

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



- **RAANZ National Fly-in report**
- **President's Report**
- **The Battle of the Coral Sea**
- **South Island Circumnavigation coming up**
- **Club AGM Reminder**

**April 2017**

## It was fun!

Brian Greenwood

As I write this, a week has passed since the extremely enjoyable RAANZ Fly-in to Rangiora. I'm still not sure which was the best bit – the meals at the CRAC House, the fly-in to Forest Field (and subsequent food, thank you!), the Saturday night meal, or the Landing competition.

From a personal point of view, it was great to meet some of the people from around New Zealand that I've had contact with over the past few years. Same interests, same problems, new friends!

I really enjoyed the mass fly-in to Forest Field via the east coast, Lyttelton, and Gebbie's Pass. A gentle reminder that my plane is capable of leaving the circuit. I was lucky enough to have Scott James on board, and Mike Dimmock in his Skyranger alongside for company. Paul Godfrey also joined up for a distance. Actually I didn't notice how long he was there for, I was too busy trying not to get lost. It's funny, if someone asks how I hold my Tennis Racket, my game goes from woeful to disastrous. It's the same with navigation, there's two words which make me get lost. Unfortunately, they're "Clear Prop"!

It was my first experience in flying with a group as well. Apparently my radio calls were very quiet, I'm pretty sure it's my new headset with a more sensitive microphone. I have an older version of the same model (Pilot PA18-50ANR) which works perfectly. I think I just grabbed the wrong one! I'm keen to do some more fly-aways, lucky there's a few of us slightly slower aircraft interested.

Talking of RAANZ and fly-aways, I am sure I am not over-stepping the mark to invite other clubs on our South Island Circumnavigation which starts on April 29<sup>th</sup>. Hopefully I'll remember to put some details in this month's magazine.

It's a short turn-around this time due to Easter (Airshow season!).



*Above, Mike Dimmock in his Skyranger ZK-MAI and Paul Godfrey in his new Kitfox keep station at 8 o'clock, also at 0956 hours.*

*Front Cover, attendees at Forest Field include Kevin Dore's Alpi 200 ZK-KPD (closest), Murray Hagen's Alpi 300 ZK-MIH, and the Fielding Flying Club's Tecnam P2004 ZK-LLY.*

## Contents

It was fun!	2
President's Report April 2017	3
RAANZ Fly-in to Rangiora and Forest Field	6
CRAC President, Patron, and Tuck-shop Manager	16
The Battle of the Coral Sea	17
CRAC South Island Circumnavigation April 29 <sup>th</sup>	22
April Committee Meeting Notes	22
2017 CRAC AGM - April 19, 7:00pm	22
New Members	24
Congratulations	24
Upcoming Events	24



## President's Report April 2017

**Mike Sheffield**

Well here we again at another AGM, another year has passed, more quickly than the last it seems. The more that happens the quicker time seems to pass. The older you get the faster time seems to go as well. For the club it

has been another busy year and hence the time has flown.

We had a Special General Meeting in February to decide on the purchase of another Tecnam. This was carried and a popular decision for most but some objected due to the cost and availability of funding. The new Tecnam was delivered in August and both RGA and RGB were captured expertly by Brian who featured them in the magazine.

The club now has a strong attachment with No 88 Squadron (Rangiora) ATC cadets thanks to Buzz and Basil. The club continues to sponsor the squadron through flying and funding. The cadets recently carried out a working bee on the clubhouse to raise funds for their operation.

One of the highlights for me over the last year has been the increase in membership and particularly younger people joining including some ladies. Younger fliers are the club's future and it seems that because we have newer aircraft at affordable rates we are catering for new younger pilots. Let's hope the trend continues. Is our club at capacity? We need to retain it as an affordable sport and not get too commercialised. So we can only get as big as our voluntary people allow it. Time will tell if it is self-regulating or we introduce paid staff to keep it going.

The club has set up a landing fee system with the Council and this continues to be very popular with unlimited landings for only \$60. This will be reviewed in 2019.

The finance of the club is very healthy and we are actively reducing debt on RGB.

Soon the club will have the use of a new fuel facility for delivery of 95 fuel. Buzz Harvey has been the driving force behind this initiative along with club members who have funded the installation and the first fill of the tank. Over time the club will take over the facility while the supply company retains ownership of the capital plant. The club will administer the system.

Club membership is on the up again with over two hundred members many of whom own their own aircraft and are keen members. It's great to see younger flyers coming through to buy their own planes and keeping recreational (Microlights) a very economical form of flying and one that is less regulated and just as safe as GA flying.

Members have been busy creating their own planes this year with Graham Main working on three this year, the Sapphire, the Hi Max and something coming up soon to keep him busy. There have been a few more 701's around the place, they seem to appear overnight after mating in Stu's hangar! There are a couple of Savannah's being built by Tony and Doug while there are little jet boats all over the place built by Chris Anderson.

There have been a few successful fly aways locally to Forest Field to Duncan and Jane's for breakfast, to Oxford for the Easter Fly-in and a lunch recently hosted by Dave and Ngarie McPherson.

Thanks to you both for making the effort and being so generous with your time and enthusiasm for the club and its members- Thankyou.

The club would not be so successful if it were not for its enthusiastic members and capable committee. The committee have been outstanding this year with everyone having a job and doing it well. Thanks from me for your great work, you have all been great to work with and you should all be proud of our achievements for the year.

The recreational aircraft sport is going to come under increased pressure from CAA and GA to continue to be a responsible group of flyers and it is up to us to make sure we are. We have to make sure that more rules and processes don't mess with our passion. To do that we must comply with the rules and processes we have now to ensure we stay that way. There will be pressure to combine GA and LSA but we must fight that if we are to retain an economical and regulation free flying experience. It is up to every one of us to do the right thing every time we fly. The future is in our hands – make sure it stays that way.

Recently we hosted the RAANZ fly-in over the weekend of 31<sup>st</sup> March to 2<sup>nd</sup> April. This was a very rare flying event because it did not rain! There were 39 aircraft at Forest Field and 65 people at the evening dinner at the RSA. I think we can say it was a very successful event. I would like to thank all those who made it a success especially all those who came from out of town.

One final big THANK YOU goes out from the club and committee to Brian Greenwood who has produced the best Recreational Aircraft magazine in the country again. His talent for capturing our aircraft when they look their best is un-paralleled and his formatting of the magazine is brilliant. No longer do we have a newsletter we have a high-quality magazine. Thanks, Brian, and I hope this encourages you to keep going.

This is my last Presidents report. I have enjoyed my time in guiding the club with the assistance of all the committees over the years. This year I am standing down unlike other years where I have agreed to 'just one more year'. It's time for someone to look to the future and map out where we go from here.

I'll be keeping a watch though.

Safe Flying for 2017/2018

Mike Sheffield

President CRAC

April 2017





Soon to be IPP (Immediate Past President) Mike Sheffield brings his Pixie Pathfinder in to land in gusty conditions after the RAAANZ fly in.



## RAANZ Fly-in to Rangiora and Forest Field

Brian Greenwood

I'm sure that everyone reading this now knows that CRAC hosted the national RAANZ fly-in at Rangiora Airfield and Forest Field Airfield from the 31<sup>st</sup> of March through to the 2<sup>nd</sup> of April.

A very pleasing turn-out of around 40 aircraft arrived on Friday and Saturday. We hosted an evening BBQ at the CRAC House, although we had to do an urgent order for Pizzas later on!

Saturday morning was a breakfast at the club followed by a mass fly away. Originally it was planned to be a trip



*Left, I thought I'd captured the first aircraft to arrive in Savannah ZK-SVH – until I found the 2 Rans S6s, the Pipistrel, and the Alpi 300 (Below) parked further down. Who else did I miss?.*



into Lake Coleridge and exploring Porters Pass and on to Lunch at Forest Field. Regretfully the possibilities of a westerly wind developing during the day changed the route to flying down the east coast, into Lyttelton, and around the southern part of Christchurch Controlled airspace and north to Forest Field for lunch.

The cloud base was reasonably low in places, and all of the aircraft that I saw elected for a join directly onto downwind at Forest Field. Neither a microlight, nor the circuit, are appropriate places to practise IFR! Actually I thought that all of



the traffic was well-behaved, it was great to hear the good quality of radio calls even though the airways were pretty busy at times.



At Forest Field we were treated to an excellent Barbeque lunch and lashings of appropriately non-alcoholic drinks.

This was followed by a safety briefing and a short landing contest. Club member Steve Noad organised and judged the contest, thanks, Steve! The aircraft took off in groups of three or four and did two landings each. It was instructive watching the different techniques and the wide range of aircraft participating.





*Above, CRAC Safety Officer and Forest Field resident Duncan Fraser gives a brief history of the airfield*



*Above, Steve Noad explains the spot landing contest rules.*

Club members Margo Migirdichyan and Viktor Dragomiretsky arrived on field in their Alpi during the competition and then took their turn to join in – pretty cool.

**(Continued on Page 15)**



*Left and below, views of the aircraft which flew into Forest Field, and a resident Auster.*



*Below, the Rans S-6ES sisters JOL and JOR, along with their European cousin, Skyranger MAI.*







**Top,** The Alpi section of the park

**Above,** Doug Anderson and the rest of the Trike Squadron (Gaggle?) arrive

**Above Right,** this cool looking Autogyro also graced the fly-in.



**Left,** this high-tech trike is an Air Creation Bionix, taking part in the landing competition.

**Below,** Rans S6 doing linkwise. ZK-KNI





*Top, RAANZ President Rodger Ward brings his Titam Tornado II in for a good result.*

*Above Right, Skyranger ZK-MAI belonging to Mike Dimmock.*

*Right, Margo Migirdichyan and Viktor Dragomiretsky's Alpi 200*



*Clockwise from below left, Roy Waddingham in Tecnam, ZK-PAB  
David Leefe in Alpi 300 ZK-MWL  
Rans S7 – Peter Kernohan?  
Rans S-6S ZK-JDP belonging to Wendy Milne*





*Clockwise from left, Buzz Harvey in Zenair CH-701 ZK-ZUB, Mike Sheffield in Pober Pathfinder ZK-PXI Mike Glen in Savannah MHG Jonathan Sharp in his Airborne Windsports Edge 582 John Nicolls' beautiful Tecnam P2008 at lift off Chris Anderson in Zenair Ch-701 TIA Ron Bannister's Corby Starlet ZK-MGM*





Mike Dimmock flying his Skyranger ZK-MAI (ex Graeme Main, hence the rego) at the RAANZ Fly-in.

*Left, Aerospool Dynamic WT9 ZK-ZOW from Otautau.*

*Below, George Taylor from Mosgiel in his Pipistrel Sinus ZK-GIM*



*Below, Skyarrow 480 of the Manawatu Microlight Club.*



*Left, Dave McPherson's Karatoo ZK-KTP*

*Below, Another SkyArrow 480 of the MMC.*

*Bottom, the Monnet Sonerai squadron and ZK-RFD (see p 12)*



After the landing competition we all departed in an orderly fashion for Rangiora. There was a follow-on flight arranged for Loburn Abbey to see Ivan Campbell's wonderful set-up but I didn't go on that. It was a day packed with wonderful flying experiences even without it.

Night time saw us retire to the Rangiora RSA for an evening meal. From memory I think there was about 65 of us arrive at once, which caused bit of a bottle-neck but they eventually fed us all – coping quite well, under the circumstances.

Mike Sheffield, CRAC President, announced some prize-winners which I have lifted from the RAANZ magazine **RecFlyer**:

- Spot Landing. John Bolton-Riley
- Best Presented Aircraft. Alan Warner
- Best Engineered Aircraft. Wayne Richmond
- Longest Flight. Willie Morton
- Sportsman Award. CRAC Executive



Sunday dawned fine and clear with a forecast of increased winds. In show of amazing responsibility everybody had clear aviation-grade heads and most departed early. Actually, the whole weekend was a bunch of good lessons for a neophyte (ish) pilot like myself. Thanks to the CRAC committee members and club members who worked so hard to make this weekend a success – you achieved your aim!

The only issues to note were a seat belt that caused a flap (figuratively and literally!) and a stress fracture in a propeller. Pretty good for the number of aircraft and different pilot skills. The worst example I saw was a GA pilot (i.e. no one in RAANZ) trying to rejoin direct to downwind at NZRT when the circuit was chokka – and everyone else was doing proper overhead joins. Well done, Microlighters!



**Left, Alan Warner** in his I-don't-know! A rego search calls it a B&F Technik Vertri FK14B. Whatever the name, it's very pretty and won 'Best Presented Aircraft'. Alan was quite humble about the win and claimed that he didn't pick the colour.

## **CRAC President, Patron, and Tuck-shop Manager**

### **Brian Greenwood**

It would be remiss of me to let this time pass without saying a 'thank you' to some of our departing committee members. I've attended most of the committee meetings for the past few years, the first two years as Treasurer, the last two as an interested observer.

The one thing that I have learned is that we have an incredibly dedicated and hardworking bunch of people, who are underappreciated! Some of them are not standing for re-election this year, the three that I know of are celebrated here.

### **Mike Sheffield, President**

Mike has been the President for the past 16 years (with one year off somewhere in the middle). That's an amazingly good innings, and Mike has achieved so much during his tenure. Or is that reign?

Under Mike's guidance the club has moved from a small clubhouse and hangar (which was extremely good for the size of the club anyway) to our comparative mansion, two hangars, and two Tecnams. Mike always has his eye on the future with his guiding principles being democracy, and keeping Microlight and LSA flying as cheap and obtainable as safely possible. Mike steps down at this year's AGM. Thanks, Mike, your break is so well-deserved and earned.

### **Wayne Wilson, Patron**

I first met Wayne when I was being trained as Treasurer. Wayne (and Graeme Main) led me through the process and helped train a total financial newbie into the world of club finance. It's not their fault that I was useless! Wayne's kindness and help impressed me and I was not at all surprised when he was nominated for Patron. He's held the position for several years and has worked very hard in the background, without recognition. A recent notable piece of work was repainting the entire outside of the club house.

Wayne is standing down this year as Patron, again well-deserved and earned.

### **John McCaul**

John has been tuck-shop manager for as long as I remember. Although this is hard enough work in itself (keeping the Cadbury Caramello's going for Stu!), his breadth of knowledge about all things has been obvious during committee meetings. Everything from Tecnam operations, club events, and practical considerations. Even last night we were discussing the in-depth requirements of irrigating the airfield grass.

I heard a comment that John is stepping down this year, I hope I got the story right! Either way, thanks for the hard work and expertise.

I'm not sure if anyone else is standing down, please excuse me if I have missed anyone. Thanks to these three for the work they have done over the years, I'm glad you're all still in the club and I look forward to resuming our chin-wags and chats when you have more time!

*Below, aircraft fly off the USS Yorktown during the Battle of the Coral Sea. All images U.S. Government property and Public domain, via Wikipedia.*

## The Battle of the Coral Sea

Brian Greenwood

The 75<sup>th</sup> anniversary of the Battle of the Coral Sea is in May, the original battle was fought from the 4<sup>th</sup> to the 8<sup>th</sup> of May 1942. This fascinating piece of history resulted in a tactical victory for the Japanese but was a strategic victory for the U.S. Navy. And if you're wondering about the relevance to New Zealand and Australia, check the map out to see how close it is!

To put the battle in context, on December 7<sup>th</sup> 1941 the Japanese had attacked the U.S. Navy base at Pearl Harbor. A mere 5 months later the U.S. Navy and Army Air Forces mounted the Tokyo Raid, flying B-25 Bombers off the Aircraft Carrier USS Hornet. The attack on the Japanese capital had a profound effect on the Japanese, it is thought that they postponed their expansion into India. Instead they tried to create a bigger 'buffer zone' around Japan by pushing down into Tulagi in the Solomon Islands and Port Moresby in New Guinea. The invasion fleet included 2 fleet carriers (*Zuikaku* and *Shokaku*) and a light carrier (*Shoho*).

### It's the oil for your Rotax 912

Elf Moto4 10w-40 – a very high quality, semi-synthetic oil specifically designed to work with engine and gearbox combinations. Anti-clutch slippage is integral to the composition. Moto4 Semi-synthetic is low lead rated and allows you to maintain recommended service intervals even when mostly on AVGAS. \*Rotax recommend reducing to 25 hour intervals if above 75% AVGAS usage.



Sprint **AER**

*Light Aviation and Beyond!*

[www.sprintaero.com](http://www.sprintaero.com)

Email: [Phil@SprintAero.com](mailto:Phil@SprintAero.com)

Phone: Phil on 021 720 180



## CALLING ALL AVIATION ENTHUSIASTS

Experience a stay at a fully - functional airport in the heart of Central Otago.

Land yourself a night at the newly constructed NZLX Motels and enjoy an aviation experience like no other.

Vehicles available for guest use.

To book or for more information visit [www.nzlxmotels.co.nz](http://www.nzlxmotels.co.nz) or contact Nigel on 0274348184.



**NZLX AIRPORT MOTELS**  
ALEXANDRA AIRPORT - CENTRAL OTAGO

On May 3<sup>rd</sup> and 4<sup>th</sup> the Japanese successfully invaded Tulagi. Luckily (actually through good planning and sheer hard work) the Americans had been getting more proficient in decoding the Japanese naval code, as had the British. Between them they managed to work out that a Japanese attack was imminent, and sent a task force composed of a Cruiser force (including *HMAS Australia*) and the American aircraft carriers *Lexington* and *Yorktown*. Aircraft from the *Yorktown* had some success in sinking and damaging some of the warships and supporting vessels of the Tulagi Invasion.

The Japanese therefore knew that there was at least one U.S. Navy carrier in the area. They sailed towards the Coral Sea hoping to locate and destroy the U.S. and Australian force. U.S. B-17 bombers flying out of Port Moresby attacked the Port Moresby invasion fleet several times, without any major effect.

*Below, a map of the battle area showing the intended direction of the Japanese forces including New Caledonia and Fiji. (US Federal Government/Public Domain)*



On May 7<sup>th</sup> the two sides flew airstrikes against each other, starting with scouting forces of Douglas SBD Dauntless Dive Bombers and Nakajima B5N 'Kate' bombers. The Japanese scouts located an oiler called the *Neosho* but mis-identified it as a carrier.

The Japanese immediately launched all of their aircraft (a total of 78). One of these aircraft did spot and report



*Above, Neosho burning after the Japanese attack*

the actual position of the carriers but the conflicting position was effectively ignored and the Japanese aircraft proceeded to the *Neosho*. Realising their mistake, they bombed the *Neosho* leaving it to sink slowly – in fact it was later scuttled by American forces.

Meanwhile the U.S. Navy aircraft found the Japanese Aircraft Carrier *Shoho*. Aircraft from both the *Lexington* and *Yorktown* attacked and sank the *Shoho*. **(Below)**

The U.S. Force, believing there could be up to 4 Japanese carriers, turned southwest, while the Japanese withdrew to the north. Another Japanese attack force was launched in the evening and was detected by the Carriers on radar.


11 Wildcats were ordered to intercept and shot down eight torpedo bombers and one dive bomber, at a cost of three Wildcats.




The next morning, both sides launched reconnaissance aircraft and both sighted each other almost at the same time (there was a 2 minute difference!). Each raced to launch a strike force, the Japanese launching 18 Fighters, 33 dive bombers, and 18 torpedo bombers. Likewise the Americans launched 15 fighters, 39 dive bombers, and 21 torpedo bombers, but they were in two separate strike forces from each carrier.





*Above, Mitsubishi A6M 'Zeroes' launch from a Japanese Carrier*

  
**ROTAX**  
AIRCRAFT ENGINES



Rotax trained & Authorised till 2018

  
**Rangiora Light Aviation**

  
**Call Wayne: 03 313 6987 or 021 214 5091**  
**Email: rangiora.light.aviation@hotmail.co.nz**  
**www.lightaviation.co.nz**

### Authorised Rotax Service and Repairs

Wayne Lindebaum offers full service and repairs on all Rotax aircraft engines, all generations and all types, along with Microlight inspections, repairs and upgrades to cover all your light flight needs.

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.

The Japanese carrier *Shokaku* was hit by several bombs which ripped open the forecastle and caused considerable damage to the hangar decks and flight deck. *Shokaku* was effectively out of the battle. The Japanese strike force inflicted serious damage to both of the American carriers, *Yorktown* being hit by bombs and *Lexington* was hit by



*Above, the USS Lexington under attack*

Americans thought that there were still two operational Japanese carriers, and were worried about the heavy damage sustained by their own carriers. Both sides ships were low on fuel, made worse for the Americans by the loss of the *Neosho*.

Both sides decided to withdraw, the Japanese postponing the invasion of Port Moresby and the Americans planning to return to Pearl Harbour, leaving the Cruiser force on patrol. Sadly, however, the losses weren't over. The *USS Lexington* succumbed to her wounds after a massive explosion likely caused by gasoline fumes and unmanned electric motors.



*Above, the USS Lexington explodes*

After all possible survivors were rescued the *Lexington* was torpedoed by the destroyer *USS Phelps*. Two hundred and sixteen crewmen lost their lives.

The Japanese were ordered back to destroy the remaining American forces but they had already departed.



**LIGHT AIRCRAFT SERVICE CENTRE**

- **Rotax Engine Servicing** • **General Maintenance**
- **Fabrication** • **Painting** • **Electrical** • **And more**

Contact Chris: 027 263 1647 / [stolperformanceNZ@gmail.com](mailto:stolperformanceNZ@gmail.com)

The Battle was considered a tactical victory for the Japanese. They had sunk 41,826 tons of shipping including a fleet carrier, an oiler, and a destroyer, vs the Americans who sunk 19,000 tons including a light carrier and a destroyer. The loss of the *Lexington* was 25% of the US Navy's carrier fleet in the Pacific.

Whilst the more experienced Japanese aircrews performed better than the Americans, they lost a large part of their veteran navy pilots and had no replacement training program. For their part, the American aircrews did extremely well given their lack of experience. Both the U.S. air crews and the naval forces studied the battle and learned quickly from their experience. Moreover the *USS Yorktown* was repaired very quickly and was available for service for the next battle – Midway. On the other hand, the Japanese had been denied two carriers for the Midway operation. The U.S. Navy had proven itself.



Above, the *USS Yorktown* was repaired in Hawaii and, amazingly, set back to sea within 48 hours. This allowed it to play a major role at Midway. That's another story for another day.

This was the first time two fleets had engaged each other solely by the use of aircraft, extending the range of engagement to hundreds of miles and lessening the decision time to commanders.

Moreover, it was the first time a Japanese invasion force had been unsuccessful in its aim, which was a major morale booster for the Allied forces. This, and tipping the scales for the Allies in the next battle, is why the Coral Sea battle is considered a strategic victory for America and Allies.

**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 a few important features for the sake of space. I recommend further reading, Wikipedia would be a good starting point!



# Power & Reliability

**Powerful yet smooth**  
**Reliable yet light weight**  
**Up to the minute technology**  
**Fuel and oil injection, electric start**  
**and a real 1000 hr TBO (@ 75% power)**

SprintAero offer full firewall forward design  
and engineering services.



**3701es**  
• Installation weight of under 68kg • 100HP  
**\$24,700** incl GST



**3503e**  
• Installation weight of under 49kg • 70HP  
**\$18,950** incl GST



**3003e**  
• Installation weight of under 66kg • 102HP  
**\$24,220** incl GST

\* Prices subject to change without notice

**Email: Phil@SprintAero.com**  
**Phone: Phil on 021 720 180**  
**www.sprintaero.com**

## SprintAERO

*Light Aviation and Beyond!*

## CRAC South Island Circumnavigation

April 29<sup>th</sup>

Scott James

Last year we had a trial run around the North Island, we are now ready to tackle the mainland! Early days yet, but the agenda looks a little like this...



RT – Taieri

Taieri – Mossburn

Mossburn - Haast

Haast - Karamea

Karamea - Motueka

Motueka - Omaka

Omaka – RT

We had 10 aircraft for the North Island and I'm sure we can double it for the South - no pesky straight to scare people off. Don't forget - Club aircraft can be used too - just talk to your instructor. One is already booked - but a great problem to have if they are both away!

## 2017 CRAC AGM - April 19, 7:00pm

Scott James

Come along and have your say... this year's AGM is planned for Wednesday, April 19, at the Club Rooms. If you have any issues that you would like to raise at the AGM, or if you are interested in running for the committee in any role, please let me know.

There are a couple of opportunities available on the committee, and we'd love to hear from you. You get to hang out with fellow committee members each month at the Kaiapoi Working Men's Club, which is a major bonus. They do a good roast.

## April Committee Meeting Notes

(Editors rough notes, not to be read as official minutes etc etc)

- Discussion re general club public liability insurance (aircraft already covered) – quotes to be obtained
- Rangiora Festival – do we want to be involved? Some definite benefits
- Treasurers report, explained new reporting format.
- Hours flown 92! About 75% in RGB, both well above budgeted amounts
- RGA has just completed her 1300 hour check, RGA has just passed 282 hours
- Disk brakes on RGA changed (PLEASE DON'T RIDE THE BRAKES WHEN TAXIING)
- Safety Officer reported RAANZ fly in went well, no current reported incidents. Complimented the Instructors on current standards
- Building report: Door locks changed as per last Committee meeting. Door by computer had to be bolted instead of auto-closer
- Quote received for repairs to hangar doors – will ask for an improved design of top rail to be quoted and will approve by committee e-mail
- Galv tandem trailer reported as stolen from the airfield – be careful with your possessions!
- Request to write Canteen IOUs carefully showing full name and hone number. Failure to do so is considered theft.
- Lessons from the RAANZ fly in: Ensure all locals register (Editor is guilty, paid for meals and registration on the weekend; others haven't yet). Serve food in portions to ensure fairness. Club Hot Water and oven not up to spec for events.
- Club Oven and Hob to be replaced; committee requires a Hob with Knobs.
- Hot water pressure pump to be installed – donated by Scott James.
- Club AGM next week, written reports required from all Officers.
- Some web site changes requested
- AvPlan instruction nights to be organised.

**FOR SALE**  
**NIEUPORT 17 MICROLIGHT**  
**IMAGINE YOURSELF FLYING THIS AEROPLANE!**



Contact **Dick Moore**  
(03) 351 6068 evenings  
or 0274 397 817  
or email [linanddickm@gmail.com](mailto:linanddickm@gmail.com)

- 7/8<sup>th</sup> scale replica. (Graham Lee kitset)
- Built approx. 2003 by Mike Kindon, Canterbury Recreational Aircraft Club, Rangiora.
- Less than 50 hours flying time.
- Volkswagen powered, 55hp engine. (Dual ignition)
- Brent Thompson 60" propeller.
- Lewis replica machine gun (optional).
- Wired for ground power.
- Brakes fitted.
- Always hangared at Rangiora airfield.
- (Rep) Plans #1145. MAUW 730 lbs. Empty weight 460 lbs.
- Reg: ZK-RFC (Royal Flying Corps).
- Regular engine runs.
- Annual certificate.
- Great condition.
- View by appointment (Rangiora).
- All offers considered.

**FOR SALE**  
**POBER PATHFINDER \$18,000 ONO**



YES, THE POBER PATHFINDER IS FOR SALE  
(PIXIE IS NOT RIGHT)  
VW 1730 CC DUAL PORT HEAD  
ALL CHROME MOLLY FUSELAGE AND SPRUCE WINGS.  
ONLY 120HRS ON AIRFRAME AND MUCH LESS  
ON THE LATEST ENGINE.  
EASY TO FLY AND RELIABLE.

PHONE MIKE ON 327 6448 OR 027 660 5956



Canterbury Recreational Aircraft  
Club (Inc)  
P.O. Box 440  
Rangiora 7440

[www.crac.co.nz](http://www.crac.co.nz)

#### WhatsApp

**CRAC Drop Of The Hat**

**CRAC Revolution** (for chat)

#### Facebook

[www.facebook.com/flyCRAC](http://www.facebook.com/flyCRAC)



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

**April 14<sup>th</sup> – April 16<sup>th</sup>** - Classic Fighters  
Omaka 2017

**April 19<sup>th</sup>, 7:00pm** – CRAC AGM at the  
Clubhouse

**April 29<sup>th</sup> to....** CRAC South Island  
Circumnavigation

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  
something that approximates good  
humour.

### Contributions and Attributions

**Mike Sheffield, Scott James,  
U.S. Government via Wikipedia**  
(Coral Sea article)

### Cool Links

RAANZ  
[www.raanz.org.nz](http://www.raanz.org.nz)  
NZ Civil Aircraft  
[nzcivaiir.blogspot.co.nz](http://nzcivaiir.blogspot.co.nz)  
NZ Aviation forums  
[rnzaf.proboards.com](http://rnzaf.proboards.com)  
Gert van Kruiningen's Bleriot project  
[www.bleriotxi.com](http://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:

Jasmine Ward  
Heather Kinghorn  
Kane Saunders-May  
Tia Warwick  
John Hollings  
Scott Walker  
Rohan Rudd

Please make our new friends feel  
welcome. And please accept my  
apologies if I have made any  
mistakes, I was reading the names  
upside down at the committee  
meeting!

## Congratulations

Ian Blyth, Adv National  
Mike Glen, Adv National  
Cris Lawry, Adv National

## Next Newsletter

**Contributions requested, publishing  
deadline 10<sup>th</sup> May 2017 ("ish").**

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

Unless otherwise noted, all images in this  
magazine copyright 2017 Brian Greenwood