically extended the upwind leg for 800 kilometres", quipped Glenn.



Heading photo, Glenn is interviewed for local media on his safe return (Aaron Murphy photo)



Right, strapping in immediately prior to departure (Deane Philip photo)

The cloud base was only around 1000' at the coast, but further out he could see clear air and the sun shining off the ocean. The escorting aircraft (Vanessa Martin in her Savannah, Frank Barker and Deane Philip in their 701s) turned back at the coast and Glenn climbed to his cruising altitude of 10,000' in a series of steps.

Radio frequencies were set – 129.4 plus a listen out on the International Remote and Oceanic frequency, 123.45. The good folk at Air Chathams were very helpful, providing weather updates for the route and the destination.

With a 20-knot tail wind, the Sting cruised at 90 knots indicated, which was 105 knots TAS and 125 Ground speed (sea speed? Surface speed?).

After burning 65 litres of fuel (of the 175 litres on board!), Glenn and ZK-MTN landed on the main airfield at the Chathams at 0105 UTC – an elapsed time of 4.6 hours.



Above, nobody could accuse the flight of being unprepared! The top two yellow packages are the grab bag of emergency supplies on the left, and the life raft. Also visible are the Spidertracks and additional fuel tank. (Aaron Murphy photo)

After arriving, the first person that Glenn met, unexpectedly, was an old flat mate from 20 years prior!



Right, photos courtesy Aaron Murphy



Above and right, two photos of the main settlement, Waitangi (Glenn Martin photos)



Day two was spent touring, which included a museum at Kaingaroa visit to see the former RNZAF Sunderland, NZ4111, which beached in the lagoon in 1959 (*above*).

On Day three he packed in a 2-hour circumnavigation flight around the Chathams, and an excursion to land on Pitt Island, roughly 30 nm offshore.

Day four saw the return flight to Rangiora, again at 10,000 feet, reducing to 4,000 feet for the last 150 nautical miles due to could cover. An average groundspeed of 105 knots saw a flight time of 5.1 hours.

Glenn and ZK-MTN were welcomed back to NZRT by a small group of very relieved and happy club members.



Whilst Glenn is first to acknowledge previous flights (two Microlights flew there in 2004), we think this is a fantastic and unusual achievement, worthy of celebrating.

Nicely done, Glenn!



WARBIRDS OVER WANAKA 2022 (SUPPLIED)

A major coup for New Zealand’s premier Airshow. The Royal Australian Air Force has confirmed it will be displaying its new F-35A Lightning II fighter jet in New Zealand for the first time at next Easter’s Warbirds Over Wanaka International Airshow.

The Australians are one of several air forces formally invited to be part of the Airshow which is marking the 85th Anniversary of the Royal New Zealand Air Force.

RAAF Acting Chief of Air Force, Air Vice-Marshal Stephen Meredith, says the Wanaka Airshow is an excellent opportunity for RAAF to be represented in New Zealand and at the same time to be part of the RNZAF celebrations. Along with the F-35A display the RAAF will also have a C-130J Hercules on static display next Easter.

Warbirds Over Wanaka General Manager, Ed Taylor, says having the F-35A confirmed is huge for the event. “Modern fast jets are always very popular with our crowds and follows past displays from the F/A-18A/B Hornets also out of Australia and the USAF F-16 Fighting Falcons.”

“But it’s more than these impressive Aussie aircraft that will be on show next Easter. Warbirds Over Wanaka is the perfect event at which to reflect on the very close and deepening bond shared by both RNZAF and the RAAF.

“We warmly welcome RAAF’s involvement in April 2022, that we know will only heighten the excitement for visitors to Warbirds Over Wanaka International Airshow.”

Ed says having the C-130J on display will be a great opportunity for New Zealanders to have a look through this impressive transport aircraft, COVID restrictions permitting. The Royal New Zealand Air Force has ordered five of these aircraft to replace the current C-130H Hercules.

Warbirds Over Wanaka is being held at Wanaka Airport next Easter (April 15th, 16th and 17th)



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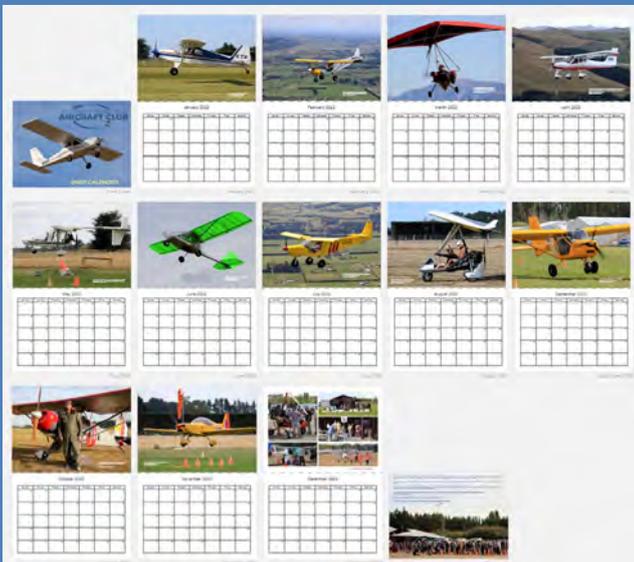
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CRAC 2022 CALENDARS

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COMMITTEE NOTES OCTOBER-NOVEMBER 2021

- Social sub-committee series of events progressing, attendance good
- Christmas Party being managed 'in-house' by the SSC – meal will consist of a platter of nibbles per table, entrée, Steak/Chicken/Vegetarian mains, dessert – BYO drinks with some provided.
- NPD declined to deliver MOGAS to the field
- New RGB packed and ready for despatch from Italy, no delivery date due to shipping and Covid difficulties
- RGA Gearbox checked for reported noise, nothing unusual found
- RGC elevator repaired, 900- and 1000-hour checks done
- All Tech Log entries must include name of person reporting
- Security Camera installation completed
- Club Fencing and trellis installed
- Repairs to Club House western walls ongoing
- Grass seed trial on airfield ongoing
- Canvas on outside chairs repaired by Deane Philip
- Correspondence with RAANZ to reduce the number of mandatory solo hours required for a Microlight certificate (currently greater than PPL!) – verbal agreement to reduce to 25 hours but no written confirmation yet.
- Club Aircraft microphone muffs replaced
- SAC bought by RAANZ, members being transferred
- Benjamin Dodd appointed club instructor
- Aircraft charge-out rates examined and held at current levels.
- Lemon Pledge replacing Plexus as aircraft windscreen cleaner of choice (note – only ever clean aircraft windows with a vertical wipe – refer to your Instructor if unsure!)
- Bain-marie purchased to keep food warm at club events



CRAC CHRISTMAS PARTY

BRIAN GREENWOOD



Thanks to the efforts of the fantastic new Social Sub-Committee (for whom we still haven't found a name) we've had some great BBQ's this year and have just wrapped up the brilliant Christmas party.

Numbers were unusually low (Covid worries?), so we managed to run the Christmas function under the 50 person limit of the current Covid Orange level.



I have to say the food was top notch – to the credit of the hard-working team of volunteers, especially those with the cooking and preparation skills! We've always held fabulous Christmas parties, but this must be a good contender for the best.

There were a few fun activities to join in, I was surprised how difficult it was to walk the line viewed only through reversed binoculars (I failed miserably), and the drone flying and White Elephant Christmas presents were a major hit.

Above all, it was the best opportunity to catch up with a good bunch of people, even though I didn't manage to make it around the whole room.



Even the evening storm didn't dampen the occasion – thank you to all who supported a very cool event.





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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

- 20th November** – Club BBQ, the Hamburger
Special - \$5, food at Noon
5th December – 5:30 pm Club Christmas do at the
airfield. \$40pp, plus a \$10 to \$15 mystery gift.
Must reserve your place by November 28th to
president@crac.co.nz
15th – 17th April 2022 – Warbirds Over Wanaka
International Airshow, woohoo!

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

Wayne Genet, Benjamin Dodd,
Chris Pennell, Gary Freedman,
Roy Waddingham, Buzz Harvey,
Sounds Air, Glenn Martin,
Aaron Murphy, Deane Philip,
Wellington International Airport
Limited

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:

Abbey Delore
Harry Offer
Graeme Young
Nick Gersteling
Hayley Sharpe

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
January 14th, 2022.

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2022

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

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WARBIRDS OVER WANAKA



INTERNATIONAL AIRSHOW 2022



EASTER 2022

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