

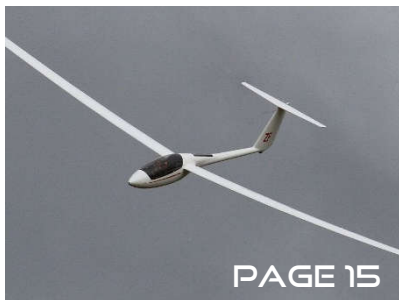
REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



**MORE MAGNIFICENT MOSQUITO MAGIC!
A CRAC'ER OF A CHRISTMAS
ANOTHER GOOD YARN!**

DECEMBER 2018



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.

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

RecWings takes a holiday in January. Contributions for the next edition are due by **February 14th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, KA114 blasts around the sky over Ardmore during the Mosquito Launch Spectacular Airshow in 2012

© 2018 Brian Greenwood

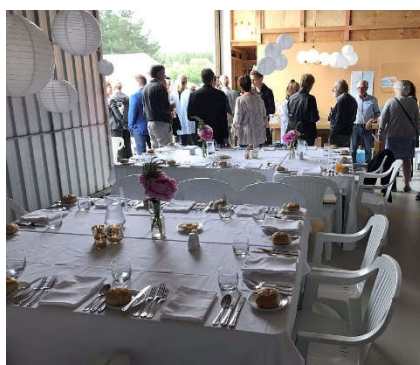
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RecWings would like to extend our warmest Season's Greetings to all of our readers, and a special thank you to the committee and other workers that have made CRAC so successful this year.



**THANK YOU TO ARCHIBALDS MOTORS LTD
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RECWINGS**



CHRISTMAS IN THE HANGAR 2018

BRIAN GREENWOOD

I remember the Christmas party like it was only yesterday – mainly because I am writing this the day after. The whole thing can be summed up in four words – fabulous food, fabulous company!

The evening started at 5:30, we were seated by 6:30 and the meal commenced before 7:00 pm. There were plenty of hors d'oeuvres doing the rounds in that first hour too.

President Glenn gave a brief and humorous speech, and there were some quick words from CFI Doug, then the rest of the evening was social. A special note of appreciation must be made to **Doug Anderson** for his excellent event, and to **Lizzie Anderson** for decorating the hangar so nicely - making it feel clean, tidy, homely, and festive. Kudos to Continental Catering, too, for the great staff and food.

Here's the Op-Ed: As the club has grown so quickly, it's very difficult to cater for a large Christmas party. We don't want to stop having these, it's a fun event and a really good way of catching up with friends. We've outgrown the barbeque in the hangar event that we all loved. Last year was a huge amount of work for those involved in the cooking, it was clear that we maxed out our resources (i.e. worked them to the bone!).

This year's event was a new thing for us and worked extremely well. External caterers with a limited but superb menu, which also catered for vegetarian needs far better than we can on the barbeque. Our only other option is booking out a large restaurant. That might cost a lot more than the (heavily subsidised) \$60 per head all up (including drinks) of this year's event. I think it was the best party we've had yet – and I have enjoyed every one of them.

Thank you to everybody who made this event such a culinary and social success.



MORE MAGNIFICENT MOSQUITO MAGIC!

PHOTOS BY DAVE HOMEWOOD

Aviation Journalist **Dave Homewood** visited the Warbirds Open Day in November and kindly allowed us to publish his photos of the third Mosquito build by AvSpecs. This was held at Ardmore on Armistice Day.

This aircraft is fully armed and even has 60lb RP rails and rockets attached – just amazing. I believe (and am therefore 90% likely to be wrong) that these are the Coastal Command Colours that PZ474 wore before she became NZ2384 with the RNZAF. Later she was ZK-BCV and eventually N9909F in the USA, before being shipped back to New Zealand for AvSpecs to do their magic (which includes a Glynn Powell new-build fuselage).



A source close to the project told me that there is unlikely to be an airshow to present the completed Mosquito to the public (unlike the first rebuild) so I hope you enjoy Dave's photos.

Below, Right – some of the AvSpecs Magicians who have worked on PZ474



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RAANZ NATIONAL FLY-IN 2019

Te Anau/Manapouri Aerodrome February 8th, 9th, 10th

Celebrating 40 Years of National Fly In's. Recreational Aircraft from Rag and Tube to Carbon Fibre, Hosted by the Fiordland Aero Club.



The RAANZ National Fly-in at the Te Anau Manapouri aerodrome on February 8th, 9th, 10th marks 40 years from when the very first RAANZ fly-in was held in Southland. The Fiordland Aero Club feel it is only fitting to acknowledge those first generation of recreational aircraft. By encouraging as many as possible to attend and setting aside events just for the older and slower aircraft.

Arrival and Registration is set for the afternoon on Friday the 8th. Prior registration is encouraged by emailing FAC Sectary P C Taylor at fiordlandaeroclub@gmail.com and payment of \$65. With the registration cost of \$75 on the day.

Accommodation. Several types are available. Cheapest being camping in one's own tent on the airfield, club members will have two of their own caravans at the club rooms for use. Also several Club members have made their homes available to billet participants of the Fly-in. George Taylor is the contact person for caravan or billet accommodation gmtaylor@xtra.co.nz. There is also accommodation in Manapouri at the Manapouri Lake View Motor Inn Ph 03 2496652. They will give a discount to aviators attending the Fly-in, if bookings are done by the 30th November (\$135 per person per night). If you are interested contact the Motor Inn directly to book. A second option is to book a cabin at the Manapouri motels & holiday park camp ground. Contact number Ph 03 2496624. Both only 5 minutes from the airfield. Transport assistance will be provided by FAC members.

The **Landing fees** at Manapouri have been kindly set at \$0.00 by the management team operating the airport, for Fly-in registered Aircraft during the weekend.

The weekend's plan weather permitting:

Friday Arrival, BBQ meet and greet.

Saturday, Fly round in the morning. Afternoon competitions like spot landing, bombing run, carrier landing etc. With the events divided between slow and fast planes. Then an evening meal and prize giving at the Manapouri Motor Inn.

Sunday breakfast and head back to home.

The Te Anau region is one of New Zealand's most scenic places so why not spend an extra day or two exploring Doubtful Sound, Milford Sound, Te Anau Glow worm caves. Or bring along a family member or friend who could do a tourist activity while the pilots talk flying.



A PLEA TO USE STANDARD RADIO PHRASEOLOGY

BRIAN GREENWOOD

As the pilot of a noisy two-stroke machine (characterised by my standard conversational reply of “WHAT?”, “I beg your pardon?”, or simply “Sorry?”) I’m probably in a better position than most to understand the need for standardised phraseology during radio calls.

We’ve all done our FRTTO licence so in most cases I’m preaching to the converted, but there have been a few long-winded radio calls around the airfield of late. Most radio calls are beautifully succinct, even elegant in their brevity, whilst conveying the requisite information. On occasion we hear a rambling dialog or weird reporting point (what’s the “Pulp Mill”?!!) which requires our attention to be diverted away from not crashing our plane.

The other thing I have noticed is that some pilots, often the more experienced, speak too fast. Practise saying the beautiful word “enunciate”! But not over the air...

Here are some examples from the old CRAC “Introduction to Flying Manual” (slightly edited):

Rangiora Traffic, Romeo Golf Alpha is lining up and rolling Runway zero seven, vacating north.

Rangiora Traffic, Romeo Golf Alpha is overhead, one “tousand” seven hundred feet, joining for runway zero seven.

Rangiora Traffic, Romeo Golf Alpha is downwind runway zero seven touch and go.

Nothing but who you are calling, who you are, where you are, and your intentions.

And now time for some humble pie, I never use the word “Runway”, and yet here it is in the training manual that was current when I trained. It is a good, easy-to-recognise word which helps ‘anchor’ the message and make it more understandable. A lesson re-learned!



DE HAVILLAND MOSQUITO LAUNCH SPECTACULAR

BRIAN GREENWOOD

A Mosquito-themed magazine gives me the excuse to trot out my photos from the 2012 airshow at Ardmore. This was held to celebrate the first Mosquito rebuild out of AvSpecs before it got shipped over to its new owner, Jerry Yagen, at the Military Aviation Museum in the USA.

In somewhat trying light conditions Dave Phillips wheeled the drop-dead-gorgeous KA114 around the sky, often in company with other aircraft such as the De Havilland Vampire Trainer (*above*), Spitfire Tr.9, P-40, and the P-51D Mustang (*below*). As a non-trivial bonus, this was the first airshow attendance of Bill Reid's Avro Anson I (*bottom photo*). This was another restoration that got world-wide attention.

My prime airshow camera at the time, a Canon 7D, really struggled in the low light at higher ISO settings. It didn't seem to help that the clouds seemed to roll in every time the Mosquito took off!

I came away determined to upgrade to a full-frame camera, which I eventually did via a second-hand near-new bargain.

The Mosquito must have had a few hours on it by this stage because they certainly weren't afraid to throw it around, although the photo on the left is obviously rotated to fit the page.







*KA114 roars overhead during the Ardmore Airshow in 2012. This aircraft is now resident in the USA.
© 2018 Brian Greenwood*

If there's one thing I wish I could publish apart from the images it would be the sound. It turns out that two Rolls Royce Merlins sound even better than expected – some kind of exponential thing, I guess. The roar when this thing went over was a memorable experience.

Talking of overhead, my partner and I were stationed near the threshold of Ardmore's 07 runway, some distance from the sealed runway that the Mosquito used. The upside was that we got some really nice shots of the approaching lighter aircraft using this shorter vector.

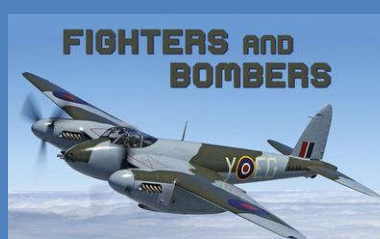




EDITOR'S PICK

Still stuck for a Christmas present for your aviation-mad secret Santa? Have a look around for Gavin Conroy's two books, "Precious Metal" published in 2012 and "Fighters and Bombers" released in 2015. Published by New Zealand company Potton & Burton both contain some of the world's finest air-to-air photography. Each aircraft is covered with a factual description of the type, information about the restoration, and information by the pilots.

They retail for around \$60 each but I just bought "Fighters and Bombers" on special at Paper Plus - a pre-Christmas bonus!



AIRFIELD ROAD SEALING

FRANK BARKER

For the past few years, I have wondered why the Access Road to 'RT' had a 'Hard Seal' to a point and then...quit! When asked, as one could imagine, there were an array of seemingly 'witty responses' and even a few that actually seemed ...somewhat logical...right.

Putting the question to some of the seasoned residents (hearing impaired old aviators), the best retort I received was..." Since there continues to be so much hangar building, the large trucks 'tear up' the existing path...so the Council is going to wait until that's complete...that's the plan!"

With that settled, I moved on. Figured I could blame our resident hangar building master and his team of TWO stalwarts for hauling massive quantities of building materials AND destroying our well used shingle road. But wait, I built a hangar and only saw two large vehicles, one carrying large framing material and a standard concrete mixing truck? The work force team (2) had a small well used trailer and old beat up van motivating it! (Apologies) Surely, there must be an even better logic? Plus, there is no more building to be had - no readily available dirt exists on the north side of the airfield!

As the months passed and 'road side hangar owners' exhibited pleasantries to all 'dust makers' passing by shouting loudly with mouth-cupped hands "T W E N T Y... you W*****r!" and quite often a display of frustrated hand signals that oscillated between one and two fingers. (This could have been a 'spinoff' from military aviator cockpit signals: 'HEFO'; (1) H ydraulic; (2) E lectric; (3) F uel;(4) O xygen!)

This interpretation may be reaching a bit, for the lack of hydraulic and electric existing on 'Access Road Speedway'. Signage spelling out 'Dust in Hangers' are extremely difficult to read at speeds in excess of 100kph! (Perhaps flashing signs with 'Smiling Emoji' when 20kph is maintained?)

Being inquisitive by nature, I called our trusty WDC. The airfield person was extremely helpful... to a point. I was advised 'there are NO MORE sections available!' The four remaining (void of building) are owned by an individual, who I found out, has no immediate intention to build. (Or any!) Basically, an airfield land bank. (The WDC did NOT stipulate a commencement or completion date!) But, kind person, what about the 'Dusty Trail' enhancement plan?

Unfortunately, the 'road hard seal' issue was referred 'up the chain'. There was equal success going up the WDC chain. I thought I'd craft a note to the 'apparent leadership'. (This will get some result...AND get something in print to share with my fellow 'road using aviators'.) Needless to say, after several pieces of correspondence, no direct answers. (Surprise!) I came close... but then again, maybe not!

"Thank you for emails regarding the airfield access road issues. We will be including this as an item for discussion at the next Airfield Advisory Group Meeting, which is on 5 December. Following the meeting I will be in touch again." (Believe in Santa Claus?)

From the next link, in the chain, I got a bit closer. After exerting more energy, I requested the road status resulting from the AAG. The response was:

"This was discussed at the AAM on Wednesday and it was agreed that this was not a good time to be submitting to the Council for the cost (or partial cost) of up grading the airfield road."

There it was lot more rhetoric creating unwanted sleeping patterns!

My 'almost' last shot.

"...if you wish to pursue the potential sealing of the road, is for you to make a submission to the Councils Annual Plan - the submissions will open Mid March 2019."

After my relentless urging, the answer was forthcoming found in the article words above! I could have responded with the Navy Finger Signals but I resolved to submit to WDC in Mid March. Perhaps I can negotiate Oxygen masks for 'Road Tenants' in the interim! Let the games begin!

ANOTHER GOOD YARN

"DEE-EEM."

This tale is based on a story as told to me by a retired flying instructor who had been both CFI and Manager at a club that specialised in gliding and power flying. Each year they hosted a Flying School, much like the Walsh Memorial and Youth Glide combined, aimed at getting young folk interested in the art of aviation. There was some sponsorship from the aviation industry, but mostly the parents paid for their kids to attend over the fortnight that the event ran for. This particular year the power flyers and gliding students were roughly equal at ten each, with each instructor having two students.

Flying got underway in good weather for both groups. At the end of the first week gliding and power were progressing nicely with some students looking at an early solo, all except one. His gliding instructor was at a loss to explain why this student, when the tow was released, initially flew well. Then the glider seemed to fly only under partial control until circuit height whereupon accurate flying was regained and then a satisfactory landing was generally made. It was decided that the student should fly with two other instructors to see if they could ascertain what the problem was.

The same thing happened on each of their flights and they remained just as puzzled.

Finally, it was decided that the CFI should fly with this student. The flight proceeded normally as before in the previous flights, until the tow release, whereupon the glider drifted in and out of controlled flight. The CFI in the rear cockpit loosened his straps and pulled himself up so he could look over the student's shoulder.

The student was reading a book.

The CFI immediately took control and promptly landed the glider. A discussion between the CFI and the student followed. It transpired that the student wasn't really interested in aviation at all and his parents, desperate and at their wits end to get him interested - in something, anything - had sent him along to the camp hoping that flying might appeal to him. With further discussion, the CFI found that this lad enjoyed working with numbers and keeping records so the answer for the rest of the camp became obvious. A discussion with the controllers in the tower ensued to see if they had a desk for him and for the rest of the time he very professionally recorded all the flight times of the school's aircraft and performed many other tasks that the controllers gave him - and he loved it.

The CFI was firmly convinced that this was where the lad's future lay and that they were witnessing an air traffic controller in the making. Of course, his parents were delighted with this result too as at last, their son had found an activity that he really related to. The CFI took particular interest in this lad and was very pleased to note, a few years later, that he had passed all his exams with ease and was now in a tower - somewhere in Europe.

A remarkable camp and one that the then CFI has never forgotten.

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Wayne has just returned from his bi-annual, update course for Rotax Aircraft Engines at Bert Flood's facility in Australia. This keeps him factory current all the way to the beginning of 2018.



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RGC UPDATE

BRIAN GREENWOOD



Great news – our new baby was ordered in late November to beat an expected price rise on December 1st.

RGC is scheduled to be born at the factory in late April, which means we should take delivery sometime between May and July. Stink-bug laden ships notwithstanding!

Sounds like a good excuse for a club BBQ to me.

MUDELLER'S CORNER

BRIAN GREENWOOD

There were some remarkable announcements by model manufacturers in the latter half of this year. Everyone's first love, Airfix, used the Telford Model show in the UK to announce a 1/24th Grumman Hellcat.

Airfix just keep on improving, and their 1/24th scale models are legend. The last one was the early car-door type Hawker Typhoon, which is a complex kit with very few issues. Club member **Mike Sheffield** reported on the previous 1/24th scale model from Airfix, the De Havilland Mosquito a couple of years ago.

Not to be outdone, Wingnut Wings has announced a 1/32nd Avro Lancaster (yes, 1/32nd!) **and** a 1/32 Handley Page O/400 both to be released in 2019. The Lancaster is out of band for WnW, being their first World War 2 aircraft, and is to celebrate their tenth year of existence. The CAD shots look beautiful, complete with prototypical 'oil canning' on the stressed skin. By co-incidence, the first model I ever saw with this replicated was the Airfix 1/24 Typhoon mentioned above. I'm saving for the HP O/400 now – partly because I will have to extend the house or pay hangarage somewhere. It'll be HUGE! I might have to put the HP on HP.

If you can't wait for the Wingnut Wings Lancaster, the adventurous Hong Kong Models have just released their 1/32 Lancaster. It doesn't feature the 'oil canning' and is getting rave reviews. I haven't yet seen a completed one, but the work-in-progress shots are very impressive.

Other manufacturers haven't been resting on their laurels, Tamiya have just released a brand new 1/48 kit of the Spitfire Mark 1. This replaces their very good kit which had some very minor shape issues. The new kit is a definite possibility for 'kit of the year', although I'd personally just engrave that with "Wingnut Wings" and hand it over for good. Perhaps that's a little one-eyed given how good the recent Airfix 1/48 Bristol Blenheim I is (one already in the stash and nagging to be built).

Revell of Germany has produced some great kits in the past year or so, their 1/72 rendition of the Avro Shackleton AEW competes well with the Airfix kit (who produce both the MR2 and the AEW version). The Revell version has very fine engraved rivet detail so it's great to have choice! Revell also popped out a fine 1/48 Tornado F3 some time ago which is looking good. If you're into P-51's (who isn't?!), the new Airfix 1/48 tooling is exceptional.

This is the golden era for kit availability, so if the weather's naff over the Christmas break you have some options! Remember it's your fun, so whatever you create is fine. As for myself, I'm enjoying a couple of Wingnut Wings Sopwith Camels (a Bentley and a Le Rhone) but I'm hoping for some flying weather!

RANGIORA SEEN
BRIAN GREENWOOD



Left, Pitts S1-S ZK-FRJ side-slipping into NZRT 07 on November 18th.

*Below right, Aeroprakt A-32 belonging to **Greg Sheehan**. He and **Jacques Gagné** popped down from Auckland for a weekend on December 8th. Jacques is a very experienced Instructor from Canada, spending summer in New Zealand, and will be joining the club shortly – our second Jacques! (Shout out to Jacques Blanchard too).*



Above left, Tony den Haan's Savannah ZK-BIC in front of Vanessa Martin's Savannah ZK-MYN

Below, Aeroprakts galore! Nick Hitchin's ZK-NRH to the fore, with Matt Dowdall's ZK-MYD outside the club house on December 15th.



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NZLX AIRPORT MOTELS
ALEXANDRA AIRPORT : CENTRAL OTAGO

Classic Fighters Omaka 2019 now with added F-18's – yes, the RAAF will be bringing their F-18's over for the air show. Good times!



COMMITTEE NOTES DECEMBER 2018

- Monthly hours still good, slightly down due to weather. 82.4 hours across both aircraft for November.
- November Accounts approved
- RGC ordered, deposit paid thanks to an interest free bridging finance loan from Glenn Martin. This allows us to let our term deposit go to full term in a few weeks.
- A possible fly-in to Culverden area suggested for the new year
- RGA slight rough running at taxiing revs being investigated.
- RGB Hobbs and Rev counter issue being worked on.
- Stewart Bufton acting CFI while Doug Anderson away for 3 weeks
- Series of tech evenings to be held in the club rooms in 2019. These are great training events and good refreshers.
- Club T Shirts and Cap supply replenished by Vanessa. Tuck shop doing well (Thank you!)
- CRAC Rap continuing as a weekly e-mail newsletter
- Marketing proposals under discussion for next year.
- Basil Bulwalda is taking a break from instructing and will be removed from the web site list
- Estimated cost of flight function to be added to booking system
- New booking system to accounting system link working well with only a few hiccups where people forget to enter their ending hours
- Wi-Fi in the hangar is erratic
- President Glenn attended the ATC end of year parade and prize-giving
- Glenn gave a brief overview of the Christchurch Aerospace group, of which he is one of the few members who is a pilot.

CELEBRATING OUR SUCCESSES



Left, Congratulations to Darren Conole for his first solo on December 2nd.

If you have any successes to celebrate in RecWings, please send them to editor@crac.co.nz

Tecnam P92 for HIRE



100hp Tecnam P92 Super Echo available to CRAC members for hire at \$125 per hour.

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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

2nd February 2019 – Healthy Bastards Bush Pilots
Championships, Omaka

8-10th February 2019 – RAANZ National Fly-in
(see advert)

18th-21st April 2019 – Classic Fighters Omaka
Airshow

2019 – the club will be hosting a series of
technical evenings in the club house.

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**

Dave Homewood, “Dee-Emm”,
Frank Barker
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:

Peter Rowley

Jacques Blanchard

Avtar Singh

Jacques Gagné

Please make our new friends feel
welcome.

CONGRATULATIONS

Volkmar Wollenweber, Snr Flt

Instructor

Martin Healey, Adv Local

Thank you to the RAANZ e-zine RecFlyer
for the information

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
February 14th, 2019 (“ish”).

Next publishing date approx. February
21st, 2019

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

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