

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- BRYAN COX FLIES HIS WARTIME TIGER MOTH
- WONZ CHRISTCHURCH FORUM
- EUROPA AIRCRAFT 25TH ANNIVERSARY
- AEROPRAKT AND TECNAM 2002 ARRIVAL
- CAA AND THE ROTAX ENGINE LIMITS
- RANGIORA AIRSHOW 1985

JULY 2018



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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.

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Contributions for the next edition are due by **August 9th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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*Cover, Bryan Cox stands in front of one of the aircraft types he flew during World War Two. The RNZAF Museum's P-40E
© 2018 Brian Greenwood*

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RECWINGS**



WINGS OVER NEW ZEALAND CHRISTCHURCH FORUM

BRIAN GREENWOOD

While most of the club headed off to Kaikoura for the Whale Watch trip, I attended the WONZ Christchurch forum at the Air Force Museum of New Zealand in Wigram.

Organised by Dave Holmwood and helpers, the star attractions were Bryan Cox (WW2 P-40/Corsair pilot, and current pilot), Philip Stewart (Kiwi Spitfire Pilot in the RAF), Barry Lennox (former RNZAF EO and Kaman Project Manager), Errol Martyn (Aviation Historian), Michelle Sim (Air Force Museum Communications Manager), Russell Brodie, and David Fedors and Paul Newton (NASA Pilots). Quite a line up!

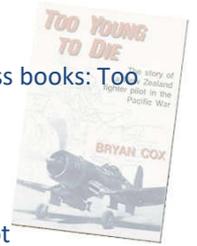
There were about 50 – 60 attendees (don't let the heading photo of the NASA pilot's presentation fool you, being good Kiwi's most of us sat at the back!) but there was still plenty of space in the Museum theatre. After the introductions from Dave Holmwood and Wing Commander Brett Marshall (Museum Deputy Director), Bryan Cox lead the presentations.

Mr Cox charmed us with his history. His inspiration for volunteering for the RNZAF were (amongst other things) copies of the Illustrated London News showing colour illustrations of the Battle of Britain. This was in 1940, when Mr Cox was in High School. He filled the talk with interesting details, such as his text books ("Flight without Formula" by Alfred Cotterill Kermodé – a book which is still recognised for its value, last updated by the inimitable Bill Gunston in 1989!). Bryan entered the Air Force in 1943 and progressed through Tiger Moths (at Harewood) and Harvards (Woodbourne) to the P-40 (Ohakea).



One of the things that interested me was the comment that the Air Force didn't make much of the difference between the P-40 variants on the training line – Mr Cox said you just got in it and flew, no matter if it was an M, N, or K variant!

Although they were never mentioned at all during the presentation, Bryan Cox is the author of three top-class books: *Too Young To Die*, *Cats Have Only Nine Lives*, and *Pacific Scrapbook 1943-1947*.



It was a great privilege and pleasure to meet this unassuming hero and add some details to his story.



Talking of unassuming Heroes, the next speaker was Kiwi Pilot Philip Stewart. Mr Stewart, who turned 100 last October, shared his incredible story, from training on Tiger Moths at Taireri, through Harvard training in Canada, to his service flying Spitfires in 91 and 129 Squadrons in the UK. The voyage from Canada to the UK is worth a book on its own, being diverted in Iceland at one stage.

After one particular dogfight over France, his engine was hit and failed. An attempt to glide back to England was thwarted when his aircraft caught

fire and he had to bail out over the channel. An ASR vessel from Dover mistook his parachute for a white-capped wave, luckily the Harbour Master from Dover was on board for a ride and insisted that he'd seen a parachute!

Philip Stewart would sometimes act as Flight Leader, and on occasion would lead a squadron during this period – pretty good for a Non-Commissioned Officer. The squadron was posted to the windy, treeless Orkney Islands (part of the defence of the Naval base at Scapa Flow), from where a detachment was sent to the Shetland Islands. This was a very harsh environment, eventually the squadron was sent south to Sussex (probably to thaw out!). In Sussex he was commissioned and given command of 616 Squadron's B Flight. After 2 years of combat he was "rested" with a posting as an Instructor.

Sadly, during the time, he was involved in a terrible car accident when visiting his 616 Squadron friends, which cost the lives of some of those personnel. During his time recovering with a broken femur he lost rank from Acting Squadron Leader. Eventually he recovered and was posted on to P-51 Mustangs, but didn't like them compared to the Spitfire and by D-Day he was back on Spitfires leading 'B' Flight of the famous 1 Squadron.

Some post D-Day activities were bombing a submarine in a Cherbourg dry dock, being the first RAF pilot to land on continental Europe in 4 and a half years, attacking V1 flying bombs (and the squadron being asked by the Mayor of Maidstone not to shoot them down over his town!), and landing a squadron of Spitfires in dense fog at Manston. This was accomplished by using the FIDO fog dispersal system invented to get bombers down safely. Being the leader, and the last to land, his engine cut out from fuel starvation as he touched down.

Mr Stewart was on leave in London for VE Day, and was posted back to New Zealand to lead a squadron against Japan. The rapid end to World War 2 brought about by the atomic bombs dropped on Hiroshima and Nagasaki ended this plan. He amassed a total of 800 operational flights over a period of 4 and a half years.

Post-war, Mr Stewart and his wife lived in both New Zealand and eventually the UK, before retiring back to New Zealand. They have been staunch workers and supporters for the charity Save the Children. Sadly, Mrs Stewart passed away 7 years ago, and Mr Stewart has remained in Amberley.

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The next speaker was **Barry Lennox**, a former Electronics Officer for the RNZAF, who subsequently joined the GSCB and worked on some very interesting projects. Eventually he became a Project Manager for Kaman, and was involved in the SH-2G programme, including those for Australia and New Zealand.

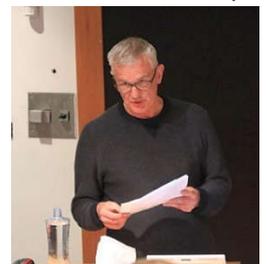


Mr Lennox gave a brief history of Kaman, and then a detailed account of the Australian and New Zealand SH-2G story. It was fascinating for me to learn of the different approaches and requirements, which ultimately led to the RAN rejecting the SH-2G and New Zealand buying them – and on-selling our higher-houred SH-2Gs via Kama to Peru. Our requirement did not include a 2-person crew, and had fewer difficult systems to integrate. At least, that's my understanding of the result!



Russell Brodie (yes, our local Rans aircraft agent) announced some very exciting news – a large section of an ex-RNZAF P-40M (NZ3250) had been found on “a South Canterbury farm”. There are likely to be more sections located as the previous farm owner has provided more information. There is already enough to form the basis for a re-built aircraft. The owner has rejected offers from the USA already, and is determined to keep this treasure local.

Errol Martin, a local historian, presented his research on two local airmen's World War one service. One of which was Russell Brodie's Grandfather, **Ross Brodie**. Errol has recently been awarded the QSM for services to Aviation History, and is an accomplished author. I definitely have a lot to learn about our earlier aviation history so it was good to hear about the different training establishments in New Zealand, and the journey that these young men took.



The RNZAF Museum Communications Manager, **Michelle Sim**, gave a great presentation on the history of the RNZAF's Number 1 Aerodrome Construction Squadron. Formed out of the requirement for urgent new airfields to defend against the emerging threats, it was the first organisation of its type in the British Empire.

Their work in Malay and Singapore was documented, along with their hair-raising attempts to escape from the latter. If Michelle publishes her research it will make for an extremely interesting read.

The final two speakers of the day were **David Fedors** and **Paul Newton**, who are NASA pilots here for the SOFIA Mission. Amongst the topics they discussed were the variety of NASA aircraft they fly, and the missions SOFIA has flown in support of the New Horizons probe. Stunning stuff!



Thanks to **Dave Homewood** for organising this event and the wonderful Wings Over New Zealand forums.



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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 all the way to the beginning of 2018.



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EUROPA AIRCRAFT 25TH ANNIVERSARY – 23RD JUNE 2018

PHOTOS AND WORDS: TIM WARD

I was fortunate to be able to attend the 25th Anniversary of the Europa Aircraft organised by the UK Europa Club. A great event.

Held at the Turweston Airfield in Buckinghamshire, the head quarters of the Light Aircraft Authority (LAA) UK, the weather was superb for aircraft to fly in from England, Scotland, Wales, France, Holland and Belgium. Altogether 43 Europa Aircraft attended, one of the highest numbers of Europa aircraft ever, to join in with a BBQ, an interesting and amusing lecture from the designer Ivan Shaw, and a dinner that night in the Turweston Tower building. A very eclectic and knowledgeable group of pilots and passengers from a wide range of careers with an interesting range of differing Europa aircraft.

There were a large number of Tri gear models (which were originally designed for the lucrative USA market), along with the initial 'classic' Monowheel model and then the XS Monowheel model. A varied arrangement of avionics and fuselage modifications, some good and some not so good.

An amusing lecture on how the aircraft came about from Ivan Shaw, the designer. A power point presentation outlining the people involved including the aerodynamic designer, Don Dykins, a retired Airbus aerodynamicist who worked on the Trident, 125 Executive Jet, A320, A330 and A340. Hence the very laminar aerofoil design for speed, large single slotted flap for STOL, and stabilator for low speed control. A look at the development of the glider wing and the new single seater aircraft Ivan is now working on.

Various people, now working for the LAA, were involved in the designing, test flying and final certification. Ivan did say the big advantage he had was the lack of any pressure and time frame to certify the aircraft. He was designing it part time while flying for an airline in Scotland initially, and only set out to build one for himself but was pressured by potential builders to produce a kitset. He recently flew the 1000th aircraft which was very satisfying for him.



Above, Monowheel XS Europa. A later model from the 'Classic' for the USA market giving more room for pilot and passenger and a different engine air ventilation system with different front cowls.



Above Left, Turweston Airfield, Buckinghamshire UK where the Europa Club UK celebrated the 25th Anniversary of the Europa. **Above**, Designer of the Europa, Ivan Shaw with his wife Judith on a lovely evening at Turweston Tower building.



Left, Monowheel 'Classic' Europa, the first design of the Europa Aircraft. Tri Gear behind. **Below Left**, The XS Tri Gear model developed initially for the USA market.

Below Right, an interesting 'Stealth' aircraft invaded the line of Europa Aircraft under the radar!



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HISTORICAL WINGS – RANGIORA AIRFIELD DISPLAY 1985

PHOTOS: MARK GREENWOOD

WORDS: BRIAN GREENWOOD

Way back in the dark ages of the mid 80's, probably 1985, there was an airshow held at Rangiora Airfield. So far I have been unable to find any other references to it except these photos from Mark's archives.

If you have any information on this event, especially relating to the Quicksilver ZK-OOP and the Trike ZK-XTC, please let me know – editor@crac.co.nz.





Below, four images, Piper Cubs doing a "Keystone Cops" routine, and ZK-COG from Rowley Aviation top dressing the strip!



Above, a beautiful portrait of "Simon's Cat", Simon Spencer-Bower's Tiger Moth ZK-BUO. Right, two images of the RNZAF Historic Flight's Harvard NZ1015



P-40E "NZ3000" beautifully representing the type in the RNZAF Museum.
© 2018 Brian Greenwood

BRYAN COX FLIES HIS WW2 TIGER AGAIN

WORDS: BRIAN GREENWOOD

PHOTO: DAVE HOMEWOOD



Above, left to right – Andrew Love, Bryan Cox, and Dave Homewood in front of the aircraft Mr Cox first flew in 1943

New Zealand's oldest operational pilot, **Bryan Cox**, was recently re-acquainted with the Tiger Moth he first flew in 1943 – 75 years ago!

The Tiger Moth, now owned by **Russell Brodie**, was flown by **Andrew Love**. Russell had approached aviation historian **Dave Homewood** about war-time pilots of his aircraft. Dave knew that Mr Cox was still current and facilitated the flight via a give-a-little page.

Mr Cox flew the Tiger Moth from after the take-off and said, "I was quite pleased with how it went – it was very nostalgic."

NEW ARRIVALS

GRAHAM GRAIGER



This is **Nick Hutchins** with his new Aeroprakt and me with my latest acquisition - a Tecnam 2002 Sierra. Both planes were flown down from North Island. Mine from Tauranga but not sure about Nick's. Bit of a yarn about mine with Chris Anderson as pilot and me as passenger. Detours and a night out in the Culverden Pub after fog stopped us from getting home to Rangiora.

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ATC SQUADRON SCHOLARSHIP WINNER GOES SOLO

BUZZ HARVEY



Our club has pledged 10 hours flying a year to an annual Flying Scholarship for our local ATC Squadron. For 2017, a scholarship was awarded to Cadet **Tia Warwick** in December last year, presented by our Club CFI, **Doug Anderson**.

Tia has been flying throughout the year with various instructors and has latterly learning with CFI Doug. Tia was, however, only 15 years old and decided upon a goal of going solo on her 16th birthday. Her flying skills were well up to speed and she would have soloed much earlier in the year if she had been old enough. Anyway, the big day of Saturday 7th July rolled around, and Tia had a number of flights in preparation of achieving solo on her birthday. However, come Saturday, the weather did not look good. Nor-westers! Undaunted, Tia and Doug met up at CRAC early on Saturday morning. It wasn't too bad, so Doug decided to give it a go. Doug and Tia took off for

Doug's usual prelim of three circuits, to make sure the student is still good to solo. However, unfortunately for Tia, the wind which had been playing ball during the first two circuits misbehaved and put a kybosh on going solo that day. If she could have, she would have, said Doug. The weather didn't improve sufficiently enough to try again that day, so the big event had to wait.

Three days later, the weather was playing ball and so after Doug's three circuits, Tia Warwick went solo. A very proud day for her and her family watching on and also for our man Doug. Thanks Doug and the other instructors for their support for our local ATC cadets.

Tia is looking to pursue a career in aviation and involved in her school Gateway programme that is providing real experience for a career in aviation. Tia wants to be a pilot and is considering options like CTC Aviation in Hamilton. Well done Tia and all the very best for your career. We know you will always remember where it started and your first solo in CRAC's Tecnam RGA.

IT FLIES! ZK-SDR'S FIRST FLIGHT

BRIAN GREENWOOD

Doug Anderson's and **Ray Corbett's** newly completed Savannah took to the air for the first time in early July. Apparently, it flies as well as it looks.

The detail and finish on this aircraft is a credit to them both – and STOL Performance's new spray booth and skills!



CELEBRATING OUR SUCCESSES



Congratulations to **Tia Warwick** for her first solo.
See Buzz Harvey's report on page 13



Congratulations to **Gordon Lidguard** on his first solo

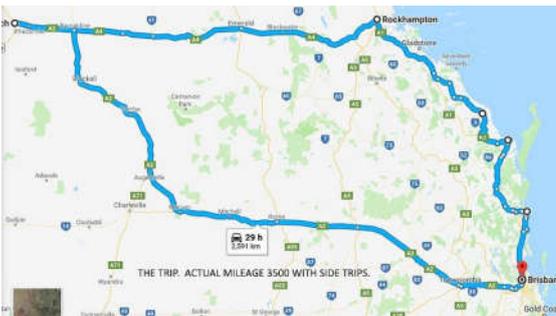


In other news worth celebrating, **Dave Mitchell** has informed me that **Derrick Hubbard** has soloed in RGB again - on his 92nd birthday!

We hope to have further details of this truly remarkable news in our next edition. In the meantime, **congratulations** to Mr Hubbard on this fantastic achievement.

POSTCARDS FROM OZ WAYNE WILSON

Wayne continues his trek out of Brisbane, frequenting quite a few airfields along the way.



FIRST MICRO I SAW. MURGON'S ANGELFIELD AIRFIELD. 100 MEMBERS AND ALL KEEP THEIR PLANES AT THEIR FARMS. NO SUBS. MAKE THEIR MONEY BY HOLDING FLY INS ON A MONTHLY BASIS. USUAL CLUB - A FEW WORKING THEIR TAILS OFF TO KEEP THE CLUB ALIVE. THIS PLANE BELONGED TO A WIFE OF ONE OF THE COMMITTEE MEMBERS. TOOK SLATS OFF AND PUT ON VORTEX GENERATORS. LITTLE CHANGE IN STALL BUT INCREASE IN CRUISE.



85 % OF TRAVELLERS USE CARAVANS. 5 % USE THESE TENT TRAILERS. 5 % POPUPS AND THE REST MOTORHOMES. 50 % ARE HEAVILY MODIFIED TO SUIT OFF ROAD OUTBACK USE WITH BIG TYRES, HEAVY DUTY FRAMES, ETC. THESE TRAILERS OPEN UP TO A REALLY GOOD SIZE.





MUSEUM AT CALOUNDR. FLEW THIS IN 1954. LINK TRAINER FOR INSTRUMENT GOUND TRAINING. CALLED THE VOMIT BOX. FLEW IT COMPLETELY CLOSED IN AND VERTIGO WAS AWFUL



ROTEC ANYONE???



NEW MUSEUM IN CALOUNDR. SPECIALISING IN WW1 AND PRIOR AIRCRAFT. MOST ARE IN FLYING CONDITION INCLUDING THIS ONE - CIRCA 1910. AMAZING PROGRESS IN THE 5 YEARS TO THE SPAD, TRIPLANE, FOKKERS IN WW1.

Top left: Text reads *Museum at Caloundra. Flew this in 1954. Link Trainer for Instrument Ground training. Called the Vomit Box. Flew it completely closed in and the vertigo was awful*

Top Right: *Fokker E.III Eindekker replica*

Middle Row: *Sopwith Triplane and Fokker Triplane Replicas*

Bottom Row: *Nieuport replica and something "circa 1910". Text reads **New Museum in Caloundra specialising in WW1 and prior aircraft. Most are in flying condition including this one – circa 1910. Amazing progress in the 5 years to the SPAD, Triplane, Fokkers in WW1.***

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DEFENCE BRIEFS – KIWI P-8'S AND THE BAE TEMPEST

BRIAN GREENWOOD



Unless you live under a rock you have probably heard the news that the MOD is to purchase 4 Boeing P-8 Poseidon MPA to replace our 6 long-serving P-3K Orions.

The P-8 has a powerful sensor suite, better range, and the ability to be armed against many different types of threat. It may not be perfect but it is certainly the closest fit to our requirements from the current crop of MPA's – and the need is getting dire!

Much of the upgrade cost will be for long-overdue extensions and infrastructure work at Ohakea.

Meanwhile, the UK Defence Secretary has announced that they are funding the development of the BAE Tempest, a "Sixth-Generation" Stealth aircraft for service entry with the RAF around 2035. The UK has been excluded from a Franco-German consortium developing to a similar requirement.

Photos: Top, NZDF; Right BAE



WHO'S NOSE? COMPETITION TIME!

JON TYCE

The committee have officially sanctioned this competition with an official prize of "Bragging Rights"! Heartfelt "Thanks" to **Jon Tyce** for contributing this – and the answers which will be published in the next edition.



COMMITTEE NOTES JULY 2018

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HONOURS BOARD COMPLETED

The eagle-eyed among you will notice the new Club Honours Board hanging in the lounge area of the clubrooms.

Thank you to Buzz and all of the others who were involved in this. Also, a big shout out of thanks to those who were involved with landscaping the airfield septic tank area – Karl Meyers and Kaylee McCracken.



- Honours Board Completed (see photo section on the left)
- Electrical works in Hangar One completed
- Tachometer in RGA needs attention
- Discussed – no individual committee member can authorise a purchase on behalf of the club without committee approval – with the exceptions of the Operations and Facilities roles which have a pre-authorized amount.
- Stone and weed mats over the Airfield septic tank completed.
- Club contact board updated for new committee details
- Steve Noad has advised of an Airfield Open Day planned for September 2nd
- Kaikoura fly-in very successful, 20 aircraft and 32 participants. Next fly-in will be to Ashburton on July 28th. Pilots to nominate their cruising speed and departure times to be grouped accordingly.
- June Flying: RGB flew 57 hours, RGA 51
- RGA engine failed to sell on Trademe, can be kept in service for additional 5% or 6 months.
- Club web site amended to explain that overnight accommodation is for emergency use only
- ATC Student Pilot scheme being documented
- Prices for overhaul of RGA engine obtained, it seems unlikely this can be carried out locally
- SAC, RANZ, Flying NZ in discussion with CAA regarding Rotax calendar life issue
- Alternatives to the now-defunct MoGas on the field scheme being considered. Fuel trailer prices being investigated
- Club Landing Fees deal with WDC expires in 2019, and WDC is investigating the number of aircraft movements and costs. CRAC will provide details of other airfield landing fees to WDC.

CAA TO ENFORCE ROTAX CALENDAR LIFE?

BRIAN GREENWOOD

The CAA have been reminding IA's about their liability if they pass an Annual on a Rotax four-stroke older than the manufacturer's calendar life (usually 12 years but it can vary, depending on the model). In other words, they are effectively wanting all Rotax Four strokes to be scrapped when they reach the calendar limit.

You're probably aware that the good folk at RAANZ have been actively working on this for some time. You can see from the excellent work done, published in the latest RecFlyer, that these engines are capable of flying indefinitely provided they are properly maintained. Rotax themselves seem unwilling to change the limitation.

It's bigger than RAANZ, apparently Flying New Zealand (formerly the RNZAC) and SAC are united in their views and submissions on this.

This issue affects anyone running a Rotax engine near or over the calendar life or 'on-condition'. Read the article in RecFlyer and support our RAANZ colleagues if you agree.

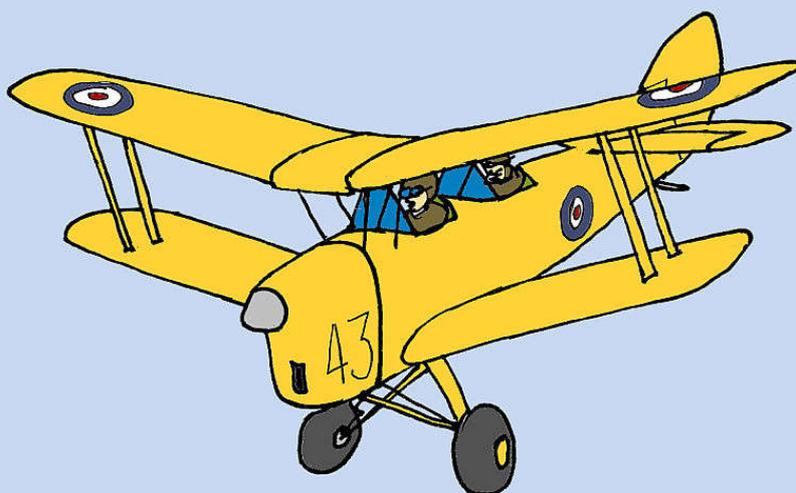
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the online application form.

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

UPCOMING EVENTS

July 28th – Club fly-in to the Ashburton Aviation
Museum. Safety briefing at the CRAC House at
8:15am. Cost \$5 plus gold coin entry to
Museum. BYO Lunch.

September 2nd – Rangiora Airfield Open 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**

Jon Tyce, Tim Ward, Graham Graiger,
Wayne Wilson, Mark Greenwood,
Buzz Harvey, Dave Homewood
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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:

Justin Lott
Justin McLelland

Please make our new friends feel
welcome.

CONGRATULATIONS

Benjamin Dodd, ADV National

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing
deadline August 9th, 2018
("ish").

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

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