

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



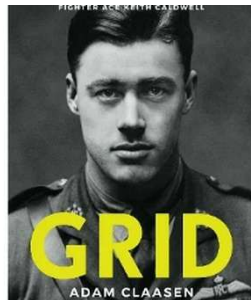
- CRAC GOES HELICOPTERING
- CLOWNING AROUND AT NORTH WEALD
- OXFORD FLY-IN

JULY-AUGUST-SEPTEMBER 2025





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REC WINGS

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

Contributions for the next edition are due by **November 30th, 2025**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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*Cover, CRAC Tecnam ZK-RGA drops in to the Oxford Fly-on
© 2025 Aaron Murphy*

*Inside cover, ZK-RGC does likewise, maybe motivating the next generation of flyer?
© 2025 Brian Greenwood*

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A note on publishing pilots and aircraft owner's names – I was taken to task by an upset reader for publishing their name. To be fair, the aircraft registration was private, but I got the name from an online blog.

It's a fair point, so I'm only publishing names where I am reasonably sure of permission or have explicit permission.



CRAC GOES HELICOPTERING!

WORDS BRIAN GREENWOOD

PHOTOS AARON MURPHY

Club Instructor Lionel Blair organised a brilliant and fun event for club members on July 19th – a Helicopter Training Day.

Thanks to the good work and support by Helicopter Instructor Chris van der Salm from the New Zealand Helicopter Training Academy, quite a few club members got a 20-minute Instruction flight in their logbook.

I haven't heard if any of the participants got bitten by the bug and have taken up training, but I hope so!

Allied to this was the club BBQ, so most club members got a decent feed. All-in-all, it was a perfect club event – good company, a great flying opportunity safely done, and good food.

Isn't that what a good club's all about?

Thanks to Lionel and Chris, plus the dedicated team on the BBQ – also Aaron Murphy for the photos!



Heading Photo, Chris van der Salm in his Hughes 300; Lionel Blair grinning with pleasure; and Stewart Bufton kneels, having finally found an aircraft that can land shorter than his (albeit only a little bit).

Honestly, I'm not sure what's happening, so I just make this up to fit the text box.



BOOK REVIEW – 'GRID' BY ADAM CLAASEN

BRIAN GREENWOOD

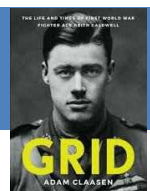
Professor Claasen produced one of my favourite books, 'Fearless: The extraordinary untold story of New Zealand's Great War airmen'. This new book focusses on the life of Air Commodore Keith 'Grid' Caldwell.

Much of the book tells the story of his exploits in World War One (starting with the delightful survival story of him jumping from a crashing SE5a) and follows through to his post-war civilian life and World

War Two exploits.

Grid, like Sir Keith Park, Al Deere, Johnny Houlton, and many other Kiwi aviators are largely unappreciated today, so it's excellent to see some modern focus on their remarkable contributions.

Professor Claasen has a detailed but very easy to read style, I'm definitely hoping for more! Available from the Air Force Museum, Wigram.





CLOWNING AROUND AT NORTH WEALD... SAM MILLAR

...with the Kiwi's No. 75th Squadron

If anyone asks you why Greater Britain is called "Great" it is surprisingly because "Lesser" Britain was what the Anglo Saxons fondly called their original kingdom of Brittany, which is in what is now France."

During a trip to Greater Britain last year; I was privileged to stay in the bucolic setting of Epping in Essex – just Northwest of London.

Taking the Central Line on the London Underground out of Soho where I was engaged with a screening for the FIVE KINGDOMS at the Electric Cinema -1910. By the way - The Electric is one of the most historic and venerable Belle Epoque cinemas right there on Portobello Rd and really worth a visit – I said goodbye to Dave and the team and I set out to the West.

Taking the Central Line I could be in Epping quickly and easily without the hassle of the big city and bag a stay with an olde mate at a small town called North Weald Bassett. He raced Ducati's on track for one of the teams and had been in pole position all season; until an accident earlier this year. Poor old chum... how is he now?

The digs round the corner from the 450-year-old Kings Head Pub were great and I got to crash in the workshop with the motorbikes!! couldn't have been much better. One thing I know now from this experience is every man needs to have a cot or a bunk or such for visiting mates – it's just part of what we do; it's just how it should be.

I enjoyed the English countryside; the old traditional hedges especially which I found out are made especially to

keep people and livestock out or in. The fascinating mixture of plants for a traditional hedge in Essex are as follows: Hawthorn, Blackthorn, Hazel, Wild cherry, Dogwood and Field Maple This mixture of trees if planted closely becomes absolutely impenetrable – and I found out this is true – impossible to go under or through.

The other great thing about Essex and Epping is its proximity to the North Weald Airfield (EGSX) – a field which dates back to the beginning of wartime aviation in 1916.

The field started with BE2c's attacking the Zeppelin threat, WW1, WW2 and finishing with The Black Arrows and No. 111 Squadron RAF flying Hawker Hunters; as the museum website said: "Americans, Canadians, New Zealanders, Czechs, Norwegians and Poles. Altogether, 267 men, women and civilians lost their lives while serving at the Station in peace and war it was closed." I was intrigued and I set off with my Knapsack from Epping and arrived at the North Weald Museum (www.nwamuseum.co.uk)... it was also closed.

Not a good start; onwards I went over the fields to the North of Epping, noticing that the worked fields were thick with something we don't have here much in New Zealand – flint! The Flint was everywhere; I picked some up and have them to this day. Over the fields I went, to an old church with Roman brick and Flint Stone walls; the Parish Church of St Andrew, which dates from early 1330AD, through the



gates I went and I was in a closed off cemetery with headstones dating back to Saxon times. What a treat!!

After this pleasant interlude I ate my lunch and finally arrived at the airfield gates – what a dream; a Hurricane MK1 “Spirit of North Weald” (Serial V7313) RAF’s 56 Squadron, as flown by 249 pilot Tom Neil during the Battle of Britain in September 1940 guards the field. The North Weald Fire Rescue guys were happy to swap caps with the Woodend Fire Brigade and to give me some tips on the layout and access for me having arrived via Shank’s Pony.



As I walked around the airfield; first I came to the Essex and Herts Air Ambulance, followed by North Weald Heritage Aviation section which has some remarkable Fleet Air Arm helicopters including an interesting link to Rangiora of all places. Coincidentally the Fleet Air Arm Westland Wasp that lives at Rangiora originated at North Weald.

Around the field it was easy to imagine the WW2 scenes that I had dreamed of in my youth; a two-seat Spitfire was circuiting and D-Day DC3 followed him around doing circuits and bumps – what a scene! The Airfield had been badly damaged many times by our good friends in the Luftwaffe during the Battle of Britain.

As Airfield Historian Arthur Moreton said in the unveiling of the “Spirit of North Weald”: “On 3 September, just as the fighters were taking off, the Luftwaffe again bombed North Weald. The damage was substantial with aircraft, hangars, living quarters, the operations room and other station buildings destroyed – leaving 5 people dead and 39 injured. Hurricane V7313, flown by a young pilot officer of 249 squadron but still in the markings of 56 squadron; returning to his badly damaged but still operational airfield after battling in the skies over Essex wrote ‘far below the whole airfield was hidden beneath a huge grey-brown pall of smoke and dust. They’d bombed us! The airfield! The blighters had bombed our airfield!’”.

The Microlights were in the circuit too; and I caught up with a few of our chaps with what seemed to be their favourite in England – the Bristell (below) – we don’t see many of them here, but they are very popular in the British Isles.

I had a chat to a few people around the field and I enquired



about where the club house was. I was surprised to find that the club had been dissolved; apparently this is a common factor in the British Isles – the usual story that I found upon further investigation was that extremely wealthy big ego types had come into the clubs and because they generally were used to getting their own way, the arguments amongst the big noters had increased and they had all eventually decided to shut many of the clubs down – food for thought and sage consideration for our convivial New Zealanders.

I made my way further around the field and came to a number of MK V Spitfires and a Tiger Moth; a small boy raced over to me and exclaimed “do you know who that is?” I said, “no but I like that Moustache and the goggles!” he said “that’s Charlie Brown”. I thought, well, that sounds like a bit of a wag; and indeed, it was. Charlie Brown I found out is the guiding light of the Spitfire resto scene up there; and has been flight testing and training before any of us were in Breeches.

Charlie Brown is a leading light in Essex and at present flies

Right, famed warbird pilot Charlie Brown spotted at North Weald.



Strike Masters and Spitfire Mk V's for Aero Legends as a commercial venture. However, a word of warning; if you want to swap a Kiwi Cap for something of theirs; it won't happen, they might be a little bit special compared to us Colonials...

FLT LT Charlie Brown took off in the Tiger Moth and I went on to the Rosey Lee Airfield Cafe where I talked to the Museum Manager there, he was very welcoming, showed me around the place and I was amazed to see that a huge amount of the history at North Weald was Kiwi.



then in WW2 : "The Squadron reformed in World War 2 flying bombers with mainly New Zealand crews. It flew more sorties than any other RAF heavy bomber unit, suffered more casualties than any other squadron, and dropped the second-largest weight of bombs with its Wellingtons, Stirlings and Lancasters.

During October 1946, in gratitude for this and the sacrifices made by its New Zealand aircrew, the RAF transferred the squadron number, badge and colours to the Royal New Zealand Air Force." The Spirit of North Weald Guide - Essex Gov.

What a visit and what a memory, from Rangiora to our old mates at 75 Squadron in Essex - an airfield I would highly recommend; and the Limey's aren't that bad... in fact they do like to show off in front of the Kiwi's but we know that's just what they do – so we leave 'em to it!?"

-Sam Miller

No. 75 Squadron at North Weald started out with Sopwith Camels in WW1 including some New Zealand Pilots and

More photos from Sam's North Weald visit on page 18.





OXFORD FLY-IN, JULY 27TH

WORDS – BRIAN GREENWOOD

PHOTOS – AARON MURPHY (UNLESS OTHERWISE ATTRIBUTED)

One of the delights of living in Canterbury is the local geography, like the exquisite coastline, and that interface of flat lands to the mountains.

It's always a pleasure to be invited to the Oxford Strip, close to the foothills of the Southern Alps. Dave McPherson and his team always put on an excellent BBQ, and you can guarantee that the company is good, too.

A couple of dozen aircraft flew in to enjoy the sausages

(those patties were special, too).

I know I always say it, but we really must appreciate the facilities that we have. Thanks to Dave McPherson and Ryan Humphrieys for organising it, the landowner (whose name escapes me) for allowing us to use this field, and to all of you who have worked hard to maintain the Oxford strip.





CRAC's first Tecnam, ZK-RGA, drops into the Oxford Strip.
© 2025 Aaron Murphy



Photos this page:
Brian Greenwood

Left, Flight Design CTLS lifts off.

Right, Europa Aircraft Classic ZK-TIM touches down



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*Photos this page:
Brian Greenwood*

*Right, Tony den Haan's lovely Savannah
ZK-BIC*



Left, Alpi Aviation Pioneer 200 ZK-LPM

*Right, David Leefe's Alpi 300 ZK-MWL tucks
its gear away smartly.*



*Left, Roy Waddingham in his syndicate's
Tecnam P92 Echo ZK-PAB*

*Right, Paul Godfrey in his famous Skystar
Kitfox IV*

*Next page, Top – Rans S-6ES (116 Wing) ZK-
MOL has recently been promoted from a
Rotax 582 to a Rotax 912. Lovely plane!*





TAMIYA 1:48 LANCASTER B.I/B.III

BRIAN GREENWOOD

The Tamiya 1:48 Lancaster B.I/B.III was originally released way back in 1975. Back then it was a very advanced kit and was the only option in this scale for many years. In 2021 Hong Kong Models released a new-tooled kit in this scale (and, indeed, a previous 1:32nd scale monster) which is much improved. Both companies released other versions, including a Mark I Dam Buster version, and the Mark III Grand Slam modified aircraft. Tamiya also released an all-white Post-War Mark III.

Many of us still have the Tamiya model in their stash/kid's wardrobe. I had one with the fuselage completed and decided to rescue it from the 'shelf of doom' when I needed something quick, easy, and fun to build in

November 2024. Little did I know...

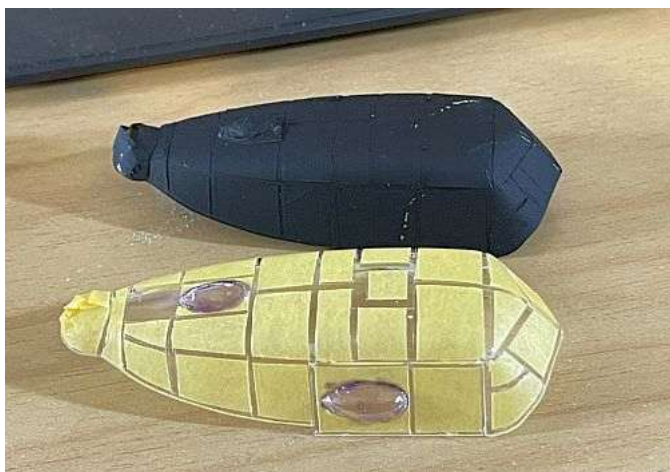
My example was one of the very early releases, which had some problems with the engine cowling shape. I had purchased resin replacements from the Canadian company of Belcher Bits (sounds like a very bad curry night), along with a set of their RAF ordinance, and a Paragon Models later Bomb Aimer's blister.

This is my second Tamiya Lancaster build, both times I have had problems connecting the rear engine fairings to the wing. Both times I resorted to removing the aft locating blobs and gluing the fairing directly to the wing.



After this I removed the front half and prepared the plastic to receive the Belcher Bits (curry night again) engines. The resin replacements fitted very well, with only a little fettling between the plastic and resin to bung 'em on. I used the Mark One eyeball to line things up, which went surprisingly well (at least the same googly eyes can't see any alignment issues).

The tail surfaces go on without any problems, and I prepared and masked the canopy. Unfortunately some dumb modeller changed his mind on which version he would build, which resulted in a prepared canopy with the flat cockpit ides instead of the teardrop-shaped blisters. Luckily I have another Lancaster in the stash with a spare canopy so did the new one properly.



The reason I changed my mind was finding a profile of Lancaster B.III RF145/AA-W of 75(NZ) Squadron, complete with the H2S Radar fairing below the fuselage. Even though I can't find an original photo of this aircraft, it ticked all of my boxes. I just hope it's accurate. I have found a photo of a later Lancaster also wearing the AA-W codes, but there were a few over the war years.

I had a couple of goes at painting, trying to find a decent mix of Tamiya paints for RAF Dark Earth. This was also my first ever attempt at using vinyl paint masks for the

camouflage pattern instead of my usual BluTack(r) trick. After applying the RAF Dark Green, I decided that the Dark Earth colour was too light (making it just "Earth", perhaps?!). I repainted the aircraft in a new mix of XF-49 Khaki and XF-52 Flat Earth for Dark Earth, and reused the vinyl masks for the green - much better! The downside is that the paint is now thicker and there's a bit of a ridge between the colours. Ah well - this model's never going to be a competition-winner!



Top right, Vinyl masks purchased from Hannants in the UK.

Above, first pass at RAF Dark Earth/Dark Green. You can see how the Dark Earth mix seems too light compared to the same on the Hurricane.

Next job was tackling the codes. I edited the image off the 75 Squadron Association web site and loaded it into my CriCut cutting thingy to create the AA-W paint masks. That worked well, and I only needed a duplicate set to complete both sides. One of the attractions of the codes AA-W are that all letters are symmetrical, so I didn't have to manipulate the image much to cut the vinyl for both sides of the aircraft. The masks worked moderately well, but

they did need a lot of touch-ups afterwards. I painted the serial, RF145, by hand.



After this I did my usual acrylic gloss varnish (Johnson's 'Klear' floor polish) to apply the water-slide transfers. I used an after-market set of Polish-manned RAF Lancasters by Techmod for the rest of the decals, instead of the ancient (and slightly inaccurate) Tamiya ones. They went on beautifully except my old hands had trouble with some of the walkway markings.

Next crisis - matt varnish! I tried a new product from Vallejo called Mecha Matt Varnish. It sprayed well on my test piece but dried with a horrible white coat over my formerly-lovely Lancaster. It looked terrible (below, left). At this point I was about to bin it, but for some reason I left it for a week and sprayed a light coating of Klear over it. Miracle of miracles, it pretty much eliminated the problem! The model does have a very slight sheen, but it's not even semi-gloss. A good result.



Final jobs were finishing off the wheels, which were a wee project in themselves. Tamiya's original kit was based on a post-war aircraft, and the blocky tyre tread. Most or all war-time aircraft had smooth tyres. You can buy after-market ones which are reasonably good - or fill the kit ones with modelling putty and save the money for some real

flying. I did the latter! It took quite a few attempts to hide the tread (modelling putty shrinks as it dries) but it's good enough for this model!



I tried several combinations of weapon loads because I wanted the bomb bay doors open. I think this kit option is a non-operational load, there's too many 500lb weapons to have a 4,000lb "Cookie" as well. Plus, the Tamiya 4,000lb-er is way too small, possibly because the bomb-bay's too shallow (the result of the aircraft floor being too low?). I used some of the kit 500lb units and the 4,000lb Cookie from the Belchers Bits (curry) supply. The downside of this is that it left some of the huge and totally unrealistic nubbins poking out from the empty sections. They were never supposed to be seen, and I should have removed them early in the build. It's too late now!



The Tamiya 1:48 Lancaster is an old kit but still builds up to a very large and impressive model.

It's been supplanted by the better and cheaper Hong Kong Models kit, which seems to only be available from overseas.

Later versions of the Tamiya kit have improved cowlings, wheels, and the larger, later, bomb aimer's blister.





Good Points:

- Reasonably accurate in dimensions and looks
- Mostly fits well
- Several options available
- Later versions have improved cowlings
- Later versions have early and late style bomb aimer's blisters
- Comes with a partial crew plus ground-crew - very unusual these days
- later kits??)
- Post-war treaded tyres (corrected in later editions)
- Only 1 style of window behind/underneath the bomb-aimer's blister (compared to the Hong Kong Models kit)
- Canopy slightly taller than real life (that's my opinion, others say the HK Kit is too low, which I disagree with)
- Cockpit and turret details are a bit crude by modern standards but were state-of-the-art in 1975!

Pitfalls

- Navigator's window in the wrong place on the fuselage - I didn't correct this
- Engine cowlings fit poorly (corrected in later releases of this kit)
- Only the later-style paddle blade propellers included - needle style required for early Mark I's and the Dam Buster versions (possibly corrected in

All-in-all, it's a worthwhile build and looks like a Lancaster. If I was starting from scratch I would buy the Hong Kong Models 1:48 Lancaster, it's a much newer kit with more modern details.

Modelling is not about producing a museum-quality model every time, it's about relaxing and looking after our mental health. Mission accomplished.

CELEBRATING OUR SUCCESSES



Above, Congratulations to Phil Coughlin on his first solo on July 25th – Instructed by Connor O'Loughlin, sent solo by CFI Colin MacDonald

Left, likewise, congratulations to Heinrich Oberholzer who soloed on September 3rd, again under Connor O'Loughlin's instruction.



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More photos from Sam's North Weald visit – Spitfire IX, T-6, Skyranger, and G-MIGG, actually a Polish Lim-5. This is a licence-built version of the MiG 17.



COMMITTEE NOTES AUGUST 2025

- Old engine from RGC sold on Trademe
- Student computer upgrade completed
- new club web cam operational, work in progress to put on club web site
- spike in flying hours due to ATC weekend
- Mike Burke resigned as Instructor
- Helicopter event very well attended
- Oz Runways to do training event at club house
- Colin MacDonald re-appointed as CFI
- Ryan Humphreys appointed acting Safety Officer
- Nigel Malham appointed AMO
- Michael Sheffield appointed Facilities Manager
- Sub-Committee formed to look at aircraft replacement vs refurbishment, suitable aircraft types, etc. Initial members are Colin MacDonald, Iain McPhail, with others to be seconded as required.
- Ryan has been marketing to Australian pilots as our rates are significantly lower than Australia, and they will recognise 100% of Microlight time towards PPL.
- Clubhouse carpet replacement quote being sought with a possible pre-owned option.
- Security camera on fuel tank upgraded
- Bob Shearing appointed Secretary
- Possible CRAC attendance at Canterbury A&P show. Investigating displaying an aircraft there since we've been offered a free site
- RGA engine due for replacement - current engine to be placed on-condition until future of RGA decided
- Investigation into CRAC members being allowed into FlyingNZ competitions
- CRAC donating two 40-minute flights to the RSA's Prostate Cancer fund raiser
- Minimum age for trial flights set to 13 years, maximum weight set to 110kg
- Slow burning project - do we need to relocate to the southern side of the airfield when it's open?



FOR SALE – ZK-JOL

Currently at Rangitata Island but heading to Rangiora soon.

Contact Brian Greenwood – brian.greenwoodNZ@gmail.com for details

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WHATSAPP

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CRAC Revolution (for chat)

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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

Keep your eye on club emails for club events

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, Sam Miller,
Colin MacDonald
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:

Please make our new friends feel
welcome.

Heinrich Oberholzer

Luke Ruddenklau

Bruce Barnfather

Timothy Cox

William Holmes

Brian Warren

Amy Jones

Trevor Cray (corrected from the
previous magazine)

NEXT NEWSLETTER

Contributions for the next edition are
requested, publishing deadline
November 30th, 2025

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15th, 2025

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

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