

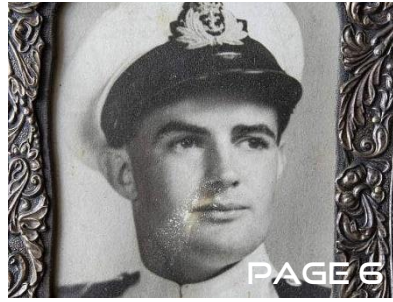
# REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- BANTAM FLIGHT
- STILL FLYING AT 100!
- TAIL WHEELING
- CADILLAC OF THE SKIES

JANUARY-FEBRUARY 2022



## RECWINGS

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

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

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

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*Cover, Stephen Dyer with Steven Mowat on board brings the Dyer family's Rans S6 MLD ("My Little Darling") in for a wheeler in gusty conditions, January 2022.*

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## BANTAM FLIGHT

PHOTOS AND STORY: ROY WADDINGHAM

The reality of telling Wayne that I would fly home his shiny new Bantam came to be on December 12.

We drove down to Balclutha on the Saturday to check the machine out. Mostly good but, there were a few things to address before we flew it. First one was that the right rudder had little to no effect on the ground. It's hard to see how the previous owner found this acceptable.

We carried out a quick temporary repair with zip ties. Second issue was the melted fabric below the exhaust. We got a few nuts and bolts from the local Warehouse aviation supply shop and lifted the exhaust around 25mm.

I then gave the Bantam a quick test fly of 3 circuits. Seems I do remember how to fly one.

After that we rigged up a clever inflight fueling system that consisted of a fuel bladder draining down into the fuel tank. This was controlled by a brake line pinch off tool, which meant I had plenty of range to go direct to Oamaru even if I got a stiff head wind or even a light one. With a 50-knot cruise you can't be too careful.

Sunday morning came around with a chilly 4

degrees and the slight tail wind I ordered arrived.

7.45 am I pushed the throttle and I was rocketing away from Balclutha. (Not rocketing)

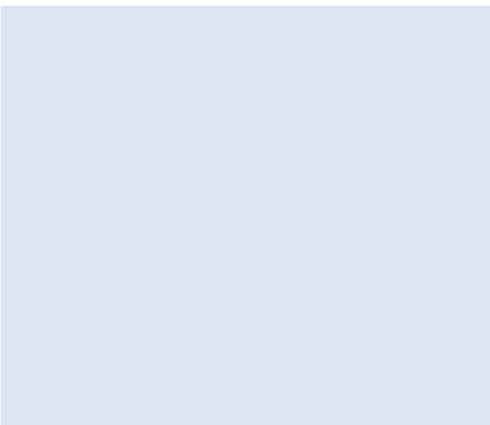
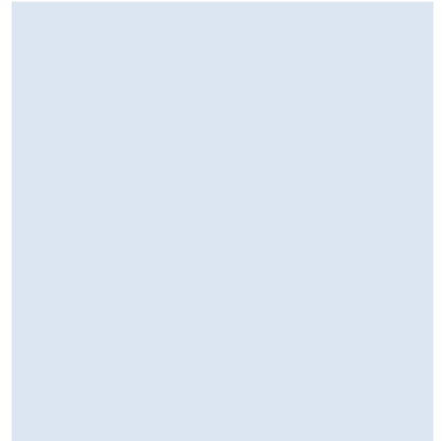
All was well until I am going past Dunedin. First thoughts were "I wish I had more clothes on" shortly followed by "I wish I hadn't had that cup of coffee". Still an hour to Oamaru.



This was really starting to be a problem if I wanted to avoid my bladder to exploding. 20 long minutes were spent looking around for the ubiquitous top-dressing strip but today I never saw one.

20 miles south of Oamaru the situation was dire. I had the choice of a deserted road or a newly mown paddock I found. I went for the paddock.

By the time I had stopped and got out of my straps etc. there were 3 cars stopped watching me, but I



was in no position to care. It is nice that they probably just stopped to make sure I was ok. I gave them a thumbs up and two of them drove away.

Now that I was OK I pushed the throttle forward and had a very pleasant trip to Oamaru. It was now a little warmer, so I decided that I was starting to really enjoy my flight.

The ground support crew of Wayne Genet and Paul Godfrey arrived at Oamaru with breakfast so after the Bantam and myself were refueled I was off to NZRI at near light speed. (It does have a Warp drive prop).

It ended up being a race to *Rangitata Island* against the rain and mist. When I touched down the rain was getting unpleasant. I was fairly sure that this was the end of the road for today.



But no. An hour later the weather was playing the game again.

Off to Ashburton for a quick refuel and then on to the final leg to Rangiora.

This ended up being a great adventure and a lot of fun but makes you appreciate how the technology has moved on. Some examples are: having brakes. A heater. A functioning elevator trim. A radio that is not out of reach





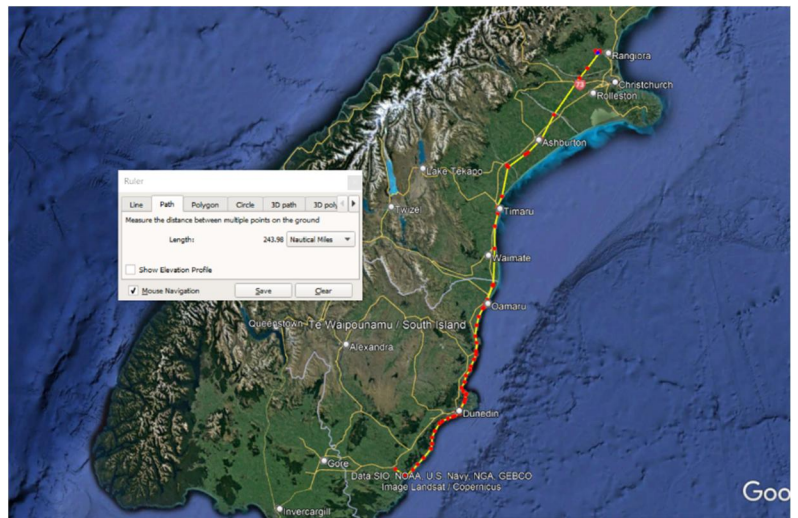
Above, the support crew, proud new owner **Wayne Genet** on the left, and the redoubtable **Paul Godfrey**.

and hear.

I know Wayne will be able to address these things in time. (Maybe not the heater but it will be summer sometime soon)

I'm sure Wayne will have a ton of fun in his new Bantam.

Roy



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## STILL FLYING AT 100 YEARS!

CHRIS PENNELL

Derek Morten was a Corsair fighter pilot of the Second World War who visited CRAC on Saturday 15 January, with his wingman friend Frank Morgan.

On arrival at the airfield and after a salute and introduction by our very own navy pilot club member Frank Barker we enjoyed egg sandwiches with

morning tea while listening to Derek recall naval experiences.

Conversations ranged from the battle of Midway, the Coral Sea and the sinking of the Tirpitz. His knowledge and recall of British and American aircraft carriers challenged even our own Captain Barker's memory.

*Below, Frank Morgan, Derek Morten, Frank Barker, and Graeme Main*



Club members were keen to learn of his experiences and how he managed to join the Fleet Air Arm. Derek did not want to go on foot to war but was keen to do his bit in the air as a pilot. There had been a few aircraft accidents in training at Wigram and his dad would not sign his release papers to be a pilot – however, with a bit of deception, he managed to get his dad to sign for the navy not realising it had an air arm. Here was his chance of overseas travel.

Derek started his basic training in England and became a member of the newly formed 1841 Corsair squadron comprised of British, Canadian and New Zealand pilots. He learnt to fly in a number of single engine planes from Stearmans, Harvards and the horrible but steady Brewster Buffalo.



*Above,, Brewster Buffalo (Photo U.S. Naval History)  
Below, Chance Vought F4U Corsair (Photo Heritage Command)*



After a course at St Vincent air base at Gosport in South England, Morten’s draft embarked on the Queen Mary for more training in the United States. Based at the US naval air base at Grosse Ile, Michigan, he arrived in December 1942 coinciding with his 21st birthday.

Training continued in Miami and Maine, where he had his first flight in the US-built Corsair fighter, designed for landing on aircraft carriers.

He became a member of the newly formed 1841 Corsair squadron of British, Canadian and New Zealand pilots. The squadron consisting of 18 Corsairs was posted to active service on the Royal Navy’s HMS Formidable in June 1944.

Morten’s first combat flight was in July accompanying bombers targeting the German battleship Tirpitz, hiding out in the fjords of northern Norway. He was flight leader on his first operation.

Aircraft from his squadron were kept constantly in the air above the British fleet at Scapa Flow, Orkney Islands, on anti-submarine patrols.

The Formidable then headed for Australia to join the Pacific Fleet. On a routine operation on August 10 north of Tokyo, his Corsair was hit by anti-aircraft fire, so he headed out to sea rather than becoming a Japanese prisoner of war. Very luckily, he was rescued by an American sub after 5 hrs in his dinghy.

Although we were keen to hear more discussions these had to be cut short as Derek and Frank were keen for a flight.



*Boarding proceeded and it’s the first time I’ve seen the Captain B on his knees. “It must be a navy thing.”*





*Above, Frank Morgan with Roy after his inaugural flight. He is very keen to come back and have another flight*

We managed to get Derek into the small 701 cockpit.

Meanwhile first-time flyer Frank is being briefed by our Roy for a trip in his Tecnam. Roy had kindly offered to be our back up man if Derek was unable to cope with the constraints of the 701 cockpit.



With our man of the moment tucked into NVY it was off to the beach and just when I thought there would be no possibility of more photos who should be landing but a smiling Vanessa in MYN.

I managed to force my way into her passenger seat getting rid of powder puffs, perfume bottles plus hand-bag that most women seem to require! I didn't even need a sedative to steady the nerves before we were off chasing NVY hoping for a few aerial shots!



Well done Vanessa some cool flying!



*Stephen Dyer in his family's Rans S6 ZK-MLD. This aircraft was built by his father, the late Peter Dyer, and registered in honour of Peter's wife (MLD).  
© 2022 Brian Greenwood*



Frank and Derek managed a beach landing north of the Ashley.

A successful day by all involved especially Derek, an inspiration to us all.

Thanks also to Frank, Roy, and Vanessa for their piloting skills and lastly a big thank you to Nicki Meikle for making this event happen.

**Chris Pennell**



## LOOKING FOR KR AIRCRAFT STORIES AND PICTURES

SCOTT JAMES

2002 is the 50<sup>th</sup> Anniversary of the KR Aircraft.

Given the impact of the KR design on aircraft construction it seems appropriate that it gets extensive coverage in the 50<sup>th</sup> year since its production.

If anyone has stories or pictures that they would like to contribute for a future issue, please e-mail [audit@raanz.co.nz](mailto:audit@raanz.co.nz)

*(Originally published in RAANZ's RecPilot)*



## TAIL WHEELING

BRIAN GREENWOOD

After a few club-room chats I decided to have a go at getting my tail wheel rating. From the little I understand (only about 15% sinks in these days) those who survive the process generally end up being better pilots – and that would not do me any harm.

Naturally I watched a lot of online videos, there's plenty of scare factor there if you're after it – the number of times I have seen that Stearman ground-looping...!

These are my first impressions after ONE lesson – do not take this as instruction, advice, or even common sense.

We're incredibly lucky to have some well-skilled and rated instructors and an aircraft sometimes available for tail-wheel training – in my case I was able to cadge a lift on the near-new Karatoo, ZK-KTW.

Scott James provided the Instruction. First impressions of KTW – she's a bit bigger and more comfortable than the Rans or Tecnams, and beautifully finished. Every seam is perfect and, with only 200 hours on it, everything is tidy and clean. The view over the nose is very good compared to other tail-wheel aircraft I have been in.

After the pre-flight and start up, the first order is taxiing practice. Having the tailwheel on a long arm behind the C of G means that you have to be aware that it will swing out some way behind your position – potentially hitting any ground obstacles carelessly left in the way (marker boards, small orphanages, etc). Taxiing requires a different path to tricycle aircraft.

Turning left seemed easy, but for some reason I had trouble turning right at first – sometimes a trickle of



power helped in that direction, and next time I will definitely take a child booster seat for me!

One thing I'd never really thought about, a tail-wheel aircraft is already pointing in the correct direction to take off. In this case there is no requirement to rotate, just fly the aircraft off the ground. I have seen other tail-wheel aircraft lift the tail during the take-off run and rotate so I guess the aircraft, environment, and pilot preference dictate this.

Once in the air there is no discernible difference to a tricycle undercarriage aircraft, but KTW with her 100hp Rotax is utterly charming to fly. Even two up she wanted to keep climbing, I had trouble trimming her to straight and level. Maybe it was something to do with not having flown for.... quite some time.

Landings were fun (truly) and three-pointing it seems naturally easy. Keeping it straight on the roll out, however... let's just say I was super

pleased to have Scott on board (no accusations of "ballast" here!). That damned tail is like a dance partner who always wants to lead.

I was reactive and the nose wandered left and right. It reminded me of kids in the 1960s, learning to ride a bike - wobbling all over the place and yelling "don't let go, Dad!". Dad, in the meantime, had let go and was leaning on the shed quietly lighting a roll-up.

Thankfully our instructors don't smoke and don't let go so easily.

We did the best part of an hour and it was thoroughly enjoyable. I can see that I could probably get there, with a lot of patience and training, and it's definitely going to improve my skills along the way.

I'd absolutely encourage anyone who would like a new challenge and learn new skills to give it a go.

## HANGAR FOR SALE

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Image © Gerald Lindberg

## CADILLAC OF THE SKIES

CHRIS DYER

REPRINTED FROM THE CRAC MAGAZINE, MAY 2015

As our editor asked for hanger chat stories, I thought this might be of interest.

An article in a recent British flying magazine stated that Sir Tim Wallis imported and owned the first privately owned WW11 fighter in NZ. His silver TAF registered P-51D. That's wrong.

No discredit to Sir Tim's achievement but before him the one I personally sat on an apple box in the back of was flying in the 1960's. ZK CCG. (You'll find it in Wikipedia.)

Dad had a mate Ron Fechny, an ex-Territorial Air Force pilot who flew Mustangs in the 50's from Wigram - and owned a farm called Omaha (as in Sword Juno Utah and Gold) in Aylesbury.

Dad kept his Percival Proctor under a Macrocarpa on the farm in the 60's.

In behind the huge doors on the shearing shed/barn were Ron's Cessna 180 and his Auster and a goddam flying P-51D Mustang. All white with MOBIL written on the side. Pure Heaven for a passionate 9 year old (me) to clamber over.

How it came about was because Ron learnt of his TAF squadron's Mustangs being scrapped and managed to purchase one on its wheels and intact except the wings had been cut off outboard of the undercarriage. He bought it off the guvint for 75 pounds and

trucked to the farm with the intent of taxiing it around for nostalgia. Now Ron had a mate John Macdonald who flew DC3's and Hawker Siddeleys for Mount Cook and knew of an undamaged P51D wing at Whenuapai.

He and Ron 'acquired it' and without any Duct tape in those days managed to join the two, get a CAA sign off and sponsorship from Mobil. All that was needed on the huge Omaha sheep farm was a Taranaki gate and the men were in business.

Two cool stories.

First one:

Dad had another chum Les Lamb with a Miles Messenger who would fly to Omaha from his farm in Balcairn. He and Dad would formate in their two warbirds (Proctor and Messenger) and Ron would beat us up in the Mustang so close you could hear the Merlin over the Gypsies.

Second one:

About three kilometres from the Omaha homestead (downwind) was an offal pit where the dead sheep got biffed in. Around the offal pit were rat holes. Ron's son Brian would take me and my brothers down there armed with baseball bats, golf clubs and a Jack Russell who started the excursions black and white but waddled home red with rat blood and a very happy grin. Just like we boys with rat blood and burnt

skin and satiated as only boys who've indulged mayhem can be.

Well we'd be walking the paddocks home facing a setting sun after a nor'wester petered out and drifting through the stillness came the coughing bark of a Merlin Beast starting up. Brian said "Run" knowing that Ron was warming the mighty Mustang up in preparation for the next day's flying. The formula was it was chocked at the mains and had a stop around the tailwheel attached to a fence post.

We boys, following Brian's lead, would sprint through the sheep pens with the Jack Russell leading the way.

Brian showed us how to dig our toes into the turf like rugby locks and lean forward in the propwash about 15 m back in a press up position. Ron could see us in his rear view and he'd give the Merlin full bore for a couple of minutes. We boys could lift our arms out and actually fly the propwash using our palms as ailerons. We got hammered by avgas fumes, incredible decibels and of course it dried the blood nicely.

**Chris Dyer**

ZK-CCG was sold to a new owner in the USA in April 1974, where it flies as "Cripes a Mighty 3<sup>rd</sup>!".



ZK-CCG being stripped of paint after arrival in the USA.

Both of these images of the 'Mobil Mustang' are printed with the kind permission of **Gerald Lindberg**, who's photography site, <http://www.geraldindberg.com> has an excellent history of this aircraft.

## CELEBRATING OUR SUCCESSES



*Left, Matt Clark completed his Intermediate Certificate under Dave Mitchell's instruction on January 20<sup>th</sup>.*



## TAMIYA 1/48 F-51D MUSTANG

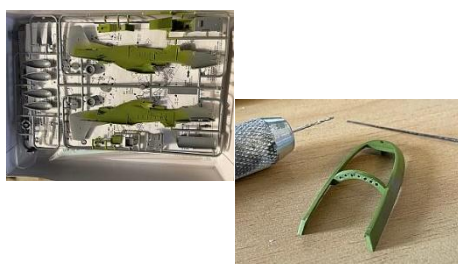
BRIAN GREENWOOD

I don't have enough American or Kiwi aircraft in my collection, so the excuse to kill two birds with one stone was not to be missed. The release of Kiwi brand Ventura's "Mobil Mustang" decals in 1/48 precipitated this.

Ventura produce world class decals and reference books, most with a New Zealand connection. These sell via Trademe. The Proprietor, Malcolm Laird, was also the decal designer for the late-lamented Wingnut Wings.

The Tamiya brand is also synonymous with quality, with all but the earliest of kits being paragons of design and fit. This is the Korean-war boxing of their almost perfect P-51D. Crucially, for us RNZAF modellers, this version included the square tipped propeller blades we require.

Tamiya are the original "shake 'n' bake" models because they go together so well. I stated by painting the cockpit walls with the recommended mix for interior green. I'm not totally convinced of the colour but it was during lock down and all I had.



The only interior modifications I made were to drill out the curved canopy brace which sits behind the pilot, and to replace the radio and fuel tank in the back of the cockpit with a plywood floor. After Chris Dyer's comment about an apple box I am tempted to place one in there – if I can figure out how to make one in 1/48<sup>th</sup>!

I used the Tamiya decal for the instrument panel, and hand-painted the sidewall panels, referring to the instructions and online photos.

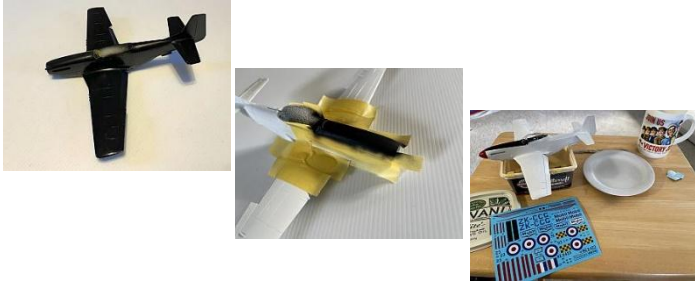
The wings were a different story – the Tamiya kit's only real fault is that the rear wall of the wheel well is incorrect in that it should be exposed back to the rear spar instead of an angled wall. I decided to Dremel it out and replace it with plastic card (some from a margarine pottle!). Sadly, I painted mine in aluminium instead of the correct zinc chromate primer.



I also filled the cartridge ejection chutes under the wing with Squadron White Putty, and rounded off the gun ports to represent the covers.

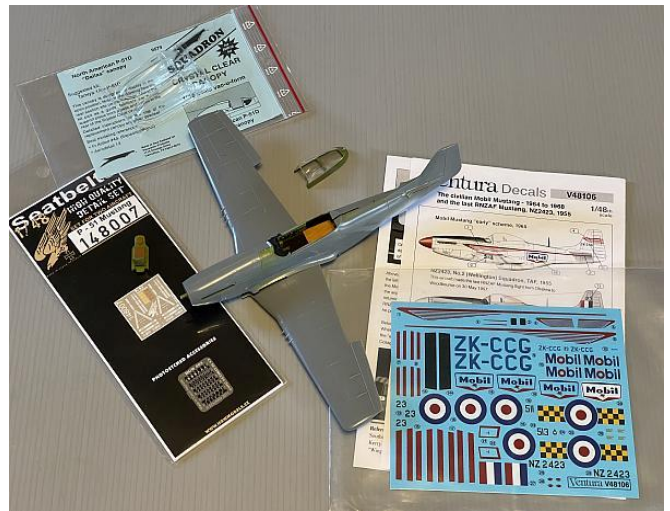


Once the wings and fuselage were together there was minimal preparation required for painting. I primed the airframe with Tamiya gloss black, and then painted it with a bottle of Tamiya gloss white that I'd bought from Pegasus Cycles in New Brighton sometime in the 1980's! It did take quite a lot of stirring...



The decals were a delight to apply and really makes the model come alive. After that it received a coat of Johnson's Klear floor polish in an attempt to knock back the gloss a little (failed!) and protect the decals. I chose the early of the 'Mobil' schemes on the decal sheet.

Weathering was kept to a minimum as the original aircraft was always pristine – just a faint smudge of



exhaust and some grey panel wash around the engine. Inner undercarriage doors and flaps were installed in the sagged position which only happens sometime after shutdown. Most of the photos of CCG show it with the inner doors up, as if the engine had only recently been shut down.

All-in-all a very enjoyable build, and a tribute to the Kiwis who flew and operated this beautiful aircraft. This one's dedicated to Chris.



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## COMMITTEE NOTES DECEMBER 2021

- Vanessa has resigned from Tuck shop. Letter of thanks to be sent.
- Liz Anderson will take over Tuck Shop on a casual basis – committee asked to help wash sheets and towels.
- Christmas function very well received – only 49 attended and 6 to be contacted about payment. Only negative comments were from those who hadn't read the menu and some constructive criticism from the organisers themselves. (Ed: Good job, team!)
- Some discussion on the requirement for incorporated Societies to re-register at some point.
- CAA wrote re Safety Presentation at the airfield on February 14<sup>th</sup> (since cancelled, now online - refer CRAC RAP e-mails)
- Benjamin Dodd approved as CFI
- Safety Officer noted that dogs must be kept on a leash at all times on the airfield
- Security cameras all installed and working correctly
- Latest AIP updates filed
- Comment that the last RecWings issue was the best ever (Ed: probably only because the commenter's aircraft made the cover!)
- Hangar electronic lock replaced by the supplier for no cost
- Rental space in Hangar 2 (since filled)
- Clubrooms paint purchased
- Chris Pennell has presented a costing to WDC for grassing of runway 07/25 which, if approved, would be in next year's budget.
- Discussion regarding clubroom access by those with a Covid Vaccine Certificate. Given the large number of vulnerable persons in the club, and the fact that all other areas of the club are not subject to this restriction, it was passed.
- ATC Parade successful and President asked to attend the end of year parade.



## CANTERBURY RECREATIONAL AIRCRAFT CLUB (INC)

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Rangiora 7440

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### WHATSAPP

CRAC Drop Of The Hat  
CRAC Revolution (for chat)

### FACEBOOK

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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  
enrols you for the magazine, too.

## UPCOMING EVENTS

Watch for club e-mails – social events and fly-  
aways will be held when possible under the  
CoVid Red Traffic Light system.

Feb 14<sup>th</sup> – Online presentation by the CAA  
“Standard Overhead Join”. Other dates available  
– refer CRAC RAP e-mail for details

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

Roy Waddingham, Chris Pennell,  
Stephen Dyer, Chris Dyer, Matt Clark,  
Scott James, Gerald Lindberg

RecWings logo by Eric Lim.

Printing kindly sponsored by:  
**(This could be you?)**

*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:

Jess Collins  
Louisa McClintock

Please make our new friends feel  
welcome.

## CONGRATULATIONS

Matt Clark, Intermediate Cert

## NEXT NEWSLETTER

Contributions for the next edition  
are requested, publishing deadline  
March 10th, 2022

Next publishing date approx. March 30th,  
2022

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

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