

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CLUB OPEN DAY
- THERE COMES A TIME...
- CHRISTCHURCH AIRPORT MEMORIES
- PIPISTREL MOTOR GLIDER

MARCH-APRIL 2021



RECWINGS

is produced by a keen group of individuals within the **Canterbury Recreational Aircraft Club**.

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Contributions for the next edition are due by **May 13th, 2021**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, Ivan Campbell's Fisher R-80 Tiger Moth and David Mitchell's Rans S6 "Kermit" grace Rangiora Airfield on the Club Open Day, March 27th.

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CLUB OPEN DAY 2021

BRIAN GREENWOOD

For the second time in a row, the weather God smiled on us and the day was near perfect for the event.

Iain McPhail did a magnificent job managing the project and everybody did their part to perfection. Thank you to Iain and the entire team for the hard work.

We're guessing we had twice the previous number through, somewhere between two and four thousand. There were times when the field and car parks looked packed. The ATC certainly ran out of bread for the bacon butties and sausages by around 2:00pm! Fantastic job there, too, by the way.

In fact the ATC deserve our thanks for the awesome jobs they did, and I am sure I'm not aware of all of them. At the end of a long day they were walking in a line down the public area doing the FOD/litter check, which was hugely appreciated since that's now back to an operation area!

The poor Instructors were up and down like a lift in a department store, I think it can be said that the \$30 trial Flight/Extended circuit was popular. It sold out relatively quickly, and the Nor'Wester only seemed to spoil a few of the last slots.

The food vendors did well, I only managed to sample one of the coffees but it was first rate (from someone who's fussy!) and a Bacon Buttie (Thanks, Viv, I owe you!) but the other food got rave reviews too.

Thanks to the pilots who took off and did a few circuits, the public enjoyed even just watching the club planes going around, but I heard good comments about the Spitfires and Yak (obviously!) and the STOL lasses and lads always impress. I didn't see everything but did spot Deane Philips having some circuit practice on the day.

Thank You to Archibalds Motors Ltd for sponsoring the printing of RecWings



This page, before the storm!

Above left, Duncan Woolley and Don Bulmar enjoy a cuppa after the safety briefing.

Above right, the Instructors finalise details of the trial flights and any other issues

Left, the ATC setting up the fabulous Sausage sizzle and bacon buttie stand.





Top left, the club Tecnams did a roaring trade on the \$30 trial circuits (extended, just about a GA circuit!) with the club instructors going around, and around....

Top Centre, President Doug taking a passenger, **top right** Deane Philip doing a convenient circuit and his usual amazing short landing. I had some very positive comments about the STOL performances.

Above left, meanwhile the instructors go round, and round... **above centre** Mike Sheffield and a young family member back from a buzz; **above right** Pres Doug takes another friend for a ride!



Above left, still going round... **left**, Matt Dowdall in his Aeroprakt
Above, a very cool sight – three different types of Pipistrel: Electric, Glider, and Trainer respectively.





Above left and right, the Air Training Corps certainly looked after us and the public, I hope that they made a fortune for flying.

Middle section, views around the airfield showing some of the awesome machinery on display. I didn't get any good photos of the Yak 52, so this is a file photo from 2017!

We're **very** appreciative of the support, however.

Lower photo, the ATC doing the FOD/Litter clearance after the show.





Above, “It’s a squadron scramble, Sir!” Ivan Campbell’s and Gary Cotterell’s Spitfires at full noise.





Below, all the aircraft were safely tucked up for lunch while we had a sneaky fly-by.





THOSE SPITFIRES...

...deserve a section of their own! Thank you to Ivan Campbell and Gary Cotterell for their awesome arrival and fly-over, and the static display during the Open Day. It certainly provided the sizzle to sell the sausage, as they say in the advertising world (with all due respect and acknowledgement to the ATC, who were literally selling sizzling sausages).

Ivan's Mk 26b is in Grp Cpt Colin Gray's markings whilst Gary's Mk 26 is in Flt Lt. Eric Lock's EF-Y scheme.







Ivan Campbell lifts off in his Storch replica. Post-war Morane Saulnier built Storches with a rotary engine, which is what this aircraft is based on. Wayne Wilson built this aircraft and first flew it in 2004. He sold it in 2010 to Ivan who has made many modifications to make it more original.

RAANZ UPDATES

SCOTT JAMES

RAANZ On-Condition Programme

The RAANZ on-condition rule exemption has been renewed. This is now in place until late 2025. If you have any questions regarding the programme, please discuss with your IA.

RAANZ Membership

Some of you may know I am the auditor for RAANZ. As part of that, I have recently been conducting an audit of the RAANZ Membership.

If you are flying on a Part 149 certificate, it is a requirement that you remain a member of the issuing organisation to be legal to fly. This differs from Part 61.

Many of the comments back during the audit included "I didn't see the reminder". It is your responsibility as the pilot to ensure you are current. This includes your BFR, Medical and Part 149 membership (and of course your aircraft annual). "I wasn't reminded" is unlikely to keep CAA (or worse - your insurance company) happy.

For those of you in RAANZ, you can log on to the RAANZ web site and check/update your own details. If you change address, email or phone number, it is important that you update this information. RAANZ Info Page

This membership requirement will also likely apply even if you are a Part 61 pilot, but are flying microlights and were issued a microlight certificate.

If there are any questions, please feel free to send me a note (audit@raanz.org.nz)

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AIR FORCE VETERAN HELPS RANGIORA STUDENT ACHIEVE FLYING DREAM

AIR FORCE MUSEUM OF NEW ZEALAND

When Air Force veteran Derrick Hubbard flew solo on his 90th birthday with the Canterbury Recreational Aircraft Club (CRAC) in 2017, he and his (now late) wife, Vera, decided they would like to 'pay it forward' and sponsor a young person to experience the same opportunity.

In 2020, amid the turmoil of Covid-19 and the passing of his wife of 70 years, Derrick approached CRAC flying instructor, Dave Mitchell, and Air Force Museum of New Zealand Education Officer, Chris Davey, to seek out a deserving young trainee pilot. After a rigorous application process and successful interview, Armani Hansen, a 16-year-old Rangiora High School student, was selected as the recipient of funding from Derrick and the late Vera Hubbard, to receive sufficient instruction to achieve a solo flight.

Armani has had a passion for flight from a young age and was already working part-time at the Rangiora New World supermarket to save for his long-term goal to become a pilot. Having also been selected for a Gateway Aviation programme at high school, where he is enhancing his theory of flight knowledge, Armani took to lessons enthusiastically and efficiently. His CRAC instructor, Dave Mitchell, put Armani through his paces in weekly flying lessons.

On Tuesday 23 March at the Rangiora airfield, Armani was scheduled for a further flying lesson. As with most trainee pilots, he had no prior warning of his solo flight, as it is only when the student is deemed ready by the instructor that the latter gives the go-ahead to take off on their own. With Armani's family secretly escorted into the CRAC clubrooms by Chris Davey, the group watched as Dave Mitchell instructed Armani through 'touch and go' circuits, before taxiing to the clubrooms. As Dave recounts, "I told him we were taxiing back to the threshold for another take-off, and when near the clubhouse I added - "But this time you are doing it on your own. I am getting out now".

With Derrick watching from his home at Summerset at Wigram retirement village via video call, Armani took off and did a circuit of the airfield, with an empty seat next to him. As he executed what Dave called "a textbook landing", he finally spotted his family next to the clubhouse. After shutting down the aircraft engine a wonderfully emotional celebration ensued, with very proud parents, siblings, and flight instructor.

Armani recalls, "It was a very exciting and exhilarating experience that I will never forget. When Dave, my flight instructor, got off the plane and said I was going to go up solo, I couldn't keep the grin off my face, even though it was nerve-racking - the thought of knowing that I would be at 1200 feet all alone! Thank you so

much to Derrick for giving me the Hubbard Flying Opportunity - I will be forever grateful. Thanks to Chris for all of your organising and for choosing me, and to Dave for getting me ready to go solo”.

Over chocolate mud cake and non-alcoholic bubbly, Armani chatted to his sponsor, Derrick, via another video call, before the very happy 94-year-old Derrick started ‘running out of puff’ and signed off for the day. Serena, Armani’s mother commented, “What an absolutely incredible day watching my son, Armani, fly his first solo flight! I couldn’t be prouder of him. I was nervous and scared but, above all, just so excited for him. He’s worked so hard and been so determined to make his dream of being a pilot come true and this is an amazing step towards that goal. Thank you to everybody involved in making this happen - we appreciate it so much!”

Armani is looking forward to visiting Derrick in person again very soon, to recount his solo story and pay gratitude to the wonderful husband and wife who “made his dream come true”.

Right, top to bottom, Armani with his proud family after his first solo flight; Armani being congratulated by his flying instructor Dave Mitchell, following his first solo flight at Rangiora airfield on 23 March; Derrick and Armani chat after the flight



CELEBRATING OUR SUCCESSES



Warmest Congratulations to **Vivienne Patterson** on achieving her first solo on March 7th, under **Scott James’s** careful tuition.

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Ivan Campbell lands his Mk 26b Spitfire at the Club Open Day on March 27th.
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THERE COMES A TIME...

KEVIN DORE

With an aging recreational pilot demographic, the big question for today is, at what point does one decide it is time to consider handing in one's aviation document (medical, pilot licence, microlight certificate).

The answer to that question is not that easy, it is a touchy subject. Chances are though that you will know when that point isn't far away. It's all about being completely honest and importantly, talking it through with your medical examiner, Instructor, and close friends and by doing the right thing, by yourself, your fellow pilots and the ones close to you.

Perhaps there has been a catalyst for the thoughts running through your mind. An increase in anxiety and in the number of mistakes you are making in the air, a decrease in confidence, a recognition that you just aren't nearly as sharp as you used to be. It's not necessarily just a matter of age but more one of mental agility and alertness, the ability to focus and how quickly you can react to fast changing situations such as often encountered in the circuit.

When facing this decision to quit, it's important to remind yourself that just because you won't be PIC in the future, there will still be plenty of opportunities to partake in aviation activities and fly again with pilot friends. It certainly doesn't mean you are grounded. There will also be the admiration from your peers that you've been honest in realising that the time has come to make the courageous decision you have. And it is courageous, because flying, especially as PIC is something we all love to do.

There is of course an alternative. You could be in denial and avoid thinking about giving it away and have the decision made for you. This could be by your medical examiner, or by CAA after having a serious accident or a series of incidents, or both.

If you've always regarded yourself as being professional in the way you go about your flying as PIC then the chances are you will more easily recognise when the time to call it quits is fast approaching.

As an active pilot you will likely know someone who is displaying symptoms of being past their best when it

comes to flying as PIC. The best thing you can do is talk to them about it and suggest that they consider facing up to the reality that they are no longer safe to fly as PIC.

In some cases, this is just the prompt they will need. In other cases, you might be reminded how close a resemblance you have to certain parts of the human anatomy. The important thing is not to let it end there. You might want to talk to their instructor along the same lines, with a view to keeping everyone safe.

As a concerned observer, doing or saying nothing in this situation is not really an option.

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CHRISTCHURCH AIRPORT MEMORIES

PHOTOS: MARK GREENWOOD

WORDS: BRIAN GREENWOOD

One of my not-so-secret pleasures is delving through my brother's huge catalogue of photographs. Mark's been a photographer since he could afford his first camera - in fact, prior to that, when our parents bought him a "posh" Instamatic when he was at school. He soon graduated to their beautiful Kodak Retinette and then into his own SLRs and TLRs.

Mark did the right thing – recording the everyday and mundane as well as the exceptional and unusual. His photos of Christchurch Airport from the 80s and 90s are a wonderful trip down memory lane, and a

reminder of how quickly things change. The photos of Mount Cook Airline's aircraft have featured in these pages (January 2020) and have received many favourable comments (shout out to Paul Drake and his ex-Mount Cook Airlines friends).

All of these were taken in the pre-digital days, all 35mm negatives which have been scanned over the years. I hope you enjoy this selection.

Heading photo – a beautiful shot of a beautiful aircraft – an Air New Zealand DC-10 leaping off Christchurch's 02 runway. it's hard to read the registration but I think this is ZK-NZR.

Below, Air NZ DC-10 ZK-NZL and an unknown QANTAS Boeing 747 in the odd red and orange scheme.





There's been some discussion in the English 'Aeroplane' magazine about the ex-RNZAF C-47's which were stored at Christchurch. They had been sold off but there were rumours that they were bound for Rhodesia, which was subject to an embargo at the time.

They were parked up at Christchurch Airport by 1980 when these shots were taken. By December 1980 they were released and, ironically, ended up in South Africa, which was also embargoed at the time!

Whilst at Christchurch they were regularly started and taxied to keep them in good condition. One of my favourite memories as a young man, was being invited by Don Palmer to sit in one while they were taxied.

My only recollections are the slope of the cabin floor, the additional long-range tanks in the cabin, and the noise! Don is a founding member of the Canterbury Microlight Club (which became the Canterbury Recreational Aircraft Club) and still reads the club magazine.

Below and next page centre-left, NZ-AQP struts its stuff for the camera. This aircraft was re-engined with turbo-props by the South African Air Force. When it was released from service it was sold to Dodson International in the USA, where it was airworthy until at least 2000.





Centre-right and above, Fieldair operated this C-47 ZK-AMR (along with ZK-AWP) on freight services at the time. AMR was an ex-RAAF aircraft and flew between Nelson, Blenheim, and Christchurch.

Almost as exciting is the NASA C-141 Starlifter in the background, which had an aerial telescope in it. This aircraft was the predecessor of NASA's Boeing 747 SP SOFIA which visits Christchurch frequently.



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Two photos, above – two fine shots of Ansett New Zealand’s BAe 146 ZK-NZG. I still remember the distinctive ‘howl’ of these aircraft as they lowered their flaps roughly over my house, on their approach to Christchurch. ZK-NZG eventually served with QANTAS New Zealand until BAe 146 operations ceased. By 2001 it was in open storage at Christchurch. It was sent to Australia at some point, before being sent to Bournemouth in the UK for scrapping.

Right, “We appreciate you have a choice” – the rivals.



SOJOURN IN THAMES

WORDS: STEVE MOWAT

PHOTOS COURTESY WAIOTAH VALLEY LODGE



Recently I took a road trip in the North Island, visiting some new spots, old friends and family. First night in a lodge in Ohakune (never been there) then moved on to Whitianga for 3 further nights. I had chosen the Aotearoa lodge in Whitianga, which is adjacent to the end of Runway 04. First morning, on hearing what sounded like radial engines I went out to look and was greeted by the majesty of TWO Bi-planes taking off in formation. These two wonderful birds proceeded to carry out some manoeuvres in the area. Just awesome.

Next stop was Thames, and due to two completed bookings through Bookings.com I had an opportunity of 10% discount on further bookings. I had looked at what was available in Thames, which was to be my base to visit elderly relatives in Ngatea. With the discount in mind I looked again and selected what was probably the lowest cost accommodation in Thames, Waiotahi Lodge, nestled in bush up above the northern end of Thames. So for \$101 a night, with free breakfast included I made a booking.

Wow. What a delight to arrive at this Lodge, nestled in amongst the bush and with a narrow view out over the gulf. I was greeted by the hostess, Jeweline who took me down to see the accommodation. As we entered, she explained there was a sentinel at the door; this turned out to be a mannequin dressed in an RNZAF flight suit and leather flying helmet. I was informed that they had an aviation theme. Next thing to amaze me was an RC Titan Mustang, about 2.5 meters wingspan suspended from the ceiling! Turns out the host Warren is a PPL pilot, ex RNZAF engineer who has almost

finished building himself a Titan Mustang! There were many more aviation themed items in the guest lounge area. Biplanes on the upholstery, photos of planes on the walls, a small aviation themed library. I wished that I had found myself grounded in Thames by bad weather for at least a week!

I did get to meet Warren briefly before visiting my relatives, and returned about 9pm, so too late to disturb Warren and Jeweline.

After a lovely breakfast the next morning I packed for my scheduled departure to Auckland (you may have seen photos of my flight lesson in Cessna 172 over Auckland on whatsapp) On going to check out I spoke to Warren and had a wonderful discussion with him for over an hour! I wished I had much longer to talk with Warren and his lovely wife. During the discussions it was found that Warren knew my great uncle (Ngatea) but was not aware that uncle was also a pilot!

Warren is involved with the Hauraki club, built the mountings for the gate guardian at Thames airport, and described the commissioning of a bronze statue to Sir Keith Park (a Local boy) to stand beside the Hurricane at Thames airport.

This was such a delightful talk, covering a wide variety of topics, each of which deserved more thorough discussion!

Before I reluctantly departed, I was invited to return. Wow! Aviation hospitality at it's very best.

Looking for a fabulous place to stay in Thames area, with wonderful hosts? Check out Waiotahi Valley Lodge at www.waiotahivalleylodge.nz or email info@waiotahivalleylodge.nz

If you are an aviator you need to visit and stay at this lodge. Oh yes! I never got to try out the HOT TUB!





KINETIC 1/48 SEA HARRIER FA.2

BRIAN GREENWOOD

The BAe Sea Harrier was a development of the RAF's versatile Harrier GR.1 to suit the Royal Navy's requirements for a Fleet defence fighter. These aircraft had to be capable of operating from the new "Through Deck Cruisers" which were later re-branded Light Aircraft Carriers.

The Royal Navy's proposed conventional carriers, CVA01 and 02 (replacements for the Phantom and Buccaneer-equipped Ark Royal) had been cancelled in a devastating defence review of 1966. The UK economy wasn't in a flash state, and the RAF had successfully lobbied for a budget increase at the RN's expense, arguing that shore-based fighters and bombers could provide sufficient cover for the RN. Without any ability to defend the fleet, the RN turned to Hawker Siddeley and their remarkable Harrier. These could be operated from the new Light Carriers, the Invincible class.

Hawker Siddeley, by then part of British Aerospace, developed the Sea Harrier FRS.1 by designing a new forward fuselage with a raised cockpit, side camera, and Ferranti "Blue Fox" radar. The latter was a development of the Lynx helicopter's "Seaspray" radar, optimised for air-to-air work. It was a frequency agile I band unit weighing a remarkably light 85kg. This radar, however, required careful maintenance and waterproofing to be effective, with different squadrons getting completely different results.

The Sea Harrier FRS.1 acquitted itself well during the Falkland war of 1982, when they were expected to have a high loss rate against the Argentina's supersonic Mirages and Daggers (an Israeli-built copy of the Mirage 5). Instead, the 28 Sea Harriers deployed to the Falklands destroyed 20 Argentinian aircraft for no loss, although 6 were lost to ground-fire and accidents. The Falklands had disproven the RAF's claim of providing fleet cover, and fully justified the "Shar" or "Sea Jet" as it was nick-named. HMS Invincible and HMS Hermes were the carriers used in the conflict.

Post-Falklands, the FA.2 was developed by upgrading the radar to a very advanced pulse-doppler "Blue Vixen" unit, which later formed the basis of the Eurofighter Typhoon's CAPTOR radar. The new radar was housed in a more bulbous nose, and the ASI probe was relocated to the fin. 29 FRS.1's were upgraded, along with 18 new build airframes.

The Sea Harrier FA.2 was designed to carry up to four of the new AIM-120 AMRAAM advanced medium-range missiles in place of the 2 (or, rarely, 4) AIM-9L Sidewinders of the FRS.1 (although the FA.2 was usually seen with the AIM-9L too). Additional equipment in the form of inbuilt flare and chaff dispensers, and an upgraded Pegasus Mk 106 engine (a naval equivalent of the Harrier II's 105) were included.

Kinetic's lovely Sea Harrier FA.2 was released as a

completely new-tooled kit in 2014. It formed the basis for their family of Harrier kits which grew to include the FRS.1, T2/4, GR.1/3, and AV8A. Kinetic now have the complete range of 1st generation Harrier jump jets in their catalogue. Oddly many of the other kits contain parts unique to the FA.2, such as the radome and upper wing.

The only previous kit of an FA.2 in this scale is the very old Airfix kit, which is comparatively crude but accurate enough to be built into a good model – with a lot of extra detailing!

The Kinetic model is on a whole new level, complete with 6 AIM-9L Sidewinders (!), 4 AIM-120 AMRAAMS,



optional guns, fillets, or under-fuselage AMRAAM pylons, optional 100 or 190 litre drop tanks, Sea Eagle Anti-ship missiles, and more marking options than you could shake a stick at (29 aircraft! Is this a record in a single kit?)

The cockpit is nicely done, with only the hard-to-see sidewalls asking for a little more detail. I had ordered the Eduard “Zoom” set of cockpit details which worked well and gave me the seat belts for the otherwise

barren Ejector seat.


The mechanism to rotate the engine exhaust nozzles must be fitted before closing the fuselage up. Next time I won't bother with that – those suckers are such a tight fit that any attempt to rotate them would probably destroy the rods and cams!

The wing assembly is neat, although I had to trim or remove the front and rear locating pins to fit it




neatly to the fuselage. The fit of the whole kit is slightly less perfect than, say, a modern Hasegawa or Tamiya kit – but only slightly. Likewise, to my eye, the details and lovely engraved panel lines are a touch softer – but both are still a 9.5 out of 10.

Next up were the intakes, which are perfectly designed to make the complex painting easy – the




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



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white interiors are separate from the interior lip which is in the main fuselage colours.

This is where I made my biggest screw-up. Somehow, I managed to install the intake doors the wrong way around (hinge line at the rear instead of the front!). How I did this I have no idea – I remember thinking how poorly they fitted and hacking away at some locating sections. Idiot! I didn't even notice until I was applying the decals – everyone knows they are spring-loaded auxiliary intakes that open on demand to allow extra air flow to the engine, hinged at the front so the airflow goes to the rear. Ah well...

After painting and starting the decaling, somehow this beauty got dumped on the "shelf of doom" for nearly 3 years. It was slowly being destroyed (those tailplanes got reglued at least 6 times!) and losing a few bits. An abandoned build. Part of the problem was losing enthusiasm for the reasonably large number of decals, although the huge red "Satan 1" decals had behaved superbly. In fact, the decals are top shelf.

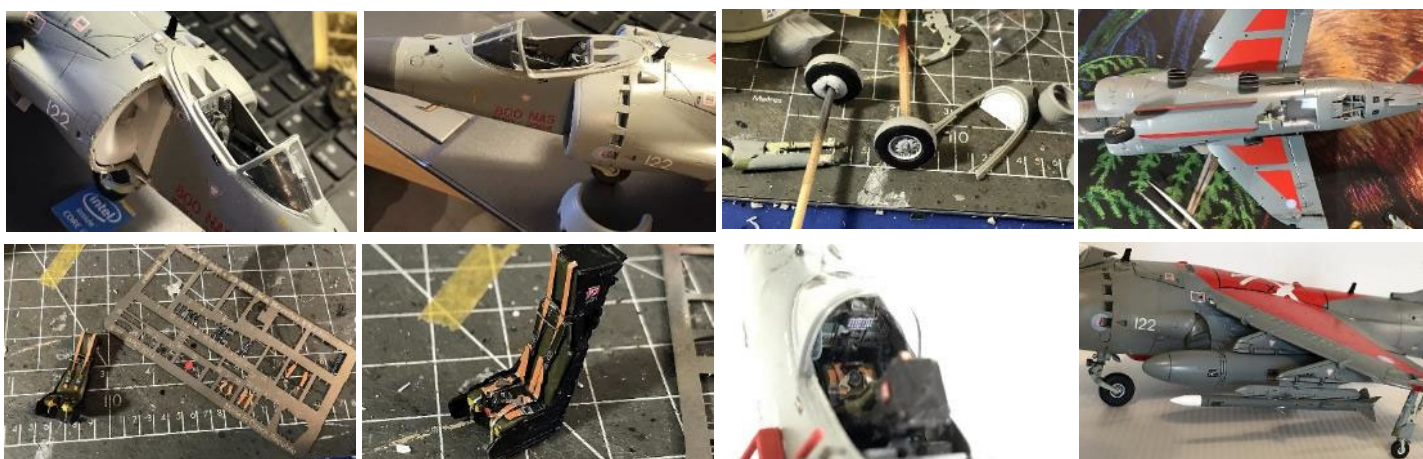
I recommenced the build by ripping off the intakes and

After removing the windscreen masks I found that the extra thin plastic glue I had used had run up the inside and frosted the windscreen. I ripped that off, scraped it down with a scalpel, and polished it with Vallejo plastic polish. Perfect.

The wheels are slightly odd – hubs moulded separately (which is great for painting) but the tyres are split vertically to fit around the hubs. This means that the modeller has to sand down the join line after painting the hubs. I ended up painting them twice, the second time to remediate the tyre black paint after removing the join lines on the tyres.

The Harrier family is a complex aircraft, and quite grubby due to the environment they operate in and because they spend a lot of time in their own jet exhaust! I spent some time trying to dirty the model up but it's nowhere near as good as some I've seen online.

I chose the uber-colourful 800 Squadron decommissioning scheme, which had the dubious call-sign of "Satan 1"! I don't usually do special or one-off schemes but this one caught my eye.



correctly positioning the auxiliary intakes (above). It was surprisingly easy and made the world of difference.

After that it was a matter of plodding through the decals (a modern jet is just a massive playground for the Health and Safety Department) and finishing the undercarriage and weapons.

Summary:

Negative points: It's not quite a shake'n'bake kit for fit (but so good it seems hardly worth mentioning). The Exhaust nozzles were very hard to fit – is this just me?

Positive Points: Everything else

Over all: 9.5 out of 10



Left, Kinetic 1:48 Sea Harrier FA.2 with the slow-burning W.I.P. Airfix 1:350 HMS Illustrious in the background.



PIPISTREL SINUS MOTOR GLIDER

IMAGE: COLIN MCDONALD

Colin McDonald and David Mainwaring's Pipistrel Sinus Motor Glider arrived at NZRT on January 26th.

It's great to have another member of the pretty Pipistrel family on the airfield, this one is the extended wing glider version with the added advantage of an 80hp Rotax 912 up front.

It has a glide ratio of 27:1, a cruising speed of 110 knots, and a range of 650 miles plus whatever you can glide!

The Slovenian-designed* and built Pipistrels hold several international records including around-the-world times and for Atlantic and Pacific crossings.

I really enjoyed seeing the three Pipistrels together at the Open Day; the Sinus Glider, the Electro, and the trainer. Practically perfect Pipistrels!

*There's also some Italian involvement with Pipistrel, I believe



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COMMITTEE NOTES FEBRUARY-MARCH 2021

- Due to increased cost of NZRT Landing fees, flying rate is regretfully increased to \$140 from April 1st 2021. The landing fees are currently \$7.50 per aircraft per day, but this may change in the future. \$10 per day for casual users.
- RGA larger overflow fitted but not plumbed – issue has resolved after instructors only allowed to fill coolant
- SMS and Emergency Response plan update progressing as time permits
- RGC requires injection mod at approx. 600 hours
- Bolly props ordered but no production updates out of Australian factory
- Jan flying hours: 71, Feb hours: 72
- Buzz completed Lighting relocation on club house
- Digital lock fitted to hangar 1
- More logbook stock ordered and delivered
- Club scholarship for North Canterbury High School students proposed and generally supported. Formal Proposal prior in progress, possibly for AGM
- Paving project progressing (largely thanks to Iain McPhail's management and hard work)
- Club History evening homework in progress, images will be shown on club TV during Open Day.
- Landing Fee discussions still in progress with WDC
- Discussion re replacement of RGA concluded that RGA is on good condition and will go through another engine replacement cycle while the Tecnam P2 Mk 2's are proven in service (ours are the Mk 1).
- RGB due 100 hour service on new engine
- Open Day management: See side panel, below

AIRFIELD OPEN DAY MEETING

- Trial Flights must be conducted only in club aircraft by club instructors.
- ATC help confirmed. CRAC will sponsor the Bouncy Castle to be run by ATC. ATC to help with crowd management and will run sausage sizzle.
- 5 food carts and coffee stall confirmed. Club to sell bottled water. "Men at Work" delivering traffic cones, barrier tapes, and toilets.
- Compass Radio providing publicity
- First aid as per last Open Day
- NOTAM to be issued re close of Runway 10
- Airfield layout same as last Open Day
- All CRAC members and friends of club are invited to display aircraft. Those likely to be used during the Open Day will be parked near the display area exit. To be pushed to operational area (i.e. no turning props in public area!)
- Trial Flights - \$30 for an extended circuit with familiarisation of a/c controls

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Interested in joining us?

E-mail secretary@crac.co.nz or use
the online application form.

We can send you an information pack
which includes membership details,
costs, and joining forms. Membership
enrols you for the magazine, too.

UPCOMING EVENTS

April 13th – CRAC AGM at the **Canterbury Aero**

Club Clubhouse, Rangiora Airfield, 7:00pm

3rd – 5th September – Classic Fighters Omaka

15th – 18th April, 2022 – Warbirds Over Wanaka
plus RNZAF 80th Celebrations

Keep your eye out for weekly club e-mails,
join the **CRAC Drop Of The Hat** WhatsApp
group for informal group fly-aways. Join
CRAC Revolutionary for general chat and
good humour.

CONTRIBUTIONS AND ATTRIBUTIONS

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***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:

Ric Springer
Elizabeth Shadbolt
Armani Hansen
Ramunas (Ray) Barakauskas
Boyd Symonds
Yinong (Tate) Jiang
David Griffin
Ryan Humphries
Alexis Maurenbrecher

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
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Next publishing date approx. May 31st,
2021.

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

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