

# RecWings

The Magazine of the Canterbury Recreational Aircraft Club



**Merry Christmas!**

**December 2016**

**January 2017**

## Nothing on the clock but the maker's name...

Brian Greenwood

It was one of those weekends, not much time to go flying but too much to stay home. A few circuits were in order to keep the engine exercised and the pilot in touch with his plane. A nice, easy, gentle exercise which I still enjoy. A landing, done properly, is still the best bit. I hate scenes in movies where they show an aircraft landing but cut before touch down. How do we know if it was a good one? Don't they understand that it's the *entire point?! Or am I being a little OCD here...*

Back to the subject, in this case there was a nice gentle easterly blowing with a Nor'West change due a few hours later. In other words, it was a typical Canterbury late spring morning. The take-off on 07 was uneventful but by the time I got to base it was beginning to get a little lively. Nothing too spectacular but enough to make me only select two notches of flap for landing (it always seems to handle better in lumpy landings with only two notches).

By the time I was down to short finals I was weighing up my options and trying to keep a little extra speed in hand. It seemed quite gusty in my lightweight plane! Within a couple of feet of the ground I thought I had enough control to get one wheel down and slow her from there, but it wasn't to be. One big gust of wind blew me up to what I estimated was well over ten feet. I turned the volume control up to full noise because I could see the ASI winding back alarmingly and the controls were decidedly mushy! The upside of our light aircraft is that they respond very quickly to power changes, so the old girl was off in a rush. One quick circuit and the conditions were perfect for a

smooth, daisy-cutter landing.

Ironically, examining the GoPro footage (a set and forget installation, by the way) shows that I was nowhere near ten feet in height, reality was a lot different to my perception. Still, it was the right response and outcome.

It did bring to mind those leg-pulls told by older pilots, 'there I was, upside-down, with nothing on the clock but the maker's name' – perhaps they were, to the pilots, actually how they perceived the situation!

*Cover, Merry Christmas from the RNZAF! The C-130 forming a Christmas Tree Angel at Warbirds Over Wanaka 2014.*  
© 2016 Brian Greenwood

## Contents

Nothing on the clock but the maker's name...	2
Presidents Report December 2016	3
On Ice for Christmas	7
CRAC Steps up – the Kaikoura Quake response	8
Merry Christmas!	9
December Committee Meeting Notes	9
CRAC Christmas Party	10
Bleriot Progress	14
A great year for our local ATC Squadron	14
Pearl Harbor Attack 75 <sup>th</sup> Commemoration	17
Modelling Pearl Harbor	20
Who's Stealing?	22
New Members	24
Congratulations	24
Upcoming Events	24



## Presidents Report December 2016

Mike Sheffield

Well another year has passed, more quickly than the last it seems, but really they are all the same. The more that happens the quicker time seems to pass. 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.

Early in the New Year Gert's Bleriot took to the air and this was also captured by Brian in circuit and flown by Evan Bellworthy. This was the culmination of a huge amount of work by Gert to build this kit which has turned out to be a beautiful replica. The size and workmanship are both impressive.

At our AGM, Graham Main was honoured with a Life Membership for his tireless work on many fronts over many years. He is one of the originals and is still as keen as ever and is truly valued member of the club. Thanks for your continued support of the club and its activities.

We introduced a bit of new technology to the club in March which has coordinated club events and news. The 'Drop of the Hat' iPhone/Android WhatsApp channel has proved very valuable and well used to inform members of events at short notice. We also updated our computer and web site thanks to Margo, and Viktor spent a lot of time getting our weather station set up in the club house.



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.

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 club participated in a few successful fly aways to Hokitika for the RAANZ Flyin and to Rangitata for the



ANZAC weekend celebrations. A north island tour by many members went off really well but some were away a lot longer than they planned. One of the hazards of flying is getting caught by weather.

Along with the purchase of the new Tecnam we sold JOR, our last connection to Generation II microlights. JOL and JOR served us very well with nearly 4000 hours of training carried out with little trouble. Other club members are now enjoying them and keeping it local.

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 work on three this year, his Jodel, the Sapphire and now the Hi Max. 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 Forrest Field to Duncan and Jane's for breakfast, to Oxford



for the Easter Flyin and a lunch recently hosted by Dave and Ngaire 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.

Although we still have a few months to go before the next AGM I am letting the club know that there will be a few vacancies for the committee next year. There are a lot of clever people in the club that we need to guild the club and provide a vision for it over the next few years. If you have some ideas to ensure that the club stays a prosperous microlight club put your hand up and have a say.

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 are going to have to adopt more rules and processes but 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.

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.

Safe Flying for 2017

**Mike Sheffield**

President

Canterbury Recreational Aircraft Club





Almost an air-to-air shot – Mike Sheffield brings his Pober Pathfinder in to land.  
Photo Brian Greenwood



## On Ice for Christmas

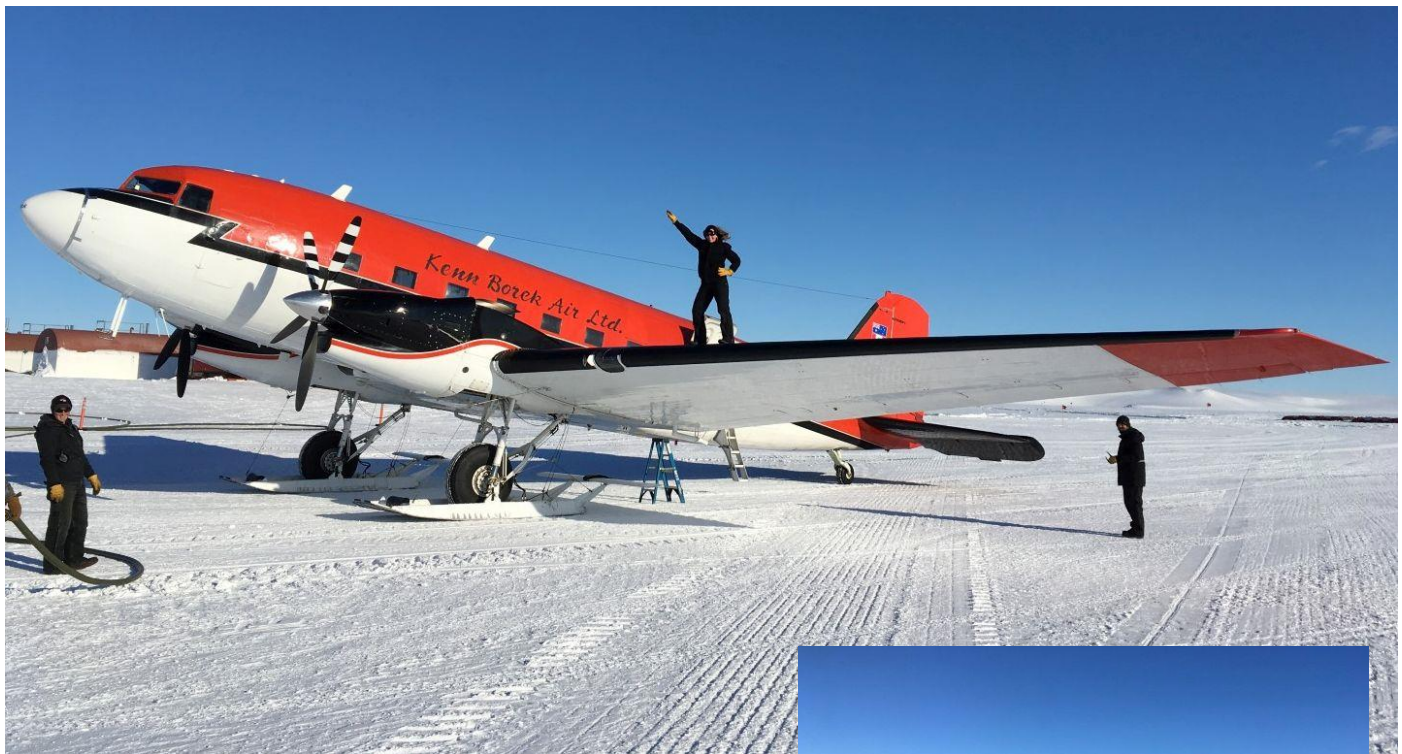
Photos supplied by Wayne Lindebaum



As you may have read in the previous RecWings, Club Member and proprietor of Rangiora Light Aviation, **Wayne Lindebaum** is spending some time at New Zealand's Scott Base over summer. He's kindly submitted these photos for publication. You might see the mass of black dots in the photo above, it's a large flock of Penguins dressed formally for their Christmas break up. I might be assuming that bit.

The following four images are of, or from, a Basler BT-67 (turboprop conversion of a DC-3, obviously) operated by Kenn Borek Air Ltd. This Canadian-based company operates out of Calgary and specialises in supporting scientific expeditions, oil exploration, and air ambulance services. They run a fleet of 9 BT-67's, 20 Twin Otters, and a handful of various Beechcraft aircraft.

Thanks to Wayne for the photos, I'm not sure if they were taken by him or someone called Lauren – full accreditation when available!








## CRAC Steps up – the Kaikoura Quake response


Brian Greenwood

Members of CRAC performed some good deeds in the aftermath of the recent Kaikoura quakes. Although the CAA asked us to stay clear of Kaikoura Airfield (due to the number of helicopter operations and something about carrying members of the public in non-certified aircraft), there were a number of flights operated in accordance with the Notam, ferrying water and other supplies to farm strips, etc.


RecWings acknowledges and extends thanks to those who gave their time and materials to these operations, and we hope that all those affected by the quakes (club members and otherwise!) have a speedy return to life as normal.



**Rotax trained & Authorised till 2018**




**Rangiora Light Aviation**



**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.



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



## Merry Christmas!

On behalf of the Executive, Committee, and hangers-on (i.e. the Editor!) I would like to extend our wishes for a very Merry Christmas and a Happy, Healthy, and Prosperous New Year to our members and families.

A special shout out goes to those going through difficult times, a club of our size is bound to have someone struggling with health or life issues in their family, we hope for improving circumstances in the New Year. Or sooner.

Likewise, our thoughts are with all of you affected by the recent and extremely nasty Kaikoura Quakes, we hope you have a relaxed festive season and a speedy recovery (see separate article).

I'd also like to mention the wider aviation community, our friends in RAANZ and affiliated clubs, and the groups that have contacted us during the year. Such groups as the Fiordland Aero Club, Hawke's Bay Microlight Club, Bay of Islands Aero Club, Manapouri Aero Club, Waimate Aero Club, Kaikoura Aero Club, West Coast Microlight Club, and our friends at the Canterbury Aero Club. And the others I have missed – basically everyone!



## December Committee Meeting Notes

- Loss made this month due to low flying hours (weather related)
- Bank Bal \$31000 not including engine rebuild fund
- Oxford Twilight flyin planned (Ed: Was cancelled due to predicted high winds)
- Front nose gear of RGA damaged, but was not reported – found during maintenance. Flight logs to be checked to try and find perpetrator
- Ops Manager Stewart Bufton looking into Thermocouple to augment RGB's temperature gauge
- \$190 worth of food has not been paid for from the Tuck Shop. This is even counting IOU's on the pad. Boxes of biscuits were taken from the pantry. Club house codes to be changed and pantry and/or freezers locked.
- No significant safety issues reported
- ATC working bee went well, and their work appreciated.
- Instruction on the AV Equipment still needed.
- Vote of thanks to Wayne Wilson for his hours of painting and other work around the club house.
- Cleaner will now do 2 hours per week
- Water now supplied to Hangar one. Buzz to purchase retractable hoses and brush for aircraft cleaning.
- Final ATC Parade December 13<sup>th</sup>. Mike Sheffield invited to attend
- Moved and passed: ATC Cadets who want to fly with the club will get their 10<sup>th</sup> hour free.
- Budget approved for updated club signage
- Internet at the clubhouse getting slower – too many connections now on the ADSL line. Scott will organise a trial of rural wireless broadband
- Successful Meet up in Christchurch two weeks prior. Further Meetup to be organised in the new year.
- Both President and Patron positions will be available next year.

*Left, the reason why there were fewer flying hours in November.*



## CRAC Christmas Party

Brian Greenwood

In contrast to the last couple of years the CRAC Christmas Party was held at Rangiora Airfield in Hangar 2 on Sunday December 4<sup>th</sup>. The club did the catering; a team lead by **Doug Anderson** supplied a festive treat which included copious quantities of very hot whitebait patties. A very Kiwi Christmas indeed!

It was very well attended, perhaps better than the Restaurant events and bodes well for the future. For those of you who did not partake, may I humbly suggest you give it a try next year. There's always someone interesting to converse with and some brilliant company all round.

Thanks to the organisers for all your hard work – you certainly succeeded in providing an enjoyable evening.



## 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 **AERO**

*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





**STOL**  
**PERFORMANCE NZ**

**LIGHT AIRCRAFT SERVICE CENTRE**

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

Contact Chris: 027 263 1647 / stolperformance@gmail.com





Hamish Pulley's new aircraft, Rotax-powered Skyranger ZK-JAY on short finals with Hamish at the controls.

Photo Brian Greenwood





## Bleriot Progress

Brian Greenwood

As mentioned in the President's Report, Gert van Kruiningen's Bleriot is making progress. At the moment he is building new pistons to raise the compression of his Velie engine. You can catch up with the project on his blog site, the link is on the last page of this magazine.



## A great year for our local ATC Squadron

Buzz Harvey

As many of you are aware, No.88 (Rangiora) Air Training Corps Squadron has started up recently at Rangiora Airfield. Our club has pledged its support to this new youth group and there have been various interactions over the year. The Unit Commander, Squadron Leader Tania Mackinnon and her team are very grateful to CRAC for its support, which has significantly assisted the squadron get underway and provide aviation activities for the cadets. A real blessing for the squadron was one of our own instructors, Basil Buwalda, stepping up to become a cadet officer. So not only is Basil a RAANZ instructor, but he is also now a Pilot Officer with NZ Cadet Forces.

Earlier this year, some of the cadets were treated to a ride in CRAC member's aircraft. Later on during the year, some enjoyed a flight in a CRAC Tecnam, as part of the annual sponsorship of 10 hours flying CRAC provides to No. 88 Sqn. The cadets also assisted at the Rangiora Airfield open day during the year and also undertook some work around our clubrooms and hangars, fundraising for ATC Exercise Southern Falcon. This aviation focused exercise was conducted a couple of weeks ago, and involved a half day flying in Canterbury



Aero Club aircraft, aviation navigation, a visit to the RNZAF Museum and a half day at Christchurch airport, visiting the Tower, the Radar Centre (thanks Rodger), Fire Section, Westpac Rescue and CHC Helicopters and a visit to the Emirates A380. The RNZAF also turned on a C130 and the cadets got a great local flight in that, all with the back door wide open!

The major event for the year was the formal recognition of the Squadron by the Minister of Defence. This was celebrated with a street parade in Rangiora that was reviewed by the Chief of Air Force, Air Vice-Marshal Tony Davies, and Mayor David Ayers. A momentous occasion for the Squadron was further celebrated with a formal military 'Dining In' at the Rangiora RSA.



As mentioned, our club has pledged 10 hours flying a year to the squadron to promote aviation in youth. This was pledged at the 2015 CRAC AGM, for an initial period of three years. The 2015 hours have been used by Basil and Scott James to give the cadets air experience. The 2016 hours have been taken up as a Flying Scholarship, which includes a year's club membership and a log book. This scholarship was won by Cadet Zachary Lane, awarded last week at the squadron prize-giving parade. Cadet Lane was already looking to join our club and undertake some flying, so this is a real boost for him [Ed: See photo album next page]. There are also two other cadets who are looking to start flying with CRAC and we should see these cadets getting more involved early next year. The aforementioned prize-giving was attended by many Rangiora Airfield identities, our local mayor and was reviewed by the NZ Defence Force Air Component Commander, Air Commodore Darryn Webb, himself an ex-ATC cadet.

Current numbers are about 30, with about 8 new cadets coming along to formally join next year. Recruiting in February should bring a new intake of about 20 cadets in the new year, which will take numbers up to about 45 – 50 cadets, which is as much as the accommodation space can handle. Speaking of accommodation space, the



unit has leased the 'Whitehouse'. The white concrete block building near the CAC clubrooms. We have also bought a small site-office building that we will use as a classroom. We have further plans



in the wings, which include bringing another full-size classroom in from Kaiapoi Borough

School and organizing some decent storage for the growing inventory of gear required for cadet training.

Overall, it has been a very positive, fruitful and rewarding year. Next year looks to be another good one, with greater numbers and some interesting activities for the cadets. One of the activities being looked at is a Flying Camp weekend, using CRAC aircraft and instructors. The Oxford Strip has been generously offered by Dave Macpherson and it will be great to stage a weekend camp there.

Thanks to the CRAC President, committee and members everyone for their efforts in support of Rangiora's own ATC squadron. The officers and cadets really appreciate it and I'm sure all CRAC members enjoy our club being able to give something back to our local community. Thanks for the support, it is very much appreciated and we look forward to more interaction next year.

*Merry Christmas everyone!*

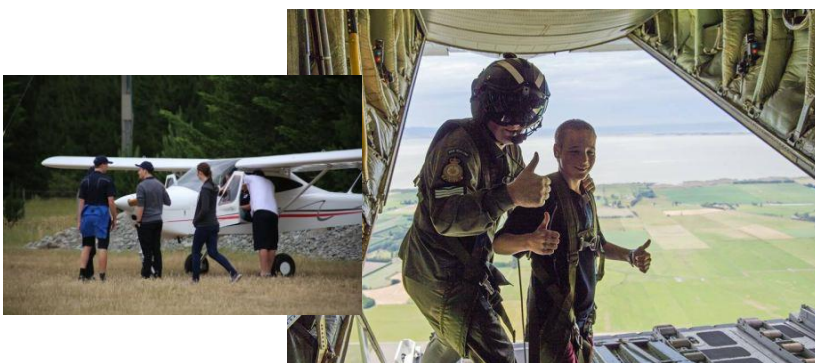
**Buzz Harvey**



*Right, The 2016 prize winners. The CRAC Scholarship winner is at the far right; Cadet Zachary Lane. He is holding the aviation trophy also.*



*Above, the ATC takes over an RNZAF C-130. Below, fundraising for the Arthritis Foundation*



*Above, the ATC cadets inspect RGB at West Melton Above Right, on the ramp of the C-130 Hercules*



*All photos in this section courtesy of Buzz Harvey*

*Above, Cadet Kylie McCracken flies in a Tiger Moth. Below, CAF WO is the Chief of Air Force promoting Thomas Warming-Smith to the rank of Warrant Officer*

*Above, Glenn Martin takes Corporal Karl Meyers for an Air Experience flight, Above Right, CFI Doug Anderson having a great time! Below, cadets marching through the Rangiora Streets at the formal recognition parade*





## Pearl Harbor Attack 75<sup>th</sup> Commemoration

Brian Greenwood



This year marks the 75<sup>th</sup> anniversary of the attack on Pearl Harbor. I have seen very little in the media about this so I decided to make it the theme of our history section.

This is a brief outline of some of the basic facts, however the one thing I learned from High School History is that today's historical facts become tomorrow's disputes and next week's fallacies!

However, the generally accepted outline is:

- Japan maintains an expansionist policy in South East Asian and China during the 1930's, starting with Manchuria in 1931.
- The U.S.A. bans exports to Japan in 1940 after the Japanese invasion of French Indochina. Although aircraft and aviation fuel were included in this ban, they stopped short of banning oil exports.
- In early 1941 the Japanese begin planning the Pearl Harbor attack (Note: I have used the American spelling of 'harbour' because it is a place name). This is alleged to be partially based on the success of the British Fleet Air Arm's attack on the Italian Naval base at Taranto in November 1940. The Japanese had also been working on Torpedo modifications for shallow harbours prior to Taranto.
- In July 1941 the U.S.A. ceases oil exports after the completion of the Japanese invasion of French Indochina.
- On December 7<sup>th</sup>, 1941, Japanese Aircraft from the carriers Akagi, Kaga, Soryu, Shokaku, Hiryu, and Zuikaku attack in two waves. The aircraft involved were Nakajima B5N *Kate* bombers, armed with armour-piercing bombs or torpedoes, Aichi D3A *Val* dive bombers, and Mitsubishi A6M *Zero* fighters. There were 183 aircraft in the first wave of the attack and 171 in the second. A proposed third wave to attack fuel and weapons storage, and maintenance facilities was cancelled by the Japanese Commander-in-Chief of the First Air Fleet, Admiral Chuichi Nagumo.

**Top Photo**, Mitsubishi A6M2 "Zero" and Aichi D3A "Val" aircraft warm up prior to the attack on the IJN Carrier Akagi. Note that the Akagi, unlike most carriers, had the Bridge structure on the port side of the ship. This photo was obviously taken by the IJN but it is attributed to the USN Archives.





Taken early on in the attack by the IJN, there are at least three aircraft, probably *Vals*, visible, plus the explosions from the first dive bomb attacks. In the full sized version of this photo you can even see rows of small aircraft and PBV Catalina Flying Boats lined up on the airfield opposite Battleship Row. I recommend viewing this photo on Wikipedia. Accredited to the U.S. Navy



*Left, another amazing photo presumably taken by the IJN at the start of the attack. This photo apparently shows two torpedo tracks towards Battleship row, a bomb burst in the water, and burning aircraft at the airfield in the background. This photo is generally attributed to the **US Navy***

*Right, a good view showing the ferocity of the attack, the damage caused, and the amount of anti-aircraft fire the defenders managed. View is from the hills to the north of the harbour, looking southwest. The large black column of smoke is from the USS Arizona. **Official US Navy photo, National Archives Collection.***



- The attack caught the defences almost completely unaware, however there were some remarkable responses. These included an improved anti-aircraft fire during the second attack, and the USAAF managing to launch 8 fighters (P-36's and P-40B's) despite being the prime target of the Mitsubishi Zeroes. Two thirds of the Japanese losses were during the second wave.
- American losses were 8 Battleships sunk or damaged, 3 Cruisers and 3 Destroyers damaged, 2 other ship types sunk, 3 other ships damaged, 188 Aircraft destroyed, 159 Aircraft damaged. The Human cost was terrible: 2,403 killed and 1,178 wounded. Civilian casualties were 68 killed, 35 wounded, and 3 civilian aircraft shot down.
- Japanese losses were 4 Midget Submarines sunk, 1 grounded, 29 Aircraft destroyed. The Human cost was 64 killed and 1 sailor captured.
- The good news – the oil stores, refuelling facilities, maintenance areas, and dry docks were largely unaffected. Additionally, the vital Aircraft Carriers were at sea during the attack and were likewise unaffected (some of Enterprise's Dauntless aircraft were close enough to be involved in the defence!)
- Within 8 hours of the attack, Japanese forces began the invasion of the Philippines, and three days later sunk the British Battleships Prince of Wales and Repulse off the coast of Malaya.
- Historians are still debating the lack of a declaration of war, being divided between the declaration being delayed by decoding problems at the Japanese Embassy in Washington, and it being a deliberate attack without any declaration to keep the element of surprise – Hitler had already attacked the USSR without any such declaration. It's beyond the scope of such a brief article to analyse this further.
- The attack precipitated the United States' entry into World War Two, although there had been much activity prior (surface escorts on the Atlantic Convoys, Lend Lease, Destroyers for Bases etc). Germany declared war on the U.S.A. four days after the attack.

*This extremely brief overview is dedicated to the servicemen and women involved, and to the families and friends who lost loved ones as a result. Further reading is recommended, there are so many fascinating aspects to this terrible event that cannot be covered here.*





## Modelling Pearl Harbor

Brian Greenwood

Regular readers will know of my fetish, sorry, interest, of modelling in themes. The IJN attack on Pearl Harbor has been surprisingly difficult to model well. It's only recently that we have first-class models of some of the participants.

Firstly, a disclaimer, my interest is in aircraft and history, I am forever thankful for those who have served to protect our freedoms. This is especially true for servicemen and women who were thrown into the thick of World War 2 and had little choice in the matter. I am truly grateful for the (comparative) peace in which I have lived my life.



AUTHORISED AGENT

## 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.

# SprintAERO

*Light Aviation and Beyond!*

### 3701es

• Installation weight of  
under 65kg • 100HP  
**\$24,700** Incl GST



### 3503e

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



### 3003e

• Installation weight  
of under 65kg • 102HP  
**\$24,220** Incl GST



\* Prices subject to change without notice

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

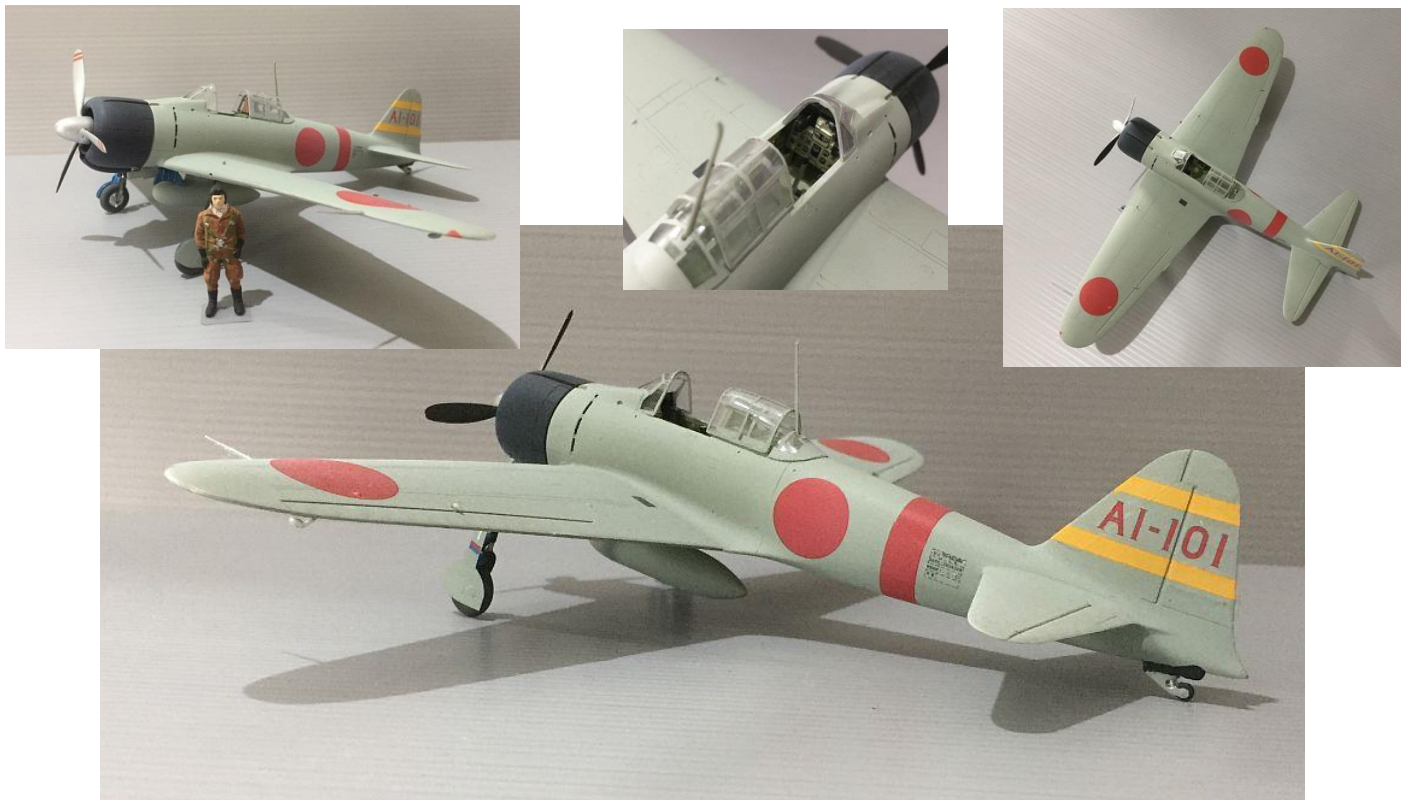
Phone: Phil on 021 720 180

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



The easiest aircraft to model is the Mitsubishi A6M 'Zero'. Tamiya has an old 1/48 A6M2 which seems to be accurate and cheap. This is the model shown here. I used Tamiya Paints but the matt coating on top is Humbrol Matt Kote thinned with something inappropriate (I think it was Isopropyl Alcohol) instead of turps or white spirits. The Matt Kote went cloudy which is pretty obvious on the blue/black cowling.

Japanese Colours are a new field to me so I just use the Tamiya recommendations until I have more experience. The light grey used at the time of Pearl Harbor is quite an interesting colour. It looks like a pale green in these photos but it seems to have a light brown cast in real life. In fact I have seen modellers use a touch of Luftwaffe



RLM 02 to give a better hue. Colours are such a subjective and controversial topic, and I have learned that it's wrong to make definitive claims.

Hasegawa have released a later series of Zeroes in 1/48 which are much more up to date models. At roughly twice the price of the early Tamiya ones, though! Beautiful kits and I have a Pearl Harbor version in the stash. Tamiya also do the ultimate Zero kits in 1/32 Scale. I have seen the A6M2 version and it is truly amazing.

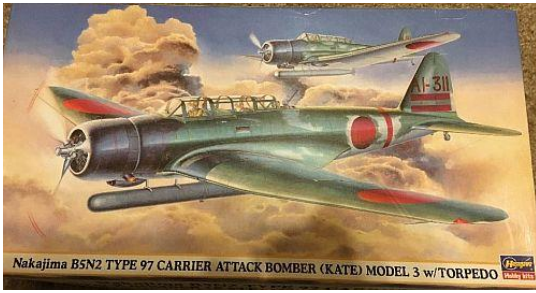


The dive-bomber used by the IJN was the Aichi D3A 'Val' (the USN assigned English code names to Japanese aircraft to aid identification). Hasegawa produces a good model in 1/48 scale, it took me a while to find the Pearl Harbor version but one eventually came up on Tradme. The current production version of this kit has folded wings and is dearer than the original.

The Val is quite a large aircraft, bigger than the comparative Stuka. The lower wing is shown in front of the Zero for comparison (*right*). The earlier 1/48 Val from Fujimi is an older standard but still worth modelling and much cheaper.

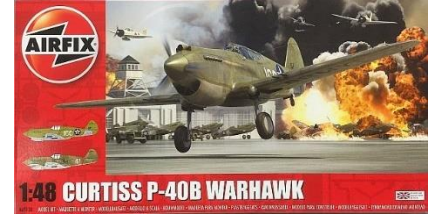






Even more difficult to buy is the Nakajima B5N2 'Kate'. This aircraft was used as both a level bomber and a torpedo bomber during the attack. Hasegawa make a nice version of this in 1/48, but the only one currently available is a folding-wing edition of the bomber. Naturally, being an awkward sort of bloke, I want the older torpedo-bomber kit. I've finally managed to locate a reasonable-cost example on EBay so hopefully it'll turn up just after Christmas.

For the defenders, Academy do a P-36C which I have no information on, and there are a few options for the P-40B/C. These are from Revell (Monogram moulds), Trumpeter, and Airfix. The Airfix one is brand spanking new and is a lovely kit, they have gone to a lot of effort to capture the complex intake and radiator areas. The older Revell kit is OK, but I understand the Trumpeter one is not entirely accurate. The Airfix one is so good that it will jump well ahead in my build queue. The old Revell/Monogram PB55 Catalina will suffice for the flying boat representative (although if I ever get one, mine will be in RNZAF colours), and I am unaware of any kits of the early versions of the B17.



In the Gentleman's scale (a.k.a. braille scale), 1/72<sup>nd</sup>, you have a little more choice. Airfix do a superb P-40B/C and A6M2 Zero, plus Nakajima B5N1 and B5N2 models. All of these are new moulds and up to their highest standard. The Val is available as an older Airfix kit, Cyber Hobby, and Fujimi.



There are three 1/350 scale models of the Aircraft Carriers involved, the Akagi from Hasegawa is a new kit and absolutely awe-inspiring. I'm keen to get one but I already have two carriers to build and the cost of this kit is around \$450! That's too many hours flying. However, it is simply a stunning model.

Fujimi do a 1/350 Kaga and Merit make a 1/350 USS Enterprise, both of which are likely to be good kits.

## Who's Stealing?

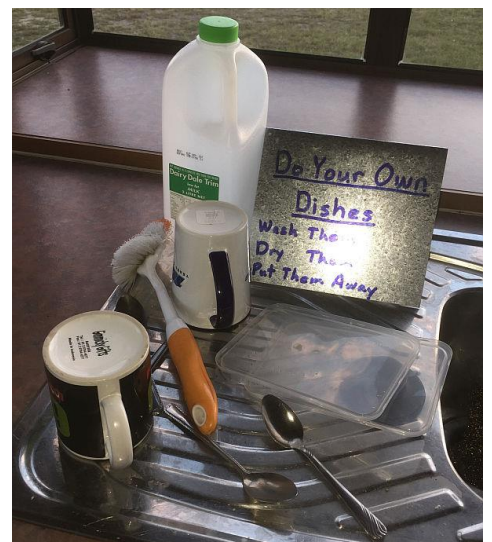
It's sad to say that the level of petty theft at the club house has risen over the past year to the point where the Tuck Shop is becoming unsustainable.

This lamentable state of affairs cannot continue so the committee has been forced to take action. All club security and alarm codes will be changed and bulk storage will be padlocked.

All financial members and the Air New Zealand Flying Club will be e-mailed with the details in advance of the change.

\$190 worth of missing food PLUS the theft of the bulk biscuits (seriously impeding your editor's diet) is beyond a few people forgetting to pay.

Most, almost all of the people who use our club rooms are decent, honest people. Help us find those who aren't.



*Again, most people are good...*

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



- 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.

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

**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

We're on holiday! But - keep your eye out  
for weekly club e-mails (Thanks, Scott!),  
join the **CRAC Drop Of The Hat** WhatsApp  
group for informal group fly-aways. Join  
**CRAC Revolutionary** for general chat and  
good humour. Well, *mostly* good humour.

### Contributions and Attributions

A heart-felt 'Thank you!' to the following  
contributors: **Mike Sheffield, Buzz Harvey,**  
**Wayne Lindebaum.** Thank you to **Scott**  
**James** for doing the weekly e-mails on top  
of the Secretary/Treasurer work.

### Cool Links

NZ Civil Aircraft  
[nzcivair.blogspot.co.nz](http://nzcivair.blogspot.co.nz)  
NZ Aviation forums  
[rnzaf.proboards.com](http://rnzaf.proboards.com)  
Hawkes Bay Microlight Club  
[www.microlight.org.nz](http://www.microlight.org.nz)  
Gert van Kruijningen's Bleriot project  
[www.bleriotxi.com](http://www.bleriotxi.com)

Unless otherwise noted, all images in this  
magazine **copyright 2016 Brian Greenwood**

*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:

**Maria Pietras-Jensen**

**Simon Morice**

**Allan Dillon**

Please make our new friends  
welcome.

## Congratulations

**Chris Anderson, I.A.**

**Jeremy Phillip, Adv Local**

**Douglas Pilbrow, Adv. National**

And especially...

**Margo and Viktor** on the safe and  
happy arrival of wee **Arthur**

## Next Newsletter

Contributions requested, publishing  
deadline 1<sup>st</sup> February 2017 ("ish").

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