

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- AVRO'S ASTOUNDING ANSON
- BLACK SANDS FLY-IN
- OXFORD WINGS WITH WHEELS

JANUARY-FEBRUARY 2021



RECWINGS

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

Non-club members can subscribe to the e-mailed edition - please contact editor@crac.co.nz. Printed copies are available to club members at the CRAC House.

For back issues, head to www.crac.co.nz/magazines

Contributions for the next edition are due by **March 10th, 2021**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, Dave Phillips piloting Bill Reid's Avro Anson I in style, Yealands Classic Fighters Omaka 2019

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BLACK SANDS FLY-IN

TIM WARD

At last the stars aligned. A superb weather forecast, afternoon low tide, and a clean beach surface were perfect for the annual black sands fly-in at Gibson Beach. Located 8nm north of Raglan township in the North Island, the fly-in is organised by the Waikato Chapter of the New Zealand Sport Aircraft Association (NZSAA). In past years the event was based from Raglan airfield but this year it was transferred to Te Kowhai airfield, 20nm inland, towards Hamilton.

One of NZ's great aviation gatherings, we counted 76 aircraft attending the fly-in this year, probably due to the perfect weather, private airfield and a chance to socialise again after the COVID-19 restrictions. The last two black sands events I have attended were cancelled, so third time lucky!

My son Toby and I ventured north from Rangiora, South Island, the day before, covering the 485nm in 5 hours which included a fuel stop at Whanganui.

based ourselves at the adjacent camping ground. We met up with my other son Angus who had flown up to Hamilton after work. He flies for Air New Zealand on the ATR72-600 regional services. Raglan is the usual venue for the fly-in as it has a wonderful relaxed 'surfers' village' atmosphere, with excellent surf beaches close by, and an eclectic group of cafes. A walking bridge across the estuary gives easy accessibility to the airfield and camping ground.

However, this year it became all too hard to base the event at Raglan. A booking nightmare with Covid complications, a complex bureaucratic exercise for approvals from council committees and too much paperwork (sound familiar?) meant it was shifted to Te Kowhai, a privately owned airfield where members were able to socialise and camp by their aircraft.



Flying across the blustery Cook Strait from Cape Campbell in the South Island to Ohau Point in the North Island, we experienced 46kts headwinds. Such a relief to be in a Europa with a True Airspeed of 120kts, and not thinking of another fuel stop!

The weather cleared up towards Whanganui, so after refuelling, we headed inland to the Volcanic Plateau and the mountains Ruapehu, Ngauruhoe and Tongariro, a fabulous scenic diversion. Then over the lush green dairy countryside of the Waikato, we arrived at Raglan airfield on the west coast where we

The following tranquil morning, after a night out on the town, we flew over to Te Kowhai to join the NZSAA members and attend a black sands briefing for those wanting to take on the 'black sand' experience.

The day started with hardly a wisp of cloud and no breeze at all. As temperatures warmed up the sky produced white puffy clouds against the vivid blue sky, making a wonderful backdrop for photographers on the beach. By mid-afternoon a light breeze from the west could be felt which



would channel itself up the coast creating a northerly wind, and therefore the need to land towards the south at Gibson Beach. This weather was so welcome after the last few years where the wind and/or rain had hampered the event.

The name black sands comes from the iron sand composition on the beach which forms a very compact, hard greyish-black surface. With low tide, there is plenty of room for parking let alone a huge runway length to land!

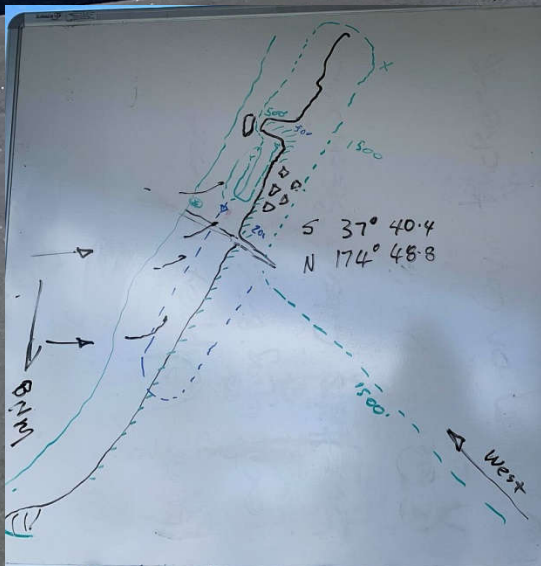
About 40 aircraft owners joined the briefing at 1400hrs to decide whether it was do-able or too risky for their aircraft or flying experience.



Years ago two Europas had previously landed at the black sands beach, so I was confident it could be done. The briefing included the warning that a good reliable engine starter is essential to avoid becoming immersed in sea water with the incoming tide!

A good diagram of the approach was given by our leader, Noel Bailey, with heights to aim for at different geographical locations. Another warning transpired at question time regarding one's insurance for such an exercise. Probably not covered was the conclusion! So with that in mind, the aircraft numbers decreased to 12.

After take-off we followed each other to the coastline, led by Noel in his Tecnam aircraft, who has



landed there many times to collect mussels at low tide! The approach was interesting as a tailwind started to creep in, however runway length was in ample supply. Noel was a little worried about the Europa outriggers digging in, but the surface was perfect and very hard!

We enjoyed talking to other pilots with their different aircraft including a Tecnam Echo 92, gyrocoptors called Eagle and Calidus, Piper Super Cub, Minicab, Alpi, Cessna 172, Jodel D11. Aeroprakt, Tecnam Sierra, and a RV-6. Some members took the opportunity to collect some mussels at low tide. Taking off the opposite way to landing now, we made our way down the coast, back to Raglan airfield for the night. What an enjoyable day!

the Cook Strait to Omaka, where we met up with another Europa owner who has just bought a Europa XS Monowheel from a Cathay Pacific pilot in Auckland. We had the usual 'Europa chat' comparing notes and praising the Europa's versatility.

With civil twilight approaching fast, we set off for Rangiora via the inland route and Molesworth Station (NZ's largest high-country station) and Hanmer Springs, a geothermal spa town. Here the scenery is quite different compared to the North Island, with high snowy mountains shouldering a dry desert like high country farmland, with turquoise rivers making their way to the sea.

We covered approximately 900nm over the 3 days, 7.5 hrs flying at 15 litres per hour, 112 litres at \$2.10NZ per litre equals \$235.20NZ \$165.68US £123.99 €136.23. The Europa at its best!



The next morning Angus and I started our journey back south. We combined it with an Aircraft Owners and Pilots Association (AOPA) fly-in at Turangi, on the Volcanic Plateau near Lake Taupo. Another well attended meeting with a BBQ lunch, spot landing competition prizes and a prize for the furthest away member, which surprised us, as we didn't win! They obviously weren't expecting a South Island visitor. A variety of aircraft flew in, including twin engine Piper Seneca, gyrocopters, lots of Cessnas 180, 185, 140 and one lonely Europa.

Leaving shortly after lunch we flew over the 'Desert Road', the main highway through the Volcanic Plateau, to Palmerston North via the beautiful rolling farmland of the Rangitikei Plains.

We continued south to Paraparamu before crossing



AVRO'S ASTOUNDING ANSON

BRIAN GREENWOOD

The Avro Anson is a twin-engined aircraft originally built as a maritime patrol bomber for the RAF.

It entered service with the RAF in 1936 and was used to supplement the larger long-range Flying Boats, with the Anson patrolling coastal areas.

The aircraft's light bomb load and comparatively short-range was a hinderance in this role and the Lockheed Hudson was ordered to replace the Anson. Deliveries of the Hudson naturally took some time to spool up and the Anson soldiered on in the interim. U-Boats were attacked, and the Anson was also used to bomb the German invasion barges in French ports.

The Anson found its niche as a multi engine trainer and transport aircraft and was widely used by many air forces. Even the USAAF used 50 Canadian-built examples. It really was a versatile aircraft, for

example, it was involved in the earliest trials of ASV and AEW radar (although I'm still trying to confirm the latter).


The RNZAF received 23 Anson Mark Is for reconnaissance and training from 1942 (compared with nearly 300 Airspeed Oxfords, by way of comparison). A further 2 Mark 12s were received post-war for VIP Transport.

The RNZAF Museum have a magnificent example which is an amalgam of different airframes and versions. It looks resplendent as a Mark 1 from the School of General Reconnaissance, based at RNZAF Bell Block (New Plymouth), 1943.

This short history is just an excuse to publicise one of the major attractions of the New Zealand airshow scene. Bill Reid and his late wife Robyn (founders and owners of Nelson Helicopters at the



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time) purchased the Anson from the Wangaratta Air World Museum in 2002. It was delivered in containers and restored to immaculate condition as a wartime Mark I over the next ten years.

Sadly, Robyn Reid passed away in 2017 at the age of 58. Robyn was a well-respected business woman with a passion for the aviation industry. She represented the Aviation Industry Association helicopter division from 1996 in negotiations with the CAA, pushing for 'practical operating rules', and won the CAA Director's inaugural Award for Safety to an individual. Subsequently she was appointed as a member of the CAA and the NZ Aviation Security Service.

The Anson that Bill, Robyn, and their team restored has graced Kiwi Air shows since 2012. I first saw it at the first Mosquito airshow at Ardmore, where it made a big impression! I remember one of the English magazine editors (I think it was *Aeroplane*), saying they had plenty on the Mosquito but really wanted more on the Anson - this project is held in high regard world-wide.

It's often flown by accomplished kiwi pilot Dave Philips to great effect. For a slow, lumbering patrol bomber and trainer, the Anson seems surprisingly quick and agile.

Thanks to the large team involved in the Anson's restoration and operation; long may it continue to grace our skies.




Above, left I was utterly gobsmacked when the Anson started dropping bombs at airshows! The bomb bay doors are springloaded and close immediately after the weapon is dropped. On at least one occasion it dropped a pair of them to bounce across the airfield! Naturally they were inert...




Above, sequence, during one of the Anson's performances at Warbirds over Wanaka 2018, one of the pyro effects produced a perfect smoke ring. Nek minute (Kiwi slang for "next minute", with attribution to Levi Hawkin), the Anson scoots by with Dave Phillips peering at the smoke ring – you could see what he was trying to do! I was lucky enough to be photographing on the "airside" that moment so I had a good view. Dave perfectly "threaded the needle" and the result is one of my favourite sets of photos.

Below, it's always easy to get a good photo of the Anson taking off or landing. Such a performer!






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Above, images from the 2012 Mosquito Airshow at Ardmore

2021 EVENTS

BRIAN GREENWOOD

There're some awesome happenings scheduled for this year – not the least is the Oxford Wheels with Wings scheduled for the next couple of days (as I write this!). My advice – Go!!

Yealands Classic Fighters Omaka is planned for early April. I have no idea how difficult it is to run an air show when the rest of the world is ravaged with CoVid, but this event deserves our full support. It wouldn't surprise me if this is the only major airshow running in the world this year.

RAANZ, too, are doing a nation-wide roadshow with updates for recreational flyers, our club's turn on on February 13th (see Page 10). RAANZ do some very difficult and valuable work on our behalf, I urge you to support them – plus it's a great excuse for a BBQ and social gathering afterwards!

Finally, our own club Open Day has a date – March 27th! There's no need to tell you that this needs all club members to support it.

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This aircraft is ideal for cross-countries, fixed-pitch prop and 100hp Rotax.

For further details or to register for the booking system e-mail thelightaircraftco@gmail.com or phone Erin Heese on 027 292 3689.

OXFORD WHEELS WITH WINGS

DAVE MCPHERSON

The Oxford and District Lions Club in association with the Oxford Community Trust are organising a “Wheels with Wings” event to be held at the Oxford Airfield, 24th January. The airfield will be open to all and the CRAC members are invited to display their aircraft in a static display area on the field. The official show times are from 10am – 4.00pm but you are welcome anytime.

This is a showcase event in which the public are invited, thus you are requested to show good airmanship standards. When joining please do a standard overhead rejoin. Remember that all circuits are done to the south (river side). The radio channel is 119.2, Oxford traffic.

Backtracking will be done on the southside, as the normal back tracking area will be roped off for the classic cars and the public. There will be “trial flights” available, which means aircraft in the air. Keep a good lookout.

There will be food for sale on site, and obviously if you fly in there will be no admission charge. There will be a “Prop stopped” area for you to show off your pride and joy.

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RAANZ ROADSHOW

RAANZ will be holding the a roadshow at the CRAC Clubrooms on February 13th at 10.30am, to be followed by a BBQ Lunch.

Keep up to date with the Industry, ADS-B, new rules, Aircraft Ownership responsibilities. RAANZ strongly recommends pilots attend if possible. Also see the latest RAANZ RecFlyer for details of the RAANZ Nationals at Waipukarau.



CANTERBURY RECREATIONAL
AIRCRAFT CLUB
INC.



OPEN DAY

Rangiora Airfield

March 27th

10:00 AM to 3:00 PM

FOOD STALLS - COFFEE

TRIAL FLIGHTS



Sometimes you're judged by the company you keep – Brendon Deere's Spitfire IX escorts Bill Reid's Avro Anson 1 at Warbirds Over Wanaka 2018.
© 2021 Brian Greenwood

RADIOTELEPHONY

FRANK BARKER

Civil Aviation Authority advisory circulars contain guidance and information about standards, practices, and procedures that the Director has found to be an acceptable means of compliance with the associated rules and legislation.

Radiotelephony (RTF) provides the means by which pilots and air traffic services personnel communicate with each other. Used properly, the information and instructions transmitted are of vital importance in assisting in the safe and expeditious operation of aircraft. However, the use of non-standard procedures and phraseology can cause misunderstanding. Incidents and accidents have occurred in which a contributing factor has been the misunderstanding caused by the use of non-standard phraseology. The importance of using correct and precise standard phraseology cannot be over-emphasised.

From the Radiotelephony Manual, I thought I'd pass on a couple of comments stated in the document listed below. A 'revision 14' was not located and therefore not sourced.

The manual is a good review for professional consideration and compliance.

CAA Advisory Circular AC91-9 & AC172-1

Revision 13 18 July 2019

11. COMMON FREQUENCY ZONES

11.1 General

11.1.1 Although not mandatory, pilots are encouraged to establish communications in these areas. Keep radio calls concise and use standard phraseology as much as possible. Avoid verbose accounts of your intentions as these will only cause frequency congestion. In many parts of the country there may be several adjacent areas and aerodromes using the same frequency.

* NOT mandatory.

12. UNATTENDED AERODROMES

12.1 General

12.1.1 Keep radio calls concise and use standard phraseology. Avoid verbose accounts of your intentions.

12.2 Arrival Figure 12.2a

RANGIORA TRAFFIC XYZ 8 MILES SOUTHWEST 1700 FEET JOINING OVERHEAD

Note. Do not ask "Any traffic?" NORDO aircraft cannot reply, others may not or, if several aircraft present, may all try to speak at once.

On the other hand, for those already in the circuit, it is good practice to report position when you hear an aircraft joining – this gives awareness of runway in

use and potential traffic.

*Do NOT ask...

RANGIORA TRAFFIC XYZ OVERHEAD JOINING FOR RUNWAY 07

Note. It is not necessary to say "letting down on the non-traffic side" as this is part of the standard procedure.

* NOT necessary...

RANGIORA TRAFFIC XYZ TURNING DOWNWIND RUNWAY 07

Note. A further call on base or final may be advisable depending on other traffic.

*MAY be advisable (see below for final).

NZRT AD2 - 51.1 (Aerodrome Plate) "Make radio call on final approach advising Intended runway."

* NOT an option!

My personal favourite... 'finals'.

TIMARU TRAFFIC FASTAIR 345
ESTABLISHED... 'FINAL' ...APPROACH RUNWAY 02.

"Every takeoff is optional. Every landing is mandatory."

Frank Barker 'NVY'

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THE HUBBARD FLYING OPPORTUNITY

DAVID MITCHELL

This opportunity has been made possible by the generosity of SQN LDR (Rtd) Derrick and Mrs Vera Hubbard, and was to be awarded to the person they deemed most suitable to help in their quest to learn to fly. It was advertised to the Rangiora area High Schools.

The selected recipient is Armani Hansen (*Photo, right*), who will receive approximately 12 hours of flying with Instruction from W/O Dave Mitchell (Rtd).

Derrick Hubbard has the distinction of soloing in our club Tecnam on his 90th Birthday!

Thanks to Sqn Ldr and Mrs Hubbard for providing this opportunity, and hearty congratulations to Armani Hansen for the award.



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A LIGHTNING BUILD!

BRIAN GREENWOOD

Airfix introduced its 1:48th scale range of English Electric/B.A.C. Lightnings way back in 1997 with the release of the F.2a/F.6 kits. These were followed by the F.1/F.2/F.3 versions the following year. At that point I decided to build every major version of the Lightning, it's taken until now to get the 3rd model finished!

The English Electric Lightning was developed from the P1 experimental aircraft of the mid to late 1950's. It was designed to be a fast reacting, high speed, high altitude interceptor with a spectacular rate of climb. It was nearly cancelled in the misguided Duncan Sandys review of the late 1950's but was considered too far down the development track to cancel. Sneaky English Electric designated the production version "P1B" to draw attention away from the fact that it was nearly a completely new design. An additional, non-jettisonable belly fuel tank was added to the P1B, later enlarged on the F.2a/F6 variants. The P1B was armed with two De Havilland Firestreak Infra-red homing missiles and two nose-mounted 30mm ADEN cannon.

It featured two vertically mounted Rolls Royce Avon jet engines (a very unusual but low-drag configuration) with reheat and was capable of Mach 1.7.

The Lightning's high-altitude performance is the stuff of legends – even the earliest versions were capable

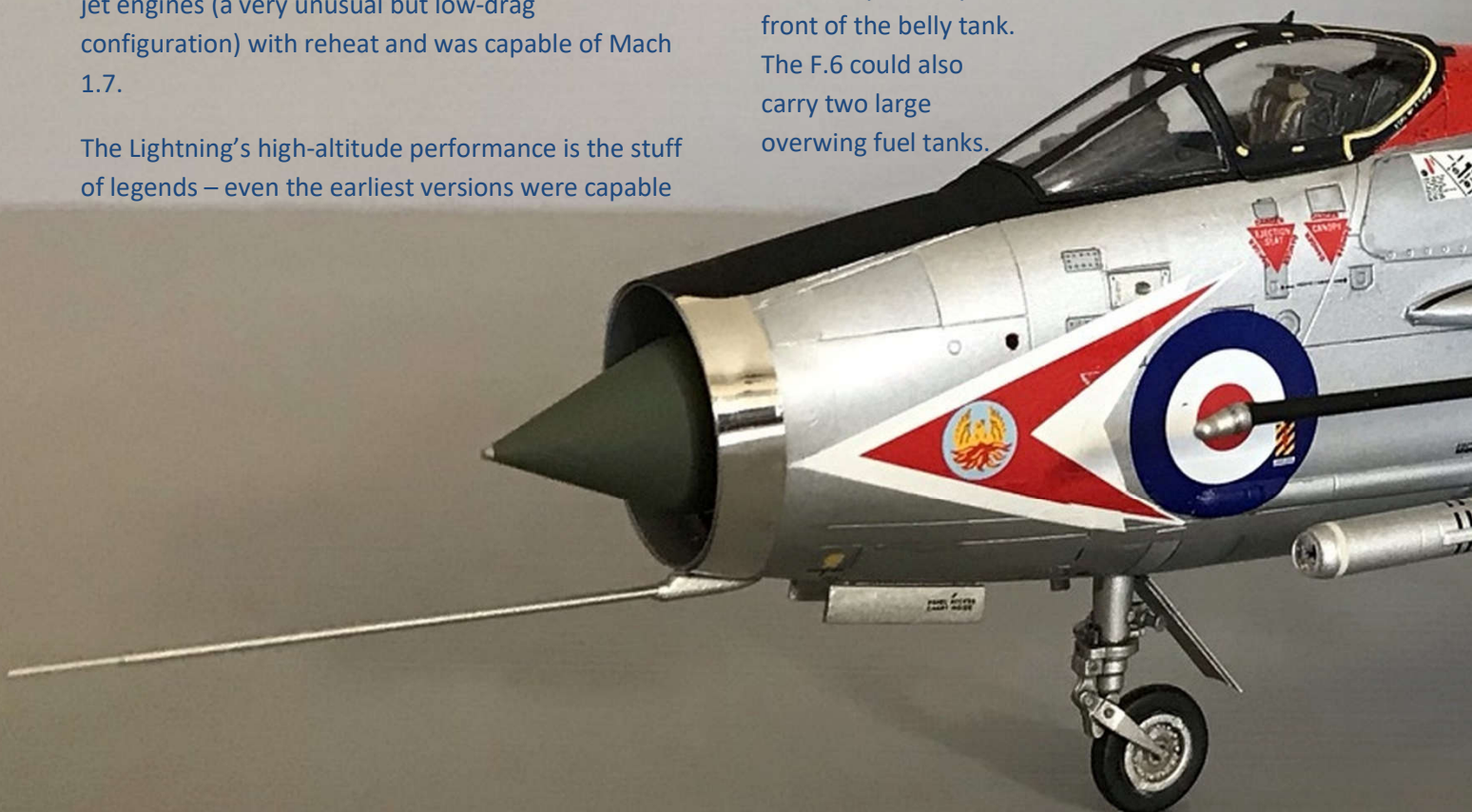
of intercepting U2 flights at 60,000 to 65,000 feet, and there are multiple stories of it achieving heights of over 85,000 feet (at which height it was ballistic rather than airborne, control and engine management must have been extremely difficult!).

The F.1 version entered service with the RAF in July 1960, followed by the F.1a and F.2 models. The F.2 could swap the missiles for an additional 2x30mm ADEN cannons in the lower forward fuselage, but this was a rare fit.

In June 1962 the F.3 variant flew for the first time. It featured a strengthened radome for Mach 2.0 flight (previous models were limited to Mach 1.7), higher-powered Avon 310R engines, Red Top missile capability, and a taller square-topped fin for better supersonic stability. Much to the pilot's regret, the previous model's twin 30mm Avon cannon were not fitted to the F.3. To my eye, the F.3 is the most handsome version of a handsome aircraft.

Further developments resulted in the F.6 (via the F.3a) which featured a kinked leading-edge to the wing and a larger ventral fuel tank with more fuel and the ability to carry two 30mm ADEN cannons at the front of the belly tank.

The F.6 could also carry two large overwing fuel tanks.



Some F.3s were rebuilt as F.6's, and a few F.2s rebuilt as the F.2a with the new wing and larger ventral tank. The F.2a did not get the over-wing tanks, nor the Red Top capability, being limited to the earlier Firestreak Missile.

The F.2a retained the ability to mount four cannons in the nose. The 4x30mm capability, shared with the Hawker Hunter, is probably the most firepower outside of the A-10's GAU-8 Gatling Gun.

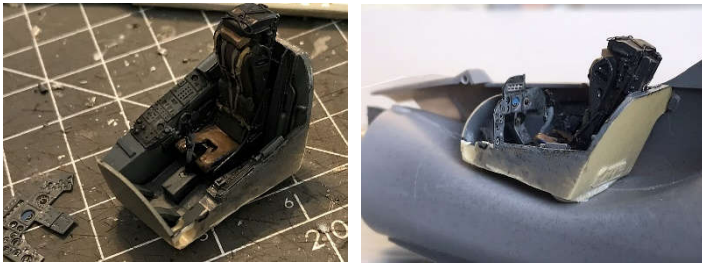
The Lightning had a limited export success being sold to Saudi Arabia and Kuwait.

The Airfix kits received very favourable reviews, being accurate in outline with fine engraved surface detail. There were a few moulding issues with warped wings to be aware of, but I haven't come across this yet (having only built the later release which featured the early wing). This version covers the F.1/F.1a/F.2 and F.3 small ventral tank and straight leading-edge wing types. The other Airfix kit covers the F.2a/F.6/F.53 large ventral tank and kinked leading-edge models. Both of the Airfix kits include a choice of nicely moulded Red Top or Firestreak missiles, a moderately-detailed cockpit

with transfers for the panels, and (strangely) almost zero detail in the main wheel wells. The Ejector seat is basic, but the kit includes a good pilot figure to cover it up! Every time I have used the (now old) transfers in these kits they have been a delight to use.

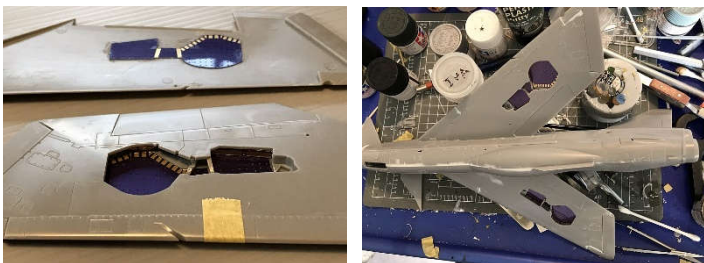
For this build I wanted something different, so I ordered the Cutting Edge set of decals which included the F.3's of 56 Squadron with their red and white chequered tails. I also got the Czech Master cockpit set which had a good resin ejector seat, an instrument set printed in black on clear plastic sheet, and an etched brass set which included the instrument surround and lots of tiny details. All state of the art in the early 2000's! To finish it off I used an Airwaves undercarriage bay set to fill in the blanks.





Construction starts with the after-market cockpit getting painted in a suitable dark grey. The ejector seat was painted black with the straps and cushions highlighted in other colours. The back of the clear film instruments was painted white, with the top of the artificial horizon picked out in blue. The was then glued to the etched brass metal section and looked quite convincing (second photo, top).

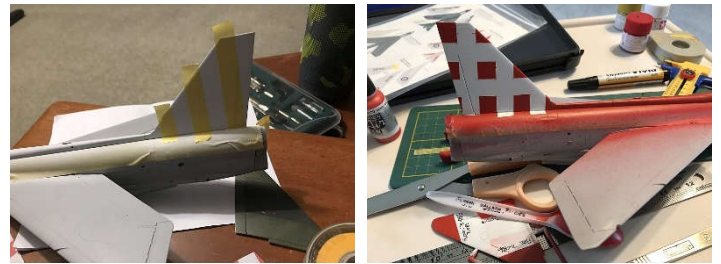
The next job is to assemble the air intake trunking and radar centre section. I have learnt from previous builds of this kit that the radar “bullet” sits too high in the



intake (which is why you won't see a frontal shot of my F.1 model!). To remedy this, the lower mount, which is effectively the sides of the nose wheel bay, needs to be filed to lower the structure in the intake. It doesn't take much but makes a big difference. I wonder if the F.2a/F.6 kits suffer from the same issue?

After assembling the fuselage, I tacked the Airwaves etched brass set for the naked undercarriage bays. This was an easy job with a set of snippers, a file, and some superglue. At that point I filled the fuselage seams with Squadron White Putty, sanded, repeated, and then re-drew the panel lines I had destroyed. The kit was then primed (Tamiya Extra fine light grey primer from a rattle can) and the spine was under-coated with Tamiya XF-2 White.

I decided to paint the chequered tail rather than using the Cutting Edge decals, how hard could it be? As it turned out, not too hard and one of my few wise decisions in life! I used a few plastic spoons going through various shades of red paint trying to match the decals, and ended up using Vallejo Ferrari Red. To create chequers you have to paint the background, and then mask and paint the top colour twice. Either that or cut and place perfectly square masks which I wasn't keen on. You can see the result of the first mask and paint in the photo below, right. The spine was painted in the same colour, so the whole thing matched.



The spine and fin were masked off and the rest of the airframe painted in Tamiya Lacquers – I wanted to try these instead of my usual Tamiya Acrylics, but I don't see any particular advantage.



I found a couple of issues while decaling – the control runs in the kit are too long for the F.3 version which I only found out when decaling. The forward part needs to be trimmed back by quite a few millimeters (about 5 from memory) otherwise it will foul the arrowhead insignia on the forward fuselage (which didn't happen on the real thing). A quick cut, glue, sand, and repaint fixed this, all while the decal soaked!



The other issue is that the Cutting Edge decals were quite thick and broke into many parts (last photo at the bottom of the preceding page). This may have been because they were so old or left soaking for too long, but the Airfix decals are even older and didn't have these problems. I persisted and used lots of Johnson's Klear varnish to try and glue them together. They're not perfect but will do for an amateur!

I used the Red Top missiles, which were a significant improvement over the earlier missiles for the F.3. Ironically, the Firebirds only displayed with Firestreaks because the metal wings on the Red Top were life-limited to 20 hours.

This was a very enjoyable build, these Airfix Lightnings have few fishhooks and are fairly simple. Apart from the radome centering, the only other advice is to make sure the wing halves are perfectly aligned before gluing (especially to present a flat gluing surface to the fuselage) and to remember to make and insert the flaps before gluing the wings together. This is the first build that I have remembered to do that and has saved some slight damage to the wing!

Next Lightning – F.2a?



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COMMITTEE NOTES DECEMBER 2020

- Discussion re incorrect Overhead Join diagram in Vector magazine – all pilots to ignore this!
- RGB being fitted with analogue altimeter
- RGC throttle friction adjusted
- Bolly props due before Christmas
- Flying Houses Nov: RGA 27 RGB 28 RGC 49
- Gary and Buzz reviewing Emergency Response plan.
- Calendars selling well
- Fire extinguishers to be relocated
- Ute signage on hold
- Stewart and Rex have installed mechanical lifter for fuel drums (**Ed**: it's a work of art!)
- WDC Security Camera plan for airfield still under consideration
- 2 headsets ordered to replace 2 loaned from Stewart Bufton.
- Open Day planning proceeding
- Discussion re Trial flights and CAA crack-down on Gliding Trial flights. Expected to have no impact on CRAC
- Discussion re replacement or refurbishment of RGA – ongoing.
- Social evening with presentations on the Club history under consideration.
- President expressed frustration over the pavers proposal as the cheap installation quote has been withdrawn.

FUEL AT FOXPINE GLEN MARTIN

Foxpine airfield NZFP near Foxton now has Avgas back. There is an Avgas tanker on the field and Dave or Shelly can assist with transport and containers for those needing Mogas.

Contact Dave or Shelly beforehand 021 481 507



CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

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www.crac.co.nz

WHATSAPP

CRAC Drop Of The Hat
CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



Interested in joining us?

E-mail secretary@crac.co.nz or use
the online application form.

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

UPCOMING EVENTS

24th January – Wings with Wheels, Oxford Strip

6th February – Healthy Bastards Bush Pilots
Championships, Omaka Airfield

13th February – RAANZ Roadshow at the CRAC
Clubhouse, 10:30 am (see article, page 11)

19th – 21st March – RAANZ Nationals at
Waipukarau.

27th March – Club Open Day at NZRT

2nd - 4th April – Yealands Classic Fighters Omaka

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

Tim Ward, Frank Barker,
Dave Mitchell, Dave McPherson,
Glenn Martin

RecWings logo by **Eric Lim**.

Printing kindly sponsored by:
Archibalds Motors Limited

*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:

Samuel Miller

Stanislav Kantsurov

Denis Cherngshov

Joran Vanderlem

Please make our new friends feel
welcome.

CONGRATULATIONS

Basil Buwulda, Adv. National

Montgomery Batchelor, Adv. Nat

Thanks to RAANZ's RecFlyer for the
information!

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
March 10th, 2021 ("ish").

Next publishing date approx. March 24th,
2021.

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

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YEALANDS

WINES

MARLBOROUGH NEW ZEALAND

CLASSIC FIGHTERS

Omaka

2021

20TH
ANNIVERSARY

TICKETS
SELLING
ONLINE

APRIL 2ND - 4TH

EASTER WEEKEND

OMAKA AERODROME, BLENHEIM, MARLBOROUGH NZ

WWW.CLASSICFIGHTERS.CO.NZ