

RECWINGS

THE MAGAZINE FOR RECREATIONAL FLYERS



- SOFIA'S LAST CHRISTCHURCH SOJOURN
- SHE'S HERE! ZK-RGE ARRIVES
- TOP OF THE SOUTH TRIP
- SAVANNAH MEET-UP?

MAY-JUNE 2022



Samuel Miller sent in these very cool photos of RGA in the frost, and at Hanmer Airfield.
© 2022 Samuel Miller



RECWINGS

is produced by a keen group of individuals within the **Canterbury Recreational Aircraft Club**.

Contributions for the next edition are due by **21st July**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, NASA & DLR's beautiful Boeing 747 SP SOFIA noses in over the end of Runway 20, Christchurch Airport, 19/6/22
© 2022 **Mark Greenwood**

CONTENTS

| | |
|---|----|
| CRAC'S NEW Tecnam | 3 |
| Top of the South Trip | 5 |
| SOFIA's Final Southern Sojourn | 11 |
| Celebrating our Successes | 13 |
| Spacer – the Final Frontier | 14 |
| Italeri 1/48 Bae Hawk T.1 | 15 |
| Savannah Meet Up? | 17 |
| Tail Wheeling – the Training Continues! | 17 |
| Committee Notes MAY-JUNE 2022 | 18 |
| New Members | 19 |
| Congratulations | 19 |

Dedicated to the Memory of

Margaret Rose Greenwood

1931-2022

Who read every edition of RecWings, and who had a love of aviation and photography.



CRAC'S NEW TECNAM
 WORDS – BRIAN GREENWOOD
 PHOTOS – WAYNE GENET

CRAC's lovely new Tecnam, ZK-RGE, was delivered to CRAC on April 15th.

Being one of the first Echo II's in the country it generated a lot of interest, with comments on the newer, sexier shape and the beautiful interior.



After the paperwork was done, President Doug Anderson and CFI Benjamin Dodd took RGE for an acceptance flight. Judging from the grins in the photographs, I think it passed.



Above, President Doug Anderson looks suitably happy with the new purchase.

If you're wondering where the air-to-air photos of the new plane are, between the weather, Covid, and the Instructors' schedule it's been a bit hard to organise! Instructors, check your e-mail...

After the usual Instructor familiarisation and bedding in, RGE's online for club members at \$180/hr.



*Top, Tecnam P-92 Echo II ZK-RGE and Wayne Genet's Micro Aviation B22 Bantam.
Above, Benjamin and Doug, still smiling!*



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TOP OF THE SOUTH TRIP

WORDS AND PHOTOS – DAVID TILLMAN

A week out from the 11th of May Metvuw indicated an anticyclone coming onto the country offering 3 days of settled weather from and including the 11th.

After a few days pondering I decided it was time I took SOX (Savannah) on an adventure. The top of the South Island looked to have the best weather so the thought was to head north. My syndicate partner, Pete, was busy so I casually mentioned it to my wife Lynette who said count me in. From there I thought a bit more company would be nice so a quick email was sent to the club and I got 2 takers David Sale (RMV Alpi 300) and Victor Dragomiretskyy (LPM Alpi 200) with his son Arthur.

Wednesday the 11th arrived and the 2 Alpi's and a Savannah headed north to our first stop Murchison. Hanmer basin was fully fogged in so we carefully crossed over making sure of a glide to a hole 10 km west of town. We had to descend under lowish cloud at Murchison before landing on the local strip which



Murchison ahead!

was in good condition.

As we were walking into town for an early lunch 2 C130's came past the town at about 500' AGL which would have been a bit interesting if they were 20 minutes earlier. We were all making radio calls and had ADSB so it shouldn't have been a problem.



Heading north from Murchison

After Murchison we had a look west at Karamea but it wasn't looking good so headed for Takaka with the thought of staying there the night. Being so far out of town we decided on Motueka which was a good choice. A quick call to Garden Motel only 800m down the road and we had our accommodation sorted. Even better they offered us a car to use as it was a 20 min walk into town.

Dinner was at Chokdee Thai and I have to say it was one of the best Thai meals I've had. We really enjoyed Motueka and can recommend the Garden Motels as being very friendly and even giving us a car. They said if visiting by air to give them a call and they may even pick you up.

The next day David headed back to Rangiora while LPM and SOX headed to Farewell Spit and then

Farewell Spit ahead



Farewell Spit

across to D'Urville Island, landing on the strip for lunch on the beach. From there Victor and Arthur headed to Kaikoura for the night while Lynette and I got permission to land at Picton and tie down for the night which allowed us to have a lovely evening on a Yacht with friends.



Victor and Arthur on Durville Strip

Next day we headed for Kaikoura, stopping on the way at Parikawa (that strip you see from the road just north of the Clarence River mouth) for a walk along the beach. After an ice cream at Kaikoura we headed home to



Rangiora, landing mid-afternoon.

Total flying time in the Savannah 7.6 hours.

Next time Stewart Island, anyone interested?





Marlborough Sounds off the starboard bow
© 2022 David Tillman



NASA and DLR's Boeing 747SP SOFIA on short finals to Christchurch, 19/6/22
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SOFIA'S FINAL SOUTHERN SOJOURN

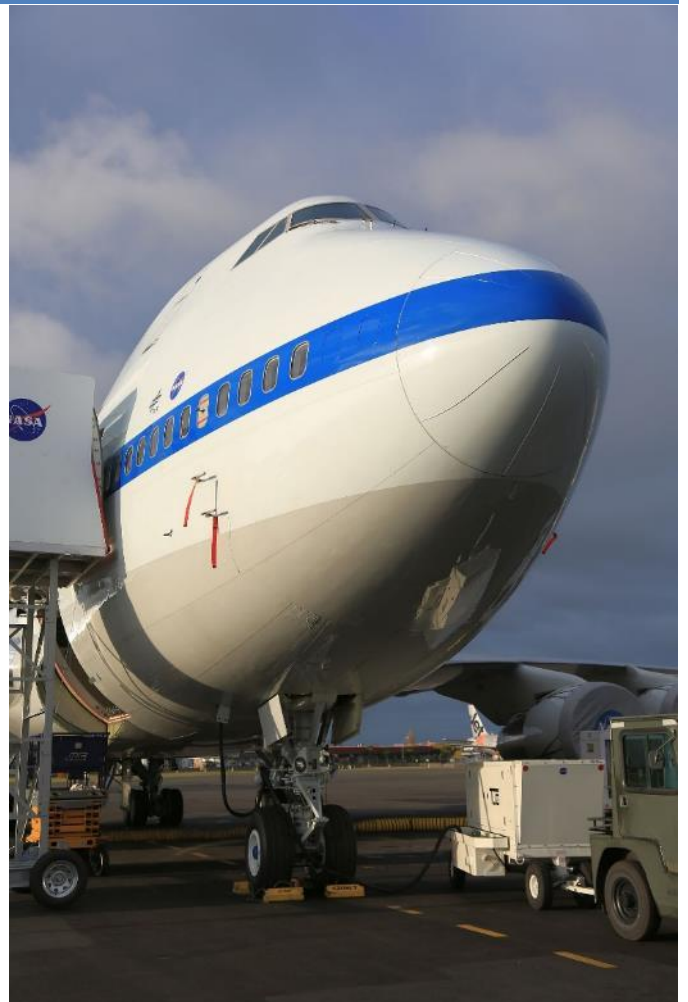
MARK & BRIAN GREENWOOD

After a two-year gap, NASA and DLR's SOFIA (Stratospheric Observatory for Infrared Astronomy) has made a welcome return to Christchurch.

Hundreds of spectators lined the airfield surrounds, including your editor and camera. In fact, it was a family event as evidenced by some of my brother's photos herein.

This is SOFIA's 12th and last international deployment, and the 7th to New Zealand. This year it has already made a quick two-week trip to Santiago (Chile) for some snapshots and observations of the large Magellanic Cloud.

There are 32 flights planned from this long deployment, observing cosmic magnetic fields, stellar feedback (entirely similar to the stellar feedback I leave good coffee houses), and cosmic rays using the onboard HAWC+ and GREAT systems.



A quick Google search tells me that HAWC+ is the High-Resolution Airborne Wideband Camera "plus", which is a far infrared camera and imaging polarimeter. GREAT is the German Receiver for Astronomy at Terahertz Frequencies. I got as far as "Modular Heterodyne Instrument" before I ran out





of words I understood.

HAWC+ will be used to examine magnetic fields in interstellar filaments of material (threads of cold gas and dust) which are the birthplace of most stars. The scientists will be examining the role that magnetic fields play in star formation.

GREAT will be tuned to detect hydride molecules, which are indicators of cosmic rays. These are high-energy particles which travel close to the speed of light.

NASA and DLR announced that the SOFIA project will cease operations this year, with the current New Zealand deployment being her last. Let's hope that a fitting retirement will be found for this grand 'Queen of the Skies'.



CELEBRATING OUR SUCCESSES



Left, Peter Frew soloed on May 22nd

Right, Lucy Gilroy (ATC) soloed on April 28th.



Left, Warwick Stephens soloed on February 23rd – apologies for publishing the wrong name in the previous edition!



Left, Toby Van t Veen soloed in RGA in June 8th, being congratulated by his Instructor, President Doug Anderson. (Aaron Murphy photo)

Right, Aaron also fortuitously captured Toby's first solo landing.



Please send all photos and details to editor@crac.co.nz

SPACER – THE FINAL FRONTIER

DAVE MITCHELL

The recent transfer of custodianship of RAN S-6 MLD to the new owners Brian Greenwood and Steven Mowat reminded me of a lucky break I had when constructing my S6, DYM, back in 2006 in Mike Small's hangar.

Construction had been going well until I reach the firewall and started work on the cowl. I had the engine mount fitted and the 912 in place complete with propellor - but no matter how I tried, I could not get the cowling to line up with the nose bowl. It was as though the propellor needed to be about one inch further forward. I was incorporating the Rangiora S6 modification which provided for lift-up side covers and I thought that somehow this was interfering with the fit.

Then it dawned on me!

There was already a S6 with a 912 in it on Rangiora - the Dyers MLD. How did Peter get the cowl to fit? I quickly got hold of Peter and he gave me the code to get into his hangar. "Go and have a look" he said.

I opened his hangar, and with a good torch looked inside the cowl. "What was this?" There was a one-

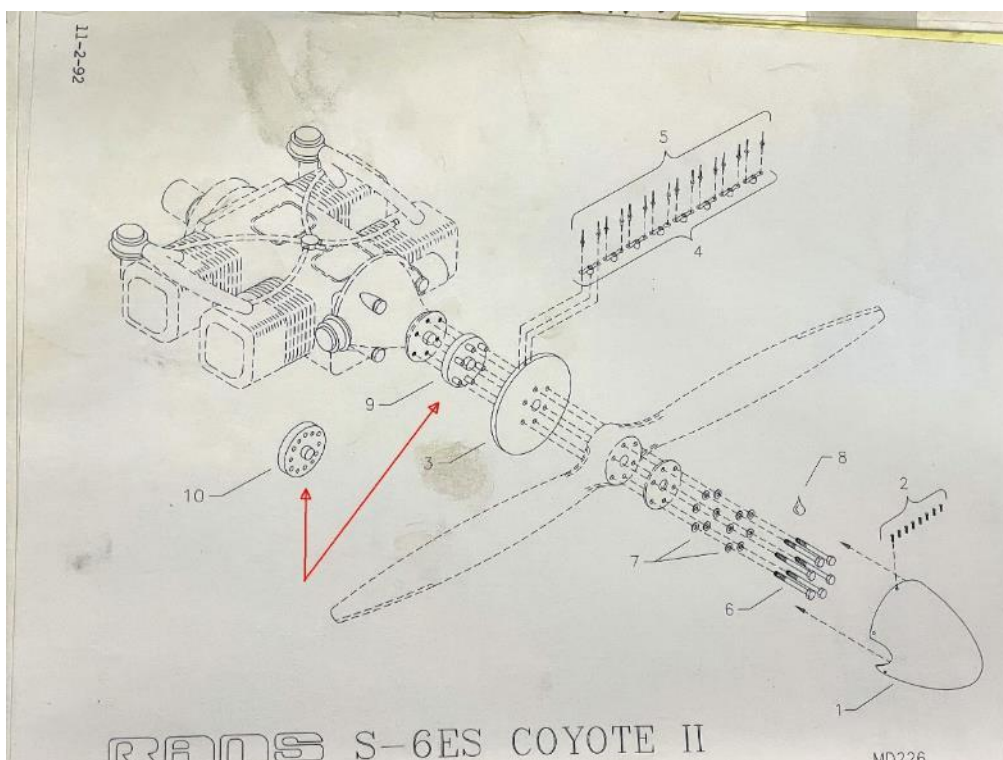
inch spacer fitted between the rear face of the propellor and the crankshaft flange. Where did that come from?

I searched my kit for a spacer.....no spacer. I called Peter again. "Yes", he remembered the spacer and in fact, he said "There were two spacers in my kit". He thought for a bit and said, "I think I gave it to Brent" (Thompson).

I quickly made my way to the Thompson Propellor workshop and gave him the story. He thought for a bit as 2 or 3 years must have passed, then said "I think I put it up here". He reached up high on a narrow shelf in the workshop, cluttered with all manner of stuff covered in a thick layer of sawdust and produced this round aluminium disc, almost unrecognisable as the spacer. "That's it, it's yours". I carefully took this treasure home and set to work on it. And it came up like new! My lucky day.

With this in place, hey presto, the cowl fitted nicely - just as I wanted.

Never did find out why the spacer was missing from my kit!



Left, your Editor went through the build log for MLD and found this diagram, showing two optional spacers supplied with Peter Dyer's kit.

This might explain why Peter had two spacers, but not why Dave Mitchell had none!



ITALERI 1/48 BAE HAWK T.1

BRIAN GREENWOOD

It's funny what inspires a bout of modelling... the recent discovery that Humbrol produces a good match for the Red Arrows' red inspired a fairly quick build of Italeri's Hawk T1 kit.

I tried Humbrol Enamel 238 "Gloss Arrow Red" sprayed onto a base matt white undercoat, and the colour just "popped" – almost dayglow. It's much brighter than the photos show, and really is a good match for the Red Arrows colour. That is a red slightly towards the yellow end of the spectrum.

The more I looked at it, the more I became convinced that it is the best match I've seen for the RNZAF late version of International Orange used on its Harvards and Devons. More of that another time...

I had an Italeri 1/48 BAe Hawk with Red Arrow's 50th

Hobbyboss has a recent range of BAe Hawks which would be worth considering.

The cockpit is moderately detailed, with flat instrument panels and side consoles, with decals to represent the instruments. Other versions of this kit have etched brass IP's to improve the look.

The ejection seats build up nicely and represent the complexity of these devices quite well. Seat belts are provided as decals. I should have cut them out with the backing paper and glued them on that way, but I foolishly soaked them off and placed them as decals. They look great but lack thickness. The sidewalls have molded in details. All-in-all the cockpit is quite nice for the age of the kit, but I think I will glue the canopy shut!

The kit is molded in red plastic, it somehow reminded me of the kits we used to get in the breakfast cereals

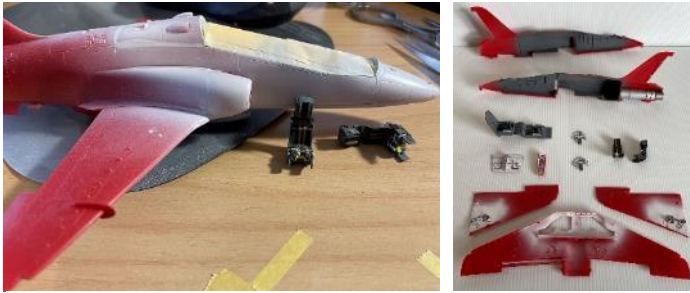


Anniversary markings in the stash. This is a 2014 re-release, with new markings, of a 2010 kit. It is considered to be a better build than the competing Airfix kit, with more details and a finer mold.

I'm not sure about the shape of the nose tip. I don't think it captures the "pinched in" look of the original, but otherwise it's very nice. It looks like a BAe Hawk!



in the 70's! It all fits together nicely with only some filling to get the seams gone from the curvaceous intakes and fuselage top.



The most complicated part of the build was planning the painting around the flaps, with the white arrowhead that forms a large part of the undersurface. Thankfully the separate inner flap is all red which made life a bit easier.

decals to soften them around the edges. Annoyingly, this seems to remove some of the fuselage paint, but I touched this up by brush.



The markings were for the 50th anniversary season a few years ago, I would have preferred the current incarnation but it was all I had. The decals were lovely and performed well onto the Humbrol gloss red. I used heaps of Microcoat Sol over the tail fin

The resulting model is nowhere near perfect (I see some minor seams that I completely missed!) but, with any modelling, the enjoyment is in the build. We all build to a different standard, and that's to be celebrated!



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SAVANNAH MEET UP?

ANDY DRAIN

Savannah people - We now have a large group of Savannahs operating around the area. It occurred to me that a photo shoot might be interesting.

If you are interested let me know and I will try and coordinate a date. Looking at the Register we might get up to 15 aircraft. Would be an impressive line-up.

Andy Drain - email sua@andydrain.com



TAIL WHEELING – THE TRAINING CONTINUES!

BRIAN GREENWOOD

After my initial experience in KTW, Steve Mowat and I bought the Dyer family Rans S6, ZK-MLD. The tail wheel adventure continues!

The training started well, with some differences between KTW and MLD to be discovered and allowed for. After a bit of a break caused by some family issues, it was refreshing to get back into some flying.

We decided that a break from NZRT was in order, so we scooted over to Forest Field for a couple of circuits. Apart from some bumps departing the 07 downwind, it was a nice smooth day. Why was the downwind so lumpy? I should complain to the council to fill the potholes.

Anyways I think I am getting the hang of keeping it more-or-less straight on the rudder, but you must be completely vigilant. I can't and won't claim competence yet, but you know things are improving when you relax enough to actually enjoy the experience.

One difference between the Karatoo and the Rans S-6 is that the Karatoo is much easier to touch down in the three-point attitude, the Rans really does seem to prefer wheeler landings. I think wheelers are easier for a neophyte like myself anyway. Comparing the two aircraft, the Karatoo has a slightly taller fin and rudder which I suspect is the cause of this.

The biggest change for a tricycle undercarriage driver is learning to push the stick forward during the take-off or landing roll. To someone who's 270-odd hours have been spent trying to protect a nose-wheel, it takes a little while to get used to this. You quickly learn to appreciate the value of keeping the tail up in the fresh air, which is immediately noticed with better directional control. Stick forward - your feet have to do a little less work on the rudder pedals.

I'm really enjoying the challenge, and so far, managed to avoid ground loops (the worst kind of vicious circle) largely thanks to good instruction.

CRAC COMMITTEE NOTES APRIL-MAY-JUNE 2022

- Buzz voted back in as Club Safety Office, will be included in all future Instructor Meetings
- Approx \$1600 spent on RGE, some feedback to be given to Tecnam Agent
- Nigel Malham to trial Ops manager role
- Quotes to be obtained for water blasting and painting the clubhouse roof
- ADS-B fitted to RGE
- Too many IOUs in the tuck shop finances instead of payments - funds running low to buy new stock. Debtors to be chased!
- Project to evict feathered aviators from the club hangars, their contributions not being appreciated
- Ute being parked in the hangar under a club aircraft wing.
- Wayne Wilson looking after all Hangar lease agreements
- Lionel Green appointed Club Instructor
- Membership fees to be reduced for new members joining after April, pro-rated by the number of months remaining
- Secretary, Treasurer, and Ops Manager given a delegated authority of \$5000
- ATC Sponsorship continued, with the \$1000 scholarship being changed to 10 hours. ATC students under 18 get a \$20 reduction on the hire rate
- Padi Nistila given permission to use club sign posts for election material
- Flying hours down for May (post rate increase)
- Air NZ/CRAC BBQ at Forest Field well attended
- Bombing Competition planned for July 2nd
- Fly away to Amama, Mayfield, prob 9th July
- RGC to have Bolly prop fitted after it was found in the hangar damaged.
- Any required maintenance/repairs to club aircraft to be reported to Benjamin Dodd, Peter Collins, or Ryan Humphreys. They will decide an appropriate plan for repair.
- Two safety incidents reported – Class 1 microlight take-off issue, and CRAC Club aircraft reporting incorrect runway – also had comms issues. Both incidents reported to

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RAANZ and resolved with additional instruction.

- Comments received on the format of the Instructor meeting and requests that they be more formal with minutes taken
- Club defibrillator to have expired batteries and pads replaced
- Inspection hatches being investigated for possible fitting to RGE cowling, as it is difficult to remove and risks being damaged
- Letter being sent to RAANZ regarding the Ops Manager position, after an invalid attempt to remove Doug Anderson's ATO authority over a misunderstanding.





CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

P.O. Box 440
Rangiora 7440

www.crac.co.nz

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the online application form.

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which includes membership details,
costs, and joining forms. Membership
enrols you for the magazine, too.

UPCOMING EVENTS

2nd July - Club Bombing Competition
8th July? – Club Fly-away to Amama

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, Mark Greenwood,
Wayne Genet, David Tillman,
Aaron Murphy, David Mitchell,
Andy Drain
RecWings logo by Eric Lim.

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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:
Steffan Van Uff Ellen
Peter Chadwick
Peter Frew
Taylor Green
Toby van T Veen
John Pauwels
Christopher Fraser
Anthony Knowles
Lachlan Gunn
Henry Savill

Please make our new friends feel
welcome.

CONGRATULATIONS

Bryn Atkin, Snr FLt Instructor
Alexis Mauenbrecher, Adv Local
Mike Godfrey, Adv Local
Liam Wedlake, Adv Local

*Thanks to RAANZ RecPilot for the information

NEXT NEWSLETTER

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