

RecWings

The Magazine of the Canterbury Recreational Aircraft Club



- **RAANZ Fly-in – You're Invited!**
- Christchurch Engine Centre Visit
- CRAC AGM
- Alpi 200 Project

March 2017

First P-51 Flight

It's a bit of a privilege to be trusted with a genuine Rolls-Royce Merlin-powered P-51D Mustang. My first flight is arranged for a nil-wind day – certainly wise given my few hours in a tail-dragger. My experience has been that “conventional undercarriage” aircraft aren't too tricky in perfect conditions... the kind we hardly ever get!

Luckily the spectacular dawn has given way to a perfect morning. The Mustang is sitting, ready to go. It's a big aeroplane compared to most of the aircraft I have flown, with the exception of a little time in the DC-3. Starting is easy, she fires first time and settles into a nice, noisy rhythm. I belt through the checks as quickly as I can, this thing is heating up rapidly. Luckily the active runway is 07 so I don't have too far to taxi. A quick 360° turn to check for traffic, a radio call, and I line up... deep breath, full power, and we're off. Torque steer is quite strong, by the time I have that sorted we're in the air and heading rapidly towards our maximum undercarriage down speed. Flaps and gear up, and then make sure we're not busting the 500' AGL over the end of the runway. Man this thing is quick, and climbs like a cut cat.

I depart the circuit to the west from downwind, with appropriate radio calls. I'm cruising along at around 220 knots at 1700', the rated cruise speed of these things is around 258 knots at 10,000' so I'm just dawdling along. Time to take in the view while I'm heading to the watchtower. A quick check around the cockpit shows that all T's, P's, and V's are well within specs and life is good. Very little traffic outside so I give Christchurch Control a call and ask if they'd like a flyby. It must be a quiet day because I'm cleared in immediately from the south.

Without straining the engine (this thing is 72 years old this year!) I take a long dive at the centreline of 02 and build the speed up to well over 300 knots. I keep to about 200' AGL, respecting my almost zero time as a display pilot, pulling up at the end of the runway and climbing to my cleared height of 2000'.

Suddenly a message pops up on screen – “Your trial period of Microsoft Flight Simulator X has expired – please Activate your software”. Damn it! I have activated it already, successfully it said. Thank goodness MS don't write real flight software.

The things we resort to when our real plane's offline for a while!

Front Cover, Tascha Lawry brings “Jellybean” in for a super-smooth landing, 5/3/17. Tascha has recently soloed in Microlights, but has 2,000 hours in Hang Gliders.

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Christchurch Engine Centre Visit

When I saw there was a visit on to the Christchurch Engine Centre (CEC), I thought I'd better get in quick, as I didn't want to miss out. One would have thought this would have been a popular visit, but only six people put their names down and only four turned up! A poor showing I thought, but perhaps some were put off by the requirement to show your passport. This was required as the CEC is connected to some special US export programme that requires visitors and employees to be vetted for their location of birth. Don't ask me to explain it, they just needed to know where you were born, nothing else.

Anyway, those who did make the effort were very grateful to Ian Blythe for organizing the visit. We all found it extremely interesting and had an in-depth look at all the processes involved the strip, inspection, repair and rebuild of the IAE V2500 jet engine. We spent a full two hours looking through the centre and we all noted how clean it was and how everything had a place. A far cry for many of our hangar workshops, mine included!

The V2500 is the mainstay engine of the Airbus A320ceo family and the MD 90, a later version of the Douglas DC9. Whilst the CEC is jointly owned by Pratt & Whitney (51%) and Air NZ (49%), the biggest customer is Delta Airlines. Delta has 74 A320/321s and 69 MD90s, making 286 engines. There are over 4000 of these engines in service around the world. Of course, AirNZ has its fleet of A320s and those engines are also serviced here in Christchurch. CEC must compete for V2500 overhaul work along with many other Pratt & Whitney repair shops around the world, but currently CEC is rated the best of them all, a credit to our Christchurch engineers. Each engine has a turnaround time of 55days, wing to wing. They are flown into Auckland as freight and mostly road freighted down to Christchurch and this shipping time is included in the 55 days! Fast work. The average cost of an overhaul is USD\$5m (and we think a Rotax overhaul is expensive). However, overhaul frequency is based on a combination of hours and cycles and most engines go for around 20 years before the full strip and inspection is required.

Thanks again to Ian Blythe for organizing the visit. Our gracious and interesting host Andy Hill advised that there could be another chance for a visit again in the future, so if there is, I would heartily recommend it to anyone interested in aviation and engineering. A very interesting and worthwhile visit and CRAC needs to do more of them.

Buzz Harvey



Clubhouse Clatter - March Update
Buzz Harvey

In the last 'Clubhouse Clatter', I talked about the cooler winter months. Well it's safe to say that about our summers months also, as well as wet and windy and generally a less than satisfactory summer for recreational flying. We have however made some improvements to our facilities as many of you will have seen. Whilst we have yet to connect power and lighting in No.1 Hangar (funding is prioritised elsewhere), we do now have water to both the No.1 hangar aprons for aircraft cleaning and also some flash new club signage. We do have one more sign to put up once a frame is built, at the Merton Rd corner beside the threshold for Rwy 25. Grass and gardens are being tamed and some new picnic tables will be in place soon to watch aviation.

As previously mentioned, both club hangars have a small whiteboard within for tenants to record their name, aircraft rego, and their mobile contact phone number. The No.1 hangar board is next to the side door and the No.2 hangar board is over by the toilet. These are for easy owner contact if required, so tenants, please annotate your contact details on these boards and keep them up to date.

As per the last Recwings, we now have two new young lads working about our facilities, earning time in our Tecnams. Karl and Justin Meyers have been busy lately and you will see more improvements from Justin and Karl's efforts. As cadets of our local No.88 (ATC) Squadron, they are enjoying being at CRAC and interacting with members. CFI Doug has their flying training underway and we look forward to seeing more of them about the place. If there is something you think they could do, please let me know. They might even be keen to wash your aeroplane or sweep your hangar for a donation to their flying account.

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If I just state the phrase; *'Your mother doesn't live here'*, I'm sure you will all know what I mean. Please clean up after yourself and put your rubbish in the rubbish bin and empty drink cans in the recycling bin. Also, **please** do not drive on the grass, unless you need to. Vehicles and grass don't play well together, so unless you need to drive out onto the grassed areas, please leave vehicles in the carpark.

Many are aware that we are installing our own fuel supply. This will dispense 95 octane Mogas, supplied by Southfuels. Nymic Engineering are currently building the tank and associated installation fences, bunds etc. We are hoping the installation will go in within the next month or so. This will be a great asset to our club and make refuelling much easier for all members who require 95 octane Mogas.

Lastly, sincere thanks to our Patron, Wayne Wilson, as he has single-handedly repainted most of our clubhouse. We are very grateful to you Wayne, the clubhouse looks great. **Thank you!**

Cheers for now

Buzz

The AGM Approaches – Committee positions available!

Brian Greenwood

As is usual for this time of the year it's time to start thinking about what you can do for the club! Some of our current committee and executive have decided to step down, creating opportunities for some fresh faces and new blood on the team. Not that there's anything wrong with the old team, but they've all worked hard over the years

and anybody who wants to step down definitely deserves a break.

This year our long-standing President, Mike Sheffield, has decided to step down. Well, actually, he decided to last year but we talked him into another year. We're hoping that Mike will stay on the committee in the informal role of Immediate Past President to help with the training wheels for the new President, if required.

Likewise our Club Patron (unpaid advisor and slave!) Wayne Wilson has decided to stand aside. Wayne's been in the thick of things since the early days of the club and always has sage advice and opinions. As mentioned in Buzz's Clubhouse Clatter column, Wayne has single-handedly repainted the entire clubhouse wood exterior for us – that's a wonderful gift.

We also need general committee members, who will each be assigned a role. Common sense, an even temper, and an ability to accept a majority verdict are all desirable traits! Our club has strong democratic values so you can elect who you like – feel free to seek nomination at the AGM on April 19th, 7:00pm at the CRAC House.

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A Message from the Wilson Family

Wayne and family wish to thank all of you that have offered sympathy and support following the sudden death of Wayne's wife, Lillian,

Your thoughts and prayers are gratefully appreciated.



The poster for Classic Fighters Omaka 2017 features a central image of a silver biplane flying towards the viewer. The background is a blue sky with several other vintage aircraft in flight. A large, bright orange and red explosion is visible on the right side. The text 'Peter Yealands WINES' is at the top. The main title 'CLASSIC FIGHTERS Omaka 2017' is prominently displayed. Below the title, it says '14 - 16 APRIL EASTER WEEKEND' and 'OMAKA AERODROME, BLENHEIM, MARLBOROUGH NZ'. At the bottom, it says 'BOOK YOUR TICKETS ONLINE NOW' and 'WWW.CLASSICFIGHTERS.CO.NZ'. The bottom of the poster is filled with various sponsor logos including Scaffolding, Hips, Classic, JEM, CPZ, Marlborough, Sound Connection, Marlborough District Council, bluebridge, Marlborough Lines, Catalina Sounds, air bp, and CPR.

Classic Fighters Omaka 2017

Brian Greenwood

As always this time of year, the excitement builds for the South Island Airshow season. This year it's Classic Fighters Omaka.

One of this year's star attractions is Yak-3UPW 'Steadfast'. This aircraft looks like a radial-engined Yak 3 and is an accomplished air racer and aerobatic display aircraft. Other stars include the Omaka-based Griffon-engined Spitfire XIVe and the Avro Anson I.

The bevy of World War 1 aircraft include possibly the world's biggest team of Fokker Triplanes and some welcome visitors from The Vintage Aviator in Masterton.

Many of the other collection of visiting warbirds and classic aircraft will be in attendance, along with some of the world's top display pilots.

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CRAC Hosts the RAANZ Fly-in

Brian Greenwood

As I am sure you know by now, CRAC is hosting the RAANZ fly in from March 31st to April 2nd. We'd love as many people to be involved with this as possible, both CRAC members and our friends in RAANZ. We're closing off runway 10/28 at NZRT to allow visiting aircraft to be picked close to the club house. I'm getting involved and am keen to meet flyers from around the country.

Visiting Pilots please register to registration@crac.co.nz. The cost is \$10, we will also accept registrations in person on Friday and Saturday.

You can register for as much or little as you want. Please bring cash as we have no EFTPOS facilities.

Reg fee \$10

Landing fee for weekend \$10

Programme

Friday

Registrations and free flying

BBQ dinner at clubhouse (\$10)

Saturday

7:30am Breakfast at the Club House (\$10)

9:00am briefing for flight to Mt Hutt, Lake Coleridge, Porters Pass, Oxford Strip and then to Forest Field for lunch (\$15)

2:00pm Landing Competition at Forest field

4.00pm Flight to Ivan Campbells

7:30pm Dinner at the RSA, Rangiora

Sunday

7:30am Breakfast at the Club House (\$10)

Fly to Pier and maybe over the Harbour if the weather is OK.

We're keen to make this a safe and interesting event for participants, please check the NZRT airfield plate and



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Committee Meeting Notes March 2017

- \$20,000 paid off RGB loan
- Bank Bal \$14K plus engine fund
- Resolved to pay back \$3900 debenture as soon as finances permit
- Chargeable Hours for February: RGA 19, RGB 39
- No safety issues reported
- RGB's burned out landing light has been replaced with an LED, RGA's to be done
- Looking at an engineering change for the seat belt mounts in the Tecnams (too far back and do not locate the pilot/passenger firmly in turbulence)
- New Club signs look good, thanks to Buzz
- Instructions for the Club AV gear to be done when time permits
- 2 BBQ Tables and Chairs purchased
- Window latches to be installed on some windows and a self-closer installed on the door by the computer.
- Prices being obtained for Hangar door remediation (money withheld from the final payment for this purpose)
- RAAZ Fly-in Schedule outlined and runway closure planned (10/28 to allow for aircraft parking close to the club – NOTAM to be issued)
- Considerable discussion on the ANZFC hangar lease and club house use. A basis was formed for the start of re-negotiating or ceasing this deal in committee.

make sure you're familiar with the circuit directions and proximity to controlled airspace.

GA aircraft flying from NZRT usually use 07/25 so these seem to be the active runway 95% of the time. 25 is a right hand circuit.

Landing fees for the whole weekend have been negotiated down to a single \$10 payment (honesty box on the field, please pay!) to help visitors.

All the meals are optional of course but we'd really like to meet and greet.



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Ian Blyth's attractive Morgan Cheetah ZK-CCB flying into NZRT in early March.

*Photo **Brian Greenwood***

ATC Thank you!

Leading Cadet Zachary Lane

I would like to say thank you on behalf of all of us who attended No. 88 Squadron's recent flying weekend. We all had a great time and learnt a lot and would be enthused to do it again. On the flying weekend, we got the chance to study the theory behind flying by learning more about effective controls, circuits, stalls and other ground based work; enhancing and building on any previous knowledge we had as well as giving us experience and allowing us to see and apply it to our studies.

The weekend also served as a helpful RATEL revision for those of us who were listening into the radios while lessons were going on. We were privileged to be able to fly the aircraft and be under the tutelage of the instructors who helped broaden our mind and help us hone and gain the skills necessary to go towards us flying solo which I know is

the eventual goal for most of us including myself. The Cadets got to experience what it is like to be flying, some for the first time and see if that was something they want to do as a career choice or even as a hobby.

The knowledge we did have on our aviation studies given to us in cadets was greatly expanded upon and reinforced by demonstrations. Cadets are still raving about how great that weekend was and how they loved to fly and they loved that experience and how they made better friends with each other as a squadron which to me is the foundations of a successful weekend. In fact, after every time someone came down from flying we all flocked around them; asking how it was, what they did and where they went and waiting for our turns to be next.



*Above, the group from 88 Squadron ATC who were involved in the Flying Weekend on March 4th. Club Member and ATC Leader **Basil Bulwala** and ZK-RGA in attendance as well! Photo **Dave Warwick***

All of the cadets, myself included learnt so much from the instructors and are grateful we were allowed the opportunity to go flying.

Overall, we had an incredible time and many of us wish to further our studies of aviation and pursue our passion for flying because of the support given to us by the Canterbury Recreational Aero Club. I know most of us cannot wait for a second flying camp if we are given the chance to do another one.

I would like to give all the instructors a big thank you for sacrificing their time in order to teach us and for being patient with us when imparting their wisdom onto us as it was much appreciated by all of us and was very helpful for our futures. The instructors practically taught us the skills and even explaining the physics of why that happens to help us understand the effects.

I would also like to personally thank the Canterbury Recreational Aero Club for giving me the flying scholarship at the end of last year and I am overjoyed I was given the opportunity and I cannot wait until I get my medical so I can use those hours to go solo myself and join the Canterbury Recreational Aero Club as a member and a pilot.



Left, Cadet Amber Yuill-Proctor alighting after her flight with CRAC Instructor Dave Mitchell.

Below, Cadet Isabelle Hingston learning her checks



All photos in this article courtesy of Dave Warwick


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Wayne has just returned from his bi-annual, update course for Rotax Aircraft Engines at Bert Flood's facility in Australia. This keeps him factory current all the way to the beginning of 2018.

Pioneer Aviation- Alpi 200 project

Mike Sheffield (Words and Photos)

In mid-2012 Graeme Main asked if I would be interested in a syndicate to purchase an Alpi 200 kit from the states. I said I would be interested in building it. In due course he ordered it with the great enthusiasm we all know Graeme has.

The kit seemed to be the last of the stock of a US agent that had given it up. It looked all there in the photo, but we later saw that this was a promo photo and not the actual kit we would get.

Graeme arranged the freight and in a couple of months it arrived at Rangiora in a number of wooden crates.

Upon opening the crates we soon discovered that the fuselage had been crushed along with the canopy and parts of the wing. Graeme put in an insurance claim and I started to repair the wood work. The whole kit is a wooden one of a simple conventional design. It was not too hard to work out where the repair should start. I studied up on the FAA Advisory Circular 43.13-1 which provides recommends methods and dimensions for wood structure repair.



Wayne Wilson provided a load of surplus Spruce wood which Chris Pennell sized for us. Other wood was supplied by Mike Small as needed.

Construction started in November 2012. The construction was assisted by Graeme and Ken Richards. Ken and Graeme were totally committed to the construction and worked away when I was not there.

The repair started with the placement of new laminated longerons on the top. The lower ones were repairable and formed the basis of a jig to keep everything straight. The repair went well with no real problems.

Next came the turtle deck made of 3mm ply. This was moulded to the frame when very wet. Copious amounts of clamps were used before gluing took place. The deck in front of the cockpit was also shattered and needed a new piece put in.



Next the fin was assembled and fitted. The ailerons, flaps, elevator were supplied as a basic structure over which 1.5mm ply was glued.

The wings again were partially constructed with plywood skins having to be moulded and glued in place. Control rods for the ailerons were fitted along with the flap actuators. A lot of pre-fitting of key parts was done as part of the kit and pre-drilled holes and captive nuts made location of item accurate.

Once the construction was complete we assembled the whole thing and set up all the controls. All went together very well. The design is very straight forward and simple.

Next was the covering. The fabric was supplied but was a little short on quantity.

At this stage we gave a lot of thought as to the finish of the plane. Because it is fabric covered and was glued with nitrate based glue I thought I should take the finish to at least a nitrate based non-tautening dope. I elected not to put on the usual aluminium UV inhibitor to save some weight. I researched the use of two pot car paints onto the nitrate base. There does not seem to much information on it and paint suppliers won't commit, so it was a bit of a gamble to go for the two pot Mipa 2K paint and undercoat.

Now started a very lengthy process of applying a coat of brushed nitrate dope followed by 3 coats of sprayed dope. This in more a logistics exercise than time consuming. You need at least three people and a lot of room. Applying dopes is very easy and forgiving. Very hard to stuff up. But painting is very different.

Once all the doping was done the undercoat was applied. This was a two pot paint with an plasticizer and 15%



thinning. It is very important to degrease often. Keep everything clean and I recommend inside painting using the correct protection gear for you. Once the paint is mixed you have about 2 hours to get it on.

We tried to paint as much as possible at each session. It is most important to have a crew who can see what need to happen before it does. Which is the next piece to be painted, and where will it be put to dry? These things must be planned ahead.

Once the undercoat was dry all surfaces needed to be

sanded with 600 wet and dry. The colour scheme was selected from a lot of colour sketches I did on Alpi silhouettes.

Graeme and Ken agreed with me on the scheme and this was largely defined by the fine seats that Colin Marshall donated to the project.

After many hours of sanding, painting, degreasing and masking the paint was completed even though I left wet wings outside in a shower of rain. Just more sanding and painting!!

Once the white was on I added the blue trim and then a pinstripe. This stage really starts to make



the job and you get an idea of where all the hours have gone.

Once the fuselage painting was complete Graeme added the Rotax engine mount and then the engine. The wings were then put on followed by the flaps and ailerons.



Grant Porter and Wayne Lindebaum helped set up the engine bay before I carried out the first taxi tests on Sunday 30/03/14.

Everything went to plan except the front exhaust was a little close to the cowling and started to burn it.

I have now made some new grilles on both sides of the cowl and it looks good.

Wayne has given the plane its first IA before CAA are due to go over it just after Easter.

I would like to thank Graeme and Ken for their tremendous help with the build, it has been great fun and has taken less time than I thought.

Ken and Graeme have been great sanding and cleaning as I needed and have made many little brackets and templates as they were required.



The completed beauty.

Painting was a big logistical exercise because I wanted to paint as much as I could at one time, so we had to have a lot of room.

CAA inspected and found a few minor issues before we could fly. 'Iceman' did the honours and started our 15hr run in time. Things were pretty good but the electronic panel was slow to update speed so was replaced with a conventional air speed indicator. The next faulty unit was the altimeter. After a few different versions, they were no better so we put the electronic unit back in and disabled the air speed. All good now.

The 15 hours were quickly flown off by Iceman, Dave Leif, and Tony.

Tony gave me a rating in late July and I have now done 6 hours. It is a dream to fly and does everything as expected. Tons of grunt and easy to get to VNE. Now we can start to go places. It's much easier to start than the prop start on the Pixie.

Thanks to all who helped with advice and work.

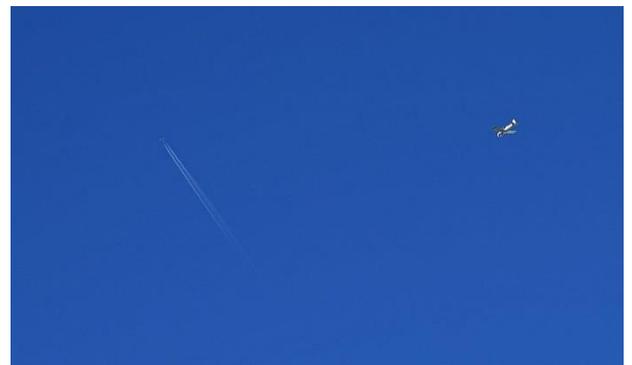
Right, Graeme Main watches on as Iceman does the first high speed taxi, Graeme's probably hoping that he's done all the screws up tight!

Below, Mike watches on as MGK gets air under the wheels for the first time – hoping that Graeme did all the screws up...



Right, Iceman dodges an A320 and proves that all the screws were done up tight.

Below, Mike and the finished aircraft





Mudeller's corner - ICM 1/48 Junkers Ju-88 A5

Brian Greenwood

Yet another Battle of Britain-themed kit (don't worry, it's the 75th Anniversary of the Coral Sea Battle coming up!), the ICM is the first 1/48 Ju-88 version applicable to the Battle of Britain era. Well, to my knowledge! Most kits represent the later A4 version, but the A5 and especially the A1 versions are appropriate for the summer of 1940.

I was very pleased when the Ukrainian company ICM announced new kits of the Dornier Do-17Z and the Ju-88 family. The previous best Ju-88 kit was produced by Dragon and also released under the Revell or ProModeller brands. The previous "best" 1/48 Do-17Z was a bit of a nightmare, see my review in March 2016 RecWings.



Construction on the Ju-88 starts, unsurprisingly, in the cockpit. I had some spare etch details from an old Eduard set designed for the Dragon kit, so I threw that in to refine some of the details. Top left you can see the new rudder pedals. Apparently, the cockpit floor is wrong in that the area beside the pilot's seat should be raised. Build the thing and button it up, no-one will notice... maybe.

ICM do have a few problems with fit and some shrinkage causing the odd depression in certain areas, such as the inboard ends of the flaps. Nothing that a touch of filler and some quick sanding doesn't fix. Once the fuselage is together, the wings can be installed. The lower surface centre-section is part of the lower forward fuselage which helps to set the dihedral correctly (top right photo).



This kit does come with two very nice Junkers Jumo engines which are begging for super-detailing. I just painted the basics and threw them in. I learned afterwards that the exhausts are wrong for the A1 and early A5 versions (like this), oh well. There was a modicum of filler required (I mainly use Squadron "Green Putty") but it all tidied up well.

I'm a major fan of using Eduard pre-cut masking sets, especially on these Luftwaffe types with their multi-faceted windows. These are very accurate and can be seen on the right-hand photo at the bottom of the preceding page. They save hours of masking and are far more accurate than I could achieve with a Swann Morton scalpel and Tamiya masking tape.



Now the fun bit starts – painting. For the first time I tried Vallejo Primer (**top left**) but I simply can't get it to stick. You can see in the photo the speckled effect I get (also see the inboard flap sink mark filled, and a sink line forward of the whole flap area that I missed!). This was quickly sanded off and I reverted to the beautiful **Tamiya Light Grey Primer** from a rattle can. The clean finish that this product gives is shown in the second photo above - along with a little remedial work going on around a panel join on the upper fuselage.

After that it was an attempt at some pre-shading, a quick coat of Vallejo Air 71-015 (RLM 71) lightened slightly (16:1 white but that's probably too much white), some masking, and a coat of Vallejo Air 71-021 (RLM 70 Black-Green). I'm not 100% confident in these shades, so that's why I have ordered some colour chips from the UK to check. The underside is done in Vallejo 71-255 (RLM 65).



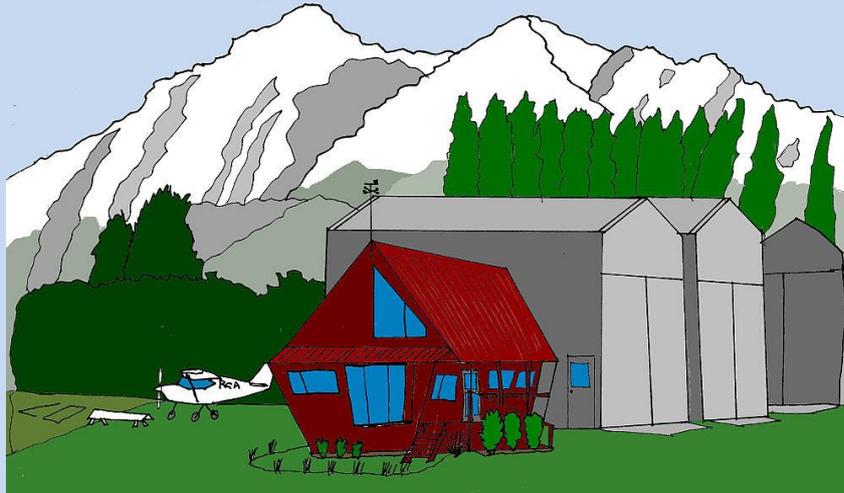
I used the Eduard paint masks on the wheels (far left) which turned out well. The model was gloss varnished, decaled, and then I sprayed some post-shading and massive exhaust stains using Tamiya smoke. And you thought bottled smoke

was just a technician's standard joke! I ignored the myriad decals to put the Luftwaffe cross onto the dive brakes, and painted them on as carefully as I could. The hardest bits to put on were the Eduard gun sights (bottom left).

I enjoyed and like this kit. The only faults I would say need remediating are an easy-to-fix error in the canopy frame behind the twin guns at the back of the cockpit, and the complete lack of detail on the radiator faces and air intakes on the engine fronts. However, finer minds than mine have noted issues with the cockpit floor and access hole, the exhausts, underwing bomb racks, and some shape issues with the underside of the cowlings. It still looks good, and the transparencies are exquisitely clear. Recommended modelling pleasure!



RAANZ FLY-IN NZRT 31-3-17 TO 2-4-17



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[CRAC Drop Of The Hat](#)

[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 enrolls you for the magazine, too.

Upcoming Events

March 31st – April 2nd - RAANZ Fly-in, Rangiora Airfield

April 14th – April 16th - Classic Fighters Omaka 2017

April 19th – AGM, 7:00pm CRAC Club House

April 22nd – Loburn Abbey Fly-in

April 29th – South Island Circumthingy

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 (approximately).

Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors: **Zachary Lane, Buzz Harvey, Mike Sheffield, Dave Warwick.**

Cool Links

NZ Civil Aircraft
nzcivair.blogspot.co.nz

NZ Aviation forums
rnzaf.proboards.com

Hawkes Bay Microlight Club
www.microlight.org.nz

Gert van Kruiningen's Bleriot project
www.bleriotxi.com

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:

Scott Alan Walker
Phatcharee Chanala
Trevor Pentecost
Barry Mowat
Justin Meyers
Karl Meyers
Alexander Merino
Michael Godfrey
Paul Dillon
Nicholas Thorp
Jake Knight
James Fleming
Glenn Coates

Please make our new friends feel welcome.

Congratulations

Glenn Martin, Instructor

Next Newsletter

Contributions requested, publishing deadline 12th April 2017 ("ish").

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

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