

# RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- OXFORD WHEELS WITH WINGS
- CRAC'ING ON AT THE HEALTHY BASTARDS
- HERCULES INTO WIGRAM

JANUARY-FEBRUARY 2025



CANTERBURY RECREATIONAL  
**AIRCRAFT CLUB**  
INC.

# *Aircraft Club*

## **OPEN DAY**



**Rangiora Airfield**  
**12th April 2025**  
**10am - 3pm**

**Food Trucks Galore | Coffee | Bouncy Castle |  
Learn to fly & More**





3



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### RECWINGS

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

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

[editor@crac.co.nz](mailto:editor@crac.co.nz)

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*Cover, Lionel Green lifts off the Oxford strip in his Savannah S ZK-RDY. The light rain (light enough to be out with a non-waterproof lens) has been exaggerated by the long focal length to look like a monsoon!*

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## OXFORD WHEELS WITH WINGS 2025

BRIAN GREENWOOD

In what's fast becoming one of my favourite events after the CRAC Open day, the annual Oxford Wheels with Wings day attracts a wide variety of vehicles.

Attendance this year was down, probably because of a weather forecast which included hail. No-one wants their pride and joy hail damaged! Luckily the predicted bad weather stayed away until after the day was over, with just the last couple of aircraft departing in a light shower.

Aircraft attendees were mostly CRAC members with a few pleasant extras. The delight was seeing the late arrival of

the beautiful Piper Cruiser (think: 4 place Cub) ZK-BZL and the gorgeous Rans S6 ZK-SIX (I'm not biased).

As always, there was a good range of food vendors and excellent live entertainment. It's just a very pleasant, family-orientated day in very pleasant surroundings. Being right on the airfield provides the entertaining backdrop of aircraft arrivals and departures, too. I'd like to express my appreciation to the organisers, especially CRAC-member Dave McPherson for such an enjoyable day.



**Above,** This amazing barn-find 1922 Overland Roadster had been restored to running condition, the owner intends to keep the history recorded in its patina. **Four photos above right,** Cars. And a truck.





**Top row**, Riley Elf; 1948 Ford Deluxe interior; 1948 Ford Deluxe exterior

**Middle row**, a brace of Lotuses; Mini Clubman and some pretty Datsuns

**Bottom row**, Fiats, Morris 1300 Mk II, Humber 80 race car, and a De Tomaso Pantera (assume it's a replica?)





*Left, Jaaaaguar XK  
Clockwise from above,  
MGBGT, Volvo P1800  
Estate, Jaguar XJS*



*Clockwise from above left, Roy  
Waddingham on short finals in  
PLB; The Last of the Summer Wine  
re-enactment, Paul Godfrey in JFA,  
Rans S6 ZK-SIX, and Duncan  
Fraser's Budgie!*







*Top, Savannah S ZK-SGC*

*Second row, part of the food and entertainment.*

*Third row, Ryan Humphreys' IBIS, Lionel Green's Savannah, and CRAC's Tecnam P92 II ZK-RGE*

*Bottom row, a real treat was Craig Stobbs' immaculate Piper Cruiser (to call it a fat Cub does not do it justice!).*







## CRAC'ING ON AT THE HEALTHY BASTARDS

WORDS: GLENN MARTIN

PHOTOS: GRANT NEWMAN

The Healthy Bastards flying competition hosted by the Marlborough aero club is named and sponsored by Dr Dave Baldwin. Dr Dave said he was sick of attending funerals for his older male mates and wanted to do something.

Apparently, us old bastards have bits and bobs that are failing and need regular checking and maintenance...who knew!

<https://www.healthybastards.co.nz/home> there is a great book and DVD - check it out.

This year's event was run by a mostly new team so there were some minor differences, but overall another great event.

There are two parts to the competition, Precision landing and the STOL part.

### PRECISION

I have been fortunate to have been out with the Saturday STOL flyers regularly and watched what they do. Talking to many club members there seems to be a basic misunderstanding on what STOL flying actually is. To be clear it is NOT flying around at 50 feet like a cowboy and then dragging it into a dodgy strip. In fact it is boringly normal most of the flying is at 1000 ft agl, or more, then "creating" in your mind a circuit over a strip/field/beach and then doing a stabilised approach, and then the big difference, landing precisely where you need to.

The key to safe STOL landings is precision landing within

10m or so of where you need to in a stable configuration.

The organisers of the competition know this, and this is why Precision landing is the first part of the event. Any plane can be landed precisely - one year Craig Anderson landed the Sounds Air Pilatus PC-12 during the competition and I swear he was within 1m of the line!

We all get lazy and I am as guilty as most, because we "land" on a 1000m long runway and hey if I miss my touchdown point by 100m what the heck?

The competition was started by Craig to address this issue and make us concentrate on being better at landing!

Anyone can win or do well in the Precision part of the competition, perhaps the heavier aircraft have an advantage as a small gust does not affect them as much? Luck plays a big part as wind, thermals and changing weather during the day all have an impact.

Frank Barker in NVY landed 1.7m after the line, Ryan Humphreys and Paul Godfrey 3.1 m. The winner was 0.9 m. I do not know about you but those are all very very impressive numbers!





## STOL

The fun part is of course the STOL. Competitors have two circuits so two take offs and two Landings. The best of these are combined to give a total score in meters.

The aircraft are divided based on weight into three classes. Normally the Microlight class has the most impressive scores. However at this event the wind was almost calm for the microlights then came up stronger and stronger for the other classes, this had the effect of bringing everyone into similar numbers. The CRAC contingent were complaining to the weather gods all evening.

We seem to spend a lot of time discussing which is the better STOL plane - 701, Savannah, Kitfox etc. What does not get so much attention is the “pilot skill”, this has a huge impact.

CRAC was as always well represented by our members.

Frank Barker (701), Paul Godfrey (Kitfox), Ryan Humphries (Ibis), and the Savannah group comprising Vanessa Martin, Bob Shearing, and Bruce Gardner.

Everyone did very well. The organisers like to see good circuits, stabilised approaches and no dangerous “hauling it off near stalling”. CRAC made us all look good.

In the end a 787 pilot from the NI won in a Savannah with a combined 90.9 m

Vanessa was second with 95.4 m

Ryan third with 98m

Paul scored 110 m

Continued on Page 11...







Chris Pennell springs off the ground in  
the Zenith CH-701 ZK-JRT  
© 2025 Brian Greenwood



... from page 8

So only about 20m difference between aircraft, given little gusts and lift they were all amazingly close and within a planes length on take-off and landing.

My take home messages are ....

1. Come up and do it next time.
2. Practice your precision, choose a touchdown point on finals and work out why you missed, get stable get the right airspeed and you will have better,

safer landings

3. Do not worry about what you fly - you can be precise in anything

Now I would be in serious trouble if I did not mention something else. The prize giving is a lot of fun and Craig makes up some spot prizes. When he announced that there would be a prize for the “cutest” aircraft as you can imagine there was a huge laugh and of course the Pink Plane won!



## CONGRATULATIONS!



Congratulations to Mark Fall who soloed on June 30<sup>th</sup>, 2024 (*above*) and passed his Advanced National on November 22<sup>nd</sup> (*top right*), both under Lionel Green’s Instruction.

Also, congratulations to James Whiteman (*right*), who soloed under Peter Chadwick’s instruction (And Lionel’s authorization) on 19<sup>th</sup> November.







## LAST C-130H FLIES INTO WIGRAM

PHOTOS: AARON MURPHY

The RNZAF's last C-130H-model Hercules landed at the Air Force Museum of New Zealand's Wigram site on Wednesday 19th February.

The remaining land of the former RNZAF base Wigram (most of it being used for housing) was sufficient for a STOL landing by the lightly loaded Hercules, which stopped in 273 metres out of the approximately 700 metres available.

The pilots made it look easy – the comment from the Museum Director, Wing Commander Brett Marshall, was that the planning had allowed for many contingencies (engine failure, props not going into reverse thrust, etc.) so that the safety margins on everything working, as it did, were large and it did look easy! I'm paraphrasing so don't blame the Director if I have it wrong.

The Museum now has a project for a new building to house both the C-130 and the P-3K2, in the meantime it will fit in a hangar with the tail removed.

I enjoyed photographing the event, and **Aaron Murphy** sent through these far superior photos – thanks, Aaron!







## CRAC CHRISTMAS PARTY

PHOTOS AS ATTRIBUTED

It seems like a long time ago now, the CRAC Christmas party was a very festive event. Held at the Rangiora RSA it was comparatively well-attended and appreciated.

It was a very good basic meal for a good price. Having the meal and clean-up done by professionals meant your hard-working committee and volunteers could actually relax and enjoy the evening.



All photos above - Iain McPhail. The Editor would like to point out that some of us were in mid-chew, and the camera adds ten pounds! (I can hear my daughter ask, "so how many cameras were on you?!")

All photos below: Malcolm Campbell. Left to right, David Tillman receives the Airpersonship trophy, Wayne Wilson for the President's Choice, an RSA Staff member receives a flight voucher in appreciation of their support, and Malcom Campbell does a speech.







## WORK TOGETHER, STAY APART CAMPAIGN SUPPLIED BY THE CAA

The Civil Aviation Authority has concluded its largest nationwide safety campaign, Work Together, Stay Apart (W TSA).

But its main message to the aviation sector still stands — use standardised procedures and best practice.

CAA’s Chief Executive and Director, Keith Manch, says that it’s not good enough to leave safety to chance.

“The safety campaign represents a collective effort with the sector to prevent further tragedies at unattended aerodromes.

“It’s now up to the sector to keep the momentum going,” explains Keith.

### Strong industry commitment

W TSA aimed to reduce the likelihood of mid-air accidents and the number of near collisions within the circuit at unattended aerodromes.

Over two years, 226 individuals and 97 organisations signed a statement of commitment, showing support for the campaign’s goal of improving safety at unattended aerodromes. This was followed by engagement with videos, images, and stories on social media and in the Vector magazine.



More than 3,500 attendees participated in 84 educational seminars hosted by the CAA across 31 locations nationwide.

These seminars focused on promoting best practice and strengthening collaboration among operators, with key messages including:

- practice good airmanship
- use clear, concise, consistent, and correct radio calls
- perform proper lookouts
- work together to manage areas of shared risk
- know the rules – 127: Use of aerodromes, 91.223: Operating on and in the vicinity of an aerodrome, 91.227: Operating near other aircraft, and 91.229: Right of way rules.

Support from the sector played a crucial role in spreading the campaign’s main messages. Simon Wallace, Chief Executive of the Aviation Industry Association (AIANZ) said,

“AIANZ proudly supported Work Together, Stay Apart because it reinforced the key factors that keep people safe in the air.



For more information, refer:

<https://www.aviation.govt.nz/about-us/media-releases/show/wtsa-safety-campaign-wraps-up>





## HASEGAWA 1:48 HAWKER HURRICANE I BRIAN GREENWOOD

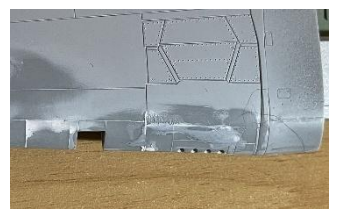
Originally released in 1997 as a Hurricane IIc, Hasegawa's kit has been re-released over the years as many different variants. The Mark 1 boxing (technically Mk I – roman numerals) was issued in 1999 with new parts.

It was very well received at the time, with reviewers praising the overall shape, beautiful clear parts, and the finesse of the details. As always, over time some flaws have been noted such as the difficult join under the wing rear, and a poorly executed fabric panel on the starboard fuselage. The range of variants has created a kit with a lot of joins to fill and details to add or remove.

The current king of 1:48 Hurricane Mark I's is probably the 2015 Airfix tool (replacing their earlier 1979 kit) but how does the Hasegawa kit stand up?

The Airfix kit is simply lovely and scores a bit more on accuracy (that fabric panel) and features (openable gun-bays) but the Hasegawa kit still looks great. The Airfix kit is an easier build, since it hasn't been moulded to produce other versions (notably the longer nosed Mark II with all of its gun variations) but has a problem with the wing-to-nose join and thick trailing edges which does need some modelling! See RecWings September 2015 for a review of the Airfix kit.

The detail on the Hasegawa moldings is a wee bit more definite or pronounced. Both are perfectly acceptable.



**Top row, left to right** - interior; cockpit section showing the instrument panel; cockpit section showing aftermarket seat-belts; and filling some of the wing leading edge panels for the Mark I version (with compulsory cat hairs)

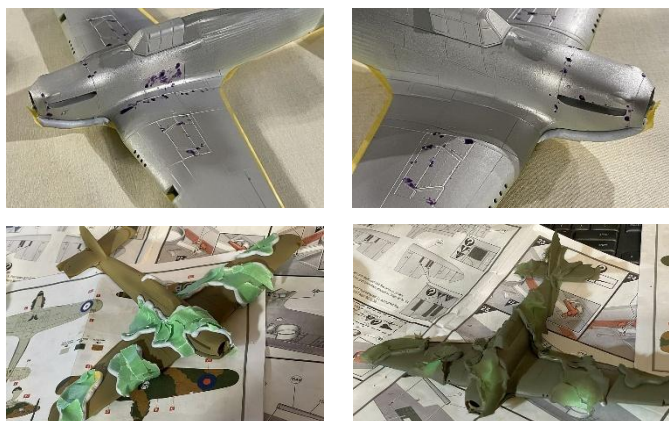
**Second row, left to right** – trying to remedy that annoying underwing join, all I did was lessen the visual impact; top and bottom surfaces after first primer and corrections; canopy masked and sprayed interior colours



During the build I discovered that I had an old set of Airfix decals for Hurricane I P3395 JX-B flown by Pilot Officer (later Squadron Leader) Arthur Clowes. This aircraft had attractive nose-art on both sides, and a distinctive wear pattern on the paint.

Annoyingly I didn't spot that the reds and blues were too bright until after I started to use the decals, so the spares box had to cough up a bit more to substitute! Some Hurricanes were produced by Glosters who used up their stocks of brighter pre-war roundel red and blue, but I don't believe that P3395 was one of these.

Once I got the surface filled and primed I sprayed areas of



**Top row**, Humbrol Maskol blobbed over the flat aluminium  
**Second row**, Camouflage slapped on  
**Right – lower right photo** the original! Note the wear pattern.

flat aluminium in preparation for some chipping trials. Camouflages followed with a Tamiya mix for RAF Dark Earth, Tamiya Sky (lightened a bit), and RAF Tamiya Dark Green. I used my then-favourite Blu-tack sausages method, and paper masks for some correction work around the cockpit.

I experimented with a few (expensive) chipping mediums without success, so I resorted to blobs of Humbrol masking fluid. This works OK but the chipping ends up looking blobby and needs manual untidying with a paint brush later. I'm miles behind in some of these techniques so if you think this review is instructional, you're even more behind!

After some touch-ups and corrections, the usual floor-polish (Johnson's Klear) was applied for a gloss finish before decaling. As mentioned, these came from a variety of sources including the 2003 re-issue of Airfix's 1979 tooling.

I just couldn't get some of the Hasegawa decals to settle so

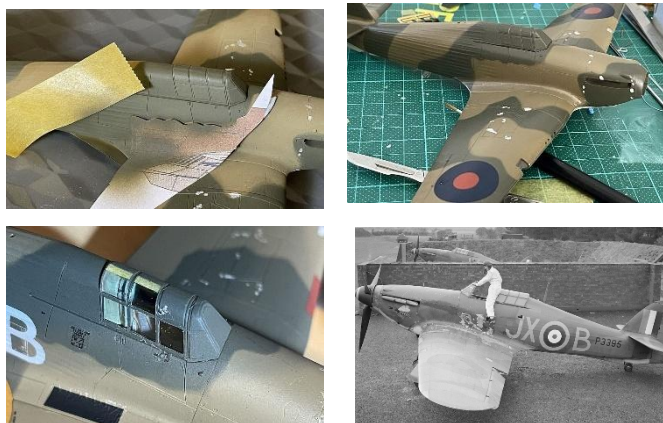
there is some silvering under some of the smaller decals. Apart from tapping the silvered areas with a needle, I have since learned that brushing Klear/gloss varnish overtop sometimes helps.

Following that, my favourite Matt varnish (currently Vallejo) was lightly sprayed over the aircraft, and the canopy masks removed.

The undercarriage was added, and the spinner stripe was painted by hand. Some of them were hand-painted in the field and looked a bit wobbly, but the photos of P3395 look perfect. Unlike mine!

I'd like to do some more dirtying around the gun ports and undercarriage, but photos show P3395 as a relatively clean aircraft. So, for the moment, it's stuck with some gentle exhaust staining and panel chips.

It's still a very nice kit and can be found on Trademe cheaper than the Airfix one. Neither is a mistake, although it needs to be noted that the Airfix one only comes with the De Havilland two-pitch propeller, and the Hasegawa one only includes the later Rotol propeller.



**Below**, the 2015 Airfix kit (background) and the 1997 Hasegawa kit (front).





# TAIL DRAGGER TRAINING



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**Scott 021525561**  
**Mike0274362602**

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## COMMITTEE NOTES DEC-JAN-FEB 2025

- New Club Instructors welcomed: Craig Mason, Connor O'Loughlin, Ben Jackson
- Discussions about moving the committee systems to Google GSuite
- Open Day Safety Plan finished
- Flight Voucher donated to local hospital charity, which raised \$350 out of a \$150 voucher
- Reminder to members: keep airfield activities standard – e.g. no EFATO simulation unless accompanied by an instructor
- EFTPOS in the club house mostly operational
- Club signage being updated
- Fuel: WDC requiring a bund for the fuel trailer, plus requires an in-service compliance cert. Trailer hoses replaced. Applying for a grant for the bund.
- WDC now disallowing fuel containers in all hangars at NZRT – even empty (if they have ever contained fuel).
- Committee investigation replacing Garmin inReach with EPRIB/ELTs
- Two 80hp Rotax engines arrived for RGA and RGC, to be installed
- Club members should now pay for every flight immediately after using the club EFTPOS system (bank transfer also acceptable)
- Club Ute now parked outside
- Reminder to club members – Club aircraft can only be flown into strips in the AIP plus Culverden unless approved for each flight by the CFI.
- Only holders of a Dangerous Goods Endorsement to tow the club fuel trailer
- RGE to go to Classic Fighters Omaka – call for club members to apply to CFI
- AGM delayed until June to allow for work on new Constitution
- Club supporting proposed new airfield – Selwyn Flight Park
- Open Day planning in progress - food vendors Safety Plan, etc. Introductory flights under consideration.





### For Sale

ZK-JOR Rans S-6ES Coyote II

Great condition and well maintained. Looking for a good home to keep her in top condition.

Plenty of Club memories for the many that flew this aircraft. Fresh Annual SkyEcho, Rotax 582 Blue top E Gearbox – on condition, runs sweetly.

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### CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

P.O. Box 440  
Rangiora 7440

[www.crac.co.nz](http://www.crac.co.nz)

### WHATSAPP

CRAC Drop Of The Hat  
CRAC Revolution (for chat)

### FACEBOOK

[www.facebook.com/flyCRAC](http://www.facebook.com/flyCRAC)



Interested in joining us?

E-mail [secretary@crac.co.nz](mailto: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 enrolls you for the magazine, too.

### UPCOMING EVENTS

12<sup>th</sup> April – CRAC Open Day, Rangiora Airfield

18<sup>th</sup> – 20<sup>th</sup> April – Marlborough Lines 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

Grant Newman, Glenn Martin,  
Lionel Green, Iain McPhail,  
Malcolm Campbell, Aaron Murphy,  
NZ CAA

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:

**Campbell Tannock**  
**Tripp Williams**  
**Craig Harrington**  
**Joel Pulley**  
**Peter Kraak**  
**Manjit Singh**  
**Tony Beaumont**  
**Peter Buckley**  
**Craig Manson**  
**Brent Savage**  
**Benedek Rae**  
**Grant Hopewell**

Please make our new friends feel welcome.

### NEXT NEWSLETTER

Contributions for the next edition are requested, publishing deadline late April 2025.

Next publishing date – aiming for June 2025.

Brian Greenwood, Editor  
([editor@crac.co.nz](mailto:editor@crac.co.nz))

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Marlborough  
Lines

# CLASSIC FIGHTERS

# Omaka



# 2025

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# EASTER WEEKEND

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