

REC WINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- FLYING OVER SAIL GP
- CRAC'S TECNAM P92 ECHO MARK 2 - ZK-RGE
- WAYNE'S BIRTHDAY BASH!

SEPTEMBER-OCTOBER 2024





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RECWINGS

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

Contributions for the next edition are due by **December 10th 2024**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, CRAC's sexy Italian, Tecnam P92 Echo II ZK-RGE in the good hands of Colin MacDonald, with Roy Waddingham providing and piloting the camera aircraft.
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Inside Cover, the CRAC Club house (A.K.A. The CRAC House) looking resplendent in the Spring morning light. Poo Tanks just on the left.
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ABOVE SAIL GP

STORY: SAM MILLER

PHOTOS: LUCAS MILLER

As an amateur dinghy yachting at the Waimakariri Yacht Club it had been a dream of mine for some time to join in the Sail GP Circus at Lyttelton; and fortuitously on the last day of racing; we got to see the whole race in 3D from above!

Last year, I had considered flying into Lyttelton to have a look at the race, but for one reason or another, weather, timing, commitments etc we couldn't do the flight. Getting in there on the ground, looked even worse.

A year later and after the usual drama and bluster of a "Rascal" Russell Coutts International race series arriving into town; we had a weather window, and it was a definite possibility.

I had done some research, and I discovered that flights over the yacht racing are permitted within certain restrictions; and that there was also a contact on the ground at what is designated Sail GP Base Lyttelton. As I had discovered in the past it is best practice to call ahead and find out exactly what is required in the area of operations.

I called Sail GP and was amazed to hear a friendly voice on the phone, this chap had three principals - 1. Safety and Separation 2. Helping Aviators observe the Racing Safely 3. Protecting the Hector's Dolphin. What could be better? I chatted to him, and Sail GP was helpful, courteous, proficient, and easy going; ideal!

What did I find out from my briefing with Sail GP Base?

Separation: a temporary Surface to 1500 000/1500 foot Restricted Area was in place from Diamond Harbour/ Lyttelton/ Naval Point/ Quail Island. Upper limit is 3500 feet where the zone C airspace starts (note: I discovered this sector can be raised through a request to Christchurch Tower if required and available)
Radio: Banks Peninsular 118.75 - Sail GP would also be on this channel.

QNH: Sail GP provides QNH plus other information for safety separation.

Circuits: Left hand circuits if possible.

Traffic: up to three Helicopters and traffic below 1500 and transiting into and out of Restricted Area.

So... on the Saturday I watched the weather, and we had a weak trough passing up the country, but it was still looking flyable towards the Port Hills and Lyttelton.

We headed down to the club rooms and got ready; we put on our life jackets, as we would be over water; and just like The Battle of Britain we waited and waited and waited... for the Sail GP to tell us racing had started. Amazingly Sail GP kept us completely up to date via txt with the racing (or lack of racing) - we had periodic updates on the yachts and their readiness; but crucially we had updates on the possible location of the Hector's Dolphins.

I watched the trough developing over Banks Peninsular and became more pronounced; we lounged outside at the club chatting and drinking endless cups of Tea. The Dolphins were on the course and nothing was changing. The Foiling Yachts drew out from the Sheds; but they weren't going anywhere. We waited; and just as the weather started to improve the race was cancelled; The Dolphins Won!

Bugger! Maybe the next day would be an improvement?

Sunday arrived and we went back to the Club, Aircraft pre-flighted we set in for the long haul. Amazingly the txts from the consummately professional Sail GP Base told a much more positive story; "Jack" the Hectors was relaxing with his hareem on the far side of the course... The Yachts were out of the sheds... we SCRAMBLED!!

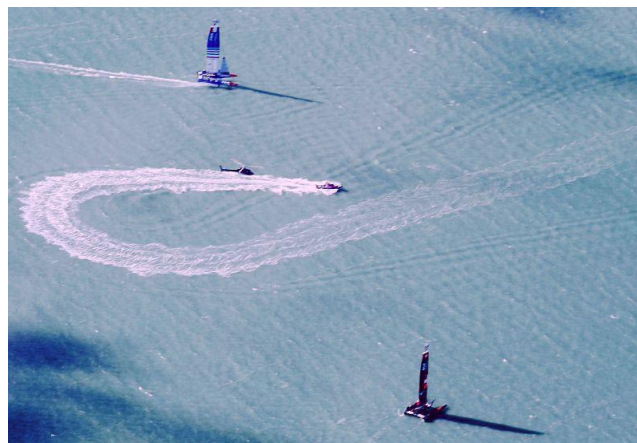


With 19 knots from the Northeast it was set to be good racing but sporty flying in the harbour... Cautiously we flew in through the harbour; as I didn't know what to expect. On entry to Lyttelton it became surprisingly simple and clear. I contacted Sail GP Base as requested; Sail GP gave me instructions: Left Hand Circuits and QNH for accurate separation.

The helicopters were well below us as I chose to start out at 2000 feet as my circuit height, and turbulence was very low except a regular burble of light rotor that we encountered in the lee on each left hand circuit.

The 3D views in the harbour of the Grand Racing Yachts, The Supporters, Helo's are absolutely World Class; and being there to see New Zealand's Black Foils cross the line in style was absolutely fabulous!

These modern yachts are incredible and surprisingly large from the air; we could track them as they were moving so quickly alongside us, we could really see



their max speed in relation to our flying speed, hard to believe.



We left the race in jubilation; having never experienced such an interesting flight; and ducked over to Port Levy to get some aerial photos of Davey Round's arboretum included:



The day was capped off with a radio call from four Harvards tracking to South Shore Peninsular on their way to Warbirds Over Wanaka - we went low and they went high, giving us a perfect view of Warbirds in formation at speed! What an amazing day!

I would highly recommend to Club aviators, a yacht race as a



scenic flight; it really can't be beaten. Great Scenery, Great Action, Great Stuff!

Good work everyone at Sail GP Base for your amazing help and everyone in the Sail GP Team, plus amazing work for "Rascal" Russel Coutts - but as we all know now.... "Jack" the Hector's Dolphin remains the King of the Harbour!

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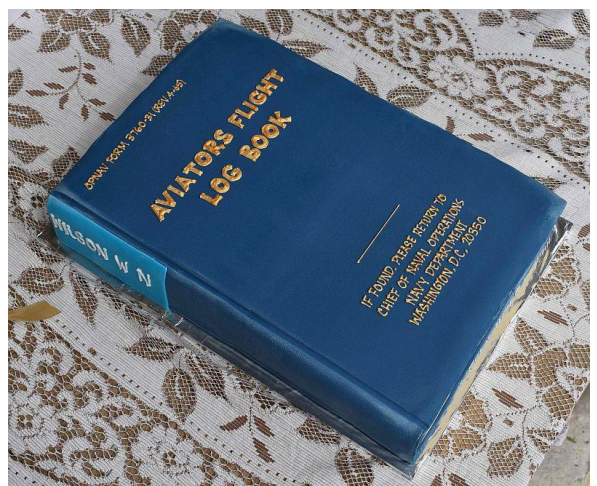


WAYNE'S BIRTHDAY BASH

PHOTOS: AS ATTRIBUTED

With significant cunning, the committee and several members managed to arrange a sneak significant birthday bash for club stalwart **Wayne Wilson**.

The plan was drawn up with **Duncan and Jane Fraser** kindly offering to host at their property on Forest Field Airfield. Club Secretary **Megan Alexinas** organized the beautiful cake (*Right*), in the shape of the standard U.S. Navy logbook, from Artisan Bakery in Rangiora.



Heading photo - **Wayne Wilson** and long-time friend **Ivan Campbell** in front of Ivan's Titan Mustang (Photo: **Buzz Harvey**)

Below – a magnificent shot of some of the attendees and **Jane and Duncan Fraser's** house. (Photo: **Harry Offer**)

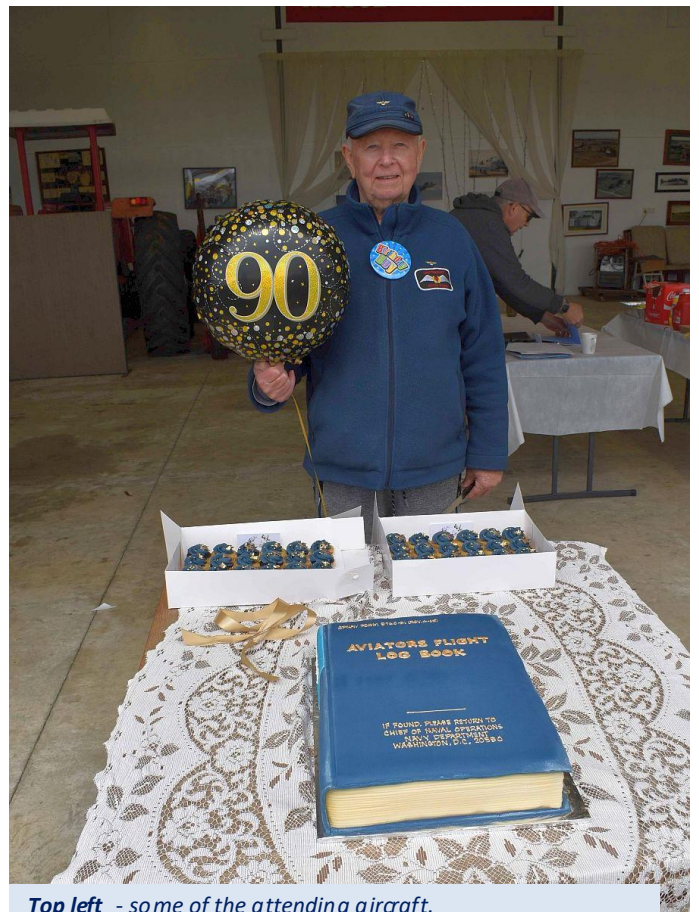




Over two dozen aircraft flew in for the occasion, with the BBQ doing a great trade and, seemingly, a good time being had by all.

Wayne's been a stalwart of this club from early days, and his contribution over the years has been invaluable. CRAC's main purpose is to provide safe, effective, and good-value training and ongoing support to aviators. Imagine how much more difficult that would be without Wayne and the other high-contributors we have in our club.

Thanks, Wayne!



Top left - some of the attending aircraft.
Top Right – President **Iain McPhail** turns down a bbq bribe from Paul Hyde-Smith, while Stewart Bufton and Matt Dowdall threaten some non-STOL pilots with a sausage (honestly I'm just making this rubbish up)
Lower right, Wayne with the goodies and birthday ballon
Lower left, Wayne and Megan Alexinas

(all photos this page: Sir Buzzwald Harveynorman)





CANTERBURY RECREATIONAL
AIRACRAFT CLUB

P-92 Echo II

RGE

QUALITY AIRCRAFT SINCE 1946
TECNAM

CRAC's beautiful Italian, Tecnam P-92 Echo II ZK-RGE
over the lush green Canterbury landscape.
© 2024 Brian Greenwood



THANK YOU!
WAYNE WILSON

Wayne Wilson would like to pass on his sincere thanks to all those who contributed to a great day, with a special mention to Duncan and Jane Fraser for the use of their facilities.



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Want to know more about how aviation got to where it is today? Or find out about the people who created it? Maybe you're just mad keen on P51D Mustangs, Tiger Moths, or A380s. Our group of active enthusiasts share a passion for New Zealand aviation: past, present, future. We photograph, research, and document it all. Then we share it. Online, newsletters, updates, quarterly journals, and specialist publications. And we encourage contributions. Come and join us at The Aviation Historical Society of New Zealand, visit our website and start exploring!



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RGE AIR TO AIR PHOTOS

BRIAN GREENWOOD

We've been trying to get some air to airs of CRAC's "new" Tecnam for quite some time, but the weather gods haven't always been favourable.

The first attempt was a few weeks ago, when the snow was piled up on the Southern Alps and foothills. However, we were just getting the planes out of the hangar when the windssock did a complete 180 and started indicating a Nor'Wester. Low level clouds began to race over the airfield, so we returned the aircraft to their slumber and retired for a relaxing cuppa.

The second attempt went much better; but the snowline had receded faster than my hairline and the background became the bright spring growth around Canterbury.

CFI **Colin MacDonald** flew RGE, with **Roy Waddingham** kindly providing and flying the camera aircraft in the form of his Tecnam P92.

In some ways, this is a story of me trying to fall in love with my new camera gear – a journey into Canon's mirrorless RF system. I had tried it once before (the SGM session a few months ago) and had given up, reverting mid-flight to their previous generation of dSLR, the 5D IV. This time, with a bit more experience, I persisted, and it paid off.

The upside of the new gear is some in-body stabilisation (IBIS) along with the in-lens stabilisation – which should give me more "keepers". That's the theory at least. With the camera and part of my head sticking out of the window, we're buffeted by the 80 knot (maximum) slipstream, plus I found the zoom being blown out to fully zoomed by the airflow!

I refuse to undo the straps (seems like an important safety

tip) so twisting to get the subject aircraft in frame is all part of the fun. Besides, if I did undo the straps, Roy would only have to nudge me in the ribs, and I could be simultaneously enjoying my first **and** last sky-diving experience.

We do a pre-flight briefing (tailplane session?!) prior to every flight, emphasizing such things as standard departure and arrivals, radio frequencies, rendezvous and photo locations, safe distances, separation procedures, and avoiding unintentional sky-diving experiences. I'm happy to make light of it for the magazine, but on the day we're all focused on keeping our pink fleshy bits in a perfectly cromulent state.

We were a little short on time (I'm not saying who messed up the RGE booking but you know him as Editor) so we planned a straight-out departure from 25, a rendezvous out of the airfield circuit area (which seems to extend to Oxford for some of the GA types) and a photo session with the light on the "wrong" side of the aircraft (see the photo above).

This is followed by a well-co-ordinated turn, and a photo-run back towards the east with the subject aircraft on the right side. Sometimes we can get some great shots in the turn but the idiot behind the camera managed to screw most of them up this time. Ah well...!

All-in all, it was a very enjoyable experience, flying close-ish to another aircraft is always a thrill. Our task is to make sure it's an enjoyable one.

Heart-felt 'Thank you' to Roy and Colin for doing all the hard work.







AIRFIX 1:48 BRISTOL BLENHEIM IF BRIAN GREENWOOD

Airfix released their new tooled 1:48 Bristol Blenheim in 2020, to much acclaim. This historically important aircraft had been modelled in this scale previously, but only as a vac-formed or short-run injection kit (see RecWIngs March-April 2023 edition for a review of the short-run Classic Airframes Blenheim IV).

The first release, on which this review is based, gives two options for a Mark If Night Fighter. That's a roman-numeral Mark One, the 'f' denoting a fighter version with a four-pack Browning .303 machine gun tray attached to the belly (along with standard single .303 Browning in the port wing). The kit was later released as a bomber version.

The Bristol Blenheim was one of those aircraft that was very advanced when first flown, but quickly overtaken by foreign competitors and somewhat outperformed by the time World War Two started. However the RAF was lucky to have it, and it did lead to the far superior Beaufighter (and, to a lesser extent, the Beaufort).

In planning this kit, I always wanted to do it in the colours of Kiwi Night-Fighting Ace Mike Herrick, who flew a Blenheim IF ZK-A during his time with 25 Squadron, Royal Air Force. Interesting that the squadron codes were 'ZK', too! However, a bloke by the name of Calum, who runs a blog called 'The Ham-Fisted Modeller' has done a superb job of this aircraft to a standard I could never hope to achieve.



I, therefore, decided to take a simpler approach and build the model as one of the kit options, using the opportunity to practice some chipping techniques.

As usual, construction starts with the interior, with the only addition being some aftermarket seat belts. I really wanted a quick result on this so there is little in the way of adornment (shading, chipping, wearing) on the insides. Airfix have done a lovely job of the interior details including a smashing detailed rear turret.

The kit just falls together with minimal fuss, the biggest job is masking the canopy – so I cheated and used an Eduard Mask set. The exterior of the cockpit framing was undercoated in interior green, just in case anyone hops in and looks outwards.

From there, the complex and detailed undercarriage was assembled to go into the wing before joining the upper and lower wings. I generally dislike models that have the undercarriage installed at an early stage, but I managed to get through this build without destroying it.

For the chipping I tried a few chipping mediums with little success, so I just used some dabs of Humbrol masking fluid over Tamiya Aluminium. The bright shiny metal was toned down with Tamiya smoke or washes of thinned black.

The only issue with the whole kit was that the hole in the propeller was slightly too big for the drive shaft, so I filled it with sprue and re-drilled the hole.

Good job, Airfix! Can I ask for a Mark IV and a Fairey Battle? :-D



Below, the short-nosed Airfix Blenheim IF and the long-nosed Classic Airframes Blenheim IV. I used an aftermarket etched-brass RDF aerial on the nose of the IF, it'll get broken and replaced with the kit one, I guess!





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.

Call Duncan 021 222 4985



For Sale

Rans S6ES tail dragger kit with the sport wing, engine mount for a 582, tundra tyres, will be supplied with aircraft fabric and glue as well. It's located between Ashburton and Christchurch.

Please contact Sam on 027 368 8010 for more details.

RAANZ AGM

The RAANZ AGM will be held via Zoom on Thursday November 14 at 7:30PM.

Stick it in your diary and let's support RAANZ!

Please check your emails or the RAANZ website for the Zoom link and passcode, RAANZ needs our support and attendance to vote on the compulsory constitution changes this year.

You can also email your proxy vote to the RAANZ President or your club representative if you are unable to attend.

CRAC COMMITTEE NOTES AUGUST-SEPTEMBER 2024

- RGA repaired after take-off incident
- CFI Colin MacDonald standardized Aircraft Checklists
- Club Hire Sheets to have "BFR Due" and "Medical Due" sections.
- Website no has a "Visiting Pilots" section
- Long discussions regarding the financial viability of four aircraft (over many meetings) resulted in a vote to reduce the fleet to three, followed by a vote to sell SGM based on consultation with the Instructors and the club survey.
- Fuel trailer audit report
- Aircraft tie-downs purchased (again – where are the old ones?!)
- Instructor Jackets provided
- New Constitution work proceeding with legal advice
- RGA upholstery being repaired, spare seats installed in the meantime
- Reminder for all pilots to use GoPreflight for NOTAMS etc.
- Flyaway safety work processing
- Club member Malcolm Campbell's offer of an evening talking about his experiences and such topics as formation flying, briefings, deconfliction, and contingencies gratefully accepted
- Submissions on the Pegasus Bay bylaws have resulted in special permission for CRAC pilots to land on the beach, with an agreement needing to be signed
- One offer on SGM – accepted after extensive discussion about the process.
- Garmin tracker in RGA, yet to be installed in RGC and RGE.
- Consideration to spending some of the released funds on tidying up the Tecnams
- Christmas Dinner at Rnagiora RSA confirmed, details to go in the RAP.
- New Hangar Rental Agreement finalised

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CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

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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

17th – 19th October – NZ Regionals, NZRT – watch
for increased traffic and events!

23rd October 7:00pm – Malcolm Campbell
evening at the ATC rooms, NZRT

14th November, 7:30pm – RAANZ AGM online

23rd November – CRAC Christmas Party

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, Lucas Miller,
Buzz and Donna Harvey,
Wayne Wilson, Harry Offer,
Roy Waddingham, 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:

George Finney

Matt O'Connell

Bruce Hobson (Full membership)

James Wightman

Blair Andrews

Wayne Godfrey

Samuel Glassey

Michael Burke

Beaumont Neill

Robert Tait

Laurence Anderson

David Dally

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
December 10th, 2024

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December 2024.

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

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