

RecWings

The Magazine of the Canterbury Recreational Aircraft Club



- Peter Yealands Classic Fighters Album
- Loburn Abbey Fly-in

May 2017

Oily Rags

Brian Greenwood

This is not, as you might expect, another safety-inspired message on the dangers of oily rags accumulating in the corner of the hangar (although it should be; these things can spontaneously combust) but more of a comment about personal finances.

The title came from a farmer I once knew, who stated that ‘he didn’t actually have much money, he ran the place on the sniff of an oily rag’. I took it at face value, the helicopter, vintage aircraft, boats, and modern farm machinery might all have been financed to the eyeballs. Another friend retorted with “yes, but your oily rag contains a lot more oil than mine”. It was imitation envy for the sake of good humour.

It got me to thinking about personal finances and flying, we’re all in a different place in life and each has a different story. Some of us have multiple aircraft, including some very expensive pieces of kit. Others are managing to do the job for not much money at all (comparatively speaking – it is aviation, after all!) by using club aircraft or more basic technology. Many of us are forgoing other luxuries such as overseas travel or even retirement savings (try not to do that), and not one of us are truly wealthy. Probably - remember there’s only one way of making anything aircraft

related more expensive. Remove the word “Aviation” from the title and replace it with “Wedding”.

I guess my point is there is no use being envious of anyone owning aircraft that we personally covet; we don’t know how hard these people have worked in life, what sacrifices they’ve made and are making to pursue their dream. What we should be doing is being supportive and positive about every one of us achieving our own goals.

Just don’t forget your retirement savings. And watch out for those oily rags – the more oil they contain, the more likely they are to spontaneously combust!

Front Cover, all three of New Zealand’s flyable Spitfires in one formation, thanks to Yealands Classic Fighters 2017.

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Vale Mike Dimmock

Just as I am about to publish this I hear the sad news that Club Member **Mike Dimmock** has passed away unexpectedly. Mike was a great guy and I was privileged to be his wingman on the RAANZ fly in a couple of weeks ago.

We would like to express our deepest condolences to Mike’s Family and Friends.

We will miss you, Mike.

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President's Message

Glenn Martin



I have been told that the President should include something in each newsletter. Mike has been doing that very well for years, a hard act to follow.

In that context, first of all, thanks very much for the vote of confidence in allowing me to be President. Should I do as good a job as Mike I will be delighted.

We recently hosted the RAANZ fly which was a lot of fun, many of the visitors were very complimentary about the Club, the facilities and the atmosphere (no not the QNH). That is a testament to a very long list of people who have worked hard from the early days. I am very much a new boy to CRAC and I am concerned that we do not lose the lessons and experience of the past and have to learn the hard way again. Mike Sheffield and Graeme Main have volunteered to write a club history so we have that knowledge for the future.

Variety:

The fly-in highlighted to me again how varied the Recreational flying club and community is, this is from a number of aspects. The “corporate world” loves to pick a theme for a few years and then run with it, currently one of the buzz words is “diversity” the theory is that by having a diverse group of people the results will be better than by having all the same. Sometimes diversity can be difficult to buy into, there is a lot of comfort in being surrounded by like-minded (and looking) people, so much so that in a few countries politically there has been a swing against anyone that is perceived to be different. However, facts, those pesky little things, have proven time and again in many studies that Diversity creates better outcomes. That being the case CRAC is blessed.

We also have huge variety in aircraft, practices, goals and people.

The fly-in had a huge variety in aircraft from Gyro's, Homebuilts, Microlights, STOL, Trikes, Tail draggers and speed machines. Learning to appreciate, and fly with these aircraft makes us all better pilots, even if you have to keep on your toes in the circuit. Where in the world will you see a landing grid like we had at Forest field with Trikes, STOL and speed machines in the same circuit?

We do have to be legal and safe but there is no “one right way”. Some people just love coming out and doing a few circuits, some of us sprint up and down the country at 120 kt for a coffee. Many of the members love the back country and beaches as landing strips. Like in many clubs many just want to have the joy of learning to fly and the freedom of quick travel.

The people in the club are no different, we have everything from young and old, new pilots to retired and current Commercial pilots and Military veterans all out here and all with experience and wisdom to share. We cover many countries and cultures.

The strength in the club is that everyone who flies, for whatever reason, is accepted and, I believe respected for their skills and passion.

So my request to you all is to resist the urge to fly with only your small group. Taste the variety, be proactive and ask someone whom has a different aircraft or experience to take you for a flight or ask them about their past, you may be surprised, I know I constantly am.



Loburn Abbey Fly-in

Brian Greenwood

On April 22nd Ivan and Sandy Campbell hosted a fly-in for the Aviation Community at their home airfield of Loburn Abbey. Since this is only a hop, skip, and a jump from Rangiora, CRAC members were well represented amongst the visitors.

I didn't realise that there were so many Mk26 Spitfires or Titan Mustangs in the country! These images were supplied by **Margo Migirdichyan**, **Roger Palmer**, and **Bob Johnston**. Notable amongst the visitors were a Harvard, Nanchang, and Yak 52.



Clockwise from top, the Spitfire line-up (Bob) Margo Viktor and wee Arthur's Alpi (Margo), Wayne Wilson's Pietenpol and Storch, (Bob), Pietenpol again (Roger), and Mustang display (Margo)





Top right, Pietenpol (Margo), above Fisher Tiger Moth (Margo), Left T-51 lineup (Roger) and also below left and right (Margo)



*Left, heavy metal in the form of the T6 Harvard (Margo)
Below, Spitfire fly-by (Bob)
Bottom Spitfire line up (Roger)
Bottom left arty view of the Spitfire replicas (Margo)*





Top three clockwise from left, de Havilland Chipmunk, Zlin Aviation Savage ZK-KSC, and Auster J-1B ZK-AYU (all Roger)



Bottom two photos, they're the Pitts! (Margo's and Bob's photos respectively).

CRAC Committee 2017

The new Committee was elected at the AGM, and jobs allocated at the first Committee Meeting in May.

President	Glenn Martin
Treasurer	Scott James
Secretary	Iain Blyth
Safety Officer	Duncan Fraser
Fuel	Duncan Fraser
CFI	Doug Anderson
Operations Officer	Stewart Bufton
Facilities Manager	Buzz Harvey
ATC Rep	Buzz Harvey
Communications	Michelle Polglase
Editor	Brian Greenwood



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Yealands Classic Fighters 2017

Brian Greenwood

This year's Classic Fighters show at Omasaka was sponsored by Peter Yealands Wines, hence the change of title. The pre-show excitement mounted when it was announced that there was a visiting aircraft – the incredible Yak-3U 'Steadfast' from Australia. This high-energy fighter has smoke generators mounted at its wingtips – instant Sky-bling! The reality did not disappoint.



Other highlights were all three of New Zealand's flyable Spitfires, a recently-restored Percival Vega Gull, Ryan STM, our own **Gert van Kruiningen's** Bleriot IX, a good selection of The Vintage Aviator Limited's collection, Yaks, Harvards, and the RNZAF and RAAF... the scene was set for a fantastic airshow. **Trevor Shadbolt** had his Autogyro Calidus on display as part of the static exhibition.

And then the weather intervened... Cyclone Cook dumped a huge amount of rain onto New Zealand, causing chaos in many places (notably Edgecumbe). Marlborough didn't escape, and I drove up late Thursday in rain thinking the weekend would be a write-off. Miraculously the skies partially cleared for the practice day, and

fully cleared for Saturday. Even Sunday the rain pretty much held off until well after the show finished. Incredible luck!

The downside was the sodden field, on Friday morning there were huge amounts of mud, I complimented the attempts to re-create the Somme! The show organisers responded quickly and by Friday Lunch time there were saw-dust walkways everywhere. An excellent response to a situation out of their control (although I'm beginning to suspect that someone has a direct line to the weather managers).



As for the show itself, Friday was the usual practice and partial display day, with the added attraction of the Twilight Show. Some of the set was given a few final tweaks on Friday morning but luckily, and most importantly, all the food vendors were open. The food is surprisingly good, airshows in New Zealand seem to show the best regional produce instead of the manky sausage-on-a-stick variety that you get at some events.



Louis McNair built this "McNair Mynar" over three years. It is, apparently, based on a design called a Bicyclette De Pischoff.

As mentioned previously, the Yak-3U Steadfast was a super-performer. I thought the smoke on the wingtips would echo the vortices we've all seen in photos. In fact, the snake-like smoke trails cavorted and danced to their own tune, often forming complete rings. Other times they looked like white spaghetti strewn across the sky. I enjoyed it so much that I suggested the aircraft was too good to send back to Australia, which possibly didn't go down too well with the Australian media there (a quick shout out to Wendy from Aero magazine, thanks for the free copies!).

One of the best things about Omaka as an airshow venue is the crowd position – we're right on the field at the corner of the two main runways. With the sun behind us - it couldn't get any better. The media stand was so close to some of the flying that there was a definite need for wide angle lenses at times. I would say this is probably a unique privilege in world terms.

A massive thanks to the organisers and to the Media Rep (Marketing Manager) Rachael Brown, for creating such a successful event. I hope you're all relaxing on a tropical beach somewhere for a few weeks to wind down. Because I'm **really** looking forward to 2019!





Gert van Kruijning and Evan Belworthy (pilot) taxi Gert's Bleriot IX replica.



Above and this photo, the splendid Avro Anson I



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This page, New Zealand's three airworthy Spitfires, the Mark IXe (above left), the Tr.9 (above), and the ultra-sleek Mark XIV (Top Right).

Just perfection in motion!





Above and above left, from "The Somme" to a perfect air show in half a day!

Above Some of the many beautiful cars on display



Right, a Stuart Tank and a Panzer as part of the targets, I mean ground display.

Below, there were some neat vignettes around the display area if you cared to take your eyes off the flying.



Above, World War 1 Mark IV Tank Replicas – very cool.

Far left, a very happy Keith Skilling being hosted after the Yak/Yak/Corsair air race.

Left, Louis McNair (nearest) swapped his aircraft for a Penny Farthing.





Gert van Kruiningen's awesome Bleriot IX replica airborne at the show, with Evan Belworthy conducting.



One of the RNZAF's new Beechcraft Texan II trainers



*Top three photos, the Pitts Specials performing at the show – the left two photos show ex CRAC member **Andrew Love** performing.*



Lower four photos, The RNZAF's Black Falcons performing in their new Beechcraft Texan II aircraft. Following on in the tradition of great RNZAF aerobatic teams such as Kiwi Red, the Red Checkers, and the previous Back Falcons (flying Aermacchis)



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This page, a selection of German World War One aircraft replicas: The Fokker Triplane, Fokker D.VII, and the Pfalz D.IIIa replica. The latter two are from the movie Blue Max.



Above left, Sopwith Snipe (silver) flown by Kermit Weeks and Sopwith Camel (Green/Silver) flown by TVAL's Gene DiMarco

Right, Nieuport 17 Replica (see advert at back to buy your own!



Left, F4U Corsair flown by Keith Skilling

Right, nice to see and hear the Bristol Freighter in motion again.

Below right, Douglas DC-3 Skymaster of Air Chathams at full noise

Below left, Brendon Deere's TBM Avenger in RNZAF markings.





Above, The Old Stick and Rudder Company's ex RNZAF P-40E



Left, RAAF C27 Spartan



Right, RNZAF C-130 H Hercules doing a very low pass

Below, the beautiful Miles Vega Gull which was rebuilt from the military version (Percival Proctor I believe) by the Croydon Aircraft at Mandeville.



Above, talking of good looks, here's the Ryan STM gracing the skies.

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Rangitata Island Fly-in

Brian Greenwood

Russell Brodie hosted a barbeque at his base on Rangitata Island on May 14th. Your editor apologised to all Mothers in his life (It was Mother's Day in case you missed it) and attended. I even managed to navigate all the way down and back without getting lost. My circuit join, however... all I can do is apologise!

There were about 30 aircraft attending which is more than expected, none-the-less it was an enjoyable social time with attached sausages. Thanks to Russell for hosting us.



Left, yes poor old JOL out to grass – temporarily!

Right Sister Rans S-6E ZK_RHZ is based at Rangitata Island for training.



By walking down the side of the runway I could photograph aircraft at lift-off, Rans S-19 left and Vans RV4 right



Sea Rey left and Rans S6's ZMB and XAS right (anyone else read 'The Vitner's Luck'?)





The Battle of Midway

Brian Greenwood

June 3rd marks the 75th anniversary of the Battle of Midway, which follows on from the Coral Sea article in last month's RecWings.

The Coral Sea battle had thwarted the Japanese invasion of the Solomon Islands and Port Moresby, and had cost the Imperial Japanese Navy some valuable vessels including the Carrier *Shoho*, and put the Carrier *Shokaku* out of action.

U.S. Codebreakers had known that there was to be a Japanese operation against an objective known as "AF" since early

1942. The question was, what did "AF" stand for? Suspecting that it was Midway Island, the U.S. Commander contacted the base at Midway (by an undersea cable) and told them to broadcast that their water desalination plant had broken down. Within a day the U.S. codebreakers had decrypted a message from the IJN stating that "AF was short on water". Midway was confirmed – it appears that the Japanese did not question why this message had been broadcast unencrypted.

The U.S. Navy and a good overview of the Japanese plans and urgently mustered a force which included three large Aircraft Carriers (*Enterprise*, *Hornet*, and the miraculously repaired *Yorktown*). The Japanese mustered four larger carriers (*Akagi*, *Kaga*, *Soryu* and *Hiryu* – same as the Pearl Harbour strike force). Additionally the Americans could re-inforce the Midway Island airfield which could field around 115 aircraft, including PBV Flying boats and Flying Fortress bombers.

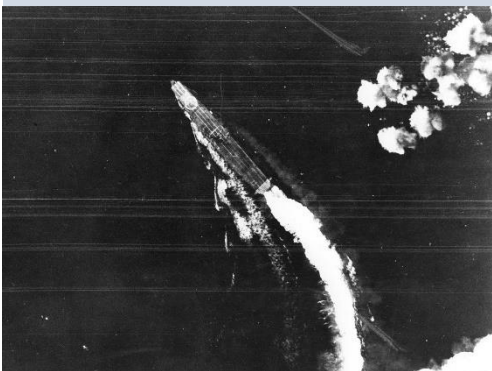
On June 3rd American USAAF Bombers from Midway attacked the approaching Japanese Carriers with little effect (*Below, Hiryu under attack*). The following morning the Japanese Carrier aircraft attacked the base at Midway causing heavy damage.

The Japanese Carriers were soon over-committed in trying to launch a second strike on Midway, dodging the bombs from the attacking U.S. Aircraft, and trying to launch a



Photo # NH 73059 Japanese aircraft carrier Akagi in Summer of 1941

strike force against the U.S. fleet, which had now been located.



The first U.S. attacks were not effective due to inexperience, good defences, and problematic torpedoes. However this soon changed with the arrival of 3 squadrons SBD Dauntless dive-bombers from *Yorktown* and *Enterprise*. At 10:22am the attack on *Kaga* and *Akagi* commenced. *Kaga* was hit four or five times, *Akagi* only once – but it was enough. The bomb hit the mid-deck elevator and penetrated down into the hangar deck, which was packed with armed and fuelled aircraft, causing an immense fire.

Another squadron from *Yorktown* then scored at least three bomb hits on *Soryu*. Within 6 minutes three Japanese carriers were on fire uncontrollably and eventually all had to be scuttled.

The only surviving Japanese Carrier, *Hiryu*, immediately launched a counter attack in two waves, the first following the returning American aircraft. They attacked the *Yorktown*, which sustained three hits. One holed her flight deck, another extinguished her boilers causing the ship to stop dead in the water. Amazingly the ship was quickly repaired to operational status, able to launch and recover aircraft and steaming at 19 knots. Sadly, an hour later, *Hiryu's* second strike arrived and struck her with torpedoes (**Below**). Once again she lost all power, this time seriously holed and with a 23 degree list to port.

The Japanese, however, were convinced that they had sunk two U.S. carriers (instead they had damaged only one).



Late on the afternoon (all this happened on June 4th), aircraft from the *Enterprise* attacked the *Hiryu* and hit the Japanese carrier with four or five bombs. The ship was abandoned and eventually sank – the last of the Japanese Carriers on this operation had been sunk. *Hornet's* aircraft attacked the escort ships but failed to make any hits.

This wasn't the end of the naval action, with two Japanese Cruisers being sunk by U.S. Aircraft, and the derelict *Yorktown* (under tow with a skeleton crew) and an escorting destroyer were sunk by the Japanese Submarine I-168.

Unlike the earlier battle in the Coral Sea, the outcome was a clear victory for the U.S. Forces. The Japanese had lost four Carriers, 2 Cruisers, and 3,057 servicemen. The U.S. lost one Carrier and 307 servicemen. The Japanese advance had been stemmed.

Editor's Note: If there's one thing that High School History taught me, yesterday's facts become today's disputes and tomorrow's fallacies. Also I have skipped many important features for the sake of space. I recommend further reading, Wikipedia would be a good starting point!

Rangiora Landing Fee Deal

Scott James

Below is the list that will be forwarded to the council for landings from June 1, 2017 to May 20, 2018. Please contact Scott.James@crac.co.nz if your name is on the list and has the incorrect registration, should be removed from the list, or if you would like to be added.

Invoices will be sent in the first week of June and must be paid by the end of June to be in the council submission. There is no opportunity to be added to the list following this, until next June.

REG	NAME		
CVK	Alistair Millar	KTO	Mike Small
FSG	Bob Johnston	TBD/MFS	Mike Spruce
RAD	Brendon Marshall	DFE	Nick Traylen
JOL	Brian Greenwood	JFA/KNZ	Paul Godfrey
HYQ	Bruce Burdekin	CZR	Perry Shepard
WMR	Bruce Norrie	PLC	Peter Collins
ZUB	Buzz Harvey	LIF/ULM	Peter parkinson
TIA/EHU	Chris Anderson	JDY	Phil Richards
MLD	Chris Dyer	TNG	RAY Corbett
DDL	Chris Glassford	LIW	Richard Moore
RUS	Cris Lawry	AMC,CDT	Richard Mason
KTP	Dave McPherson	LTF	Richard Owen
DYM	Dave Mitchell	TKW	Rob Northcroft
PYS	David Leefe	FSG	Robert Johnston
JUG	Dean Philip	TRJ/TRT	Rod Webb
DUG/DUH	Doug Anderson	RNK	Roger Read
MSG	Duncan Fraser	LOT/LBW	Roger Ward
NVY	Frank Barker	RFT	Ross Marfell
BXI	Gert van Kruiningen	PAB	Roy Waddingham
MTN	Glen Martin	SRF	Scott James
MGK/BOB	Graeme Main	DVM/SJF	Stephen Field
JAY	Hamish Pulley	FDA	Stephen Hirsch
JRC	Harry Devonish	LSB	Stu Bufton
CCB	Ian Blyth	JBI	Tasha Lawry
MGM	Jeff Bannister	EEZ	Terry Salmon
JOM	Jerry Philip	JOJ	Tim Graham
JTP,DJB	John McCaul	BIC	Tony den Haan
LOA	Johnny Sharp	RCZ	Trevor Shadbolt
KPD	Kevin Dore	STL/CPA	Van der Hulst Greg
DYK/RRJ	Kevin Slattery	LPM	Viktor andMargo
MYD	Matt Dowdall	PKT	Volkma
x	Mike Fleming		Warren Shapcott
MHG	Mike Glenn		Wayne Linderbaum
PXI/MGK	Mike Sheffield	SRS	Wayne Wilson

Committee Notes May 2017

- Officers appointed (see separate article)
- Hot water booster pump still to do – requires plumber
- AvPlan evening (Nov 23rd)
- Air NZ Flying club offer discussed
- **Upcoming Hangar spaces to be advertised, balloted if over-subscribed – Contact Graeme Main if you're interested. Drawn May 31st, contact him ASAP to be in.**
- A lot of members still need to pay their subs (PAY YOUR SUBS!). It was noted that anybody who wasn't a financial member must not fly club aircraft as they are uninsured.
- Club Captain Mike Sheffield has organised an event every month for this year (see upcoming events)
- Possible schedule for web site and club noticeboard.
- RGA 52 hours, and RGB 65 hours for April
- **No Safety incidents noted; Warning to watch fuel levels and note diversion airfields now that we're into the fog season**

- New Ovens installed and operational. No additional rating required to operate these ones.
- Quote for repairs to Hangar Doors received, some savings available by using club members for initial strip down. Accepted by committee and will commence soon. **DO NOT LEAVE VALUABLES IN HANGAR ONE** as the doors will be removed as part of the repairs.
- Tuck shop management smoothly handed over from John to Vanessa.
- Web site to be updated to include Club Aircraft photos
- CRAC to participate in Rangiora Winter Festival as Bronze sponsor
- First solos – Instructors to advise Michelle who will collate for Newsletter
- Graeme Main and Mike Sheffield to document the history of the club.
- Some discussion re appointment of Instructors.
- **Club Captain Mike Sheffield has organised some fun events for each month – Refer to the "Upcoming Events" section on the last page.**



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- View by appointment (Rangiora).
- All offers considered.



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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 enrolls you for the magazine, too.

Upcoming Events

- 27th May- Pier run and time trial and BBQ
- 15th June - Movie night - Pizza and beer
- 30th June - CCC fly-in and BBQ lunch
- 14th July - Mid Winter dinner at 5 Stags in Rangiora
- 18th August - club run and picnic to Culverden Strip
- 7th September - Movie night - pizza and beers
- 20th October - Poker Run and BBQ lunch. Prizes.
- 23rd November - Tech night. GPS and Building with metal. Ray Corbett.
- 15th December - Club BBQ and kids fun day.

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

Glenn Martin, Scott James, Margo Migirdichyan, Roger Palmer, and Bob Johnston.

Cool Links

- RAANZ
- www.raanz.org.nz
- NZ Civil Aircraft
- nzcivaiir.blogspot.co.nz
- Gert van Kruiningen's Bleriot project
- www.bleriotxi.com

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:

- Matthew Blyth
- Carl Wall
- Jonathan Tyce
- Conor McCauley
- Dean Gibson
- Trevor Bunting
- Gordon Lidgard

Please make our new friends feel welcome.

Congratulations

Iain Blyth, Adv National (corrected spelling, sorry)

- Allan Dillon, Intermediate
- Andrew Drain, Adv. National
- Roger Palmer, Adv. National
- Bruce Gardner, Adv. National

Next Newsletter

Contributions requested, publishing deadline 14th June 2017 ("ish").

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

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