

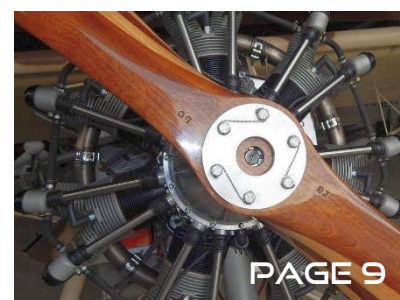
RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- GLENTANNER FLY-IN
- EVOLUTION OF A LITTLE PINK PLANE
- THE STORCH FLIES
- MEET THE FOKKERS

MAY-JUNE 2020



RECWINGS

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

To subscribe to the e-mailed edition please contact editor@crac.co.nz.

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

Contributions for the next edition are due by **July 16th**. We invite contributions from all, with editorial discretion being final. **Due to current circumstances publication is likely to be delayed.**

Brian Greenwood
editor@crac.co.nz

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Cover, RGC graces Glentanner and vice versa

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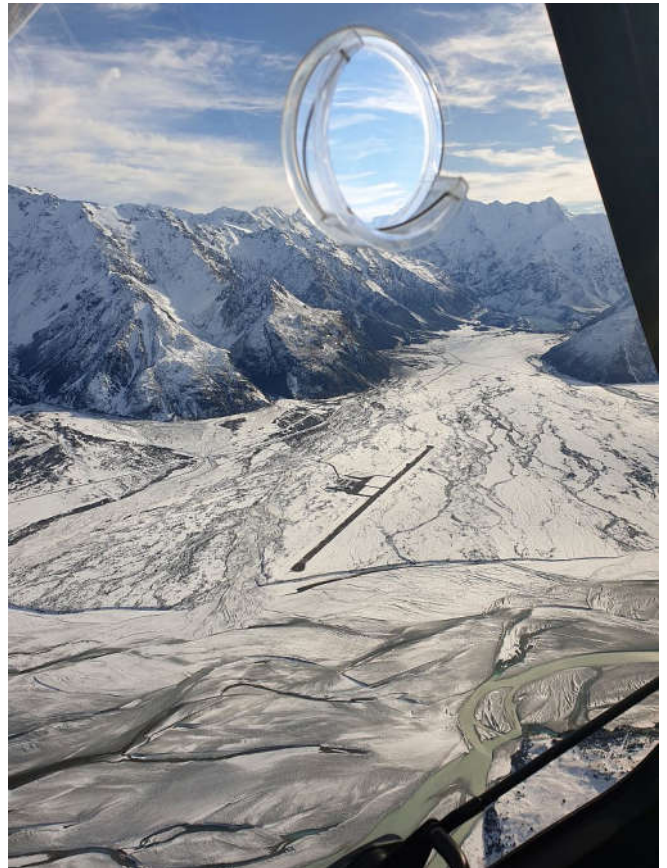
CLUB FLY-IN – GLENTANNER PHOTO ALBUM

PHOTOS AS CREDITED

After what seemed like a week of rain, the skies cleared for the club fly-in to Glentanner on June 20th – briefly! From all accounts it was a thoroughly enjoyable event. The fact that the weather was so good was a surprise to many of us.

Thanks to those who contributed these photos for the ragazine.

Top Photo: **Max Robertson**
Below, both photos Benjamin Dodd





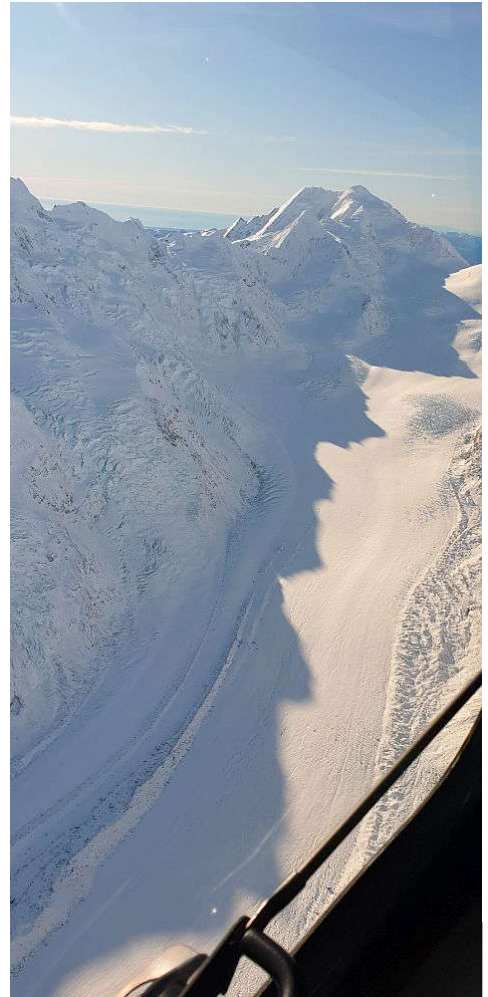
Top 5 photos: **Benjamin Dodd**

3 Photos, *below*, **Max Robertson**



Lower 5 photos: **Iain McPhail**





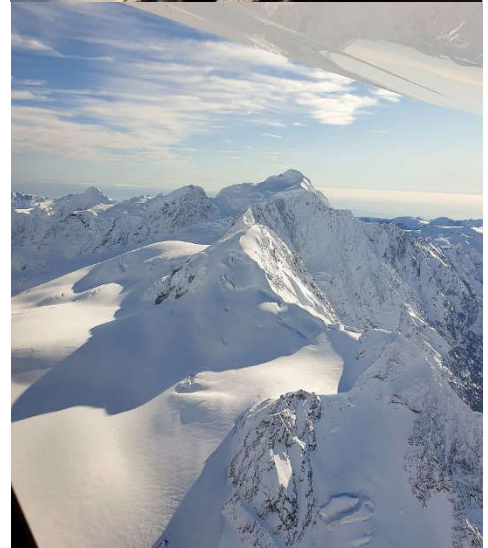
Top Left
**Benjamin
Dodd**

Top Right:
Scott James

Above left,
**Max
Robertson**

Right and
Left,
**Benjamin
Dodd**

Right (2 photos), **Benjamin Dodd**





This page: Benjamin Dodd, except below, Iain McPhail.



EVOLUTION OF A LITTLE PINK PLANE

VANESSA MARTIN

CARTOON CREDIT: RENZIE HANHAM

When I first clapped eyes on MYN it was not love at first sight. As a discerning fussy type, I have always adhered to the golden rule of never being seen dead in old high school colours. There before me in all their glory, were my old boarding school uniform colours. And consider, it also looked a bit too much like a “1970’s Holden Torana” which bought back ghastly memories of infelicitous young men (probably still unemployed today) who thought it was amusing to roll down the window and say something real cool like “giddy” to which they got the standard “hard stare”, you know, “*the scary one*”. So that day, I hid the emerging hard stare and did some quick “settle down girl” calculations. I wanted to own a STOL plane. The solution was pretty simple really.

Here was a STOL plane.

Is she safe?

Yes.

Will she do what I need?

Yes.

Then it was a matter of get over it.....and buy her.

And get over it, I did.



MYN and I fly with a group of hardy STOL pilots. My favourite trips are into mountain ranges and picnicking in some the most beautiful places in the South Island. Such are the popularity of those picnics that the friendly waft of sardines is often the signature dish of the day however that is another story. My adventures with 701’s, Savannah’s and a plucky Foxbat are some of the most treasured memories I will always have. Make no mistake I developed a deep respect for my little yellow rocket. She is simply the best, ***high school colours forgiven.***



Over the years, fairies and silly quotes appeared on her fuselage. Tinkerbell was chosen as she is my Dad’s nickname for me. The fairies were a good conversation starter *and* they make her fly better too. It’s a fact.

Frankly if she could have farted fairy dust I would have set it up.

One day I was sitting in the club rooms and as I looked out at MYN my rose coloured glasses fell off. I was gobsmacked, there before me, was a Pak n Sav plane missing a stickman advert. The fairies, whilst fun, were not saving that Holden Torana-Pak’n’Sav-low-prices-guaranteed look - not one little bit. Something needed to be done. Stuff the 70’s I thought, let’s bring in the razzle dazzle of the 60’s. I fancied more of nod to Thunderbirds Lady Penelope’s Pink Rolls Royce. After all, I already have my own “Parker”; my long suffering husband who excels as ground crew. He expertly refuels, pulls out and puts away my plane for me. Good job Glenn! A pink and silver plane was the right solution.

So, after a few years of jokingly, *but not really meaning to*, threatening to paint her pink plans were made. Pink swatches were handed out around the CRAC club room table. Hardened **anti pink blokes** (along with a few wonderful pink supporters) were encouraged to independently choose the “right pink”. The conversation was animated and at times different pinks were fervently debated.

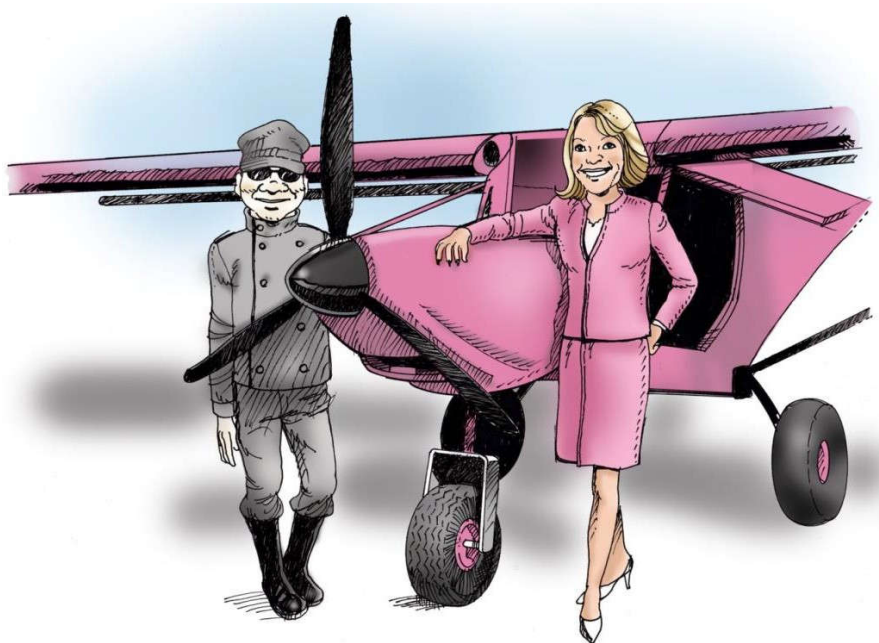
Sometimes the name of the Pink was favoured rather than the colour. I was in danger of losing my “V Woman” call sign to another that was less decorous, albeit schoolboy funny much to the delight of many in the room. Accordingly, if the pink was nice but the name was indelicate, it got its marching orders. As the debate heated up, heavy defences of the “right pink” came from the **anti-pink bloke group**. The war of the pinks declared a winner as a pattern of popularity emerged.

Game, set and match to the anti-pink blokes. Your names are sworn to secrecy. Cross my heart.

In the end the pink chosen was a car paint colour with uninspiring numeral codes as its name and it was forthwith nicknamed Vanessa.

The transformation inspired by Thunderbird’s Lady Penelope’s 1960’s Pink Rolls Royce is complete. The results are of course, subject to personal opinion. My bias is what it is. I think she is great.

And what will become of the fairies? They will find MYN and make themselves at home again just as they are at home on other equally fantastic planes at RT. After all, only the best planes have fairies on them.



Parker! Bring round the Rolls.

MYN

IVAN'S STORCH TAKES FLIGHT

WAYNE WILSON



Wayne reports that Ivan Campbell has successfully test flown the Storch.

The baby is well and both parents are happy!

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FIRST FLIGHT OF THE NEW MILLENIUM

WAYNE WILSON



**First Dawn 1 Jan 2000 Christchurch
New Zealand**

Wayne Wilson took off from Rangiora on Russell Warnock's Trike 1 January 2000 to capture the dawning of the millennium. Weaving through the fog at just above the Ashley River, they made it to the river's mouth just in time to catch the dawn sandwiched between the fog layers. The return trip was just as adventurous.

On May 14th 2020, the day of entering Level Two of New Zealand's CoVid Virus measures, Wayne again consulted the NZAIP for the official time for the rising of the sun. It was 0714. Wayne quickly got his airplane ready and when he was ready to start up, he heard an aircraft taking off at 0710. Yes, it was another aircraft getting aloft before the official time.

Ready for take-off at 0714, Wayne was unable to see the instruments due to the darkness in the cockpit and the windscreen fogging up. He prudently waited until he could see out the front and at 0723 took off, the first one to legally do so from Rangiora.

COVID-19, THE AGM, AND THE COMMITTEE

BRIAN GREENWOOD

I hope that everybody is back in to 'life as normal' and there's not too many club members who have lost their jobs (or, much worse, loved ones). I know we have quite a few in the airline and associated industries (Airways, etc) so we're sending good vibes to anyone affected.

More than that, if you are out of work and are having trouble with membership fees or hangar rentals, please have a quiet word with our Treasurer. We'd sooner be flexible for a while than unfriendly. Likewise, anyone feeling the blues for any reason, feel free to pop into the club house for some kind banter and/or coffee and chocolate. Additionally, I have a good ear (my right one) if anyone needs a chat. Of course, that might not last long, I fly a two-stroke! Kiwis are a privileged position in the world, being at Level 1, paid for by our taxes, and the newly unemployed. Let's look after them, protect our status quo, and enjoy ourselves.

Finally, with our AGM coming up, we have a Treasurer role to fill. Being a democracy, all positions are up for grabs, from POTCRAC right down to the lowly editor. Please consider making yourself available for the committee. All you need is a bit of common sense and the ability to work with others. Kia Kaha, CRAC'Rs!



MEET THE FOKKERS

BRIAN GREENWOOD

Over the past few years we've been privileged to see a wide assortment of aircraft makes and models take to the air in New Zealand. This is a mini tribute to one manufacturer whose aircraft helped build the domestic aviation network and, in the form of replicas, is the mainstay of our burgeoning World War One fleet. This is a selection of my photos rather than a definitive list.

The **Fokker Dr.1 Triplane** (Dreidecker) was an improvement on the earlier F.1 Triplane, and was an attempt to replicate the manoeuvrability of the Sopwith Triplane. The famous "Red Baron", Manfred von Richtofen, flew a pre-production F.1 and shot down two aircraft on September 1st, 1917. He recommended the F.1 as being superior to the Sopwith machine and it was immediately put into production as the Dr.1.

Despite Richtofen's and Werner Voss's enthusiasm and success, the Dr.1 had a few issues. Whilst being highly manoeuvrable at low level, the aircraft was tricky to handle on the ground with practically no forward visibility, and was very easy to ground loop, hence the prominent skids on the lower wingtips.

Production quality suffered (poor waterproofing of the wooden structure) and a curious design issue (revealed in 1929 after testing by NACA, NASA's predecessor) caused some fatal in-flight wing failures, grounding the entire fleet until remediated. Lothar von Richtofen, Manfred's younger brother, was seriously injured and lucky to survive an upper wing failure in flight.



THANK YOU TO ARCHIBALDS MOTORS LTD FOR SPONSORING THE PRINTING OF RECWINGS



ZK-FOD, The Vintage Aviator Limited's replica Fokker D.VII at
Classic Fighters Omana 2017
© 2020 Brian Greenwood

Air Post's Fokker F27 Friendship displays at
Classic Fighters Omake 2013
© 2020 Brian Greenwood



These extremely serious problems blunted the Luftstreitkräfte's enthusiasm for the aircraft and only 320 were produced. If not for the likes of Voss and the Richtofens, it would probably have remained an obscure oddity rather than the most well-known German aircraft of World War One. Ironically, by the time it reached service, the Sopwith Triplane had been replaced by the much more capable (and somewhat flawed) Sopwith Camel.

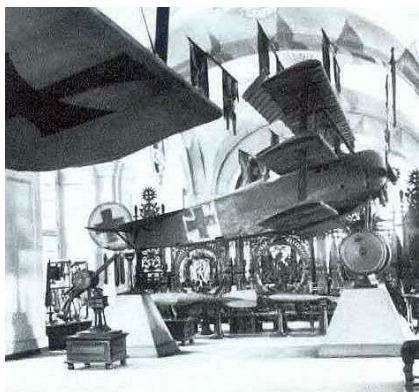
Modern engines and design analysis have made new replicas a very popular choice for budding war-bird pilots who value the outstanding manoeuvrability and rate of climb. At least one of these (owned and flown by Mikael Carlson) is powered by an original 1917 110hp Le Rhone 9Jb rotary engine. The two remaining original airframes were destroyed by allied bombing in the re-run of the Great War, World War Two. One of these was serial 152/17, Manfred von Richtofen's reserve aircraft. No original Fokker Triplane has survived.

ZK-FOK (**right**) is owned by The Vintage Aviator Limited. It's powered by a Continental Radial engine of 220hp and is (obviously) in the markings of Manfred von Richtofen's final aircraft, Serial 425/17.

There are two copies of this aircraft in New Zealand, the other in the superb Aviation Heritage Centre at Omaka. It's displayed in the emotive setting of von Richtofen's crash scene (**below**) after he was shot down by Australian Troops (or Canadian Roy



Brown, depending on which research you believe – the former being the most likely and the latest research). Gobsomackingly, this museum also has a verified **original** section of fabric from this aircraft with the final Balkenkreuz fuselage marking (**below, right**).



Richtofen's 152/17 alongside Boelcke's Fokker D III 352/16 on display in the entrance hall of the Zeughaus Museum.





ZK-JOB (*above*) flies in the markings of Lt Eberhardt Mohnicke's 155/17. JOB wears the pre-Nazi era form of the swastika good-luck symbol. This aircraft is part of The Vintage Aviator Limited's fleet (TVAL). It's towed along by a 165HP Warner Scarab radial.



Another TVAL replica powered by a Warner Scarab, ZK-JOK (*left*) is in the colours of an unknown pilot from Jasta 11.

It's seen here during one of the ground actions at Classic Fighters Omaka 2013, rescuing a fellow downed pilot. Luckily the Allied soldier was a poor shot, or his rifle jammed!

Right, two more Warner Scarab - engined replicas. ZK-JOC tails ZK-JOG.

JOC wears the colours of 564/17 flown by Lt. Werner Steinhauser and JOG that of 588/17 flown by Lt Richard Wenzel.

All of these aircraft were part of Richtofen's Jasta 11.



Below left, Unknown rego in the colours of Lt. Hans Muller's (no relation, maybe) Dr.1. Note the pre-April 1918 Eiserne Kreuz markings, contrasting with the later straight-sided Balkenkreuz's of the other replicas.

Below right, ZK-FOT in Lothar von Richtofen's colours displays



Right, perfectly illustrating why the Dreidekker is a bit of a handful on the ground, the pilot of ZK-FOC tries to see under the centre wing to get some forward view.

The colour scheme is that of Lt. Hans Weiss, who was C.O. of Richtofen's Jasta 11.

The DR.1 replicas' aerial performance makes it an ideal airshow performer.



Left and below, one Triplane not owned by TVAL is ZK-FKD (which, I choose to believe, stands for **Fokker Dreidekker!**) owned and operated by the NZ Warbirds Association.

I'm hoping that the (apparently authentic) plain black colour scheme will one day morph into the awesome one worn by Lt. Josef Carl Jacobs (*inset, below*).





A far better aircraft and weapon than the Triplane was the late-war Fokker D.VII.

Although the BMW IIIa-powered version was the most sought-after, most were powered by the ubiquitous Mercedes D.III family of 160 to 200 hp)

This replica was

originally built for the movie **The Blue Max**, and was rebuilt by TVAL (who own the aircraft) to look and perform a lot more like the original. It's powered by a six-cylinder 200 hp DH Gypsy Queen engine.



ZK-PAX (*above*) and ZK-POH (*left*) were two Fokker F-27 Friendships operated by Air Post (part of Airwork, operated for NZ Post). PAX operated the last F27 flight in New Zealand from Christchurch to Auckland in September 2016.

The Australian HARS Aviation Museum is trying to acquire both of these aircraft. HARS has done some heroic things (they rescued a Super Constellation out of a U.S. Boneyard and flew it home!)

Right and Below, TVAL's Fokker D.VIII is powered by a TVAL-built Oberursel rotary engine. It was a very effective late-war fighter using surplus rotary engines.



RADIO CALLS – LOCATIONS AND BREVITY

SCOTT JAMES

Location

We have had some very busy weekends and at some points while I was heading up the country the Radio chatter was constant (we need some new frequencies in some places other than 119.1). While it is critical that we look out the window and not rely solely on Radio calls, inaccurate radio calls and locations can make life difficult.

A couple of incidents over a recent weekend highlighted this.

We had someone approaching RT who called an incorrect altitude (by several hundred feet). As well as an incorrect location. This call was relied upon by someone else who thought they had good separation, but in fact had only 100ft or so. This resulted in the planes coming uncomfortably close.

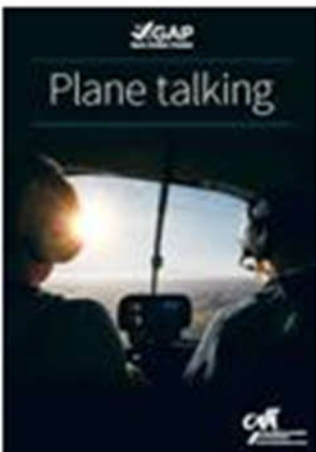
Many times I will hear an aircraft calling River junction, and after a couple of minutes, it will appear over River Junction. Meaning initially, it was likely still a couple of miles away. Also – as an instructor, I notice that some people like to call the altitude they are supposed to be at, rather than the one they are 😊

Remember, the location and altitude information is for other pilots. Please try and be accurate.

Brevity

For those of you who attend Doug’s radio seminar last year – you will know – just use the words you need. Rangiora frequency can get pretty busy!

You don’t need to give a full description of your Overhead join procedure – just keep it to “XXX overhead to join for 07/25”. If you are doing a standard Overhead, then we know you will be descending non-traffic etc. No life story required.



It may feel silly but practice some radio calls at home. Pick a point on a map and go through what you would transmit. Then drop the words you don’t need. Pick up a copy of Plane Talking and make sure you use correct terminology

<https://www.aviation.govt.nz/assets/publications/gaps/plane-talking-web.pdf>

And finally, there is no requirement to make taxi calls – and as a club, our position is that we do not make taxi calls. Have a good look out of the window, and taxi at a safe speed.



NEW PARACHUTE DROP ZONE APPROVED

As mentioned by Scott in the CRAC Rap, there's a NOTAM out for a new parachute drop zone near Sumner on Banks Peninsula.

This is run by the same crew that do the parachuting at Ashburton airfield. They run a very friendly and professional operation, with plenty of radio calls.

As this is on one of the club's frequent routes (even for me!) we'll need to be courteous, safe, and give them plenty of room.

Always check your NOTAMS!

Name: **Sumner Beach, Christchurch – NZP812**
 Location: S 43 33 55.0 E 172 45 31.0
 Using agency: Skydiving Kiwis Ltd, PO Box 16781, Hornby Christchurch
 Tel (022) 101 1537



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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

MUDDER'S CORNER - AIRFIX 1/48 P-40B

BRIAN GREENWOOD



Airfix's newly-tooled Curtiss P-40B was released in 2016. In this scale it competes with the 54-year old Monogram kit and the 2005 release by Trumpeter. The Airfix kit is streets ahead of both, but the Monogram kit can still be built into something reasonable for its age. The Trumpeter kit is slightly wonky in the usual Trumpeter way. Hobbycraft also did a P-40B in "quarter scale", which was re-boxed by Academy.

The Airfix cockpit is nicely detailed, lacking only seatbelts. The moulded instrument panel and transfer looks particularly good to my eye. Included is a nice pilot figure which is unusual and appreciated (even though I didn't use it).

The only fit issue with the whole kit was the ducting out the back of the radiator (The green bit, *below*). Trying to get it flush with the under-fuselage ducting meant I had



to do a tiny bit of fettling. Makes me feel like a real modeller!

The other modelling that needs doing is thinning the trailing edge. One downside of Airfix's two-part wings is the trailing edge is a double sandwich which (to my eye) requires filing and sanding.

Other than that, it was a nice, easy build. I used Tamiya XF-53 Neutral grey

and XF-62 Olive Drab, but the latter looked far too dark by the time I gloss varnished for the decals. It was sanded it back with 1200 wet and dry, and re-coated it with Tamiya XF-81 Dark Green. That's supposed to be an RAF colour but it looks better to me.

I messed up the underwing decals (*top, next page*) and had to mix a paint and hand-paint some of the "U.S. Army" logo. That worked OK after it was matt varnished (Vellejo 70.520 Matt Varnish).





It's amazing to think that the P-40B was just entering service in December 1941, whereas in Europe the Spitfire V and 109F had been introduced in early and mid-1941 respectively.

Airfix's kit is a honey and makes a deserving tribute to this wonderful aircraft. Although I have done mine in the Pearl Harbour scheme, I'm keen to do another (one day...) in tribute to the men and machines of the RAF desert force.



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possibility of some use of the airfield subject to the owners consent. Forest Field is a privately operated airport with three runways between 730m and 1000m just 30 minutes drive from Christchurch airport. With established shelter on three sides it is private with plenty of shelter for stock and has it's own well. The vendor invites all offers over \$740,000 GST inclusive to be considered

VIEW By appointment



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Erin Heese on
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COMMITTEE NOTES MAY-JUNE 2020

- Repaired ex-RGB Gearbox still in Oz
- New engine/gearbox for RGB has been ordered, also 2 new Bolly props (one spare) to allow for different gearbox ratios. The desired ratio is not available until production restarts. Bolly props already approved for our Technams.
- Replacement prop (Bolly) for RGA ordered, due 12/6/2020
- ADS-B for RGC ordered from Mount Hutt Helicopters
- Glenn's letter to WDC re landing fees and hangar leases approved and sent. No response or acknowledgement from WDC as at last Committee meeting
- Aircraft Insurance has increased by approx. 10%. Credit sought for non-flying time during lock down
- 12 resignations in response to subs invoices
- Glenn and Stewart re-commissioned club aircraft after CoVid-19 alert level dropped to Level 2. Included 30 minutes of test flying
- Hygiene requirements for Level 2 operations put in place
- Flying hours good after Level 3
- Dishwasher purchased and installed
- Weather Station re-commissioned (i.e. powered on!)
- Photo gallery configured for web site
- Low flying complaint discussed - article in RecPilot
- Spare tyre inner tubes ordered
- Nose wheel leg and brake stripping and cleaning added to 100 hour check
- Temp gauge for carb heat box to go in RGC
- Club Ute (loan vehicle and fuel pickups) proposed and under consideration
- Two safety incidences reported
- New Vacuum cleaner purchased, Vanessa reports cleaners doing a great job
- AGM date set (14/7/2020 7:00pm)
- Reminder that aircraft mods (e.g. oversize tyres) must be approved by an I.A.



**CANTERBURY
RECREATIONAL
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WHATSAPP

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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

14th July – CRAC AGM at the Club house, 7:00pm

22nd August –Pukaki Airport Fly-in

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, plus flying cats.

**CONTRIBUTIONS AND
ATTRIBUTIONS**

Wayne Wilson, Benjamin Dodd,
Max Robertson, Iain McPhail,
Scott James, Vanessa Martin,
Renzie Hanham

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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*

NEW MEMBERS

Welcome aboard to:

Warwick Stephens
Jacob Reeves
Jason Anderson
Carl Davidson
Bryn Atkins
Jennifer Essex
Justin Basevi
Lionel Green
Simon Phillips
Nicola van der Hulst

Please make our new friends feel
welcome.

CONGRATULATIONS

Guy Martin, Adv National
Thanks to RAAZ's RecPilot for the info

NEXT NEWSLETTER

**Contributions for the next edition
are requested, publishing deadline
July 16th, 2020 ("ish").**

Next publishing date approx. July 23rd,
2020. Due to current circumstances
publication is likely to be delayed.

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

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