

# REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB

- MOUNT COOK AIRLINES
- HEALTHY BASTARDS 2020
- DISPLACED THRESHOLDS
- AIRCO DH.9 RESTORATION
- OXFORD STRIP TIPS
- CLUB AIRCRAFT HIRE RATE



JAN-FEB 2020





## RECWINGS

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

To subscribe to the e-mailed edition please contact [editor@crac.co.nz](mailto:editor@crac.co.nz).

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Contributions for the next edition are due by **March 12<sup>th</sup>**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood  
[editor@crac.co.nz](mailto:editor@crac.co.nz)

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*Cover, Mount Cook Airlines' last Hawker Siddeley 748, ZK-MCP, basks under a beautiful Nor'west arch in this magnificent 1990's image.*

A history of this aircraft can be viewed at <http://www.aussieairliners.org/hs-748/zk-mcp/zk-mcp.html>

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## HEALTHY BASTARDS BUSH PILOTS CHAMPS 2020

WORDS BRIAN GREENWOOD

PHOTOS WAYNE WILSON

On Sunday, February 1<sup>st</sup>, a large group of pilots attended the non-pc named STOL competition at Omaka in Blenheim. The odd-sounding and seemingly irrelevant title comes from a trilogy of books produced by the wonderful Bulls Flying Doctor Service Ltd, a company based in the township of Bulls in the North Island.

This year saw a bumper crop of our CRAC members attending in their own aircraft, with some excellent results. Wayne Wilson went along for the view and kindly submitted these photos. Sadly, Vanessa Martin's Savannah went U/S prior to the event, so she had to watch from the sidelines.

I've scanned the results for club members, please let me know if I've missed any! I've also transcribed the results from the official forms, please forgive any typos.

The results for CRAC members were:

### Precision Landing

Pilot	Regn	TO1	TO2	Score
Luke Goleman	ZK-KSC	16.2	54.6	16.2
Paul Godfrey	ZK-JFA	7.8	17.6	7.8
Deane Philip	ZK-JUG	5.3	7.1	5.3
Glenn Martin	ZK-MTN	30.7	16.6	16.6
Hamish Crowe	ZK-SLO	d	7.4	7.4
Frank Barker	ZK-NVY	24.3	6.4	6.4
Philip Royds	ZK-WEN	d	d	ns

**Combined Take Off and Landing, Microlight category**

Pilot	Regn	TO1	TO2	Ldg1	Ldg2	Score	Placed
Hamish Crowe	ZK-SLO	24.3	d	d	d	ns	
Chris Anderson	ZK-TIA	18.9	32.1	d	73.1	92	3 <sup>rd</sup>
Frank Barker	ZK-NVY	28.4	29	50.3	73.3	78.7	1 <sup>st</sup>
Luke Goleman	ZK-KSC	68.5	56.8	104	85.6	142.4	5 <sup>th</sup>
Deane Philip	ZK-JUG	39	28.4	59.4	d	87.8	2 <sup>nd</sup>
Philip Royds	ZK-WEN	72	59	92.1	101	151.1	
Paul Godfrey	ZK-JFA	39.9	39	68.3	71	107.4	4 <sup>th</sup>
Glenn Martin	ZK-MTN	88.6	78.6	120	120	198.6	

Some interesting figures in there – obviously well done to Frank for first place! Second and third, Deane and Chris, were pretty close – and look how consistent both Paul and Glenn's figures were between attempts.

The weather can be very gusty at Omaka at this time of year, which can affect the results – some of the YouTube videos from last year showed this quite graphically. Good skills all around, well done to all the competitors.



*Above, Vanessa instructs the CRAC crew, or vice-versa.*



*Pre-event talk-fest, a.k.a. the all-important safety briefing. Critical for an event with a lot of aircraft movements!*







**Top photo:** part of the CRAC members squadron: TIA, SLO, JUB, and NVY.



**Centre:** NVY and SLO

**Below:** TIA and SLO.



*Thanks to Wayne Wilson for taking the photos and allowing us to publish them.*

*Support like this helps the magazine keep a focus on the club - we need more!*



**Left:** Chris Anderson brings ZK-TIA in for a second place.

**Centre:** ZK-BER, the ex-RAAF Tiger Moth has a go.

**Below:** Luke Goleman's Savage CUB ZK-KSC at the recent CRAC Open Day (Brian Greenwood)



**THANK YOU TO ARCHIBALDS MOTORS LTD FOR SPONSORING THE PRINTED EDITION OF RECWINGS**



Mount Cook Airline's first ever HS 748, ZK-CWJ, at Christchurch in this early 1990's view.  
© 2020 Mark Greenwood



## MOUNT COOK AIRLINE

WORDS BRIAN GREENWOOD

PHOTOS MARK GREENWOOD (AND AS ATTRIBUTED)

Mount Cook Airlines ceased to be an independent operation in 2019, when the owner, Air New Zealand, brought all operations into the Air New Zealand business unit. This is a potted history of the airline and its founder, Sir Henry Wigley, to commiserate on its passing.

Mount Cook Airline can trace its roots to 1912, when Rodolph and Jessie Wigley formed the **Mount Cook Tourist Company of New Zealand**, pioneering motor transport to South Island tourist destinations. In 1920 they formed the **NZ Aero Transport Co.**, purchasing 5 war-surplus aircraft from the New Zealand Government. Rodolph took his 7 year-old son, Henry, out of school for a day to go for the second flight in the newly-assembled Avro. Henry (he preferred "Harry") was hooked.

The aircraft operated by NZAT were Avro 504Ks H1966/ZK-NZAL, E3142/G-NZAN, H5241/G-NZAO, E9424/G-NZAP, E9427/G-NZAR, and Airco DH.9s D3139/G-NZAM, H5672/G-NZAQ, and H5609 (which was destroyed in a crash at Timaru in 1922, prior to being given a civil registration).



**Left**, NZAT Airco DH.9 believed to be at Timaru. Original photo shows grandstand to the right.  
**Next page, top left**, first Invercargill to Auckland flight in the same day!

*Images Courtesy MOTAT - Ref no's. 15-3682, 15-3683, 15-3688, Whites Aviation Collection, Walsh Memorial Library*



The aircraft were used for freight and passengers between Wellington all the way through to Invercargill. In October 1920 Rodolph Wigley and Captain J.C. Mercer flew the first one-day flight from Invercargill to Auckland. Home base was just north of Timaru (opposite the Cardigan Bay Horse Statue, apparently).

Sadly, the New Zealand Aero Transport Co. went into liquidation in 1923 after a series of engine problems and accidents, when Harry was just 13.

In 1929 Harry had joined his father's company, working for long hours and little pay during the depression years. Harry pursued his love of aviation, completing his 'A' licence with the Canterbury Aero Club in 1935. His other passion in life was skiing, captaining the New Zealand Ski team in 1936 and 1937. During this time the parent company was renamed to **Mount Cook and Southern Lakes Tourist Company**.

In 1938 he left to fly commercially for the associated company, **Queenstown-Mount Cook Airways Limited**. This was the air transport branch of the family business. They operated Percival Vega Gulls (predecessor to the Proctor) and purchased a Waco biplane (ZK-ACV) from the Otago Aero Club later that year.

The company operated over many of the South Island's burgeoning airports including Harewood, Timaru, Mount Cook, and Queenstown. Harry Wigley was lucky not to be injured at the opening of Mount Cook Airstrip in 1936 when an RNZAF Avro 626 in which he was a passenger hit a bus during a display. They had to land back at Wigram with a damaged undercarriage and tail surface.

The outbreak of World War Two in 1939 saw the airline cease operations and by February 1940 Harry had joined the RNZAF. The commercial viability of an air operation on New Zealand's tourist routes had been proved.

Harry served for two years as a senior Flight Instructor based in Dunedin, before being posted as a flight commander to 14 Squadron, flying fighters in the Pacific theatre. He was promoted to Commanding Officer of the newly formed 19 Squadron. Harry completed his third tour of duty in May 1945 by which time he had attained the rank of Wing Commander, responsible for four fighter squadrons operating from Bougainville.



*Right, two of the aircraft associated with Sir Henry Wigley in World War Two – the FG-1D Corsair and the P-40.*

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Back home, he helped form the South Canterbury Aero Club, pioneering aerial search and rescue techniques in the Southern Alps on Tiger Moths. At the same time he became Managing Director of the Mount Cook and Southern Lakes Tourist Company. It took some time to re-establish the company post-war, and such activities as aerial rabbit-poisoning and aerial-top dressing helping to provide income. He was awarded the OBE in 1946.

In 1954 the company established a subsidiary, **Mount Cook Air Services** to manage the aviation side. Harry had been studying the idea of equipping an aircraft with retractable snow-skis, allowing it to operate from both grass (or sealed) airfields and snow runways in the same flight. Although Ski-equipped aircraft were common overseas, there was no known equipment that could do both.

In September 1955 Harry took off from the grass airfield at Mount Cook in an Auster Aiglet equipped with retractable skis, successfully landed on the Tasman Glacier snow field on skis and returned to the airfield at Mount Cook. The operation was so successful that he repeated the performance in the afternoon with Sir Edmund Hillary (co-conqueror of Mount Everest with Tenzing Norgay) on board.

We're lucky enough to have this superb colour image of the actual Auster, ZK-BDX, (**next page**) on the Tasman Glacier during one of the early flights. The photograph was taken by Fred Watson, who operated a limousine tour service (part of the Pacific Tourways group I believe). Fred passed away in the 80's and left his photo collection to his friend Mark Greenwood, who has kindly consented to allowing us to be first to publish this historic image.

The Ski plane service proved reliable and popular, meanwhile the company had further ambitions. In 1960 they were granted a licence for a scheduled service from Christchurch to Mount Cook to be commenced within 12 months. A DC-3, ZK-BKD, was purchased from the National Airways Corporation (NAC) and commenced services in November 1961. The route included Christchurch, Mount Cook, Te Anau, and Cromwell. The latter stood in for Queenstown until February 1964 when Queenstown was upgraded for DC-3's.

The DC-3 service was an instant success but was only operated in the tourist season for the first couple of years, with the down time used for maintenance. In 1963 ZK-BKD was upgraded to 'Skyliner' standard. This modification introduced larger windows and better soundproofing, and from November that year the service was operated year-round. Invercargill and Dunedin were added as destinations with the flight frequency doubled to six times per week. A second DC-3, ZK-AOD, was added in November 1964. In the same month, the company took over NAC's Christchurch to Timaru route.

In 1966 SPANZ (South Pacific Airlines of New Zealand) ceased operations, so Mount Cook took over the daily Christchurch to Oamaru service. Alexandra was added as a stopover on the Queenstown-Dunedin route, and the unpopular Te Anau to Invercargill service ceased.

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Mount Cook and Southern Lakes Tourist Company's Auster Aiglet  
ZK-BDX on the Tasman Glacier in the mid-1950's.  
© 2020 Mark Greenwood, from the Fred Watson Collection





Mount Cook Air Services had always been considering newer aircraft, so in 1967 it was announced that the proven Hawker Siddeley 748 had been chosen to replace the DC-3. Ironically the DC-3 fleet increased and was kept in service long after the new aircraft was in service. The first HS 748, ZK-CWJ, was displayed at the September 1968 Farnborough Air Show wearing "New Zealand's Mount Cook Airlines" titles before being delivered. The UK-NZ flight took 58 hours and the aircraft arrived with a spare Rolls Royce Dart turbo-prop engine on board.

New Zealand Tourist Air Travel was another tourist-orientated airline operating Grumman Widgeon amphibians. It was formed after World War Two by former RNZAF Avenger pilot Fred Ladd, initially out of Mechanics Bay in Auckland. In 1968 it was acquired by Mount Cook and Southern Lakes Tourist Company, with the fleet of Widgeons, Dominies, and Cessnas being repainted in Mount Cook colours. This year saw the first DHC Twin Otter, ZK-CJZ, enter service.

The Hawker Siddeley 748 purchase proved to be an outstanding triumph, with traffic increasing by 49% in the first year of operations. Consequently, in 1969, a third DC-3, ZK-CAW, was leased. This aircraft was a former SPANZ machine and had the stretched "Viewmaster" windows associated with this airline. At the end of this year a service from Queenstown to Te Anau, Milford, Alexandra, and Dunedin was introduced using a newly purchased De Havilland Canada Twin Otter.

1970 saw another DC-3, ZK-BEU added to the fleet – this was the third DC-3 owned (or the fourth operated, depending on how you count them!). The first two Britten Norman BN2A Islanders arrived in September and October of that year, mainly for the Milford trip but they gradually replaced the Twin Otter which had a higher operating cost. In fact, the Islanders were so successful the Twin Otter was withdrawn from these southern routes in 1973. October saw the introduction of a direct Mount Cook-Rotorua service. The first DC-3, ZK-BKD was returned to NAC who subsequently disposed of it.



*Left, purchased in 1984, Twin Otter ZK-MCO was initially used on the Auckland-Kerikeri route before re-homing to the South Island. It was often on the Queenstown-Milford run but is seen here at Christchurch in the early 1990's. Note the "Milford Sound Flightseeing" title.*

**© 2020 Mark Greenwood**

The following year a second Hawker Siddeley 748 was ordered, which replaced the leased DC-3 ZK-CAW. By 1972 the fleet was changing again, DC-3 ZK-AOD was sold (with only ZK-BEU remaining) and a Grumman Goose purchased for the Auckland amphibian services. The Goose didn't prove entirely successful, being quite expensive to operate. By this stage Mount Cook's 748s were occasionally leased by NAC, and Mount Cook chartered NAC F-27 Friendships to help with maintenance and breakdowns.

The Airline sought and gained permission for a Rotorua to Auckland service, completing a link down the tourist destinations of the country. There were severe restrictions on the approval (such as the customers had to be connecting to other Mount Cook flights) to limit the effect on competing airlines! Competition being a different thing in those days.

A third HS 748, ZK-MCA, was added to the roster in 1973, along with the third Britten Norman Islander, ZK-MCB. NAC acquired a 15% shareholding in the Mount Cook Group and relinquished its rights to the Auckland-Rotorua route allowing Mount Cook to operate with fewer restrictions.

The company expressed interest in the proposed HS 146 four-jet design (which was later built as the BAe 146) in 1974, the same year it disposed of its last Dominie. By this stage the Auckland-based fleet of Grumman Widgeons were getting expensive to operate. A second Grumman Goose was purchased from America, but it crashed in Wichita on the delivery flight. Subsequently the airline purchased three new Britten Norman Islanders, ZK-MCC, MCD, and MCE which were used on the Auckland- Great Barrier and Auckland – Kerikeri routes.

By 1976 the amphibian fleet were making significant losses and the operation was sold to a new company, Sea Bee Air



Limited. The Stewart Island sea plane service was sold to Stewart Island Air Services Ltd. A fourth 748 was added to the fleet in the same year (ZK-MCF).

As mentioned previously, Harry Wigley was awarded an OBE in 1946. In 1969 he became a Commander of the Most Excellent Order of the British Empire (CBE), and then was elevated to Knight Commander in 1976, becoming Sir Henry Wigley.

By 1977 the Kerikeri airfield had been lengthened and sealed, initially operating 748's on this route. The following year Mount Cook sold its last DC-3, ZK-BEU, to Alpine Helicopters for use as a "Stagliner". It was later used as a wreck in the movie "Race to the Yankee Zephyr". By late 1979 all companies in the group were consolidated under "The Mount Cook Line" and a fifth HS 748 was purchased. The company operated a fleet of 44 aircraft and was the largest commercial fleet-owner in New Zealand.

1980 started well, with plans of using a Boeing 727 on international routes – Sydney, Melbourne, and Brisbane to Christchurch. Sadly, within a month, Sir Henry Wigley died from a heart attack while playing golf in Christchurch and the plans were put on hold. Sir Henry had been the driving force for the company since entering his father's business in the early 1930's and had built it up by sheer hard work, good business sense, and company team work.

In 1983 the TNL group (Transport Nelson) tried to purchase the Mount Cook Group. The Commerce Commission denied the application and Air New Zealand increased their shareholding to 75%, with Dominion Breweries taking 18%. TNL formed Newmans Airways Limited in 1985 (operating DHC Dash 7's), in direct competition to the Mount Cook Group. Newmans was later purchased by Ansett Australia, from 1987 it was rebranded Ansett New Zealand. Eventually it became Qantas New Zealand (a different company to the later Qantas operation here).

Despite the new competition Mount Cook's traffic increased by 24% during the 1984-85 year. The airline had re-branded to Mount Cook Airline in late 1984, and increased passenger room in its 748's by reducing capacity to 44 persons. A sixth 748 was purchased, along with an additional Twin Otter for the Auckland-Kerikeri route.

In August 1990, the Blenheim-based Safe Air ceased all air operations, and Mount Cook took over the Chathams route which serviced both Wellington and Christchurch. In April 1991, Air New Zealand purchased the remaining shares in the Mount Cook group of companies, acquiring 100%. The company continued to operate under its own brand for a short while. A further HS 748 (ZK-MCB) was leased in 1993, but the 748's replacement was being studied.



*The Ski plane operation had been expending and developing during this time, at first Cessnas were used (left) and later these were supplemented with Pilatus Turbo-Porters (right)*

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MOUNT COOK AIRLINE



Mount Cook Airline's second Hawker-Siddeley 748 at Christchurch International Airport in the mid 1990's  
© 2020 Mark Greenwood



In 1995 the company was still pioneering, establishing GPS approaches into Milford Sound, Queenstown, Pukaki, and Mount Cook. A seventh 748, ZK-MCH was leased, and it was announced that the ATR 72 had been selected to replace the 748's. By November this year the first ATR 72 was delivered – branded in "Air New Zealand Link" colours.

By February 1996 the 748's were withdrawn from service and the Mount Cook Lilly all but disappeared from our skies. Under Air New Zealand's ownership, the smaller aircraft were sold, and the routes they serviced (such as the Queenstown-Milford route) were divested to other operators.

In 2001, Air New Zealand took over the operations of the failed Qantas New Zealand franchise (formerly Ansett and Newmans), which included 4 BAe 146 "Whisperjets". These were operated under the Mount Cook banner in Air NZ markings with a small "Mount Cook Airlines" title under the cockpit. The BAe 146s were retired the following year after Air New Zealand purchased additional Boeing 737's.



Ansett New Zealand BAe 146 photographed at Christchurch  
© 2020 Mark Greenwood

By 2019 the airline operated 7 ATR 72-500's and 23 ATR-600's. On December 9<sup>th</sup>, 2019, the remains of Mount Cook were merged into Air New Zealand's operations, and it ceased to exist as a separate entity.

Although it is sad that the wonderful enterprise that Sir Henry Wigley and his hard-working team built up no longer exists, it must be acknowledged that Air New Zealand is a commercial operation, working hard for its own survival in a difficult environment and providing a good service (Koru Club powdered eggs notwithstanding!).

A detailed 3-part history of the airline is published here: <http://3rdlevelnz.blogspot.com/2014/02/mount-cook-airlines-part-1-1960s-birth.html>

*Below, two of Mount Cook Airline's final aircraft, ATR 72-600's ZK-MVW and ZK-MVG*  
© 2020 Brian Greenwood



Sources: "Ski-plane Adventure", by Harry Wigley  
<http://rnzaf.proboards.com/thread/26725/zealand-aero-transport-company-1920?page=1>  
<https://teara.govt.nz/en/biographies/5w29/wigley-henry-rodolph>  
<http://3rdlevelnz.blogspot.com/2017/05/queenstown-first-scenic-flyer.html>



NT COOK AIRLINE

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## REMARKABLE AIRCO DH.9 RESTORATION

BRIAN GREENWOOD



The Airco DH.9 was designed by Geoffrey de Havilland to replace the very successful DH.4, replacing the excellent Rolls-Royce Eagle of 275hp with a more-readily available Siddeley Puma engine. Unfortunately, the Puma did not live up to its design parameters, developing around 230hp instead of the promised 300. It was also notoriously unreliable!

The DH.9 utilised much of the structure of the DH.4 with a re-located fuel tank and pilot, enabling better communications between the pilot and gunner/observer. The airframe itself was considered a very competent design for its role as a large bomber and reconnaissance aircraft. The airframe was adapted into the later DH.9A by installing the American 400hp Liberty engine, entering service late in the war.

The DH.9 was built in comparatively large numbers (around 2000) given that there was little alternative! Post-war, they were gifted to countries of the Empire who had supported England during the war. New Zealand received a number alongside Avro 504s and Bristol F.2 Fighters. Three of the DH.9s were sold to the New Zealand Aero Transport Co, as related on page 6. Likewise many were sent to India.

In 2000, English couple Guy and Janice Black located the remains of two DH.9s in the elephant stable of a Maharaja's summer palace. A third had been restored for display in the city of Bikaner. The engines had disappeared, having been used for irrigation pumps over the years.

The airframes had been stored in dry conditions but were somewhat termite damaged. They were returned to the UK and restored – D5649 to static condition, and E8894 to airworthy condition for Guy and Janice's **Historic Aircraft Collection** based in East Sussex. The restoration took the last twenty years, and included locating an engine (in Canada) and making all 140 **known** modifications to make it more reliable!



This remarkable organisation also flies a Hurricane XIIa, Fury I (the beautiful Hawker Biplane, not to be confused with the later Sea Fury), a Nimrod (the naval version of the Fury biplane), and a rare Spitfire Vb. That's quite a collection - see <http://www.historicaircraftcollection.ltd.uk/> and the photo on the last page of this edition.

There have been some super warbird finds and restorations over the years, but the DH.9's have to be near the top. I'm sure that's not just my personal bias (I like elephants and the "flawed hero" image of the DH.9!).

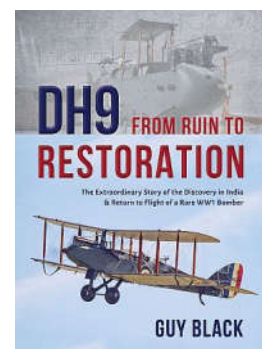


Guy Black has written a book of this journey, linked below.

I'm going to order one after the 20<sup>th</sup>, if anybody wants to add to this order, e-mail me at [editor@crac.co.nz](mailto:editor@crac.co.nz).

My heart-felt appreciation goes to Janice and Guy Black for allowing us to publish these photos.

<https://grubstreet.co.uk/product/dh9-from-ruin-to-restoration-signed-copy/>



# DISPLACED THRESHOLDS AND LOW LEVEL CIRCUITS AT NZRT

## SCOTT JAMES

Some time ago it was agreed with the local Helicopter operators that they would join the circuit at low level which keeps them out of the 1200ft circuit. This has been generally working well. It does mean that they rely on us flying standard circuits as they don't have the luxury of an overhead join.

Low level circuits are not standard and should not be carried out unless for specific training purposes or low ceilings. If you are required to do a low level circuit, please make additional radio calls (e.g. upwind, early downwind) as often helicopters lift from areas close to the airfield and may not have a long period of time to hear radio calls.

Likewise, please don't turn cross wind until after the end of the runway, and at least 700 ft AGL.

Flying standard circuits makes it safer for everyone, as being where people expect you to be means spotting you is easier. Remember - visual is our primary situational awareness tool. Radio is great, but even in the MBZ there can be people on the wrong frequency, volumes set wrong, radios not working - don't rely on just the radio.

### Displaced Thresholds

At the recent Airfield safety meeting, the issue of displaced thresholds was raised (you all know that RT has displaced thresholds on 07/25 - right!?)

The CAA have now written back to clarify their understanding of the rules on Displaced Thresholds. While there doesn't appear to be specific wording that explicitly forbids landing before a displaced threshold, the wording by implication is clear that this is not allowed. As they are implemented due to obstacles within the approach path to what would ordinarily be the threshold, landing prior to a displaced threshold would be a safety issue.

Given the extra 30 seconds of taxiing if you land after the threshold, I would recommend that we comply with this. Like all Grey areas with CAA, it pays to stay in the black and white. Remember, our flying is a privilege, not a right, and staying off the CAA radar is generally a good thing.

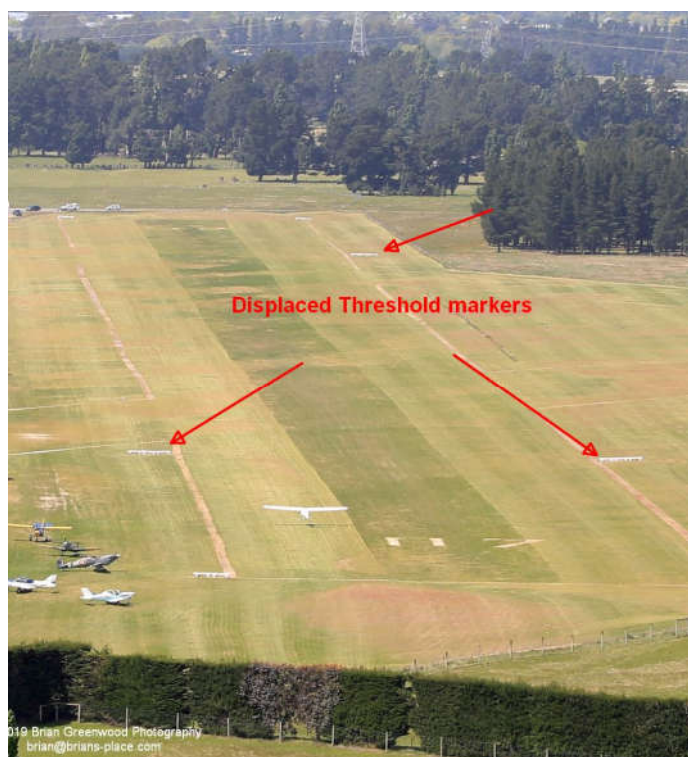
Ed: Here's a couple of items that came out of the February Committee Meeting.

Firstly remember that the Oxford strip gets used for clay pigeon shooting from time to time, so please have a really good look out before landing there! (see Oxford Strip Tips section, page 21)

Another item is the increasing importance of checking NOTAMS for your route. It's always been important, but with the increased amount of drone and rocket traffic in New Zealand, NOTAMS are the only mechanism to warn us.

You can check on the IFIS web site, or download the IFIS app. You have to make a log in but NOTAMS are free. I'm sure you all know this anyway...

<https://www.ifis.airways.co.nz/>







## WINGNUT WINGS 1/32 AIRCO DH.9 BRIAN GREENWOOD

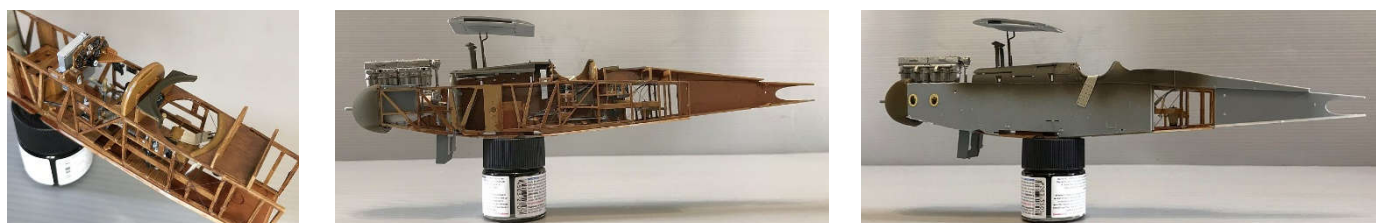
Wingnut's awesome DH.9 kit was released in 2013 and shares some components with the company's earlier kit of the DH.9a. It comprises 287 plastic parts (28 on the engine alone), 15 etched brass components, and includes optional "weighted" tyres.

It was a very large biplane for its day, the completed model measures 400x290mm and takes a lot of shelf space. It features a full internal bomb bay, and optional external bombs. The kit supplies 2x230lb bombs, which I'm not sure the DH.9 could lift! The instructions show original photos of this very aircraft with a single external 230lb bomb, hence my choice of armament. There's a full internal fit out including reconnaissance camera, and an exquisitely executed scarf ring with attached .303 Lewis gun.

As always, I began my build with the interior, as per the instructions. These days I try to follow most of the Wingnut Wings tips and advice, the "wooden" parts are sprayed with a light brown Tamiya acrylic, gloss varnished, and then treated with a good-quality oil paint to simulate the wood grain. There's the odd bit that looks slightly lumpy in close-up, but the effect is very acceptable.



The interior seems to take quite some time, before buttoning it up and moving on to the exterior. I follow WnW's colour guides as they and The Vintage Aviator (an associated company) have spent far more time researching different shades of PC10 than I ever could!



The instructions noted that the doped fabric areas on the original aircraft, D7302, were noticeably darker than the plywood and other painted surfaces, so I tried to replicate this by adding about 5% white to my PC10 mix for these sections. I spent quite some time (and a lot of paint!) pre-shading all flying surfaces and the clear-doped linen on the lower fuselage. I'm very pleased with the effect, it looks better in real life than in these photos.



After painting, the surfaces were gloss varnished, decaled, and matt varnished ready for assembly. I used very warm water to help soften the large decals, and Microcoat Set and Sol under and over them respectively. By this point, 80% of the work has been done – with only another 60% to go! Much like a real aircraft, I'm told.

Assembly is the best bit, suddenly it turns into an aircraft (sorry, model aircraft) ready for rigging and control lines. This time I totally followed the suggestions on Wingnut Wings' website for rigging, using "E Z Line" elastic purchased



from them. It was reasonably stress free, although some words were said when rigging the smaller lines by the cabane struts.

I sometimes found it difficult to accurately place a small blob of cyanoacrylate in exactly the right place (and amount!) so there's the odd glossy speck around. Generally, however, I am very pleased with the way it went. All rigging holes are clearly moulded, but they were re-drilled slightly to get rid of any paint prior to assembling.

A length of E Z Line was glued into the appropriate hole in the top wing, then stretched and cut a couple of millimetres (WnW suggest 3mm) short of the rigging point on the lower wing. This was then blobbed with a good quality superglue, and the rigging stretched, inserted, and held until the glue dried. The best tools for this job are a needle in a pin vice to apply the glue, a pair of self-opening scissors to cut the E Z Line, and a good pair of pointy tweezers to firmly hold and precisely place the elastic.

There are pulleys on the upper and lower leading edge of the tail surfaces for the elevator cables. I spent some time trying to figure out which side of the pulley (i.e. above the cable wheel or below) the controls ran. Different photos seemed to show different routes. Eventually I found a clear photo on the Wingnut site showing it going above the wheel. I drilled a 0.3mm hole (yes, I have broken many 0.3mm drill bits!) as shown in the lower right-hand photo, above. Later I found a photo confirming that the control cable passed above the wheel on the upper surface, and on the other side on the lower surface. This is why I don't make real aeroplanes.





I was very pleased with the way the model turned out. The kit itself is another super kit from Wingnut Wings. In writing a critical review, one has to be critical of course, but the only negative comment I can think of is possibly more about me – I haven't yet found a way of successfully bending the wing roundels through 90° where they fold into the aileron gaps!

One word of caution – always read the 'Hints and Tips' section of the WnW site for the aircraft you're modelling. This one has a correction to the instructions which, if missed, would prevent the

lower wing from locating in the fuselage correctly. Kudos to WnW for being upfront and open about corrections. The photos included in the instructions clearly show this aircraft with the bombsight mounted on the port side, so I modified one of the starboard-mounted kit ones to fit.

All-in-all, another Wingnut Wings kit which makes me want to just model this brand. They're issuing a 1/32 Lancaster later this year... anyone?

**Below**, Captain Googlyeyes, RAF (OK, I'm not a figure modeller!) poses with visiting Oberst Manfred von Schlecht-Gemalt in front of Airco DH.9 D7302





## WARBIRDS OVER WANAKA 2020 UPDATE

New Zealanders will have their first chance to check out the RNZAF's new transport aircraft when the United States Air Force brings a C-130J-30 Super Hercules to this Easter's Warbirds Over Wanaka International Airshow.

The aircraft coming to Wanaka is operated by the USAF 374th Airlift Wing based at Yokota Air Base, in Japan. The aircraft will be on static display throughout the three-day Wanaka airshow giving visitors the opportunity to check out the interior and talk with the crew.

From the outside the C-130J doesn't look too different from the C-130H currently operated by the RNZAF – the big differences are mainly technological with new engines, flight deck and other onboard systems.

Warbirds Over Wanaka General Manager, Ed Taylor, says they're thrilled to have the aircraft coming to the Airshow. "It's always great to have aircraft here for the first time. We will of course also have the current RNZAF Hercules displaying at Wanaka, so it's going to be great for everyone to have the chance to compare," says Ed.

It's understood the RNZAF will get five of the new aircraft which will be phased in over the next few years.

**Right**, USAF C-130J of the 36<sup>th</sup> Airlift Squadron, rear ramp open, performs a low level display. This model is the same as ordered by the RNZAF and will be on static display at Warbirds over Wanaka. (photo supplied by the USAF).

**Below**, also confirmed for this year's airshow is a four-ship display by the RAAF's F/A-18 team



Other aircraft confirmed for this year's event are the RNZAF's P-3K2 Orion, Boeing 757, Seasprite, C-130H, EH-101, A109, T-6C Texans; plus the civil aircraft: the wonderful Polikarpov I-16, Spitfire IXs, Beechcraft Staggerwing, DH Rapide, DH Dragonfly, Yak-3 "Steadfast", Yak-3M, Avenger, Anson 1, P-51D, P-40, L-39 Albatros, Vampire T55's, Catalina, Harvards, Nanchangs, Yaks 52s, T28 Trojan, Tiger Moths, Chipmunk, Waco, Beechcraft Model 18, DC-3's... book, book now!

## OXFORD STRIP TIPS

The Oxford strip is available to all CRAC members, as an unregistered airfield it is not available for the Club Tecnams for insurance reasons. It's 500 metres long with a reasonable surface. Oxford is also used for clay pigeon shooting on the 3<sup>rd</sup> Sunday of the month – and at other times. Dave McPherson says to do an overhead join and check for cars at the CRAC Shack. Orbit to allow the participants to see you and cease shooting! Dave's rules for the strip:

- Always do an overhead join
- Standard Radio calls on 119.2
- Circuits always to the south over the river (09 Right hand, 27 Left hand)
- Runway 27 is slightly uphill
- The approach to 09 is best curved following the river, to avoid the trees and bank at the end of the runway



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## COMMITTEE NOTES FEBRUARY 2020

- ADS-B Quote from Mount Hutt Helicopters accepted, to be fitted to ZK-RGC
- Gearbox which was returned to distributor in Australia to be fitted with slipper clutch
- Marketing person position still unfilled
- Final \$10K Payment on RGC loan was deferred due to expected large expenses but will now be paid
- RBG has done 1837 hours and will be flown to 2100. New engine or refurb decision to be made in next few months
- Flying rates increased (see below). Flying activity has been revenue neutral for some time , after increased fuel, airfield, and insurance costs.
- Benjamin Dodd has kindly volunteered to be Club Captain, accepted gratefully
- Propeller damage to RGA to be repaired (loose cowling issue)
- Air box temp gauge to be completed in RGC (allows for accurate carb heat settings)
- Anecdotes form the club's early days requested from present and past members
- AGM set for April 21<sup>st</sup>
- ATC to use clubrooms for overnight camp (dates to be advised)
- Scott attending RANZ AGM

## AIRCRAFT HIRE RATES

It is with much regret that the committee took the decision to increase the hire rate of the club Tecnams from \$125 to \$135 per hour, effective from April 1<sup>st</sup>.

The current rate had been set in May 2014 when RGA arrived. Since that time the club has absorbed increased costs such as insurance, airfield costs, and weathered the vicissitudes of fuel pricing.

It's still one of the cheaper flying rates available, get in now before the price rise!





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*Above, the Historic Aircraft Collection's Airco DH9, Spitfire Vb, Hawker Nimrod, Hawker Fury, and Hawker Hurricane*

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Interested in joining us?

E-mail [secretary@crac.co.nz](mailto:secretary@crac.co.nz) or use the online application form.

We can send you an information pack which includes membership details, costs, and joining forms. Membership enrolls you for the magazine, too.

**UPCOMING EVENTS**

- 14<sup>th</sup> – 16<sup>th</sup> February** – RAANZ National Fly-in, Feilding
- 21<sup>st</sup> February** – Club Dinner at the Club House (This month: Padi Nistila-James creates a vegetarian Thali. Register with Scott)
- 22<sup>nd</sup> February** – CRAC fly-in to Omarama, refer CRAC RAP e-mails
- 22<sup>nd</sup> February** – OzRunways Presentation, CRAC Club House, 7:00pm
- 22<sup>nd</sup> February** – Oturehua Fly-in
- 10<sup>th</sup> – 12<sup>th</sup> April** – Warbirds Over Wanaka International Air Show
- 21<sup>st</sup> April** – CRAC AGM, 7:00pm at the club house
- 28<sup>th</sup> May – June 1<sup>st</sup>** – NZAWA 60<sup>th</sup> Anniversary and Fly-in, Christchurch

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  
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Mark Greenwood, Scott James, Wayne Wilson, Museum of Transport and Technology, Historical Aircraft Collection

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*Disclaimer: This Magazine is prepared by dedicated enthusiasts; the opinions expressed herein are not to be taken as official club policy*

**NEW MEMBERS**

Welcome aboard to:

- Lindsay MacDougall**
- Derrick Elliott**
- Stuart Whitham**
- Jettson Jones**
- Lochlan Flintoft**
- Keith Eleftheriou**
- Renee Eleftheriou**
- Kathryn Walters**
- Matthew Davies**
- Ben Lewis**

Please make our new friends feel welcome.

**CONGRATULATIONS**

**John Scott**, Intermediate

**NEXT NEWSLETTER**

Contributions for the next edition are requested, publishing deadline March 12<sup>th</sup>, 2020 (“ish”).

Next publishing date approx. March 20<sup>th</sup>, 2020.

Brian Greenwood, Editor  
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