

REC WINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- JOHN GRAY'S BEAUTIFUL CHILTON
- PEGASUS FIRE FIGHTING
- AIRSHOW RETROSPECTIVE
- CRAC CHRISTMAS BBQ

NOVEMBER-DECEMBER 2022



Since we have a bit of a Harvard theme happening, a wonderful shot of RNZAF Harvard NZ1076 over Lyttleton Harbour, circa 1970's. RNZAF Official, Crown Copyright released under the Creative Commons licence.

RECWINGS

NOVEMBER - DECEMBER 2022

EDITION 66



RECWINGS

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

Contributions for the next edition are due by **January 31st 2023**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

Copyright © 2022 Brian Greenwood and respective contributors. All rights reserved. This magazine or any portion thereof may not be reproduced or used in any manner whatsoever without the express written permission of the publisher.

Please respect our copyright. E-mail the editor for re-publishing conditions.

*Cover – Evan Belworthy brings John Gray's beautiful Chilton D.W.1 in for another landing during test flying at Rangiora
© 2022 Brian Greenwood*

CONTENTS

Pegasus Fire Fighting	3
Airshow Retrospective	5
Revell 1/48 T6 Texan – RNZAF Harvard	11
Always stick to your weight and balance	14
John Gray's Beautiful Chilton	15
Canterbury Recreational Aircraft Club News	16
Club Savannah Project	16
CRAC Christmas BBQ	17
CRAC Committee Notes December 2022	18
Congratulations – Solos and Celebrations	18
New Members	19
Congratulations	19
Upcoming Events	19

**SEASON'S GREETINGS TO ALL
FROM THE CREW AT RECWINGS**



PEGASUS FIRE FIGHTING PHOTOS: SAM MILLER

The recent fire which broke out near Pegasus Township involved a large response from the local firefighting organisations.

The quick fire spread has been suggested by some to have been helped by overgrown fire breaks in the forest, with reports a hastily created new one South of Woodend beach village prevented the fire from racing through to the Waimakariri.

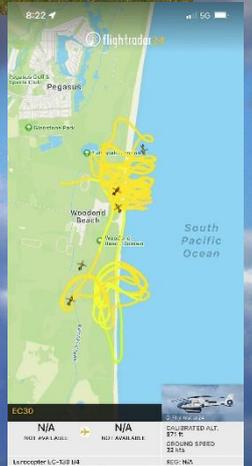


This page, Airfield scenes showing the Air Tractor AT-402B being turned around for firefighting duties.



Inset next page, Flight Radar screen showing the intensive Helicopter operations.





EC30	N/A	N/A	2018-03-02
NOT AVAILABLE	+	NOT AVAILABLE	CALCULATED ALT: 8710'
			GROUND SPEED 22 KIAS
Linconster LC-518 114			REG: N/A



AIRSHOW RETROSPECTIVE

PHOTOS: DAVE REYNOLDS

Club friend **Dave Reynolds** sent in a bunch of photos from Warbirds over Wanaka 2006 and Classic Fighters 2005. The quality of the images (taken on a Nikon D70) makes them worth publishing!

All photos this section ©2022 Dave Reynolds

Below, P-51D Mustang owned and operated by Graeme Bethel was given temporary markings as an RAF Mustang IV (P-51K) KM272 "Dooleybird".

The 'K model had the non-cuffed propellers, and the cooling grill on the lower cowling was four vertical slots.

A very attractive scheme and a nice change.

Above, Bristol Fighter replica ZK-JNU graces the CFO skyline. This aircraft was built by Ed Storo at Memphis, Tennessee, being first registered in 1992.

Purchased by Peter Jackson in 2002 and displayed in a silver-doped scheme until 2005 when it was repainted in the colours of Captain C Jones's 16 Squadron aircraft as shown.

It was displayed at Australia's Avalon Airshow in 2015 and subsequently purchased by an Australian owner. I believe it is still operated by The Australian Vintage Aviation Society.

Source: the fantastic <http://nzcivair.blogspot.com/2015/03/brisfit-zk-jnu-to-stay-in-australia.html>





Top, TVAL's Sopwith Camel replica

Clockwise from above, P-40E NZ3009 masquerading as an RAF machine; Cessna A-37 and two Vampire Trainers; The Catalina Society's lovely PBY-5A; and 8 Yak-52 trainers.





Top, P-40E NZ3009 back in her standard guise

Above left, RNZAF 5 Squadron P-3K2 Orion in anniversary markings

Above right, Keith Skilling does his amazing trademark "Skilling pass" in the Corsair

Below, Mikael Carlson flying his original Thulin A – a licence-built Bleriot XI – at Warbirds Over Wanaka.





What could be better?! The Alpine Fighter Collection's Hawker Hurricane IIa and Supermarine Spitfire XVI during a flypast in 2006.
©2022 Dave Reynolds



Ex RNZAF T6 Harvard NZ1098 leaving a white trail on a black sky
© 2022 Dave Reynolds



REVELL 1/48 T6 TEXAN – RNZAF HARVARD

BRIAN GREENWOOD

The Revell 1:48 T6 Texan is a re-boxing of the old Monogram kit, first released in 1979. It's one of the best "Revellogram" kits there is, seemingly very accurate and, spoiler alert, a joy to build.

I purchased this off Trademe about 6 years ago, the deal included the superb Ventura RNZAF Harvards sheet. This gives options for three aircraft in a World War 2 Camouflaged/Yellow scheme, 1960's silver and International Orange, and the 1970's Dove Grey and later International Orange scheme. The latter colour is slightly more red than the 1950's version.

The build was held up while I had a few misguided attempts at finding the correct colours. Roll forward to this year when I had an "ah-ha!" moment spraying some Humbrol 238 over a white base. This beautiful red/orange colour looked near perfect to me. Humbrol 129 was a good match for the grey, too.



Naturally I did my usual test colour spoons, the orange (second from the left) seems like a good match for the 1950's colour.



Because it was a second-hand model, the interior was already painted, and the instrument panels were black with some silver dry-brushed over. They looked pretty good, so I tidied up the black areas and added some colour to make them pop.



The interior was painted in a correct World War 2-period interior green, however the RNZAF fleet had been progressively rebuilt and upgraded over the years. By the 1970's the interior colour was a dark grey, which I guessed was close enough to Humbrol 125. I used all Humbrols on this model because the previous paints looked like Humbrol – and it's safer to use an enamel over the unknown than an acrylic.

Assembly was very straight forward, these old Monogram kits really fit well. There was some sanding and filling of the fuselage seams of course,

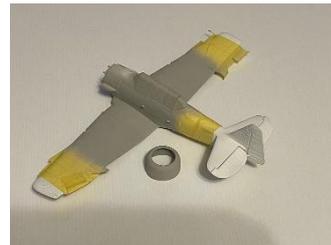
but nothing too serious. I used my Trumpeter “Rosie the Riveter” tool to re-engrave the rivet lines over the top of the fuselage, and on the feature-less flaps.

Talking of being in a flap, the kit was designed to only feature lowered flaps. These look great and do have internal detail, but I didn’t want to risk being fined in the Mess for leaving my flaps down. This required the locating tabs to be removed and the internal details filed down to allow them to fit closed.



Other than that, it was standard stuff, Humbrol thinned to the consistency of Milk (using white spirits) for spraying. Humbrol 14 white for the primer (to make that red “pop”) and the paints as described.

The next pleasure was the decals – the New Zealand-produced Ventura Publications (run by Malcolm Laird) really are a work of art. Little wonder that Malcom was the decal designer for Wingnut Wings. They’re very thin and conform beautifully. My only thought was I should have undercoated white under the



I’d bought some Montex masks from the UK to save me some time, but they were for the later T6G which had fewer frames on the sliding sections. I had to cut them to re-create these, which worked out OK-ish.

Oddly, the pieces to cover the very rounded top section of the canopies were far too short, and I used the extra bits for the interior frames to extend these.

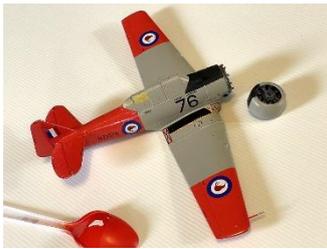
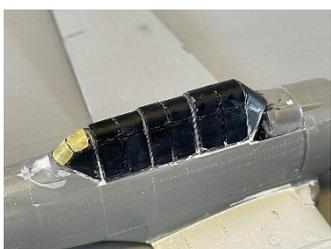
Being vinyl, they didn’t stick to the curves all that well, I did end up with some paint to clean off.

roundels as the red shows through a little. The Revell cowling is slightly tapered and I did have a little trouble getting the red checkers straight, but that’s my skills lacking!



It is a lovely old kit, and a real walk down memory lane for your editor.

Highly recommended.





NZ1076 in its current form as ZK-ENB, lifting off from the Wanaka runway, 2010. ©2022 Brian Greenwood

ALWAYS STICK TO YOUR WEIGHT AND BALANCE

Two hunters hired a pilot to fly them to Canada to hunt moose. They bagged four.

As they started loading the plane for the return trip home, the pilot told them the plane could take only two moose.

The two hunters objected strongly, stating, "Last year we shot four moose, and the pilot let us put them all on board, and he had the same plane as yours."

Reluctantly, the pilot gave in and all four were loaded.

Unfortunately, even at full power, the little plane couldn't handle the load and crashed a few minutes after take-off.

Climbing out of the wreck, one hunter asked the other, "Any idea where we are?"

He replied, "I think we're pretty close to where we crashed last year."



TAIL DRAGGER TRAINING

contact:
Terry 0220399691
Scott 021525561
Mike 0274362602

Historical Aviation Film Unit



**New aircraft
caricature t-shirts
now available**



www.aviationfilm.com

PILOT PRIORITY LIST

STANDARD SECTION

1. AVIATE
MAINTAIN CONTROL OF THE AIRCRAFT
2. NAVIGATE
FIGURE OUT WHERE YOU'RE GOING
3. COMMUNICATE
STAY IN TOUCH WITH ATC AND OTHERS

EXTENDED SECTION

4. DECORATE
MAKE THE COCKPIT FANCY
5. ACCELERATE
SEE HOW FAST YOU CAN GO
6. ROLLER SKATE
ZOOM DOWN THE AISLE
7. EXFOLIATE
SCRUB AWAY DEAD SKIN
8. SUBLIMATE
TURN DIRECTLY TO A VAPOR
9. POLLINATE
FLY LOW TO STIR UP POLLEN
10. CONGRATULATE
YOU'RE DOING A GOOD JOB FLYING A PLANE!

From the wonderful XKCD.com under the Creative Commons licence. <https://xkcd.com/2675/>



JOHN GRAY'S BEAUTIFUL CHILTON

BRIAN GREENWOOD

Eight or so years ago I was wandering around Rangiora airfield, filling in time following a flying lesson with Iceman. I wandered into a hangar after spotting a gorgeous wooden fuselage peeping through the door.

"I'll bet you don't know what it is!", I was asked... "Is it a Chilton?" I replied. There must be some advantage to buying every edition of *Aeroplane Monthly* (later just "*Aeroplane*") since 1974!

Fast-forward to a few weekends ago and very pleased to see Evan Belworthy flying the same aircraft around the circuit, presumably as part of the test flight regime.

After introducing myself to John Gray, the builder and proud owner, he invited me to sit in the aircraft. I have to say, it was snug, but what a gorgeous wee

aircraft. It really does feel like a 1930's thoroughbred.

The Chilton D.W.1 was designed and built in 1937 by two ex-De Havilland Technical School apprentices. It was specifically designed to be a high-performance aircraft on a relatively cheap and low-powered engine. The first couple used a modified Ford car engine, others used a Walter Mikron engine. They have recorded **average** race speeds of 126 to 129 miles per hour.

There were only four built pre-war and a small handful post war. And now, Johns!

Here's hoping we see much more of this delightful aircraft.



**CLUB SAVANNAH PROJECT
MIKE SHEFFIELD**

CONSTRUCTION

Work is progressing at a great rate with only 2-3 people working on it 3-4 days a week. **Graeme Main and Chris Fraser** are taking the construction forward with the guidance of Ray and Stu and a few other that stop by on occasions.

While there is a comprehensive construction manual it is not as easy as it would seem!

Italian broken English translations are not easy to understand, and the photos don't always tell the whole story.



Left, Graeme and Chris working on the seats. There is a left and right but the instructions are not so clear.

Thanks to Graeme and Chris who are keeping the project rolling along. You need a lot of patience and a bit of experience to make sure all the holes line up. When they don't it's time to look at the instructions and drawing a little more intently or call a friend!

BUILDERS GROUP

There are about 9 members of the builders' group now but Graeme and Chris are the main stays. While more help is needed sometimes it is hard to do the work with too many people. It is a difficult thing to coordinate as many of the team only have limited time. There is a

good process to make sure the rivets are put in the right place and the right time but it is sometimes still difficult to know if it is correct. But the team is getting there. The tail is complete and the wing



Left, Both wing structures



Right, Completed tail feathers.

main structure well on the way. The Engine is due soon and will be put in storage after it is checked over.

SYNDICATE

The plan is to sell the aircraft to a local club syndicate on completion. Initial interest in this has dropped a little with only 2 confirmed members. We are looking for up to 3 more people to complete the syndicate of 5. If you are interested, please call me on 027 660 5956 to discuss projected costs.

Thanks to the build team for the great effort and try not to get too frustrated with the Italian/English.

More next month

Mike Sheffield



CRAC CHRISTMAS BBQ
BRIAN GREENWOOD



CRAC held its Christmas function on November 26th. Having raised the club membership fee to \$110, the committee quite rightly decided that an almost non-subsidised event was in order this year. The Social sub-committee worked very hard to create a very well-received dinner and social, which was attended by over 70. Well done, team!

Top, some of the 70 attendees
Above left, one of the planning meetings
Right, President Doug Anderson on a roll...



CONGRATULATIONS – SOLOS AND CELEBRATIONS



Above, Bryan Rentoul – first solo 14th October under Glenn Martin’s care. Bryan is based in Wellington and after many missed training flights due to Wellington weather drove his Caravan down to Rangiora for a few days of intensive training. This included flights in five different Aircraft, sitting and passing all his RAAZ exams, and training in the Club Tecnams. Glenn sent him Solo on Friday 14/10 and he goes back to NZWN with many achievements and stories to tell of the Cantabs..



Above, Stephen James Soloed 27-10-22 October 22nd, Scott James (no relation) is the Instructor.

Hearty congratulations to all!

CRAC COMMITTEE NOTES DECEMBER 2022

- Incorporated Society rule changes being studied
- Club Poker Run attended by 15 or so aircraft
- Consideration to Rudder kits being sold and assembled at next year’s club Open Day
- Canterbury Sport Flying Limited applying to become affiliated with Flying NZ
- SpiderTracks, Garmin InReach and other tracking technologies being investigated for club aircraft
- RGE Gearbox leak repaired but issue ongoing. Ops checking for possible Warrantee claim
- Tecnam refuses to allow any fuel tap modification (proposal was to have a “both” setting). Unable to proceed.
- PTT button on RGE possibly being modified to prevent pilots holding it on.
- Maximum wind speeds for operating club aircraft being reviewed
- Difficulty finding replacement 60 Gallon fuel drums
- Flag and flagpole being constructed for the club house
- Radio training with ATC in an offline mode proposed
- Savannah Build Syndicate still needs members for ultimate sale
- Professional accounting advice being sought to ensure club funds (especially regarding aircraft replacement) is handled correctly
- ATC flying weekend very successful, 49 flights in total
- Next ATC Flying day – December 11th
- New clubhouse Fridge/Freezer not operating down to temperature and replaced under warranty
- Funding being sought for next phase of runway re-seeding project
- New VNC and other charts purchased
- Instructors room to be tidied and furnishings reviewed
- Christmas function options debated
- Engine purchased for Savannah build project Hire rate increased to \$150/hr from December 1st
- “Ops Manager” title being changed to “Aircraft Maintenance Co-ordinator”



**CANTERBURY
RECREATIONAL
AIRCRAFT CLUB (INC)**

P.O. Box 440
Rangiora 7440

www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



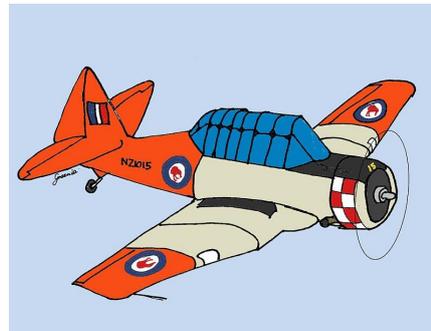
Interested in joining us?

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

1st April 2023 – Club Open Day
7th – 9th April 2023 – Classic Fighters Omaka



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**

**Sam Miller, Dave Reynolds,
Mike Sheffield, Scott James,
Glenn Martin**

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:

Cosmo Jefferey
William Jackfield
Jeffery Ellesmere-Sly
Mark Faulks
Philip Wells

Please make our new friends feel
welcome.

CONGRATULATIONS

Wayne Genet, Adv Local
Toby Vanteen, Adv National
Harry Offer, Adv National
(Thanks to RAAZ's **RecPilot** for
the information)

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
January 31st, 2023

Next publishing date approx. mid-
February 2023

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

Unless otherwise noted, all images in this
magazine and the RecWings name and logo are
copyright 2022 Brian Greenwood. All Rights
Reserved. Do NOT reproduce any articles or
images in this publication without express
permission.