

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- TASCHE'S BUSHCAT
- IVAN'S STORCH
- DE HAVILLAND MUSEUM
- RISE OF FLIGHT

MARCH-APRIL 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.

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Contributions for the next edition are due by **May 20th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover: Tascha Lawry poses her SkyReach Bushcat ZK-ZOZ for the camera, off the North Canterbury Coast.

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TASCHA'S BUSHCAT
PHOTOS – MARK GREENWOOD
WORDS – BRIAN GREENWOOD

With JOL back in the air it was time to get back into the swing of doing some air to airs. One of the first subjects that came to mind was Tascha Lawry's very cool SkyReach BushCat.

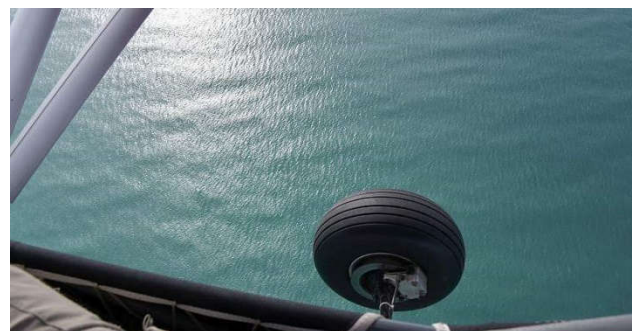
In a nice parallel, the intended date, March 8th, was International Women's Day. This, therefore, is a tribute to all the wonderful women pilots around the world. Pre-Covid-19 lock down, too!

Tascha was happy with the idea, so after a quick call to my brother (an experienced air to air photographer who's always up for an adventure) the plan was set.

The BushCat is a pretty cool aircraft, which was developed from the Rainbow Cheetah. That aircraft was, itself, derived from the Best Off Skyranger. All this according to Wikipedia, which has been known to be right quite often.

Sunday was an unusual day lighting-wise, but at least the wind was a mild easterly (which developed into another high-level westerly during the morning, no wonder it took me so long to get back to Rangiora).

We rendezvoused at the club house for a quick discussion. Technically it's the safety briefing, but when the subject pilot is vastly more experienced than the camera plane pilot, it's more of a round table! The important thing is to have a plan for the flight, which includes speeds, rendezvous points, frequencies, routes, etc. The photographer is another set of eyes for the



formation – often the camera plane pilot can't see the subject aircraft. Luckily Mark's done this many times before.

We headed east to the Ashley river mouth and then north up the coast. The morning sun was against us in this direction, but we had a cunning plan to turn back down the coast at some point. As a bonus we wanted to see if there was enough



sunlight to shine through the structure of the BushCat. Sometimes the dacron-covered aircraft can really "pop". That happened to the JOL/JOR formation a few years ago. We didn't quite get the full effect (see centrespread) and the best photos were taken on the south-bound leg.

JOL is limited to around 65 old-fashioned miles per hour with the door open (that's 56 knots/105kph in proper measurements!) and Tascha in the BushCat seemed to have no difficulty at that speed. Low speed aside, JOL is a good camera ship because the door opens and the struts anchor to the fuselage forward of the cockpit. Roy and Deane's Tecnam is even better.

After passing Leithfield Beach we turned south as planned and tracked along the coast. The view onto this pretty blue, black, and white aircraft as it tracked down the coast was something I won't forget in a hurry.

Tascha posed the BushCat in various ways and then we separated and made our own way back to the airfield.

Back at Rangiora, Tascha had a nice surprise for me – "Have you got any air to airs of you?", she asked. When I said no, we

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hatched almost the same plan, with Tascha and Mark forming on me. In the meantime, Tascha's husband Chris was preparing his Pulsar ZK-RUS to join us.

We followed the same course with Mark getting some good shots of JOL before Chris joined them in RUS.

Thanks to Tascha, Chris, and Mark for a successful and (above all) safe morning's flying.



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Our air-to-air photography sessions use basically the same rules as formation flying, even though we tend not to fly as close.

Routes, relative positions, exit manoeuvres (“you go right and down, I’ll go left and up”!), frequencies, speeds, and distances are all agreed on the ground prior to take off.

Surprises may be great but they should be left for Christmas.

HARD TIMES FOR MANY DURING COVID-19

BRIAN GREENWOOD

As a club we need to acknowledge the difficult times that many of our members and their families are going through at the moment. Few people could have foreseen the massive world-wide disruption we’re experiencing, with redundancies across the board from those in the airline industry, tourism, hospitality, and a raft of others.

Apart from the proposed airline redundancies, it’s been widely reported across social media that New Zealand’s own Wingnut Wings has ceased trading with the loss of all staff. The Vintage Aviator has also announced that they have ceased manufacturing and will concentrate on maintenance of its current collection.

Look after yourselves, accept the help of others when offered, offer help when you’re able, and stay strong. We will get through this and rebuild.

Kia Kaha, Kiwis!



DE HAVILLAND MUSEUM

TIM WARD



Before the Corona virus invaded the UK, I was able to visit the De Havilland Museum at Salisbury Hall on the M25 in London. The birth of the wide range of Sir Geoffrey de Havilland's designed aircraft were on display at this very surreal museum setting on a farmland environment, where the first Mosquito prototype took flight. Run again, like a lot of the aviation museums in the UK, by a Trust, which attracts a

number of volunteers, ex pilots, engineers and real enthusiasts, who are wonderful to talk to, passionate about the museum and very knowledgeable. Here are a few example of the aircraft on display.

Above, A DH 88 Comet Racer Replica. This aircraft was designed by A E Hagg specifically for the MacRobertson Trophy Air Race from England to Australia. Comet G-ACSS Grosvenor House won, taking 70 hours, 54 minutes, and 18 seconds to complete the trip. That aircraft was later used by Kiwi Arthur Clouston and Englishman Victor Ricketts to break the New Zealand to London record.

Below left, a DH 87B Hornet Moth once used by Geoffrey de Havilland. During World War 2 it was converted from an "A" model to a "B" version with rectangular wingtips, and served as a communications aircraft.

Below right, G-ANRX is an early Tiger Moth built at Hatfield in 1939. It was used as a trainer during World War Two and was later converted for aerial top-dressing.





Above, The DH 53 Hummingbird was the company's first light aircraft, produced in 1923. 12 were built including 8 for the RAF. Two were modified to be carried by an airship.



Above right, The Cierva C.24 Autogiro was the only rotorcraft built by De Havilland. Below left, from 1940 De Havilland owned a controlling share in Airspeed, who produced the Horsa assault glider. This successful aircraft was designed by the Airspeed Team at Salisbury Hall, which is the location of the De Havilland Museum. Below right, the DH 82B Queen Bee was a radio-controlled aerial target version of the Tiger Moth. This aircraft inspired the "Drone" phrase (Queen Bees and drones – get it?) which is still in use today for unpowered aircraft.



Below, the DH 98 Mosquito first prototype, complete with leading edge slats (which never made it to production) and the later two-stage Merlins, showing how it was used to test later developments.





Tascha banks the BushCat away from JOL
© 2020 Mark Greenwood



IVAN CAMPBELL'S STORCH

WAYNE WILSON

This Storch is a Roger Mann design constructed by Wayne Wilson and test flown in 2004. The aircraft was sold in 2010 to Ivan Campbell. Ivan has modified many aspects to make the aircraft look as original as possible, much like the rest of his collection.

The Storch is fitted with many extras and is powered by a Rotec 110 HP Radial, spinning a Brent Thompson 76x50 wooden propeller. The maximum RPMs are 3400.

Ivan is known for his internationally-renowned Campbell Aero Classics Leather hard shell flying helmets. He began a collection of classic aircraft by building a scale Tiger Moth, and then branched into the Titan T-51 and the Mk 26b Spitfire replica (which he can build for clients).



Left, Ivan and his Storch. The Fieseler Fi-156 Storch was an important Luftwaffe Liaison and Communications aircraft in World War Two.

Rightt, A version of the Storch was built by Morane-Saulnier post-war, which utilised a radial engine after supplies of the original Argus inverted V8 ran out.





Above left, The paint scheme is registered (like a warbird), note the rear-facing machine gun.
Above right, "Adlerauge" is German for Eagle eyes



Above left, a close up of the (non-operational!!) rear-facing machine gun. **Above centre,** the Brent Thompson 76x50 propeller. **Above right,** Ivan's Spitfire, Mustang (behind) and Tiger Moth replica to the right
Below left, Instrument panel with fuel cell underneath (plus two wing tanks) and toe disk brakes.



Right and below, close up details





Left, parked on Ivan and Sandy's airfield at Loburn Abbey.

Below right, a World War Two BMW Motorcycle

Below left, An eagle with binoculars (fin), and the Ragwing Aeroplane Company Fieseler logo (rudder)





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FLYING IN LOCK DOWN – VIRTUALLY

BRIAN GREENWOOD

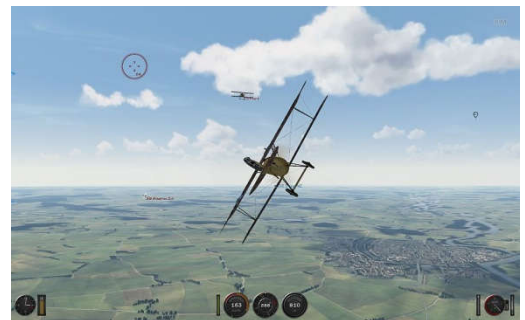
New Zealand is in the middle of its Level Four Pandemic lock down, as a result of the Covid-19. Private flying is (quite rightly) banned unless you can figure out a way to make it essential travel.

Which leaves only flight simulators to get our practice. The easiest and nicest is Microsoft Flight Simulator, which ended development in 2006 with Flight Simulator X. Except... it didn't. Microsoft has restarted its longest running software series (predating Windows by 3 years!) with a release date of sometime this year.

There are plenty of other options; one of my favourites is the FREE (repeat, FREE!) download, Rise of Flight. For this you get a fully functioning **Combat** Flight Simulator (yes, you're expected to shoot down other aircraft). This is a massive download (8GB) and a long install. Make sure you have a decent spec PC, I'm running it happily on an 8 year old gaming laptop with a semi-decent graphics card and only 8GB of memory. You'll need a good joystick, too.

The only thing you need to pay for is more aircraft, they're not expensive and add to the awesome graphics of this software. The free version comes with a Spad 13 C.1, Nieuport 17, and the Albatros D.Va (shown here). There is a huge selection of beautifully rendered aircraft. It includes a couple of scenarios based on the Western Front (around Ypres I believe). Rise of Flight was written by Russia's neoqb Studios which was purchased in 2010 by the American company 777 Studios.

This is a complex game and I am only using it at a superficial level (you can read the 170 page manual if you want) but I am thoroughly enjoying it.



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MUDDLER'S CORNER: REVELL 1/48 HEINKEL HE 111

BRIAN GREENWOOD

This is an old build of a relatively old kit (first release by Monogram in 1994) that got condemned to the “shelf of doom” by the 2017 release of the far more detailed ICM series of He 111’s.

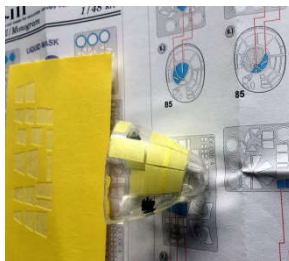
However, along came Covid-19 and a very stressful time with work. I needed something simple and fun to experiment with, so it got resurrected as a test subject to try a couple of new techniques, namely salt chipping and home printed transfers. The latter requirement was to enable me to finish it in a post-Battle of Britain “Night-Blitz” scheme which I didn’t have transfers for – but luckily the markings are simple. Revell kindly published the original instructions as a downloadable PDF. The KG 55 shield came from a scan out of Kookaburra’s seminal “Luftwaffe Camouflage and Markings Vol 2”. One day I’ll do the ICM kit in the day scheme.

The Monogram/Revell offering is a good kit, apparently accurate and was considered quite well detailed in 1994. I’d invested in a basic Eduard painted photo-etch set to enhance the cockpit and (mercifully, with all those

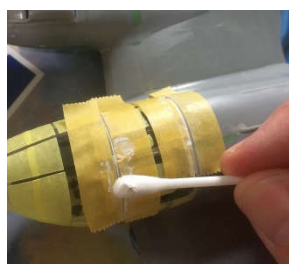


windows) an Eduard masking set. The photo-etch set provided instrument panels, seat belts, gun sights, and lots of other twiddly bits ready to glue in and enhance the model.

There is some filling and sanding required on this kit to achieve a perfect fit, but it’s not too bad for a ‘90’s model. The middle photo, left, shows the Eduard masks going on to the transparencies. The lower photos show some “Perfect Plastic Putty” being eased into some gaps around the cockpit. This smooth filler wipes off with water and is less likely to damage clear plastic as it dries.



The Salt Chipping technique is simply chipping away dried salt to reveal an underlying paint layer. Typically on aircraft this is the aluminium structure, but I wanted another layer.



The night-blitz bombers had a quick overspray of matt black over their day bomber RLM 65 blue undersides, and some of these got very worn. I wanted a dual layer,



some areas worn right down to the aluminium, and others down to the underlying blue paint. In the end I got the proportions wrong, there should be far more blue showing. Ah well... it's all for fun!

The photos below show the various stages – wet salt being applied over aluminium, then a coat of blue, and more salt, the upper surface salt-over aluminium, and the effect of Vallejo paints drastically reacting to all this salt!



At this point the whole thing was sanded back and started again. I was out of Vallejo RLM 70/71/65 paints so I switched to a Tamiya equivalent. It's not perfect, there should be far less contrast between the RLM 70 and 71 greens, but it'll do.

The next set of photos show the camouflage and – another first for me – the markings being masked for spraying.



Then I broke the nose off which gave me the opportunity to photograph the Eduard bits. The home-printed decals worked surprisingly well, using the Testors white decal sheet and fixer. Most home printers don't print white, hence the white backing paper.



It was a fun build and a reasonable result; I hope you enjoyed the process.

All my builds have swastikas where historically correct. I didn't feel like publishing them after the events in Christchurch last year, hence the editing.



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COMMITTEE NOTES FEBRUARY-MARCH 2020

- Security Camera upgrade project in progress
- Wi-Fi reception in Hangar improved
- Benjamin Dodd welcomed as new Club Captain
- RGC loan paid in full
- Low flying hours in Feb
- Insurance claim on RGC propeller not proceeded with as uneconomic
- Accommodation cost raised from \$20 to \$30 per night per person or \$50 pp for two nights
- Hangar Lease agreement changes approved
- Reports of MoGas availability at Oamaru airfield unfounded, they use a 1000 litre fuel trailer, an option which would not work for us.
- Repaired Gearbox still in Oz awaiting shipment
- New engine for RGB in Australia has a different gearbox ratio, options being considered include ordering correct engine/gearbox from Austria
- President writing to WDC explaining Covid-19 induced financial difficulties for club and members, requesting a hold on the current landing fees scheme instead of the scheduled increase
- AGM postponed
- BBQ and general get-together recommended for when 'Social distancing' no longer required.
- Club finances should be OK for a prolonged period of inactivity

EASTER EGG

In case you don't know, an Easter Egg is not only a delectable treat, but also the name given to a surprise gift in software. The best know example was the flight simulator included in Excel '97 and later included in Google Earth.

Here's our Easter Egg, thanks to **Wayne Wilson** for the link:

(Or click [here](#) if you don't have a QR code scanner)





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UPCOMING EVENTS

Nothing yet – staying home saves lives!

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**

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Wayne Wilson, Ivan Campbell

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*Disclaimer: This Magazine is prepared by
dedicated enthusiasts; the opinions expressed
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unless approved by the committee.*

NEW MEMBERS

Welcome aboard to:

WaGoh Lin
Paul Hyde-Smith
Samual Davis
Stewart Larson
Lin Yuhua
William Baker

Please make our new friends feel
welcome.

CONGRATULATIONS

Ray Corbett, Adv. National
Andrew Turner, Adv. Local
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for the information

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
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Brian Greenwood, Editor
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