

REC WINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- A NEW DAWN FOR THE KIWI CORSAIR
- CRAC KAIKOURA FLY IN
- THE WAYFARING DUCKS
- MANIAC LITHUANIAC TO RETURN TO WANAKA

SEPTEMBER - OCTOBER 2023



This page: A superb wartime shot of RNZAF Corsairs being serviced by No. 31 Servicing Unit personnel, at Espiritu Santo. Courtesy RNZAF Museum Photo Collection – PR4365



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RECWINGS

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

Contributions for the next edition are due by **November 16th**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, beware the...Corsair in the sun! Keith Skilling brings NZ5648 in from the sunset, Yealands Classic Fighters Omaka 2013 © 2021 Brian Greenwood

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The CAA have introduced a new Campaign, Work Together, Stay Apart. Although that would have been a great tag line during the Covid response, this one's all about aviation – "an initiative highlighting the very real threats to all aircraft who fly in proximity to other machines and the pilots flying them". It seems to be focussed on unattended airfields so it's very relevant to us.

Check out the [current edition of Vector magazine](#), and look for the Summer 2023/24 edition.



CRAC'S KAIKOURA FLY-IN

AARON MURPHY

I spent a night in Motueka on Friday with Charlie Draper and Co and did the Takaka Dawn Raid in early August.

The three aircraft in our group made it to Kaikoura to meet Lionel and the CRAC Club guys and girls for lunch, an impressive line-up at the airfield that had the traffic slowing right down at times as they wondered what was going on!







Ed: I'm sure you'll recognise many aircraft associated with the Canterbury Recreational Aircraft Club members amongst these images. Massive thanks to **Aaron Murphy** for his support of RecWings.



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A Great Safety Culture.....

is what you do when no one is watching!

Hi Folks. It's great to be able to report that we have not had any major safety concerns recently. We all know that society's attitude to safety is constantly evolving, and we all really have no choice but to run with it. I know that there are often 'new' safety edicts issued, some that we often find frustrating. However, that's the way of the world these days and we all need to go with the flow and ensure we do our best to comply. Here are some reminders and points to ponder:

Taxi Speeds: Most of us taxi our aircraft at safe speeds. However, it has been noted that there a one or two who taxi quite fast. High-speed taxiing to aid clearance on the runway is not a problem, but please keep speeds down on the taxiways and amongst the hangars.

Dogs at NZRT: We have mentioned this before and it's great to see that dogs are now always kept on their leash. This alone has helped us convince the WDC not to ban dogs from the airfield, which was being considered. However, please be mindful of where you take your dog. Please do not take them on the aircraft manoeuvring areas (taxiways and runways). Please don't take your dog beyond the imaginary line along the line of hangars on the runway side and please don't walk dogs across the Rwy 10-28 threshold. Take the long way along the road along the bollards. We want to show that we are responsible dog owners and not give any cause to have dogs banned from the airfield.

First Aid Kits: Please note the location of first aid kits and all our emergency equipment as was recently detailed in CRACRAP. There are two decent first aid kits, one in the main hangar and one above the kitchen recycling area in the clubhouse.

CAA Safety Campaign – 'Work Together – Stay Apart': You've hopefully heard about this already. 'Work Together, Stay Apart' is CAAs' new industry-wide safety campaign to reduce the likelihood of mid-air accidents and the number of near collision and air proximity events within the circuit at unattended aerodromes. CAA have initiated this campaign in response to an increasing number of critical near-miss incidents every year since 2016 and three fatal mid-air collisions since 2008. With NZRT being a very busy airfield with an often-congested circuit, we need to play our part.

CRAC Safety Officers:

Stew Bufton

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stewartbufton@yahoo.co.nz

Buzz Harvey

Ph: 027 499 7265
kiwisfly@outlook.co.nz

Please contact either one if you have an accident or incident to report or wish to discuss any Safety concerns.



NEW DAWN FOR KIWI CORSAIR

BRIAN GREENWOOD



In some of the best aviation news of the year, the FG-1D Corsair ZK-COR has been sold to an Auckland businessman and will remain in New Zealand.

The aircraft was recently ferried from storage at Masterton to JEM Aviation at Omasaka for full servicing. The Corsair was flown by Warbirds President Frank Parker, and the aircraft's undercarriage remained down for the entire journey. It was escorted by Bevan Dewes in his Harvard ZK-OTU with the new owner, Mike Jones, in the rear cockpit.

(Source: <https://nzcivair.blogspot.com/2023/09/goodyear-fg-1d-corsair-zk-cor-nz5648.html>)

Here's hoping it'll be at next year's Warbirds Over Wanaka!

Left, Keith Skilling looks happy after his wonderful display in Corsair NZ5648 at Classic Fighters Omaka 2017, which included a superb 'Skilling Pass' – canopy up, curving around the crowdline!



*Keith Skilling executing his trademark 'Skilling Pass' in Corsair NZ5648 at Warbirds over Wanaka 2012
© 2023 Brian Greenwood*



WAYFARING DUCKS FLYING CLUB

SAM MILLER

During May I had the distinct pleasure of visiting the Flying Papere Vagabonde Club (The Wayfaring Ducks Flying Club) in the North of Italy.

On arrival in Caposile; I was totally unprepared for how well hidden the club was; and after finally giving up on foot in the 30 degree heat, I returned to a vintner by the old Piave river, and accepted a ride to the airfield.

The little Fiat stopped, and we stood around in the sun smoking Italian Cigarettes; I left my good man, telling him we would look after him if he ever ventured as far as Nuovo Zealande.

The wayfarers' airfield is nestled behind vines at the head of a grand estuary and is quite a distinct experience from our own antipodean aerodromes. see photo.

I was keen to establish a rapport with the club for fliers from CRAC, and I was happy to be welcomed by a large

Owl Statue at the entrance to the club houses. Obviously a place of great learning. **(Below)**



The Wayfaring Ducks club is an amateur sports association and was established in 1998. They also specialise in a flight for disabled pilots, amongst other activities including rotary and fixed wing operations.

As I entered the tasteful club house, replete with a Cocktail Bar and many trophies; I was immediately welcomed warmly, by Erich Kustatscher who is the chief flying instructor. It was a privilege to watch him pre-flight and flight plan with his student Roberto. **(Below)**



It can sometimes come as a surprise, that one side of the world can be so different but similar to the other. So I was pleased to discover that the club just like ours, has three club owned aircraft – Three Flysynthesis Texan aircraft see photos. There however the similarity ended with an E.T. figure running the radios in the club house; and a Madni M16 gyro plus a new ship - the Aero Eli Servizi YO YO helicopter in the hangars.

The flying in the area is traffic complex with Erich and Robbie heading through a number of controlled airspace zones as they headed out to the East for a Cross Country on the way to the border with Austria and Slovenia.

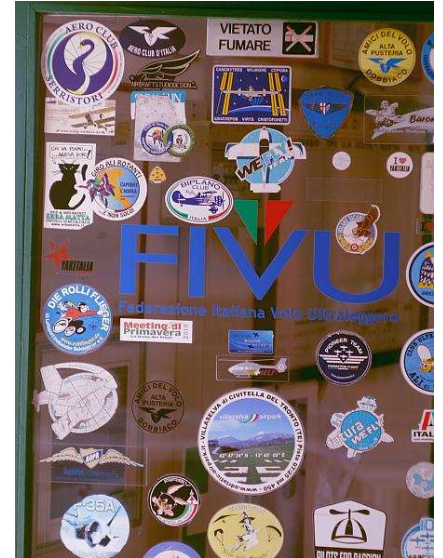
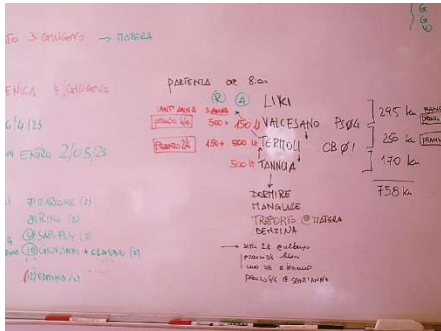


The countryside was very similar geographically in Northern Italy to Canterbury, being very flat on the coast, but much more highly developed; and the equivalent of our Nor Wester can occur at any time with a strong Fohn wind from the Dolomite Mountains to the North not uncommon.

I relaxed in the shade at the club house as I watched the Flysynthesis head out along the gulf of Venice, and caught forty winks. On waking I saddled Shank's Pony before a difficult hour and a half walk back to the village of Caposile.

What an experience, and what a club! So similar to our own; but in every way completely different. If any Club members wish to visit the North of Italy, I am happy to give them directions to a fabulous but well-hidden jewel in the heart of the province of Veneto. What could be better?"





The Wayfaring Ducks' Flysynthesis: Preflight, taxi, take-off, and Instrument panel



RODEN 1:32 FOKKER DR.1 TRIPLANE

BRIAN GREENWOOD

A few years ago, Ukrainian manufacturer Roden's Fokker Dr.1 Triplane was the only game in town. Wingnut Wings had, in an informal discussion, stated that they were unlikely to produce a Triplane or Camel as there were already reasonable kits available, so my Roden Triplane was purchased locally from Acorn Models.

Roll forward a few years and Wingnut Wings had changed their minds (or the original report was mistaken?) and announced a 1:32 Dr.1. Sadly, it was never finished before they ceased trading, but Hong Kong model manufacturer Meng had the moulds, and released the Wingnut kit as their own. They must have had to do a lot of extra work because they didn't have the common moulds that WnW did – the guns, engine, etched parts all had to be created from scratch.

I wanted a kit that I could produce reasonably quickly, and the Roden Triplane beckoned from the shelves. I was also keen on producing a reasonably standard colour scheme and have a go at the common "Strie" streaky painting, as seen on the Fokker Triplanes of The Vintage Aviator Limited.

The Interior of the kit is interesting, with metal tubing

and some wooden parts to paint – notably the triangular fairing that merges the circular engine cowling into the flat sided fuselage (*below, left*).

The seat location was vague, and I eventually slapped a big hunk of spare plastic sprue against the cockpit wall and glued the seat to that. It seems solid!



There are a couple of known issues with the Roden kit – the first is the lack of detail on the cowling face. The kit part is flat whereas the original aircraft had a prominent join and rivets.

The image (next page, top left) shows the Roden part on the right with one of the spare cowlings from the MengNut kit for comparison. I hit upon a stupid idea of building up the ridge line by using a mask and Tamiya spray primer in several light coats.

This actually worked very well although I wasn't brave enough to reproduce the rivets. Since I was on a roll, I



used a similar technique for the second of the issues – the lack of the obvious stitched seam running underneath the centre of the fuselage (Rans weren't the first aircraft manufacturer to use this system!).

This worked reasonably well, too, although I could have made the seam a bit wider (compared to the Mengnut kit, anyway).

The next task was to have a go at the "strie" paint effects. The wisdom of the Internet suggests that this was applied by a 4" brush over a glossy base coat, with the irregular stripes made up by only applying new paint to the brush every few strokes. So that's roughly what I did!

The spares box supplied a Sopwith Pup wing which I undercoated with Tamiya XF-55 on one end and XF-23 on the other. It was then gloss varnished and left to dry for a few days.



Once dry I applied a Humbrol enamel, 155 Olive drab, with a broad brush. Where the paint was too thick, I could remove some with White Spirits thinner, not affecting the gloss varnish and base coat.

The test wing worked perfectly, much better than the final result on the model! The image (bottom left) shows the test wing sitting on top of the illustrations from the Meng kit.

The final big issue with the Roden kit is that the upper wing surface has an odd shape between the ribs, which looks like a triangle pointing aft. Possibly it was from a replica aircraft which Roden used as a reference. My plan to deal with this was to ignore it completely.

My chosen colour scheme was a Dr.1 flown by Lt. Friedrich Kempf. Other options in the kit were Manfred von Richtofen's 477/17 (a transition scheme with a mix of Strie and red), Joseph Jacob's all black 450/17, and Lt. Ernst Udet's 586/17.

Kempf had two similarly painted Dr1's, with the kit mainly depicting the earlier version with the Iron Cross insignia, instead of the later straight arm crosses. The Strie on his earlier aircraft is slightly different in that it was straight along the wing chord instead of angled (as per most – and my test wing) and only angled across the top of the rear fuselage.

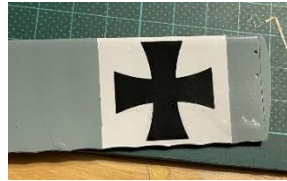
The aircraft had "KEMPF." written across the top wing in white, and a "K" on the fuselage sides. The kit decals incorrectly have these with a black border. I was too far through the build to correct the fuselage ones, but the upper wing was still correctable. I scanned the decal and printed a mask out on my CriCut. This worked well enough, although there was some repair work required to the Strie, after the mask was removed.

Another charming aspect of Kempf's aircraft was that it had "kennscht mi noch?" written across the middle



wing, which roughly translates as “Do you remember me?”.

The rest of the transfers went on OK-ish, but they were very frail and several of them broke. Whether this is a feature of Roden transfers, or because of the age or storage of this kit I am unsure.



I tried something different with the propellor – my usual Oil colour “wood”, over top of a water-colour pencil layered wood effect – with a gloss coat between them. Seemed to work out OK, I think.

The second picture below shows the oil colour effect



in progress.

Other than that, it was a matter of final assembly, a small amount of rigging, and posing for photos. In a typical (for me) handling mistake, I dropped it and broke the rear fuselage upper join open. I repaired it as best I could without repainting the Strie, but it is visible from some angles. Dang.

The Fokker Dr.1 Triplane is a very compact, well balanced, and good-looking machine. There’s something very attractive about it – perhaps more than the replicas that fly with much larger radial engines.

The kits itself is not bad, but the later Meng kit is a much easier build.





'LITHUANIAN MANIAC' AND 'KRAZZY IVAN' TO PERFORM AT WANAKA AIRSHOW

The world's most prolific high-performance aerobatic display pilot will be joined by one of New Zealand's best as they deliver jaw-dropping aerial displays at next Easter's Warbirds Over Wanaka International Airshow.

Organisers have today confirmed the return of two-time World Aerobatic champion Jurgis Kairys from Lithuania and a debut solo Wanaka performance by Te Anau-based Ivan 'Krazzy' Krippner.

Jurgis rates Wanaka as one of the best Warbirds airshows in the world. And he should know. He's been flying aerobatics for an incredible 50 years and has performed at somewhere between 400 and 500 airshows or aerobatic competitions. Those performances have literally been all around the world from the UK, multiple European countries to Russia, China and Japan, the United States, Canada, UAE, South Africa, Australia and of course New Zealand just to name a few.

Nick-named the 'Lithuanian Maniac' by the Wanaka commentary team Jurgis has gained legendary status

for pulling up to 10 g's while performing – all without wearing a g-suit. At Wanaka next Easter he'll be joined by one of New Zealand's best advanced aerobatic pilots - Ivan 'Krazzy' Krippner.

Ivan knows Wanaka well having been based here for eight years before he and his pilot wife Kylie moved to Fiordland where they own and operate the Wings and Water Te Anau float plane business.

Ivan has performed at other airshows around New Zealand and Australia plus at least eight appearances at shows in China but this will be his first solo aerobatic display at the world-famous Wanaka airshow. "When I used to practice aerobatics over the Wanaka airfield I always thought I would love to do it for real at the airshow. Now my chance is here, and I am really pumped to put on a stunning display," says Krazzy Ivan.



COMMITTEE NOTES AUGUST - SEPTEMBER 2023

- Fire Extinguisher checks underway as part of the Safety Audit
- Security Camera installed for fuel tank
- Christmas party to include awards
- Excellent attendance at club STOL day
- Honorarium for Treasurer under consideration
- Rangiora Airfield Manager to be invited to make a presentation. Attended during the September meeting.
- Members of the previous committee offered to finish the Savannah build project on the condition the club try it in the club fleet for a year. A Gentlemen's agreement was reached where they would finance (up to \$25K) and finish the build, and it would be placed in the fleet and reviewed every 3 months. Any money spent would be refunded upon sale or the decision to keep it as part of the fleet.
- Sparky organised to check clubhouse lighting
- ATC Weekend extremely well attended
- Merchandise stall in club house
- RGC Rubber replacement organised – prefer six month notice next time
- CRAC response to NZRT Aerodrome Study sent to CAA, Airfield Manager, RAAG, WDC. Study contains many factual errors (e.g., Runway 10) and is blatantly critical of Microlights with no supporting evidence.
- Star Link internet connection approved and installed subsequent to the meeting.
- Club Ute to use the radio call sign "CRAC 1" (Ed: as in "CRAC one open for me, I'm on my way?"

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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
enrols you for the magazine, too.

UPCOMING EVENTS

- 7th October – book launch at the Club – for those who RSVP'd
- 8th October – NZFF 35th Anniversary BBQ
- 21st October – Nelson Lakes
- 11th November – Okarito
- 25th November – Christmas Dinner
- 2nd December – Poker Run
- 29th March – 31st March 2024 – Warbirds Over Wanaka Airshow

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**

**Aaron Murphy, Sam Miller,
RNZAF Museum, Buzz Harvey**

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:

**Paul Brydon
Maxwell Stevens
Craig Keenan
David Shaw
Liam van Eekelan**

Please make our new friends feel welcome.

NEXT NEWSLETTER

Contributions for the next edition are requested, publishing deadline November 16th, 2023

Next publishing date: end of November, 2023

Brian Greenwood, Editor
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