



RECWINGS

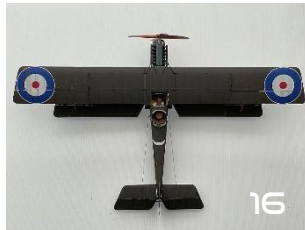
THE MAGAZINE FOR RECREATIONAL FLYERS

- LT. HUGH BLACKWELL, RFC
- LIONEL'S ONE DAY FLY-IN
- GO GO GOPREFLIGHT
- WINGNUT WINGS 1:32 R.E.8

JULY-AUGUST 2023



This page and back cover – The Vintage Aviator’s B.E.2f, a development of the B.E.2c. The ‘f’ model’s wing design was eventually used on the R.E.8. © 2023 Brian Greenwood



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RECWINGS

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

Contributions for the next edition are due by **13th September 2023**. We invite contributions from all, with editorial discretion being final.

editor@crac.co.nz

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Cover, The R.E.8 replica in the superb Omaka Aviation Heritage Centre was built by The Vintage Aviator Limited, who also built their own flying replica.

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Editor's note: *This is the magazine I always wanted to do, a tribute to a man from my hometown of Kaiapoi, Hugh Blackwell, with a tie-in to the beautiful Wingnut Wings kit of the aircraft he flew, the R.E.8.*

The Blackwell family has always been a big part of my hometown, from the original Railway Store in 1871 through to the Department Store in 1873. It's still going strong today.

They've been benefactors to the local community and have held various civic posts over the years including that of Mayor. Sadly, we lost one of my generation of Blackwells, Michael, earlier this year.

This magazine is dedicated to the Blackwell family, and all the Kiwis who followed the path to England in World War One.

<https://blackwellsdeptstore.co.nz/the-blackwell-story/>



LT. HUGH BLACKWELL

WORDS: COLIN AMODEO

In 1909, Henry Wigram of Christchurch and English novelist H. G. Wells separately promoted the concept of aerial warfare.

Wells had anticipated the bombing of New York and London by German Zeppelin airships in 'The War in the Air'.

Henry Wigram pioneered aviation in New Zealand and extolled the military advantages of an 'air force' at a time when Germany and Japan were becoming significant players in world politics. On 14 March 1914, pilot Will Scotland flew his biplane over Lancaster Park where an Australian cricket team was playing Canterbury. He came in low, scattering the players, with the crowd cheering wildly.

Above, an RE8 of No 69 (later No 3) Squadron, Australian Flying Corps, preparing to set out on a night bombing operation from Savy near Arras, 22 October 1917 © IWM E(AUS) 1178

Right, a young Henry Hugh Blackwell, taken in 1917 for the Walsh Brothers Flying School RAC Certificate. Walsh Memorial Library, the Museum of Transport and Technology.



This was a legend in the making and Hugh Blackwell wanted to be part of it.

By 1917, World War I had already dragged on for two years with infantry bogged down in trench lines.

The British War Office needed men to train for the Royal Flying Corps, even accepting applicants from the colonies into this elite group of fighting men.

To England

Hugh Blackwell transferred from the Territorial Reserves with the 13th Canterbury Infantry Company and trained at Leo and Vivian Walsh's Flying Training School at Kohimarama, Auckland, in early 1917. He embarked in the S.S. Ionic for England, joining No.1 School of Military Aeronautics at Reading in July 1917.

Posted to No.68 Training Squadron at Tadcaster in Yorkshire in August, then to No.37 Training Squadron at Scampton, he graduated as a 'Flying Officer' in late October.

Correspondence

Hugh Blackwell's letters home noted that in July 1917 he received seven shillings and sixpence [7/6] a day while training, then twenty-five shillings and ninepence [25/9] upon graduation.

En route to England in the S.S. Ionic, he had enjoyed the comforts of passenger liner travel as a privileged 'flying cadet gentleman'.

Attentive stewards mopped up after his group of high-spirited young men on their first overseas experience.

VALE Colin Amodeo

Colin Amodeo wrote this article for the Kaiapoi Advocate a few years ago. In our August 2020 exchange of e-mails he explained that he no longer had a text version but he was very happy for it to be republished.

I was sad to learn that Colin passed away on January 31st 2022. He was a very well-respected local historian, who had written many interesting features for local newspapers, and was the author of several published books including "Tracking Captain Thomas", "Uncle John Watson Resident Magistrate", "Taking the Bar: A History of Kaiapoi Port", "Pattern of the years: a history of Blackwells Department Store", and "Fire Sugar, Fire Pudding".

Blue Skies, Colin

However, his 23 June 1917 letter to his mother brought home the reality of war.

When approaching the English Channel, the Ionic had been zig-zagging as a precaution against submarine attack, with Royal Navy motor patrol boats and minesweepers, as well as two airships, hunting for the enemy.

He celebrated his 21st birthday at Reading where two hundred men and four hundred cadets went through the Military Aeronautics School each month.

Here, he had been faced with a constant barrage of theoretical and practical exercises, and a tough regimental discipline so different from the 'cruise' in the Ionic.

He graduated from Reading and was issued with 'a large leather flying coat, a pair of wool-lined thigh boots, a pair of fur-lined gloves and a lined flying helmet and goggles, approx. value £30.' [The helmet came back to Kaiapoi, now a prized family item].

With No.37 Squadron in September 1917, he practised artillery observation of the fall of shot, learned aerial photography, stunt flying, and went up to 8,000 feet finding this 'extremely cold.'

Having graduated after twenty hours solo flying and with a successful landing in an Armstrong Whitworth biplane 'with a 160 horsepower engine flying at 100 mph,' he was now a 'Flying Officer.'

After further training and experience in six-aircraft formations, in late January 1918 at Farnborough, he was 'posted to an important new job, very much "hush hush". Planes can be directed by wireless also by wireless telephone'

In March 1918, the RAF was formed, and Hugh Blackwell began night flying. Then came the real thing.

In action

In May 1918, posted to No.53 Squadron RAF and gazetted 'First Lieutenant' he was attached to '3rd Flight contact [with infantry] patrol of trench line',



Above, an aerial photograph taken by an R.E.8 reconnaissance aircraft of No 12 Squadron, Royal Flying Corps showing a British trench raid being carried out by the Durham Light Infantry near Cherisy.

© IWM Q 58653

mostly flying an 'RE8' photographing and artillery observation with a trained observer in the rear seat.

During the last-ditch efforts by the German Army to stem the Allied advance, he was near Ypres in Flanders.

On 16 June 1918, he was ambushed but escaped into cloud before landing.

Then he found the petrol tank of his RE8 aircraft had nineteen holes.

His letter to his mother two days later must have alarmed the family: 'Caught by 3 Hun fighters, 2 from the sides and 1 beneath and had 3 bursts through our petrol tank. I immediately cut the engine... and made a forced landing behind our lines.'

This was in a cornfield close to an anti-aircraft battery whose officers invited him to wait for RAF transport in their mess.

He had been frustrated after observer Burke's machine gun had kept jamming: 'If only our gun had behaved, we would have given Fritz a hot time.'

Below, A crashed R.E.8 aircraft beside a road near Boezinge, 16th August 1917.

© IWM Q 2895





Above, a Royal Aircraft Factory R.E.8 plane starting on a flight in Le Crotoy, 9 July 1918

© IWM Q 12080

Landing with the power off, he missed telegraph wires by inches, and, after examining his plane, 'found one of our main struts had been shot off at the joint... a miracle that the machine had held together in the air... somebody's prayer had been answered.'

After two weeks' leave in England in August 1918, having flown continuously for four months, he returned to No.53 Squadron as Acting Flight Commander, directing six aircraft with six pilots and six observers supported by about thirty mechanics and non-commissioned officers.

In September 1918, No.53 Squadron was stationed

Below, An air mechanic handing photographic plates to an observer in a Royal Aircraft Factory R.E.8 near Arras, 22nd February 1918

© IWM Q 11982



in the St Omer area, north-west France.

Tasked to support a massive Allied attack, Hugh Blackwell flew low above the trenches while under heavy enemy fire before moving towards the Messines Ridge.

On October 30th his R.E.8 was hit by enemy anti-aircraft fire: 'Observer's hand almost blown off, controls on one side cut away.'

After landing, he counted 25 holes, and the plane was a write off. The altimeter also came back to the family in Kaiapoi.

The squadron was at Menin in late October 1918: 'Bosch had moved back to River Scheldt' and it was clear that the war was almost over.

In the late northern autumn, the airfield was mud up to the ankles but the squadron was still expected to carry out sorties.

During the German retreat, he flew low enough to be able to wave to French civilians who responded with flags and handkerchiefs.



Above, Royal Aircraft Factory R.E.8s lined up by a roadside, near Albert, 25 March 1918, during the first Battle of Bapaume.

© IWM Q 11987

Armistice

Hugh Blackwell flew his final patrol at 8am on 11 November 1918.

Three hours later, the Armistice was signed. After celebrating in Lille, he wrote to his father the next

day that he was grateful to have survived.

He added that 'except for a vacant few, fellows took it quietly. Chaps who have done things in the war were more or less silent.'

Others who had had safe jobs and ran practically no risk, kicked up all the row.' As always.

He was posted to 'Special Flight 3 flying the latest machine with a 275 horsepower Rolls Royce engine, speed 105 mph, capable of 125 mph.'

This meant patrolling the lines from Brussels to Charleroi 'to see Hun complies with Armistice.'

Following nearly seven month's service with 53 Squadron, he was directed to the Army of Occupation in early December 1918.

Operating from the Zeppelin shed at Namur Aerodrome [now in Belgium, but part of the German Reich in World War 1] he advised the family that he was growing a RAF-style moustache.

At Cologne, in Germany proper, on Christmas Day 1918, he flew under the Rhine Bridge.

Following two weeks' leave in England in January 1919 and flying fifteen different types of aircraft, including two German machines, he was keen 'to return home to be in the forefront of New Zealand aviation.'

A victim to influenza in March 1919 and briefly hospitalised in Bonn, he was well enough to return to England in April.

Finally aboard the S.S. Ruapehu, en route to Auckland in June 1919, his thoughts turned to Henry Wigram's 'Christchurch Flying School' at Sockburn [later RNZAF Wigram] which had been established in 1916.

However, family business was to take priority and the former wartime pilot was destined, in the broadest terms, to 'fly a desk' for the next two decades.

Below , the R.E.8 is an aircraft of many parts – none of which point in the direction of flight!

© IWM Q 69323





LIONEL'S ONE DAY FLY-IN

WORDS: LIONEL GREEN

PHOTOS: VARIOUS

Nine Aircraft met at Charlie Draper's near Darfield, 0900, Friday July 7th. We couldn't use the strip as it was being grazed so landed in the paddock west of the hangar. The weather was looking perfect with a light Easterly.

We broke into 2 groups. My group was heading to the coast and Charlie's group staying east of the divide.

I headed off up the Rakaia gorge in RDY with Taylor, joined by SRT, CXC, JFA, CCE

We tracked up the Rakaia gorge over Whitcombe pass descending into Okarito for a lunch stop. Leaving East through Sealey and Terra Nova Pass into the Rangitata Gorge, and a landing at the Growler which is an uphill strip managed by DOC .

Next we flew into Mesopotamia, Lake Heron, Aerosmith top-dressing strip, Jellico, and High Peak Station before we headed home. All-in-all it was 4.7 hours and a fantastic day.

Charlie's group (ZK-SJK, JBT, WRM, and KTB) headed up the Waimakariri Gorge into Mount White, then Browning Pass-Manuka Point, with a landing at Jellico



Hut strip. They then flew to Lake Heron and tracked back along the river into Ashburton before heading home after nearly 3 hours flying in perfect conditions over the snow-covered mountains.

Everyone agreed that this ODF (*ED: One Day Fly-In*) was kept simple and safe and we supported all the pilots attending - ensuring we all had a safe and enjoyable day. We created a WhatsApp group for the day which allowed us all to share communication and photos.

On the day we used the chat frequency 133.375



whilst monitoring and making our calls on the local frequency

I have attached a selection of photos from the day.

Looking forward to the upcoming Pukaki overnight trip 5/6 August. Please if you're interested in coming book your accommodation, details to follow.





Ed: The Southern Alps seem to be riddled with strips and runways, see RecWings October 2018 and December 2019 for tales of the AOPA flights into some of the strips mentioned in Lionel's article.

The Jellico strip (**Right**) is one of the familiar ones!





Wingnut Wings 1:32 R.E.8 in the markings of
Lt. Hugh Blackwell, 53 Squadron, RAF. Flown
on operations on 15th June 1918.

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FUEL CONTAMINATION

As we take to the skies, it's essential to remember the critical role fuel plays in keeping our flights safe and smooth. Fuel contamination is a matter that affects pilots of all experience levels. It is not a matter of negligence or incompetence, but rather an ever-present concern for every aviator. It can happen to anyone, and being informed and vigilant is the best defence against its potential risks. Here are some refresher thoughts on the subject:

Pre-flight Inspections: Always conduct a thorough pre-flight inspection, which includes visually checking the fuel quantity and quality, looking for any signs of contamination, such as discoloration, water droplets, or particles in the fuel.

Drain Sampling: Regularly drain the fuel sumps and gascolators as part of your pre-flight routine. This helps to detect any potential contaminants that might have settled at the bottom of the tank. Water is heavier than fuel and tends to settle at the bottom, so a simple 'clear and bright' fuel test helps to detect any potential water contamination.

Fuel Filters: Ensure your fuel filters are clean and in good working condition and cleaned or replaced regularly. Filters act as the last line of defence against contaminants reaching the engine.

Recognize the Signs: Educate yourself about the tell-tale signs of fuel contamination, such as unusual smells, discoloration, water, or particles in the fuel.

Proper Fuel Handling: When refuelling, be attentive. Avoid introducing contaminants into the fuel system, such as dirt, water, or debris. Use clean, approved fuel containers and secure fuel caps tightly.

Fuel Source Reliability: Whenever possible, use reputable fuel sources. Reporting potential issues can help ensure the safety of all pilots and aircraft using that fuel source.

Monitor Engine Performance: Watch for unusual engine behaviour in flight and remain attentive to engine performance. If you notice any unusual behaviour like fluctuating engine RPM or abnormal sounds, consider the possibility of fuel contamination and take immediate action.

Encourage a Safety Culture: We can all play a part in fostering a safety culture within our aviation community. Share knowledge and experiences with fellow aviators, and don't hesitate to report any incidents or potential fuel contamination issues. Fuel contamination is a serious issue that demands our utmost attention, regardless of our experience level. By staying vigilant and following proper procedures, we can minimize the risks associated with this potential hazard. By keeping fuel contamination awareness at the forefront of our minds, we collectively enhance the safety of flying for us all.

CRAC Safety Officers:

Stew Bufton Ph: 021 260 2142
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.

Safety Tips

In Fuel Handling and Storage

Improper handling and storage of fuel can have serious consequences including potential health problems, contamination of the environment and damage to property. Here are some safety tips you can follow to avoid accidents and damage resulting from poor fuel handling and storage practices.



Only use petrol as a fuel, never as cleaning solvent or fire-starter



Any materials used in cleaning leakage must be disposed properly



Place safety signage or warnings signs where fuel is stored



Keep petrol away from eyes and skin



Keep fuel away from ignition sources



Never use petrol to wash your hands



Avoid prolonged exposure to fuel vapour



Never overfill the fuel tank



Store fuel using an appropriate storage tank



Properly label storage tanks by the product they contain



Keep approved fire extinguishers close to fuel storage



Always have a clear access route to the fuel storage area



Clean up any fuel leakage immediately



Provide training to all personnel handling the petrol products

For a comprehensive guideline of safety requirements on fuel handling and storage, contact your local government or standards body.

dte | Group

www.dtegroup.com.au

Pukaki

August 5th/6th

Weather dependent
alternative:
Kaikoura



Make sure you have accommodation
arrangements made!

Our third attempt to get to Pukaki! Meet Rangiora 08:00
Saturday for briefing at 08:30. If anyone has a seat available
or wants a seat, please advise club captain Ryan Humphreys
on 021 060 0379.



On Airport Accommodation

1. Pukaki Air Lodge
021 424 5733 Mary

bookings@pukakiairlodge.co.nz

A heads-up for anyone booking
Pukaki.

- You will need to phone or
email. Bookings are closed
online until August now for the
off-season, but they will take
aviators over June-July.

2. Sky Suites Pukaki

021 687 907

stay@skysuites.co.nz

Off Airport Accommodation

1. Lake Ruataniwha Holiday Park
03 435 0613

Holidaypark2000@xtra.co.nz

There is a car available at Pukaki.
There is Avgas on the field and
some fuel jugs available.

CELEBRATING OUR SUCCESSES



Left, Anthony Knowles passed his Intermediate Flight Test under
Glenn Martin's Instruction on the 5th of June.

Below, Taylor Green passed his Advanced National Certificate on
July 1st with CFI Glenn Martin. Taylor had converted from
Tecnavs to a Savannah under the tutelage of his father, Club
Instructor Lionel Green.

Congratulations to you both, and all
CRAC Members achieving new goals!

All celebratory accomplishments to
editor@crac.co.nz please.





WINGNUT WINGS 1:32 R.E.8 'HARRY TATE' BRIAN GREENWOOD

This was always the Wingnut Wings kit I wanted to make – an R.E.8 in the markings of one flown by Lt. Henry Hugh (Hugh) Blackwell. Two problems stood in the way – the kit was sold out in 2014, and how to find markings relevant to one particular pilot?

Wingnut Wings solved the first problem, they released a “Duellists” set containing a Halberstadt Cl.II and an R.E.8 in late 1918. As for the second, I asked a lot of internet forums and help from local organisations. The first option was the aircraft C2558 which, I believe, is the aircraft he was flying on October 30th, 1918, when his Observer's hand was badly injured and the aircraft controls damaged. Fortunately, a gentleman on the Wings over New Zealand forum provided a nice option which was associated with a somewhat more successful mission based on one of Hugh Blackwell's diary entries – D4811.

The Squadron diary records a flight on the 15th of June 1918 as “15/06/1918 RE8 D4811 53Sq Attacked by 3 EA and shot through during bombing Kimmel. Lt HH Blackwell Ok/Prob DC Burke Ok.”.

D4811 was the first of a batch of 75 R.E.8's built by Napier and Sons. It was taken on charge in February

1918, shipped to France in March, and assembled at 1 ASD (Aircraft Service Depot?) based at St Omer. It was issued to 53 Squadron in April 1918. After the 15th of June it was transferred to 1AD and components were used to build a new aircraft which with the serial F5909.

Given that it was a bombing raid, I had the excuse of modelling a bomb load, although I doubt if it had the 112lb and eight 20lb bombs!

Starting with the cockpits and internals, the R.E.8 had a lot of wooden structure and parts to emulate. I used the standard Wingnut recommended method of a coat of Tamiya XF-59 “Desert Yellow”, followed by a gloss varnish and then streaks of various brown/olive artist's oil colours. The trick with these is to place a blob on to a



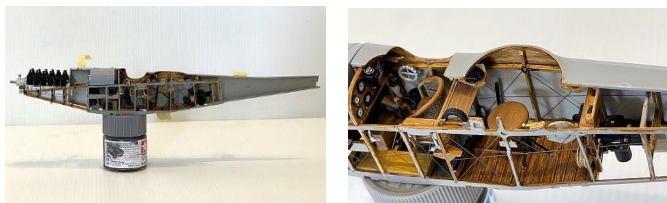
Hugh Blackwell's diary entry 16/6/1918 – refers to the events of the 15th:

Very cloudy. Our patrol not until evening but at 2.30 had to go bombing. Had a scrap with three Fokkers at 10,000 ft over Dickebusch. Our gun jammed and petrol tank holed so had to land near Pop. Rang up squadron from AA mess and arrived back in camp at 10 pm. Dined and then to bed. Dead tired.



sheet of corrugated card (an old carton is perfect) a couple of hours before using it. That lets some of the oil leach out and they're a bit easier to paint. These need to dry for at least 24 hours, preferably a few days.

The insides become a work of art (at least by my own humble efforts) so I always delay closing the kit up!



However it needs to be done, since the upper surface colours need to be painted at the same time as the wings.

I start with the lower wings, using a base coat of XF-55 to represent the clear-doped linen. Then 1mm masking tape is applied to the wing ribs before they are high-lighted with a suitable black or brown. Before this was given a filter coat (light, semi-see through!) of XF-55 again, I masked and painted a couple of white rings under the top wings which

represented the light shining through the white of the top roundels. It's a thing on the real aircraft! The undersides were complete after the filter coat.



The upper wings were given a similar treatment, this includes all horizontal control surfaces and the fixed portion of the rudder as well.



Talking of the rudder, I painted the blue/white/red stripes instead of using the kit's transfers. After decaling and matt varnish I used Tamiya weathering powders and 1mm masking tape to highlight the ribs, and muddy the lowest bit.

I couldn't find any suitable transfers for the serial so I used my cricut to cut a vinyl mask. The serial was sprayed white and I spent ages painting the inside black, using a fine brush. I revisited this several times until I got something which wasn't utterly 'orrible! It was the best I could do, anyway.

Assembly to the point of mounting the top wing was easy, although I kept splitting the fuselage between the cockpits, and I knocked the wooden framed engine mount off during handling.

Why the R.E.8?

Always the butt of Biggles's jokes, the 'poor old' R.E.8 was seen lumbering over the trenches waiting to be shot down by AA fire or enemy fighters. However, it performed a critical role – apart from the early months, World War One was an Infantry and Artillery war (at least in Northern France).

To gain ground, the PBI (Poor Bloody Infantry) had to go 'over the top' and advance on, and hopefully capture, enemy trenches. This advance was to be preceded by a "creeping artillery barrage" which, in theory at least, destroyed the barbed wire in no-man's land, then advanced through the enemy trenches and machine-gun posts to the artillery at the rear.

The two-seater observation aircraft of both sides were used to spot the fall of the artillery and radio back corrections. The more efficient the artillery was, the fewer the losses on the ground. The role of the observation aircraft was hugely critical, which is why single seat fighters were invented to try to shoot them down.

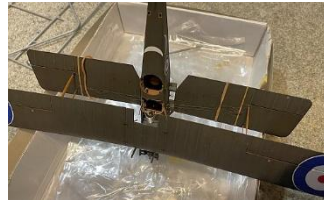
This is your editor's understanding and interpretation of facts, talk to an historian for the real deal! And then talk to two more for three more opinions.



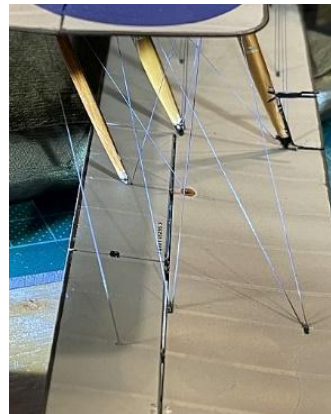
Re-attaching it caused problems later on...

The model was decalced before final assembly, the 53 Squadron crescents were from an expensive but beautiful Pheon decal sheet which had the markings of the only 53 squadron R.E.8 I can find, a crashed aircraft which is also shown on the Wingnut Wings site. This aircraft had an RFC/RAF style roundel painted on the wheel hub but I had no information on D4811 being marked the same. After decaling, the components were sprayed with my favourite Vallejo Matt varnish. Rigging holes were drilled out slightly.

Final assembly was marred by my aged sausage fingers struggling with the top wing (never had that problem with a Wingnut before) and I ended up breaking one of the cabane struts from the fuselage to the top wing. Words were said, cats were scolded, let us not talk of this again. Hopefully I have hidden the clumsy repair in the photos!



The final step is rigging it with fine EZ Line black elastic thread. This is just a matter of patience, reference photos, and following the instructions.



Next step was details such as the gun mount, bombs, odd exhausts, propeller, and weathering. The bomb load was an absolute joy although I tried hand-painting the rings on the smaller 20lb bombs instead of using the decals.

The propeller wood effect had turned out well except it was far too orange. If only I had some transparent darkening paint – break out the spray gun and the Tamiya XF-19 Smoke colour. The photo below shows three blades after this treatment and one yet to do.

The gun mount is a kit in its own right. Beautiful.



I was going to have the lower cowling removable but my previous damage to the engine mounts meant that I had to glue it on to straighten out my repairs.

The real aircraft is covered in oil leaks around the main side cowling which I have started to replicate. These still need tidying, and I might return to this at some point.

As with all Wingnut Wings kits, this model is an utter joy to build. It reminds me why I miss this now - defunct company so much. They're still available, from time to time, on the online auction sites – for an inflated amount which shows how much they're respected. I've heard of a Gotha G.IV (admittedly a massive kit) on e-bay going for \$1100 – U.S.!

The good news is that some of the ex-Wingnut

employees are working for a new Kiwi company called Kotare Models. Their first release, a 1:32 Scale Spitfire Mark 1a (Mid), matches or exceeds the Wingnut Wing's standard.

I'm not sure if I have truly replicated Hugh Blackwell's D4811 – there are at least three options of lower cowling and carburetors, I suspect that the Napier & Sons-built aircraft may have had the later squarer type as shown on page 7. It wouldn't be too hard to change if further evidence comes to light.

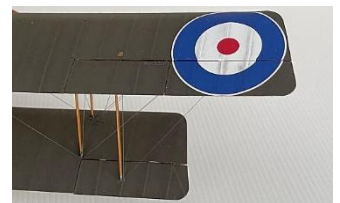
I wanted to make this my best kit ever, but a couple of mistakes have left that crown with the Wingnut DH9 of a couple of years ago. Nonetheless, I am very pleased with this and it looks truly wonderful in all of its ungainly glory. It took me two years from start to finish, with plenty of breaks for research and other projects.

A fine tribute to an important local man, and his family.

Who's 'Arry Tate?

The R.E.8 was designed by the Royal Aircraft Factory of Farnborough to replace the obsolete B.E.2 series of aircraft. The "R.E." designation stood for "Reconnaissance Experimental".

It was soon nicknamed the 'Arry Tate after a music hall comedian, Harry Tate.



Eyrewell 797 Downs Road



Pilots, Collectors or Home Based Business

Enjoying direct access to the 6 runway vectors of Forest Field Airfield (NZFF) is this exceptional 4ha property comprising an executive style 4 bedroom home, aircraft hangar, a 5 bay garage and workshop, a 2 bay high stud shed, with an adjoining self contained flat. Total garaging for more than 10 vehicles plus a 15m x 15m hangar! The 2010 home features 4 bedrooms, 2 bathrooms, office and 3 living areas and double garaging. Features include passive solar underfloor heating, a heat transfer system, log-burner with wetback, two heat-pumps and gas and electric water heating, radiant heaters over the patio, built in vacuum, under-tile heating in the bathrooms and butler's pantry.

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Maurice Newell
 M 027 240 1718



Hamish Anderson
 M 027 678 8888

STOL TRIAL DAY BRIAN GREENWOOD

The STOL Group (A.K.A. The STOL squadron, Stew's crew, etc!) hosted a trial day for club members on July 22nd.

The weather looked miserable, but I was pleasantly surprised by the number of attendees. I was lucky enough to be invited to ride along with Chris Pennell in his syndicate's Zenith 701, ZK-JRT.

We headed down to the beach north of the Ashley River mouth, Chris carefully watching his drift and for other signs of the wind direction.

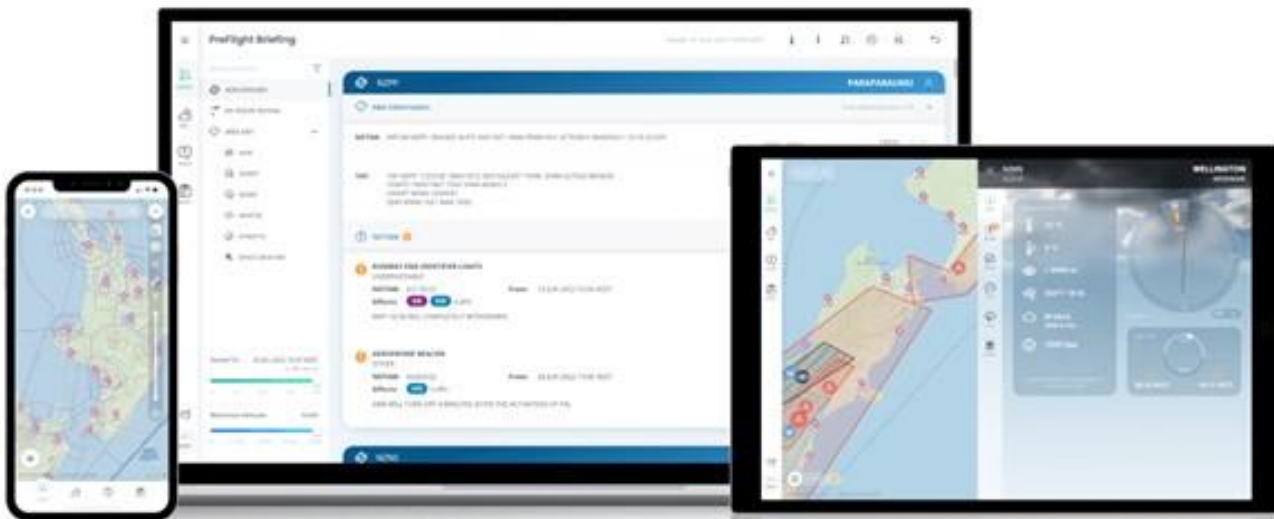
We did a couple of landings to the south (it was a very cold southerly day!) and headed back to

Rangiora. I was so enjoying being chauffeured that I failed to take any photos. Sometimes you just have to enjoy the moment.

Thanks, Chris, I really enjoyed the experience.

The Social Committee (Ryan and Nigel, and others) had put on a BBQ by the time we got back. The weather had deteriorated to a nasty cold rain, amazingly it was one of our better attended BBQ's!

Thanks a heap to all those who worked to make this, and all of our recent social events, a thoroughly positive and safe experience.



GO GO GOPREFLIGHT GLENN MARTIN

GoPreflight (gopreflight.co.nz) is the new recommended method of checking Aviation flight information. However, it is not a flight planning App like Av-Plan or OZ runways. GoPreflight integrates into the more advanced App or can be accessed directly.

GoPreflight is produced by Metservice and Aeropath.

Metservice Aviation weather, includes many useful things not included with your favourite weather App such as Turbulence maps, Mountain waves, winds aloft and freezing levels and significant Aviation related weather warnings. These are now far more graphical and easier to understand.

The website includes all the Information and services we have been used to with IFIS and IFIS mobile in a clearer and friendlier format.

These include NOTAMS, ATIS, METAR TAF - you can file flight plans SAR watches and terminate them.

The Briefing section is much better, choose an area where you intend to fly and a full briefing of everything in that area is produced.

The basic version is very useful, but for some hard currency you can access additional features like UTC to NZ time conversions.

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TAIL DRAGGER TRAINING



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Below, Blackwell's Department Store, Kaiapoi. This pre-Earthquake view relates to the Hugh Blackwell story on page 2.



COMMITTEE NOTES JUNE-JULY 2023

- Club aircraft now banned from Waiho Loop and Martins Bay due to conditions at the airfield
- Club Instructors allowed 1 hour every 6 months to practice wing drop stalls etc
- Low approach reported however it was a Forced Landing without power practice under instruction.
- Club Annual Safety Audit underway
- Cleaner contractor payment increased
- Social Club events planned – STOL Group, Hanmer Fly-in, Pukaki, Bombing comp, etc
- Discussion regarding the appropriateness of Joining Fee
- Higher quality woven flight badges produced
- Youth Engagement – one Youth Scholarship approved, further details to be decided
- Formalised and approved association with the Air Training Corp
- New headsets approved for club aircraft
- RGE rate increased to \$170/hr from August 1st, RGA and RGC to stay at \$150/hr
- Instructors Ground Tuition fees increased to \$40 per session (\$60 for Cross Country and Flight Tests)
- Standard Operating Procedure being written for Fuel Trailer.
- EFTPOS terminal for club house under consideration
- Aircraft Garmin InReach positioning changed from 2 to 10 minute intervals to save \$2000pa
- A high level discussion on the club having facilities on the developing south side of the airfield
- Mike Glen to take over CRAC Rap
- Instructors' Meetings minutes tabled
- Club Savannah Build – agreed to put it out for Club Members to Tender, with a minimum acceptable amount being the cost of the project so far.
- Discussion re fuel contamination, fuel colour testing in progress. Fuel deliveries are not to the trailer, with the drums being filled from that. New pump, when delivered, will allow direct to aircraft fuelling.



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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

August 5/6 - Pukaki Fly-away v3
August 26 - Bombing +BBQ
September 2 - Forest Field BBQ
September 29 - Blenheim Fizzy Friday
October 7 - Precision Landing/BBQ
October 21 - Nelson Lakes
November 11 - Okarito
November 25 - Poker Run/BBQ
December 2 - XMAS Dinner

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.

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

CONTRIBUTIONS AND ATTRIBUTIONS

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RecWings logo by Eric Lim

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
13th September, 2023

Next publishing date approximately
September 30th, 2023

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