

Recwings

The Magazine of the Canterbury Regional Aircraft Club



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September 2015

Editor's Letter – Battle of Britain 75th Anniversary

September 15th is generally recognised as remembrance day for the Battle of Britain, although the battle itself lasted from early July through to early October, 1940. It's an interesting period of human history to examine with the benefit of hindsight.

I'm proud that my circle of friends represent a cross section of nationalities from both sides of the conflict. I'm even more proud of my family who, after catching me reading war comics at a young age, taught me in no uncertain terms that it was a conflict between political systems far more than a fight between nations. This edition is a respectful commemoration of times gone by, and an appreciation of the hard-won lasting peace and friendship – in Europe and Oceania, at least!

New Zealand played a role in the Battle, not only was Sir Keith Park (Commander of 11 Group that bore the brunt) a kiwi, but we supplied more pilots than any other Commonwealth country except the U.K. and Canada.

In terms of aircraft in New Zealand that represent the Battle, I can only think of The Alpine Fighter Collection's beautiful Hawker Hurricane (see cover) which was recently exported to France, and the Avro Anson I of Bill and Robyn Reid. I know the Anson was a trainer and Coastal Patrol Aircraft, but I was shocked to hear that they (along with Bristol Blenheims) were used on daylight bombing raids against the invasion

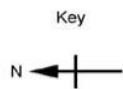
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barges in French Ports. A Battle of Britain participant in no uncertain terms! Other than that, we have the fibreglass Hurricane Replicas at MOTAT and Omaka, the Junkers Ju 87 Sturzkampfflugzeug (Stuka) replica at Omaka, and the scale homebuilt Sindlinger Hurricane ZK –VYX. Oh, and the Messerschmitt Me 108 of course.

Of course Spitfires are well represented with a Mark 9, Tr.9, and a XIV flying, and two XVI's in museums. If it was good enough to use the later models in the movies, then it's good enough to mention them.

Come September 15th, or thereabouts, I'll be watching the best movie ever – "The Battle of Britain". Anybody want to join me?



Trial Flight
A/C Parking

Registration
&
Administration

Member
& Trader
Parking

Vintage
Cars

Active
Boundary
Fencing

Public
Access
&
Static
Displays

Rangiora Airfield Open Day

17th October 2105

An open day will be held at the airfield on 17th October with a rain day on the 18th. The aim of the day is to present the airfield and its users to the public. An airfield layout is shown below. This shows the active and non-active areas. We plan to have trade shows, static aircraft parking, trial flights by the Canterbury Aero Club (CAC) and the Canterbury Recreational Aircraft (CRAC), Vintage cars, Fire Engines. WE also will have limited flying displays that are yet to be determined.

The airfield will not be closed so normal recreational flying will take place.

This notice is to inform you of the event and is a request for assistance to run the event. We have a number of jobs such as fencing of the areas shown on the plan, aircraft traffic management, trade show management.

The CAC and CRAC will run their own promotions and can have a BBQ operation in their respective areas. We plan to have on site catering such as coffee stands and other food stands. These will run themselves.

Entry will be free to the public and any food stands that want to take part.

The Rangiora ATC squadron will be on hand to assist with these tasks and help with Trial flights.

If you would like to assist with the running of this event please contact me.

Mike Sheffield

027 660 5956

Home 327 6448



**North Canterbury's
Community Airfield
Family Day Out**



**RANGIORA AIRFIELD
OPEN DAY**

Saturday 17th October - 10:00 a.m. to 3:00 p.m.

Come and see all sorts of recreational aviation including light aircraft, microlights, helicopters, model aircraft, drones & UAVs
Top Dressing Demonstration - Trial Flights - Rangiora Fire Tender - 88 Sqn Air Cadets, Sausage Sizzles & Refreshments - Fund Raising & Retail Arcade
Wet weather alternative Sunday 18th October - Merton Road, Fernside

R4118 – A Very Special Hurricane

Brian Greenwood

Images courtesy of Peter Varcher

<http://www.hurricanedisplay.co.uk>

Imagine walking into an abandoned compound in northern India and finding the *complete* remains of a rare and valuable World War 2 fighter. Such a ‘barn find’ might be the stuff of dreams, but it happened for Peter Vacher in March, 1982. He was there searching for vintage Rolls-Royce motor cars which had been used by Maharajas over the years. He duly noted the serial number and returned to the UK.

A little research had showed that R4118 was an extremely rare Mark 1 Hurricane which had fought in the Battle of Britain. The aircraft was delivered brand-new to the RAF in August of 1940, first serving with 605 Squadron at Drem (Scotland), and was then taken by the squadron to Croydon in Surrey during September 1940. Those students of history will know



that this would have been right in the thick of the battle. R4118 is credited with four kills, including shares in two Ju-88s, the fastest Luftwaffe bomber type of the period. She was damaged in combat on October 22nd, 1940, and returned for service with 111 Squadron in January 1941. In her time with 111 Squadron she flew patrols over the North Sea.

After this she was used as a training aircraft with 59 and 56 OTUs (Operational Training Units) before being crated at Cardiff for shipping to India. The aircraft was destined to be used as a training aircraft, however it wasn't required and was struck off charge. The complete airframe, including guns, was donated to a University at Varanasi (probably one of the technical training units which are now part of the Banaras



Hindu University) in 1947. Thousands of students were trained on R4118 before she was abandoned to the elements.

In 1996 Peter began negotiations which were finally concluded in 2001, and the aircraft was shipped to Hawker Restorations in Suffolk. This company was formally known as AJD Engineering, and had got into Hurricanes as a result of Tim Wallis wanting to restore his Hurricane IIa, P3351, which had been recovered from Murmansk in

Russia.

The restoration of R4118 took 28,000 man-hours and was “relatively straightforward” given that it was a complete aircraft. Tony Ditheridge, owner of Hawker Restorations, says “This really is *the* Hurricane, totally unadulterated, not a “bitsa”. A complete aeroplane, including all of the trinkets. There is no other Hurricane flying that is fitted with its original Browning guns and ammunition boxes. It also has a working gun camera,

complete TR.9 valve radio, electro-mechanical IFF system, original armour plate, the correct Hurricane Mk I gunsight in front of the cockpit, and Rotol spinner. A lot of the research has been undertaken by Peter Vacher, including the totally authentic paint scheme and accurate stencilling. The fuselage has been finished in cellulose nitrate dope, so it is already developing a nice patina. The engine, rebuilt by Maurice Hammond in Suffolk, arrived in August 2004 but, owing to hold-ups with the propeller, engine runs didn't commence until October."

This gorgeous aircraft took to the skies again on December 23rd, 2004. It is currently for sale on Platinum Fighter sales.

Sources:

<http://www.hawkerrestorations.co.uk>

<http://www.hurricanedisplay.co.uk>

(see photo on page 16)





A beautiful day at NZRT...

July 12th was a gorgeous winter's day. Quite a few members took the opportunity to get some air under them before, during, and after the monthly club barbeque. Here, **Brian Tuffnell** gets aloft in his Airborne XTS-912 trike, ZK-DGR.

Right, Keith Dekker in his Airborne Windsports Redback gets into the air off 07.





Above, Margo Migirdichyan lifts the nose in her and Viktor's Alpi 200 ZK-LPM. Tony den Haan is in the right-hand seat.

Below and below right, I couldn't understand why **Dean Philip** was doing a lot of idling and taxiing, turns out he was breaking in a new co-pilot (see the doggy ear muffs!).

Bottom left, a gaggle of 701's turn their best side to the camera (OK, there's a Savannah there too)



Battle of Britain - Three Kiwis

Air Vice Marshal Sir Keith Park

In February 1947, at the New Zealand Society's annual London dinner, Lord Tedder (head of the Royal Air Force) said of Keith Park: 'If ever any one man won the Battle of Britain, he did. I don't believe it is realized how much that one man, with his leadership, his calm judgment and his skill, did to save not only this country, but the world'.

Keith Rodney Park was born in Thames, New Zealand, on 15 June 1892, the third son and ninth of ten children born to Frances Rogers and her Scottish-born husband, James Park, who earned in New Zealand an international reputation as a geologist. Educated until 1906 at King's College, Auckland, and then at Otago Boys' High School, Dunedin, Park joined the Union Steam Ship Company of New Zealand in June 1911 as a cadet purser. He was granted war leave in December 1914.

Park sailed to Egypt in January 1915 as a lance bombardier with the 3rd Reinforcements and served with a howitzer battery at Anzac Cove, Gallipoli, from 25 April. Commissioned as a second lieutenant in July, he took part in the

Right, Air Vice Marshal (later Air Chief Marshal) Sir Keith Park in front of his Hurricane OK-2 at Malta.

RAF official
photographer,
Imperial War
Museum reference
CM 3513



Suvla Bay landings in August and then transferred to the British Army, serving with the Royal Field Artillery until 2 January 1916, when his battery was evacuated to Suez and sent to the Somme front in March. Wounded in October and shipped to England, he gained a long-sought transfer to the Royal Flying Corps in December 1916.

Park was taught to fly at Netheravon on Salisbury Plain, then spent four months teaching others before joining No 48 Squadron, equipped with the excellent two-seat Bristol Fighter, in France in July 1917; he commanded that squadron from April 1918 until the armistice. He and his various rear-gunners probably destroyed 11 enemy aircraft, damaged (perhaps fatally) at least a further 13 and drove away scores; they protected artillery observation aircraft and gathered valuable information from flights behind enemy lines. These feats earned him a Military Cross and bar, a DFC and a Croix de guerre.

Park married Dorothy (Dol) Margarita Parish (a genuine cockney whose family had strong links with Argentina) in London on 25 November 1918; they were to have two sons. Park was one of 20 officers selected to attend the first course at the world's first air force staff college at Andover, Hampshire, in April 1922. In August 1926, after three years in Egypt, he went to the headquarters of Air Defence of Great Britain at Uxbridge, west London, where plans for the country's air defence were discussed.

This was followed by a succession of prestigious postings, including command of his own fighter squadron (1927–29), chief air instructor at the University of Oxford, two years (1934–36) as air attaché to all the independent South American states, and culminating in appointment as air aide-de-camp to King George VI for 1937, the coronation year. That year Park attended the Imperial Defence College, near Buckingham Palace, where senior officers of all three services made useful contacts.

In July 1938 he was promoted to air commodore and became Sir Hugh Dowding's deputy at Fighter Command

headquarters, Bentley Priory, a few miles north-east of Uxbridge. Under Dowding's direction, Park's chief concern was to employ newly introduced, high-speed, heavily armed monoplanes (Hawker Hurricanes and Supermarine Spitfires) in combination with equally new radar and radio equipment to frame an effective defence of vital British targets against a growing danger of aerial attack. This daunting task was complicated by peacetime restrictions on realistic training.

April 1940 saw Park promoted again (to Air Vice Marshal) and appointed to command No 11 Group, Fighter Command's principal subdivision, charged with the defence of London and south-east England. His first operational test was to improvise, in partnership with the Royal Navy, the Dunkirk evacuation. By 4 June some 340,000 Allied troops had been rescued: a figure to compare with 'up to 45,000' hoped for when evacuation began on 27 May. But 435 experienced aircrew were lost in the French campaign and their absence seriously handicapped Park's conduct of operations during the Battle of Britain.

That battle was actually a year-long campaign, fought in daylight from June to September 1940, then mainly in darkness from September to May 1941. By mid September it was clear that although Britain's daylight defences had held, the German switch to a night offensive was causing heavy casualties and serious damage. Many anticipated that the offensive would intensify during the long dark hours of the next six months, and that when long light hours returned, Britain must expect a better organised and more destructive resumption of the day offensive.

So grim a prospect provoked anxious debate in Air Ministry and government circles. Ignorance of fighter capabilities, fear of German conquest, resentment of Dowding's irascibility and Park's vanity and the ambition of those who believed they could do better sharpened the debate. Park had been constrained by having to husband scarce resources, but it was concluded that more aggressive tactics might have achieved victory (as opposed to avoiding defeat) in the day battle and that Dowding was mishandling the night battle. As a result he was replaced on 25 November, and Park on 18 December 1940; he was appointed a CB on 4 December.

The worst danger had in fact passed and by May 1941 the Luftwaffe had begun to switch its resources to the eastern front in preparation for the attack on the Soviet Union. Fighter Command's new masters began to attack across the English Channel, using tactics Park had rejected during the Battle of Britain; their failure led an overwhelming majority of airmen, as well as later historians, to argue that Dowding's strategy and Park's tactics had been correct.

Park spent 1941 as head of a flying training group in Gloucestershire, then six months organising an air defence system in Egypt, before becoming RAF commander of the strategically vital base of Malta in July 1942. He there displayed an ability both to handle fighters offensively (rarely possible at No 11 Group in 1940 when facing superior German forces) and to co-operate with other services and American forces in a succession of victorious campaigns. He was made a KBE in November

1942.

In January 1944 Park was promoted to air marshal and appointed air officer commanding in chief, Middle

Old Headsets required!

Viktor has been working on the radio simulator which was used at Volkmar's FRTO training seminar to such good effect. It is possible that the club may purchase as it is a very useful asset.

He's looking for donations of old headsets for this excellent training aid. Nothing fancy (no ANR ones for example) but not so old and manky that no-one would want to wear them!

If you have anything that may be suitable, please contact Viktor at

viktor.dragomiretskyy@gmail.com

East, in Cairo. His immense area of responsibility was one in which training mattered more than actual fighting. Appointed a KCB in January 1945, Park became air commander, South-East Asia Command, in February. His outstanding achievement there was joint direction, with the Americans, of a huge air supply operation to support Burma's liberation from Japanese control. He was made a commander of the US Legion of Merit in 1945. His last year of RAF service (he retired as air chief marshal in December 1946 with yet another decoration, the GCB) was spent winding down a vast military machine and creating its peacetime successor.

In retirement, Park, looking for opportunities in business, saw a future in civil aviation. He went to Argentina in 1947 on behalf of the Hawker Siddeley Aircraft Company to negotiate a sale of aircraft. With the help of an old acquaintance – Juan Perón, now president – his mission was successful. In 1948 the company offered him a position as its Pacific representative, based in Auckland; he held this position until 1960.



A replica Hurricane from 'The Battle of Britain' movie at MOTAT in the colours of Sir Keith Park's Hurricane "OK-1".

In 1951 Park became chairman of the Auckland International Airport Committee. By 1955 he had persuaded a reluctant government to purchase a site at Mangere. Construction began in 1960 and the airport opened in 1966. Park served three terms (1962–71) as an Auckland city councillor and was active in the New Zealand Foundation for the Blind, the New Zealand Epilepsy Association, and the King George V

Children's Health Camp, Pakuranga. In September 1951 his son Colin, an officer in the Perak constabulary, was murdered in Malaya. His wife, Dol, died in August 1971. Park retained his love of yachting, continued his business interests and played bowls.

Keith Park was tall and slim and, despite his very large ears and long nose, was generally reckoned a very handsome man, with a most attractive smile when he cared to show it. Even in old age, he looked deceptively young, for he walked briskly and carried himself well. He died in Auckland on 6 February 1975 and received a military funeral at the Cathedral of the Holy Trinity, Parnell. In September a memorial service was held in London at the RAF's own church, St Clement Danes. Sir Douglas Bader, an eloquent critic in 1940, there put an end to whatever bitter feelings remained. The Battle of Britain, he declared, 'was controlled, directed and brought to a successful conclusion by the man whose memory we honour today'.

Source: Vincent Orange. 'Park, Keith Rodney', from the Dictionary of New Zealand Biography. Te Ara - the Encyclopedia of New Zealand, updated 7-Jan-2014

URL: <http://www.TeAra.govt.nz/en/biographies/5p9/park-keith-rodney>

Air Commodore Alan Christopher 'Al' Deere

Al Deere was born in Auckland in 1917, although his family moved back to Westport soon after his birth. He excelled at rugby, cricket, and boxing and spent two years working as a law clerk after



Al Deere, RAF, take July 1944. Image ©Imperial War Museum (CH 13619) reproduced by kind permission

leaving Wanganui Technical College.

In 1937 he joined the Royal Air Force and trained as a fighter pilot. He served in 74 Squadron briefly before a posting to 54 Squadron, both flying Gloster Gladiators. He was joined by Colin Gray, who was to become New Zealand's top scoring pilot of World War 2.

The squadron converted to Spitfire Mk 1's in early 1940, and aircraft that he loved- "the most beautiful and easy aircraft to fly". Deere had many adventures including escorting a Miles Master into occupied territory to retrieve a downed Squadron Leader, and being shot down near Dunkirk.

Deere was award the DFC in June, 1940. The Citation read: "*During May 1940, this officer has, in company with his squadron, taken part in numerous offensive patrols over Northern*

France, and has been engaged in seven combats often against superior numbers of the enemy. In the course of these engagements he has personally shot down five enemy aircraft and assisted in the destruction of others. On one occasion, in company with a second aircraft, he escorted a trainer aircraft to Calais Marck aerodrome, for the purpose of rescuing a squadron commander who had been shot down there. The trainer aircraft was attacked by twelve Messerschmitt 109s whilst taking off at Calais, but Pilot Officer Deere, with the other pilot, immediately attacked, with the result that three enemy aircraft were shot down, and a further three severely damaged. Throughout these engagements this officer has displayed courage and determination in his attacks on the enemy." (London Gazette, 14 June 1940).

At the end of the war, Deere received a permanent commission and continued his career in the RAF. His duties included being Aide-de-camp to the Queen in 1962. He retired from the RAF in December 1967.

His final tally stands at 22 confirmed destroyed, 10 probables and 18 damaged. His last wish was that when he died, his ashes were to be scattered over the River Thames from a Spitfire of the Battle of Britain Memorial Flight.

Continued on page 14...

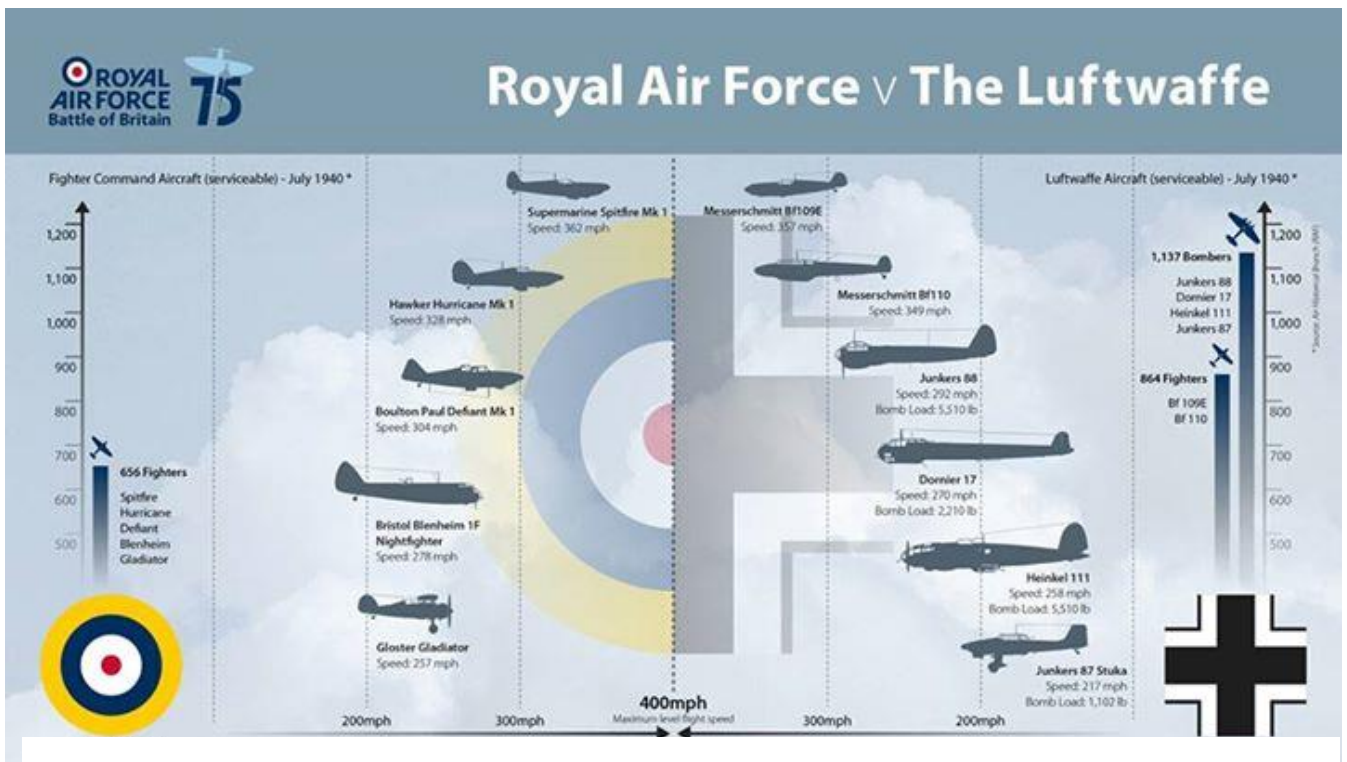




Brendon Deere, who is Al Deere's nephew, has restored Spitfire PV270 and painted it in his Uncle's markings as a tribute.
© 2015 Brian Greenwood

Al Deere died of cancer on 21st September 1995 at the age of 77. His final wishes were carried out exactly as requested.

These brief paragraphs cannot do justice to an amazing man, for further reading I recommend Al Deere's book "Nine Lives" which is a remarkable read.



Sir Archibald McIndoe

Archibald Hector McIndoe was a New Zealand-born surgeon whose pioneering treatment of burns victims during the Second World War revolutionised the field of plastic surgery.

Born in Dunedin on 4 May 1900, McIndoe graduated from the University of Otago Medical School in 1923. The following year he was awarded the first New Zealand fellowship to the prestigious Mayo Clinic in the United States. Over the next four years he earned a Master of Science degree and published several medical papers on chronic liver disease. When his fellowship ended in 1928 McIndoe was appointed an assistant surgeon at the Mayo Clinic, where he developed a reputation as a quick-thinking and skilled surgeon.

With his star on the rise McIndoe was encouraged to further his career in the United Kingdom. He moved to London in 1930. Opportunities were scarce, though, and after a period of unemployment he contacted a distant relative, fellow New Zealander Sir Harold Gillies, in an effort to



secure work. Gillies – a noted plastic surgeon of the First World War – invited McIndoe to join his private practice and offered him a position in the plastic surgery clinic at St Bartholomew's Hospital in London. Under Gillies tuition, McIndoe quickly became a leading figure in the field of plastic surgery.

Following the outbreak of the Second World War, McIndoe took up a position at Queen Victoria Hospital in East Grinstead, Sussex, where he established a Centre for Plastic and Jaw Surgery. The Centre treated airmen with facial disfigurements and serious burns. Many patients arrived with deep burns to their faces and hands caused by exploding aircraft fuel – an injury dubbed the 'Hurricane burn' by pilots and aircrew.

During the Battle of Britain, 35 horribly burnt fighter pilots were sent to McIndoe for treatment. Standard treatment for serious burns at this time was to cover the wounds with tannic acid – the idea being that this would dry out the affected area and allow the dead skin to be removed. Unfortunately, this process was extremely painful and left patients with extensive scarring. McIndoe was convinced there was a better solution. Noting that burnt pilots who bailed out into the sea were less scarred than others, he developed the practice of bathing patients in saline. This proved to be a much gentler treatment process, with the saline solution improving healing times and survival rates for patients with extensive burns.

As well as developing innovative treatments and surgical techniques, McIndoe recognised the importance of rehabilitation. He encouraged 'his boys' to form their own 'Guinea Pig Club' and made sure they retained their proud identity by wearing their service uniforms instead of hospital convalescent uniforms. Particular emphasis was placed on patients' social reintegration back into normal life. 'The Boss' or 'Maestro', as McIndoe was known, would regularly join patients in social events inside the hospital, take them for out for drinks, and encourage them to get out into the community. The effect was amazing. Relationships between patients and nurses blossomed. Many went on to marry. Others met women from East Grinstead, a place the 'guinea pigs' referred to as 'the town that never stared'.

McIndoe won international recognition for his pioneering work at Queen Victoria Hospital. Knighted in 1947, he took up farming in East Africa, where he helped establish the African Medical and Research Foundation (AMREF). Back in Britain he was also involved in founding the British Association of Plastic Surgeons (BAPS), and later served as its president.

Archibald McIndoe died on 11 April 1960, aged 59. He was cremated and his ashes were buried in the Royal Air Force church of St Clement Danes in London.

His legacy lives on in the Blond McIndoe Research Foundation, which was opened at the Queen Victoria Hospital in 1961 and continues to conduct research into treatments to improve wound healing.

By Gareth Phipps - 'Archibald McIndoe', URL: <http://www.nzhistory.net.nz/people/sir-archibald-mcindoe>, (Ministry for Culture and Heritage), updated 22-Aug-2014

Congratulations to Nathan Clarke

Our friend and Rangiora Airfield Safety Officer, Nathan Clarke, has been appointed Chief Flying Instructor/Head of Training at the Canterbury Aero Club. Anyone who has dealt with Nathan will have been impressed by his passion for aviation and his attitude towards safety.

We wish Nathan all the best and we know that he will excel in his new role.



Hurricane Mk I, RAF serial R4118, squadron code UP-W, UK civil registration G-HUPW, at the Royal International Air Tattoo, Fairford, Gloucestershire, England. Still painted in its original markings, R4118 is the only Hurricane from the Battle of Britain still flying. This picture was taken at RIAT Fairford on the Thursday before the show days of Saturday and Sunday. Later the show was cancelled, due to waterlogged car parks. Photographed by Adrian Pingstone in July 2008 and placed in the public domain.

Committee Meeting Notes

As always from my rough notes – not the official minutes!

- Club Account Balance roughly \$12K after allowing for final hangar payments (which are held pending compliance)
- Family Membership Subs set at full price for the first member, 50% discount for subsequent members
- Surplus iron from Hangar 1 build to be advertised on Trademe
- Mike Sheffield has designed a survey/questionnaire for club members, Margo has converted it to a web format. Link to be sent to club members
- Margo proposed an online membership application
- 53 members on the WDC Landing Fee scheme, new members to contact our Treasurer. Deadline for this year is 31st October
- NZRT Open Day organisers will meet at CRAC House on September 8th, anybody willing to assist please attend.
- A lengthy discussion about a very attractive finance scheme for a new Tecnam offered by club member. This was presented by Graeme Main, further discussion deferred until after the club survey
- Committee agreed to support the following in their applications to become instructors: Basil Buwalda, Scott James, Stuart Bufton
- Air NZ Flying Club deal – slight re-negotiation, now commences on 1/5/2015 (i.e. backdated)
- Wayne Wilson noted that the aircraft Tech Logs are not being filled in – notices informing pilots that both the Tech Log and the Flying Sheets MUST be filled in for every flight will be placed in the hangar.
- Tony den Haan reported that RGA had only done 17 hours and JOR 7 in August, primarily due to the bad weather.
- The larger wheels and tyres have been fitted to RGA and the club will look at spats for these.
- Decent noticeboards to be hung in the new hangar by Keith Dekker –the quoted price was accepted .
- Mike Small to be asked to quote for footpath from hangars to clubhouse
- Footpath from Car park to hangar delayed until council has fixed the drain on the middle of the taxi area.



Airfix – a favourite Brand

How many of us developed our interest in aviation as kids by gluing bits of plastic together in the hope of making a masterpiece?

I certainly did, and the brand that was foremost in the 70's was Airfix. Occasionally Frog got a look in, but it wasn't until the mid to late '70's that Tamiya, Hasegawa, and Matchbox started showing up.

Airfix have had their highs and lows over the years, one of the low points being their 1/48 Spitfire IX. Previously they had made some real gems, such as the Spitfire 22/24 and the English Electric Lightnings (all 1/48).

Since the awful Mark IX they have just kept improving. The Spitfire XII is great. The Mk 19 is excellent, and the latest Spitfire I and Hurricane I's are simply stunning.

If you want to venture into 1/24th scale, the Mosquito (as built and reviewed by President Mike in the December 2012 CRAC Newsletter) is very good, and the more recent 1/24 Hawker Typhoon is an incredible feat of engineering.

I have less experience with the Braille Scale (1/72) but the new Hurricane I and Dornier 17 rate highly, and the recently announced Shackleton and Whitley could lure me back to this scale.

Rock on, Airfix!!

The NEW Airfix 1/48 Hurricane I

Brian Greenwood

Airfix has released a new Spitfire I, Hurricane I, and Albion 3-Point fuelling truck all in 1/48 scale. After reading the reviews and seeing a special deal on their web site, I ordered the trio directly from Airfix. I'm lucky if I complete one model a year, so it's a big purchase – and normally I support the LMS (Local Model Shops).

The first onto the construction table is the Hurricane. Airfix put a lot of CAD work into their kits, and it shows. They are slightly more complex than some, but the fit and detail are world class. They are perhaps a little fiddly to make, in that the front and rear wing spars should be clamped to the lower wing to ensure a good fit but there's nothing too serious here.

The gun bays in both wings can be opened up to show the Browning .303 calibre Machine Guns, I only did the starboard side. The Cockpit is well detailed and the instrument panel is well-depicted by a transfer over moulded detail.

I painted it in Tamiya Acrylics except for the RAF Dark Earth



which was an old bottle of Xtracrylic that I had bought in Wellington years ago. I post-shaded it with Tamiya Smoke and used the "Blu Tak" spaghetti method of masking to get the soft demarcation between the upper surface colours. Naturally I did in the markings of R4118.

All in all a beautiful kit of a beautiful aircraft. If I had to criticize I could only say that the trailing edges needed a little thinning, but that's really nit-picking. Roll on the Defiant that Airfix have announced for next year.





Clubhouse Clatter - Hangar 1 – Completion and Appreciation

Sincere thanks to the small but effective crew who assisted with the recent working bee, where we cleaned up the builders mess from our new No.1 Hangar and moved in. Special thanks to Martin Healey who took two trailer loads of rubbish to the dump, much appreciated. Also a grateful thanks to those who assisted for an hour or two before attending Volkmar's FRTO Seminar.

On behalf of members, I would like to offer a sincere vote of thanks to Dean Philip for the construction of the new hangar. There have been a few difficulties along the way, with council consent changes, incorrect material supply, weather issues and builder commitment, but Dean has worked through it all and we now have a great new hangar. Thanks aplenty, Deano.

Mike Small has completed the aprons and Chris Pennell is our go-to man for the grass, thanks guys. Until the grass is established, please be mindful of the soft ground surrounding the aprons when manoeuvring aircraft in the vicinity. We will be sorting the soak pits and pathways to the clubhouse over the next few weeks. There is a lot of left over material and this will all go on TradeMe. The remaining items have all been photographed and catalogued, so please don't liberate anything!

RGA and JOR now reside in the new hangar and the paperwork table and fuel are now stored in Hangar 1. We are unfortunately unable to install a keypad door lock on the hangar side door, so it's a key lock. A small key safe has been attached to the wall next to the door. The combination to open it is the same as the clubhouse. There is also a spare key on the clubhouse notice board.

We still have a space or maybe two available in the club hangars, so if want a spot, please get in contact with me.

The next working bee will be focus on the last of the landscaping around the clubhouse. We intend to cordon off an area to the east with a low native grass hedge and make an area for some picnic tables for you to sit at and watch the world aviate by. I'll let you know when!

Cheers for now

Buzz

Rangiora Airfield Memories - 1976

Mark Greenwood (Photos and words)

I had gone for a cross country flight with my 19 year old cousin John Greenwood and his friend Phil Maguire in the Canterbury Skydiving Clubs Cessna 185 BJV. Phil was getting some tail-dragger experience and was heading to Rangiora for some touch and goes.

We'd watched a Fletcher take off from a farm strip below and after radio contact, Peter Irvine popped up beside us to say "Giddyay"

Sadly, Peter died in an AgWagon crash in 2004. John and Phil went on to have long careers in Commercial Aviation, between them flying Argosies, DC3's, Puma Helicopters, 737 and 747's.



The late Peter Irvine in his Airwork Fletcher FU-24 over Nth Canterbury in November 1976.



Recognise this place?



For Sale

Aeropro Eurofox 3K Tow Advanced Microlight

- 100 hp Rotax 912 ULS Engine
- DUC Windspoon 3-blade Propeller
- Tricycle undercarriage
- Tow hook
- Dynon D1000 Skyview glass cockpit
- Flarm Display
- Transponder
- Garmin Aera 500 GPS
- SL40 VHF Comm



Aircraft is only 2 years old with 180 hours TT and is in "as new" condition
Will be sold with new annual and a 200 hour inspection

Asking price NZ\$103,000 plus GST ono

Enquiries to **Warwick Bethwaite** 027 374 1059 or warwick.bethwaite@gmail.com

STOL Performance *New Zealand*

**All Aspects of Microlight Engineering
Based at Rangiora Airfield**

- Rotax Servicing
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STOL Performance New Zealand
Hangar 72, Rangiora Airfield

Contact Chris Anderson on **027 263 1647** or e-mail vxlandcruiser@gmail.com

For Sale



372 Two Chain Road | Swannanoa

Aviation Opportunity

This outstanding property is being offered for sale for the first time in thirty years. With the potential for a 520 metre runway, with a 07/25 vector surrounded by farmland rather than lifestyle blocks, this is an opportunity not to be missed. The 290sqm, architecturally designed, sawn Oamaru Stone home is classically elegant and features two living areas with oregon cathedral ceilings, four bedrooms, two bathrooms, a large upstairs games room and a triple internal access garage. There is excellent indoor outdoor flow to the paved barbeque area and the expansive gardens are well established and include a tennis court and numerous specimen trees. Shelter has already been established at the proposed hangar site. Other options include a kilometre long trotting track, subdivision, or renewing a lease with the neighbouring dairy farmer. Swannanoa Primary School nearby is Decile 10, for which there is a bus from South Eyre Road. All this within thirty minutes of Christchurch Airport.

Deadline sale closing 4pm, Thursday 15 October 2015 to Farmlands Real Estate, 269 Flaxton Road, Rangiora.



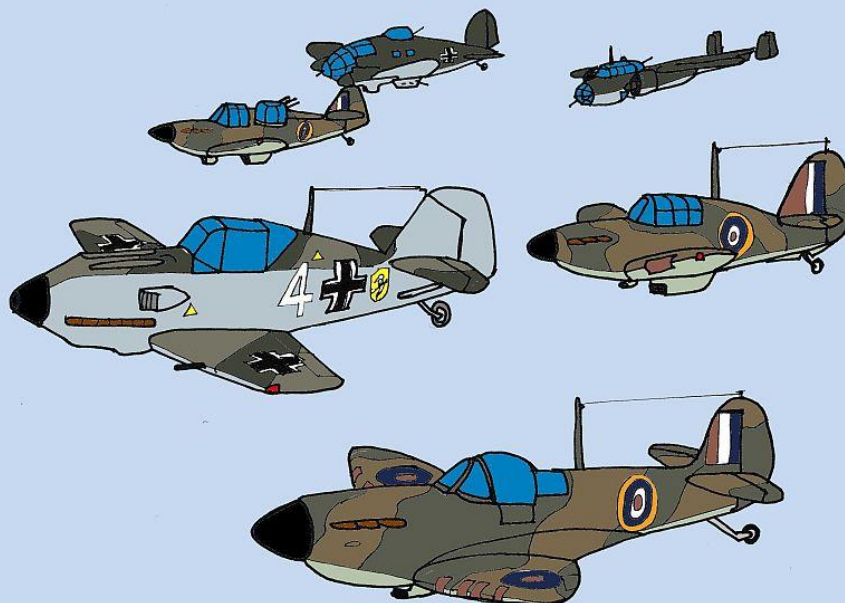
Maurice Newell
027 240 1718

Land Area* 10 HA
RV* \$920,000
WebID RA1647
Price Deadline Sale

Emily Newell
027 472 0409



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Upcoming Events

September 12th – Taildragger fly-in to Bridge Pa. Register with stephanie@stm.net.nz

September 13th – Monthly Cub BBQ at the Clubhouse – this time a Breakfast session at 9:00am

September 20th – Fly-in and Barbeque at Rangitata Island

September 25-27 – Tapawera Fly-in

October 11th – Oxford Strip Fly

October 17th – Rangiora Airfield Open Day

***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.*

Contributions and Attributions

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Next Newsletter

Contributions invited, publishing deadline 7th October 2015.

Brian Greenwood
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New Members July 2015

Welcome aboard to:

Philip Searle
Nicola Searle
Mark Searle
Ivor Link

And a belated welcome to **Gert van Kruiningen**, sorry for missing you previously!

Please make our new friends welcome.

Congratulations

Glenn Martin, Instructor (SAC)
Martin Healey, Intermediate
Mike Dimmock, Advanced National

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