

# RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- THE ULTIMATE CURE FOR THE FEAR OF HEIGHTS
- OXFORD FLY-IN EASTER 2018
- OPERATION DEEP FREEZE
- CLUB STINGS
- STUCK AND RUDDER USERS GROUP

SEPTEMBER 2017



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## 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](mailto:editor@crac.co.nz).

For back issues, head to [www.crac.co.nz/magazines](http://www.crac.co.nz/magazines)

Contributions for the next edition are due by **October 11<sup>th</sup> 2017**. We invite contributions from all, with editorial discretion being final.

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

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*Cover, Vanessa Martin's Savannah ZK-MYN and Rans S6 ZK-JOL  
© 2017 Mark Greenwood*

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## WHERE'S MY ELECTRIC PLANE? – PART 2

BRIAN GREENWOOD

Even though I can't yet go out to the airfield and fly an electric plane yet, they ARE on their way. Siemens have tested an Extra 350 LE with a 260Kw electric motor. It broke two records for its class – 340 km/h top speed and a time to 3000 meters of just over 4 minutes. There is no mention of the endurance but hopefully it's a little more than the 4 minutes it took to get to 10,000 feet!

Likewise, Pipistrel is developing their Alpha Electric which has a 45 minute charge time – I wonder about the specifications of the fast charger, though. It's specifically designed for flight training and is expected to lower the operating cost of the aircraft by 75%. That's not bad! The 85 kW motor weighs only 14kg (although production machines might have the quoted "50+ kW" version), and it has a 17kWh battery pack. More importantly, it has a 60 minute endurance plus reserve. The aircraft can also generate power while it's doing unpowered descents – every approach should be a glide approach (where have I heard that before!?).

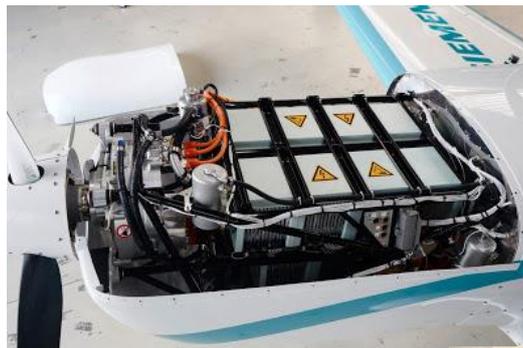
It might not be practical for your cross country flights, but it would be a pretty cool aircraft for doing circuits. Even if every second hour has to be spent on the ground being charged, the economics should stack up (depending on the initial purchase price).

For cross country flights, Pipistrel has a hybrid engine in development. This is expected to have an endurance of 1.5 to 2 hours plus reserves (if I've read the correct report) and the hybrid component has a much more of a "get you home" aspect.

Microlights and Light Sports Aircraft will be at the forefront of electric aviation, simply because of the weights and sizes. General and Commercial Aviation will just have to follow our leadership.

This means that both CRAC and RAANZ should, at the very least, keep up with developments. In our case, at some point in the future we should cease or reduce our investment in fossil-fuel burning dinosaurs.

When exactly that point is reached is the sixty-four thousand dollar question! Actually, I predict it will be at least twice that amount, per aircraft.





## THE ULTIMATE CURE FOR THE FEAR OF HEIGHTS VANESSA MARTIN

It didn't take much for me to fall in love with the concept of a STOL plane, a quick adventurous flight up a river bed in a 701 followed by some steep turns and delightfully slow flying in a Savannah and I was hooked. After enthusing and annoying my long suffering husband Glenn Martin about the merits of owning a STOL aircraft, he recognised the writing on the wall and agreed that I could purchase a Savannah. Ironically this was somewhat to his amusement because when Glenn first bought "The Sting" I vehemently declared he would fly alone; such was my fear of heights.

Despite my protestations that I would not fly in a small plane, the Sting eventually won me over. I'm an economical kind of gal and it was simply cheaper to fly "Air Sting" than Air New Zealand. Endless hours of flying up and down the country desensitised me and a little at a time

Glenn patiently taught me to fly straight and level. I didn't make it easy though, I insisted we only flew on "non-turbulent days". I mean, come on, who can 100% predict that? And, to top it off, I unreasonably made very clear my displeasure when there were a few bumps, as if it was entirely his fault.



After starting out in the Sting the change to the Savannah was challenging for a novice pilot. It is a lovely slow aircraft, a forgiving Land Rover of the skies, as opposed to the slippery stealth of the Sting. It also has its moments, a testy "don't take me for granted kind of a gal", namely its eagerness to rear up on take-off, but after persistence and practice I now wonder what all the fuss was about, it is a wonderful aircraft to fly.

A few months ago Glenn and I joined the CRAC STOL group for a day out in The Sting. It was one of the best days of my life. Stunning views, picnics by lakes and bright sunny skies. After that, I was eager to undertake cross country adventures in the Savannah. Soon the time came for my "Big Day Out" as Pilot in Charge with Glenn beside me providing all important "ballast" (a whole other story) and occasional mentoring, (back seat



driving). We ventured out with the STOL group on a clear crisp August Saturday morning. Never in my wildest dreams would I ever have thought I would land my little Savannah on so many different landing strips in such beautiful countryside. We visited air strips at Lake Heron, Lake Coleridge but the most fun landing was at "The Growler".

The Growler is a narrow uphill strip close to a DOC hut, the perfect place for a lunch break. It is nestled beside a large hill in a wide river valley. The approach to the threshold follows the

contour of the river bed on a downward trajectory requiring an uphill change of attitude to finally round out,



flare, land and taxi to the top. It was the most challenging and most satisfying landing I have achieved to this day. After lunch we all skedaddled to our aircraft and I had my first downhill roll and climb out. This was more exciting than the landing as I was dealing with a little bit of wind that was creating a small amount of swirl off the side of the hill. We bumped on out and Glenn kept Mum about the turbulence, though I did wonder if he would be cheeky enough to complain.

In the CRAC club rooms there is a sign on the wall, it says, "Fear keeps my flying safe". My own fear of heights has kept me safe. I had to take a lot of small steps in the early days. I have learnt to fly with strong awareness of my limitations whilst growing in confidence and developing skills. Most of all, I love flying my little Savannah. I am under no illusions, I always expect challenges, learning can be hard work but it is also a lot of fun. I appreciate the candid conversations with experienced pilots. I appreciate it when they talk of



the barriers they have faced and overcome. I appreciate it when they say, they sometimes have fear. And as for my fear of heights, well, all gone, I love seeing that propeller dead ahead patiently taking me where I want to go. Oh and I have tested myself, I can stand seven stories up and look over the edge of a building with no consequences. I tried it in India where there are no Health and Safety barriers.

I will finish with a quote from my husband, "Vanessa used to think I was a great pilot, now that she can fly I never hear the end of it if the ball is not in the middle"

With thanks to my Instructors, Glenn Martin, Stewart Bufton and Tony den Haan and to the Lads in the STOL group, thanks for the Big Day Out.

## It's the oil for your Rotax 912

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## EASTER 2018 OXFORD FLY-IN INTRODUCTION

DAVE MCPHERSON



Remember Waitohi? No? Ask one of the dinosaurs in the club about Waitohi. This was a legendary event that occurred at Easter every year. Names the “Richard Pierce Memorial Flyin”, it was held on the property of Evan Gardiner, a great nephew of Richard Pierce, I think, and was eagerly anticipated every year. A book could be written on the adventures of getting to Waitohi, the flying event itself, and getting home again – but that’s for another day.

Unfortunately after Evan sold the property it was no longer available for the fly in. Having power wires across the strip and black and white moving bovines grazing it, it was not going to meet the health and safety plan, so Waitohi died.

Mike Small and I have been looking around for a suitable site for years and then one day I had a eureka moment! While walking stock across a paddock that I farm, I thought “this paddock would be long enough”. You might ask why I didn’t think of it sooner. Well, this paddock was on an old riverbed. It had Willow trees, pine trees, gorse, broom, and old water courses. In fact you couldn’t drive from one end to the other in a 4WD Ute without plotting your course very carefully. I wish I had taken some “before” photos. I said to Mike “come and have a look and tell me what you think”. Mike had a quick look and immediately got the vision! We showed a few of the other club members and the response wasn’t quite so positive. I think that some thought that we should be grounded because we wouldn’t pass the “fit and proper person” status.

However we persevered. We took heart from the movie “Field of Dreams”, you build it and they will come. So with chainsaws, diggers, tractors, trucks etc, and a lot of hours, Mike and I started. It took some time to cut down the trees, dig out the sumps, and fill in the holes. I worked the paddock many times and eventually was able to sow it down with grass. By this time the club members had caught the vision. We had some working bees to pick up stones from the strip and build facilities. I had a hay barn that had succumbed to wind and snow, so we dismantled that and build what is now known as the “CRAC shack”.

Our first flyin was Easter 2007. This was a great success! I am not sure how many aeroplanes we had but they came from near and far. It really did invoke memories of Waitohi when the unmistakable sound of a “Dac”



could be heard coming from over the horizon. It eventually appeared along with a Quicksilver. Unfortunately I was away for one of the days, announcing at Moore Park Speedway (one of my other hobbies). When I saw the photos that my wife, Ngaire, had taken, I could not believe the numbers and range of aircraft that turned up. They ranged from Pecker in his powered hang glider to Pat Scotter in a Piper Cub. It was awesome!! That was ten years ago.

In between we have had some Easter Fly-ins but weather and a lack of enthusiasm has meant they have been a bit sporadic. Next year will be different. We are planning a 10 year celebration with an awesome fly-in!

Unfortunately the 'now' generation are not so keen on camping under the wing sort of fly-in, but with a shower and a toilet block being built, and the "CRAC Shack" improved we will have plenty of takers to stay the whole weekend. If not the whole weekend, people are still able to fly in and out through the day.



More details will come as the event gets closer but put these dates in your calendar: March 30<sup>th</sup> to April 2<sup>nd</sup>. A good time of the year for camping.



# CRAC CULVERDEN FLY IN

WORDS: MICHELE POLGLASE  
PHOTOS: KEVIN DORE



The club fly-away to Culverden was an outstanding success, with a grand total of 31 planes participating including Ivan Campbell's Mustang. And I took up club plane RGB, with a slightly white-knuckled Scott in the instructor's seat as we came in for the overhead join amidst all the air traffic. I'm sure Culverden residents weren't expecting an airshow display to that extent either.

The great thing about a club fly-away is getting to chat with like-minded others in the flying community, to see the variety of microlights, and getting a chance to explore the local area in a different way. For those of you like myself in the low hour learning category lacking plane ownership, there are options to share a seat (check out WhatsApp) or to hire a club plane. It's a great way to get more experience; take every opportunity to head out with more experienced pilots if you can.

Watch this space for the next fly-away!





*Clockwise from top-left, Mike Graeme and Ken's Alpi Pioneer  
 Jerry Philip's Aeroprakt A-22 ZK-JOM  
 Vanessa Martin's Savannah ZK-MYN  
 Stewart Bufton's Zenair CH-701 taking on a load of fertilizer*



*Clockwise from top-left, Morane-Saunier ZK-CDF  
 Peter Collin's Ibis Magic GS-700 ZK-PLC  
 Cessna 175K ZK-DEP (Rego search says John Brady)  
 Bob Johnston's CFM Shadow ZK-FSG*

## OPERATION DEEP FREEZE

BRIAN GREENWOOD



In San Juan Capistrano, California, Spring is noted when the famous Swallows return to Capistrano (actually it's St Joseph's day, and since 2009 they have been migrating to north of the city). In Christchurch, spring is noted when the LC-130's of the Air National Guard return for Operation Deep Freeze (by AvNuts© anyway). Ok, we do have the Godwits returning from Alaska, as well.

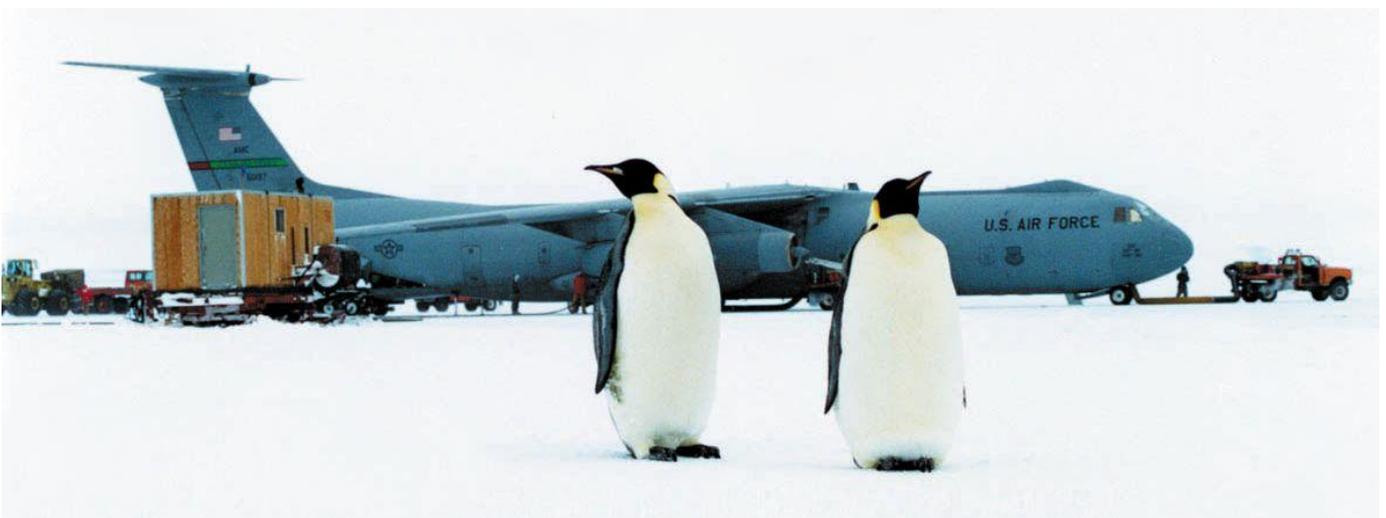
Operation Deep Freeze, the U.S. mission to Antarctica, was started in 1955 by the United States Government. There has been a constant U.S. presence on the continent since then, generally spear-headed by the United States Navy. After around 1998 the LC-130 support has been operated by the Air National Guard.



**Left**, The first landing at the South pole – U.S. Navy R4D-5L (Dakota to many of us) on October 31<sup>st</sup> 1956.

U.S. Navy Naval Aviation News [1] November-December 2006, p. 26. [2], Public Domain, <https://commons.wikimedia.org/w/index.php?curid=21710731>

**Below**, this image was a personal photo shot by C-141 Flight Engineer SMSgt Bob Pederson in October of 1997. It was a rare moment that the penguins would come so close to the aircraft on the ice runway at McMurdo. (U.S. Federal Govt via Wikipedia)





U.S. Air National Guard LC-130 on short finals at  
Christchurch Airport, December 2016.  
© 2017 Brian Greenwood



One of the prettier aircraft around, Glenn Martin's Sting  
© 2017 Mark Greenwood

## CELEBRATING OUR SUCCESSES!



*Left, Steve Mowat soloed in RGB on September 5th*

*Right, Erin Heese soloed in RGB on August 23rd*



*Left, Benjamin Dodd soloed in RGB on September 13<sup>th</sup>.*

*Right, Tosh Prodanov completed his Tail-wheel soloed in KNZ on August 25<sup>th</sup>.*



*Left, Luke Goleman soloed in RGB on September 21<sup>st</sup>.*

Congratulations to you all, this is a good result for your hard work! Please refer to the **Congratulations** section on the last page for certificate upgrades.

# CRAC TRIVIA NIGHT – RAISING FUNDS FOR THE DEFIBRILATOR

CRAC is committed to buy a defibrillator, and some of our team have organised a Quiz night on October 30<sup>th</sup> at Monteiths in Rangiora to help raise the funds.

There are some truly awesome prizes being donated, including some high-quality accommodation and superb meat packs.

We really need to make a success of this, please support it if at all possible. It promises to be an entertaining and rewarding evening.

Thanks to Hamish and Erin for following through on this wonderful idea.



CRAC

# TRIVIA NIGHT

*Put your heads together to keep a heart beating*  
Come along for a fun night out while raising funds for the club defibrillator

- ◆ Monteiths Brewery Bar  
75 Victoria Street,  
Rangiora
- ◆ Meet at 6pm for 7pm  
Start



Grab your cleverest family and friends to ensure you are Team #1  
Teams should ideally consist of 6 members but must have a minimum of 4.

There are only 13 teams available so sign up fast to reserve your space

\$15 per head. Includes entry and one pizza per table to be served during the quiz

All day menu and "\$20 Pint and Pizza" available in the bar prior to 7pm.

An auction/raffle will also be held so start stretching those bidding arms.

We have had some great prizes donated already. If you have anything you would like to contribute please let us know



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## WARBIRDS OVER WANAKA 2018



An iconic Warbirds Over Wanaka aircraft is set to make an emotional return to Wanaka.

One of the nine Polikarpov fighter aircraft famously restored by Sir Tim Wallis back in the 1990s is coming back to Wanaka from Germany for the 30th Anniversary Airshow at Easter 2018.

The recovery and restoration of the six Polikarpov I-16s (fondly known in Russia as Ishak or Little Donkey) and three I-153s is still regarded as one of the most audacious private Warbirds projects ever undertaken in the world.

Warbirds Over Wanaka General Manager, Ed Taylor, says “they have been working hard on getting a number of significant aircraft to mark the 30th year since the first Airshow and also Sir Tim’s 80th birthday. With the support of the aircraft owners and major sponsors Hamburg-Sud and Mainfreight this is now possible.”

“We couldn’t think of a better birthday present for Sir Tim than to reunite him with one of his beloved Polikarpovs. It will no doubt be a special moment for Sir Tim and Warbird fans everywhere when he gets to see the I-16 perform at Wanaka one more time.”

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“When we ask our visitors which Warbirds they would most like to see here, the Polikarpov is always high on the list. The link between this stubby, noisy little Russian fighter aircraft and Wanaka is very strong.”

The story of Sir Tim’s Polikarpov project is legendary in warbirds circles. Following the first ever Warbirds Over Wanaka Airshow in 1988 Sir Tim visited Russia on business but took the opportunity to check out some possible aircraft for restoration. He returned in 1991 and that’s when he fell in love with the Polikarpov I-16. At the time none were flying anywhere in the world.

Sir Tim and his chief engineer Ray Mulqueen located nine wrecks. In 1992 Sir Tim signed a contract to start work on rebuilding the aircraft in one of the original aircraft factories that had produced the aircraft back in the 1930s.

It was another six years before the Polikarpovs first flew at Wanaka. They continued to star at Warbirds Over Wanaka for the next 10 years. Following the 2008 Airshow Sir Tim’s Alpine Fighter Collection was disbanded and the Polikarpovs were sold off to owners around the world.

Six of them are still flying, including number 9 which is the one coming to Wanaka. This aircraft was initially sold to German businessman and



Photo: Brian Greenwood



Photo: Gavin Conroy

Warbirds collector Thomas Juelch. The aircraft has since been sold to Wolfgang Frey but is still housed in Mr Juelch’s hangar at Lachen-Speyerdorf airport in Germany.

“Mr Frey has been very generous in allowing the aircraft to come to Wanaka. Meanwhile, Mr Juelch says he’s happy to help get the aircraft ready for

shipping because of all the help he received from Sir Tim and others in Wanaka back when he first bought the aircraft,” says Ed.

Another key part of the project to bring the Polikarpov to New Zealand was shipping. Hamburg-Sud has again come on board as a major sponsor and will oversee getting the precious cargo from Germany to Wanaka and back.

“Hamburg-Sud were fantastic helping us get the Buchon here from the UK in 2016 and now they’ve continued their amazing support by agreeing to transport the Polikarpov for next year’s Airshow. Mainfreight have also agreed to help out looking after all the logistics at both ends. Without the support of the aircraft owners and Hamburg-Sud and Mainfreight this simply would not have happened,” says Ed.

The Polikarpov will be flown at Wanaka by Lithuanian pilot Jurgis Kairys. Jurgis is a world aerobatic champion and regular performer at the Wanaka Airshow.

Information about the airshow is available at [www.warbirdsoverwanaka.com](http://www.warbirdsoverwanaka.com) along with ticketing choices - call Free phone 0800 224 224 within New Zealand or 1300 798 550 within Australia.

## CLUB TL-2000 STINGS

WORDS: BRIAN GREENWOOD

PHOTOS: MARK GREENWOOD

The more eagle eyed amongst you might have noticed this month's centrespread is Glenn Martin's Sting. This is the result of an air-to-air sortie which included Vanessa's Savannah, the idea being to get the family's two aircraft in one shot.

Unfortunately, the day was too bumpy, and it was very difficult to get anything sharp. Luckily the photographer, **Mark Greenwood**, did get a couple of good shots in.

There's only one Sting in the club. It's Glenn's.



## STICK AND RUDDER USERS GROUP

PHOTOS: MICHELLE POLGLASE

The Stick and Rudder Users Group was borne out of the desire to provide tail-wheel training after students complete their training within the club (now combined with the Flying Enthusiasts group's meetings). Although the tail-wheel training is performed outside of the Club jurisdiction, the Stick and Rudder Users Group remains a popular group for regular meetings and general aviation discussions. This month's speakers included Duncan Fraser, Rodger Ward, and Glenn Martin.

Meetings are generally held on the second Thursday of the month in the club rooms and are notified well in advance. All welcome!





Built in the Czech Republic by a company called TL-Ultralight, the Sting S4 is one of the more advanced aircraft you can get into the microlight category.

© 2017 Mark Greenwood

# SEPTEMBER 15<sup>TH</sup> – BATTLE OF BRITAIN DAY

BRIAN GREENWOOD

I can't let the September edition pass without some mention of the Battle of Britain.

Did you know that New Zealand contributed more aircrew to the battle than any other country except Poland and Great Britain itself? The graphic to the right, produced by the Royal Air Force Benevolent Fund, illustrates it.

Did you know that the first casualty in the Battle of Britain movie was wearing New Zealand shoulder flashes?

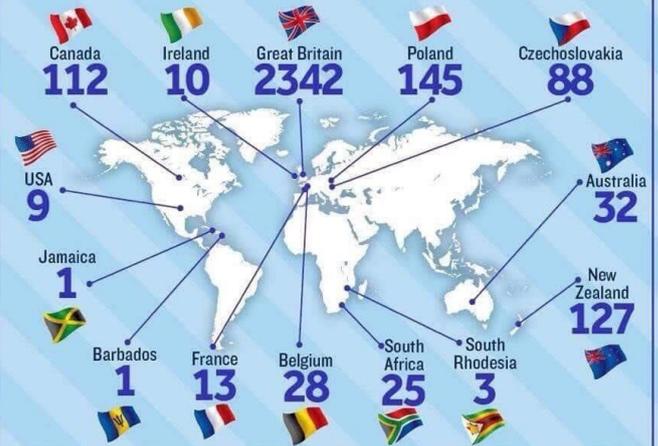


**BATTLE OF BRITAIN**  
10 JULY – 31 OCTOBER 1940



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## SOUTHERN TAIL DRAGGERS

PAUL GODFREY



Southern Tail Draggers was formed out of a need for an aircraft to fill the gap in the local microlight tail wheel training here in Rangiora New Zealand.

The Kitfox is the ideal plane to fulfil this role.

The Stick and Rudder group, which is the primary user of this aircraft, is a group of like-minded aviation enthusiasts. They meet to share their combined knowledge and enhance safety in flying, but also promote the fun side of aviation.

Between Southern Taildraggers Ltd and the Stick and Rudder group, we can provide instructors with thousands of hours combined tail wheel experience.

We cater for anyone. From someone who has never flown before, right through to those who want to expand their range of flying skills.

We can also cater for GA pilots looking for tail wheel experience at an affordable price. The Booking page is a password protected page with information on the available instructors, and a booking tool that show you the availability of KNZ, the Kitfox used for training.

Please Contact us if more information is needed, or if you require the password used for the booking system.

The Kitfox, ZK-KNZ was built in 1991 by Great Lakes Aviation of Wanaka, as the Kitfox New Zealand demonstrator (hence the registration KNZ). It was never built as a Microlight, but when the governing rules changed it was converted over.

I first saw KNZ at the 1992 Warbirds Over Wanaka, when it was flown by her designer Dan Denny. He went on to design the Thunder Mustang in later years.

In 1993 a local pilot bought and operated her for a number of years. I took possession in 2013 and have travelled all over the South Island and to Hastings in the North Island.

KNZ is a short take-off and landing aircraft. It is designed to be stored in a garage. The wings can be folded in less than 5 minutes.

The engine is a Rotax 582 two stroke, and is based on a de-rated snow mobile engine. It has a dual ignition and a self-oiler.

Although not fast, it has a high power to weight ensuring good performance.

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## COMMITTEE NOTES SEPTEMBER 2017

- Club requirement for our own fit and proper form (as opposed to the RAANZ one) discussed and to be implemented
- Bal \$25K but some big expenses reducing it to \$10K (Hangar, GST, carb heats etc)
- Potential for Controlled Airspace around Chch to shrink but probably not for this year.
- Hangar One final inspection done, some minor work to complete
- Club Photo competition in progress
- Fuel on field agreement in progress with suppliers
- Large CRAC sign to be erected at Airfield entrance
- Hangar and club house clean up working bee on October 7<sup>th</sup>. Breakfast provided, volunteers needed (this means you!)
- RGB completed 500 hours check, now 510 hours TT

## FOR SALE

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

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



YES, THE POBER PATHFINDER IS FOR SALE  
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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

**24<sup>th</sup> September** – Central Otago Wings and  
Wheels

**20<sup>th</sup> October** - Poker Run and BBQ lunch. Prizes.

**23<sup>rd</sup> November** - Tech night. GPS and Building  
with metal. Ray Corbett.

**28<sup>th</sup> November** – New Southern Sky Roadshow

**15<sup>th</sup> December** – Club Christmas BBQ and kids  
fun day.

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

### Contributions and Attributions

**Vanessa Martin, Dave McPherson,  
Mark Greenwood, Michele Polglase,  
Kevin Dore, Gavin Conroy.**  
RecWings logo by **Eric Lim**.

*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:

**Benjamin Dodd**

**Luke Goleman**

**John Byers**

**Greg Umali**

Please make our new friends feel  
welcome.

## CONGRATULATIONS

**Chris Anderson**, Adv. National

**Phillip Spellman**, Adv. Local

**Nick Ward**, Adv. National

**Anna Wruck**, Adv. National

## NEXT NEWSLETTER

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

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