

RecWings

The Magazine of the Canterbury Recreational Aircraft Club

- CRAC Circumnavigates the North Island
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- Lockheed Hudson in NZ

October 2016

The origins of Microlights?

Like many people I have always assumed that the origin of our modern Microlight category (which we all love so well!) was the powered hang gliders of the seventies. However the latest Aeroplane magazine has an excellent article on the UK's Light Aircraft Association which includes a few tantalising details on the pre-war British Ultralight class.

The class had some pre-determined features such as maximum weight, stall speed (sound familiar?) and a maximum power rating for the engine. I can only assume from this that it was an officially recognised category and it sounds like the fore-runner of our Microlight class. So far I haven't found any good references to this on the web, so if anyone has better details of this (and any application to the New Zealand scene) please contact me – editor@crac.co.nz.

The Light Aircraft Association was formerly known as the Popular Flying Association (PFA) and is the body responsible for administering home-built aircraft in the UK. The British Microlight Aircraft Association looks after Microlights in much the same way that RAAZ does in NZ. There have been rumblings about merging the two organisations but there has been some resistance (I believe, but unsubstantiated, from the Microlight community).

The same article talks about such aircraft as the Luton Minor, Chilton, and Druine Turbulent. We have examples of all three based at Rangiora, I believe. These types of aircraft were often available as factory built, kit-built and build-from-plan versions. Obviously there is a similar cross-over to home built aircraft, the same as we have with the Sport Aircraft Association (SAA) here in New Zealand.

Talking of the Druine Turbulent, it certainly makes for good reading and paints it as a very desirable aircraft. Given that the Druine is a French aircraft, was there a similar category in this country – and others?

Anybody who would like to try this sort of flying need look no further than the two aircraft for sale in this issue, the Pober Pathfinder and the Nieuport 17 replica (shameless plug for our advertisers!)

*Cover, it wasn't that close, honest!
Scott James brings RGB in for the
camera a couple of months ago.
Here's the full image:*



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“Go north” they said, “It will be fun” they said!!!!

Dave McPherson (Photos credited at end of article)

Paul Godfrey, aka Camp Mother, suggested a trip to the Tail draggers flyin in Hastings. Then the following weekend there was the Brass Monkey flyin in Tapawera. What about a circumnavigation of the North Island to fill in time while we wait for the next week end to roll around? Well that sounded like a great idea.

So the planning started. The idea was that we leave from Rangiora on the Friday, fly to Hastings, stay for two nights and then head off on our circumnavigation. Paul had accommodation sorted at Hastings, so we were good to go. Good plan, but the weather didn't play the part. We had 3 inches of snow at Oxford on the Thursday, which meant that all those last minute jobs that had to be done so that Ngaire would be able to feed the stock didn't happen. Revise the plan. Everyone decided that Saturday was a better day anyway as the weather up north was suspect at best.

Saturday 10th

Plan B is activated, meet at Kaikoura at 8.00am. The day dawned fine and frosty, perfect. KTP launched from Forest Field at 6.40am. Destination Kaikoura. Interesting moment taking off on 05 into the early dawn light and the windscreen



frosting over. That made me hold my breath, which was good because then the windscreen started clearing up. Tracked overhead RT and onto Kaikoura and a tankful of fuel. I was first to arrive but not long after the rest of the crew turned up. We had three Karatoo's, a Rans S6, Zenair 601, a Kitfox and two Europa's and a Pioneer.

So with landing fees paid for, munchies had, bladder emptied it was on to Cape Campbell. I chose Cape Campbell to make an arrival rather than a landing but managed to survive ok.



Mike and Peter in KTO had decided to have a look out over the strait, as the weather wasn't very flash, and report back to us. They said it was ok (they were wrong) so off we went. By this time we were down to four aircraft in our group. The others were heading to Omaka and I lost track of where they were until we got to Hastings.

Going across the strait I was pleased that I had a GPS as we couldn't see the land on the other side. My compass is there to make the plane legal but has a bit of an attitude when it comes to accurately telling me which way we are pointing. It gets it right sometimes but I am never too sure when those times are. So there we are, down to not very high looking for land. Our plan was to sneak around the coast and head to Flat Point. This was about 40 minutes past Cape Palliser. We all arrived safely in light drizzle and in visibility that was starting to get marginal.

Flat Point is a beautiful field and we all agreed it would be a nice place to come back to, but when the sun was out. Trying to keep out of the wind and keep dry in the drizzle beside hangers that were of the semi round type, with no eaves - it was not pleasant. Meanwhile, phone weather apps were checked and compared. The best outlook was taken note of and somebody would be assigned the task of running out, looking north and reporting back on the hopefully clearing weather.



Eventually we decided that we were wet enough and it was time to venture forth. It looked better in the air than on the ground and got better as we went further up the coast. We tracked right up to Cape Kidnappers and then headed into Bridge Pa (Hastings) into a stiff breeze. The boys were out with the landing grid, but I decided to just get on the ground with a landing where I could still taxi the aircraft and I would be happy, which I did much to the surprise of my flying companions.

Bridge Pa is a lovely airfield, very welcoming. After tying down we made our way to the club rooms and managed to polish off some lunch before it was packed away. It was after three o'clock so I guess they were justified in clearing it all away.

By my count we had 10 aircraft representing CRAC. 1 Zenair



601, 1 Kitfox, 1 Sting, 2 Rans S6's, 2 Europa's and 3 Karatoo's. Volkmar was wandering around the North Island somewhere but I didn't see him at Hastings. We were kindly billeted out for the night and met up for a meal at a nice pub and watched the AB's deal to the Aussies. Good way to finish the day.

Sunday 11th

Our host's kindly dropped us off at the airfield after breakfast. We all got together to plan our trip to Tauranga. The idea was a circumnavigation so we planned to go around the coast. One problem. Airspace. By now we were down to seven aircraft (1 Zenair 601, 1 Kitfox, 2 Rans S6's, and 3 Karatoo's with nine guys, or as I got to call it 8+1, but I will explain that later. So airspace, two of us didn't have transponders and we had heard that it was getting harder to get through TM (Transponder Mandatory) airspace, even if you were attached like glue to a transponder equipped aircraft. A big thanks to all the guys who rang the towers of Napier, Gisborne and Tauranga to sort it out. It was much appreciated by Paul and myself (JFA and KTP) and enabled us to go around the coast.

After a lot of yes we can, no you can't, we eventually got on our way. We headed out between Hastings and "bring your own water" Havelock North and up the coast to Gisborne. It gave the controller at Napier a bit of a work out as he received the calls and asked what type of aircraft. By the time Mike (Mother Goose) Small had



given the full definition of his J6 ucl Karatoo, he said he wished he hadn't asked. Any way we all got through safely and on to Gisborne. There they allowed the non-transponder aircraft in so we were able to fuel up.

We had a late lunch and I decided as it was getting late in the day to head to Opotoki direct rather than going around the Cape. I sort of regret it now, but know that it is not going anywhere and will be still there for the next time. Dave with Peter Small and Paul with Mike Godfrey (DYM and JFA) decided that they were going to go right around so off they went. The three Karatoo's, Bruce in the S6 and Scott in the 601 headed off over tiger country direct to Opotoki where the airfield 'clubhouse cat' (every airfield has one) made us feel welcome and put the jug on for us. We had a good old fashioned clubhouse chin wag while waiting for the

others to turn up. Eventually they arrived and we were on our way to Tauranga. Another TM space, but one that is very used to Micro's in their airspace. All was good until we arrived and we had to land direct into the setting sun. This caused a high state of alertness amongst the group. We all arrived safely, with the tower treating us fabulously.

We then taxied around to Colin Alexander's fabulous facilities, asking us where had we been. He had been waiting all afternoon for our arrival. In spite of our late arrival Colin and Norma treated us like special guests. We sat in their hangar, wining and dining, except for Paul and Mike Godfrey as they poured over the remains of a Kitfox that somebody was unable to taxi away after landing. Colin and Norma sorted transport for us all to go out for a Chinese meal. Then back to the hangers for bed and a looked-forward-to sleep.



Monday 12th

After breakfast we wandered down and had a look at Colin and Norma's impressive facilities. If ever you are in Tauranga you must look them up. After fueling up it was off on the relatively short hop to Whitianga.

Beautiful day at Whitianga and we managed to get a ride into town for lunch. After a wander around the town, we decided we better get on our way as next stop was Great Barrier Island. On with the life jacket again and over the sea we go. Another short hop of around 40 minutes and we were there.

After the mandatory photo shoot it was off to Whangarei. For Paul and me it was to be via the Auckland harbour. We got away first and headed directly to Auckland. It wasn't long before we the heard the call of SRF, Scott was joining the party. The others headed direct to Whangarei, over the Hen and Chicken Islands. Meanwhile, we sneaked into the harbour, did a couple of rounds to get a photo, and then headed north to Whangarei via the Whangaparaoa transit lane.

A beautiful smooth trip with a slight delay at Marsden Point while we waited for a commercial to land and then in to catch up with the others.

The boys had some accommodation sorted out at the aero club. Rusty and his wife Penny were the hostess with the mostess. They made sure we were comfortable, got us a ride into town for a meal and generally made sure we were set for the night. After a nice meal we walked back to the airfield and made ourselves comfortable.



Tuesday 13th

It dawned bright and mostly clear again. Dargaville was the destination, via Cape Reinga. First stop Kerikeri, via the coast of course. Check out Marsden Point on the way out and head north. Nice trip up the coast, up into the Bay of Islands and over Waitangi. Then we headed inland for the Kerikeri airport.

About this time an Air New Zealand commercial was heading for Kerikeri as well. Nigel (KTN) and Bruce (WMR) were about to join. They decided that they would do a long slow downwind to keep out of their way. I (KTP) decided to circle around Puketona Quarry while Paul and Mike (JFA) held out at Waitangi. Why am I relating this stuff, it was proof that us little boys and the big boys could share the same airspace, well not exactly the same obviously, (been reading too many Brian Greenwood stories) and the same airports quite comfortably.

To continue the story, when I saw the big bird on short final I headed over for an overhead re-join. As the ANZ landed, the pilot said “thanks for your help guys”. “No problems mate, you are too big for us to get in the



way”. Meanwhile Nigel and Bruce were coming in on a five mile final. It turned out to be a log able X-country, just to join the circuit in behind them.

We fuelled up at Kerikeri and had some lunch. While we were there a Foxbat came in and a jovial fellow hopped out. It turned out to be Willie Morton. Those of you who have been around long enough, will remember Willie from Waitohi days, when he came down in an Avid. He also used to write some pretty interesting articles in the RAANZ national mag of the time. We got chatting and he decided to join us on the push around the Cape. So, we were on our way, taking off in dribs and drabs. We all headed out to the coast again, this was a circumnavigation after all.

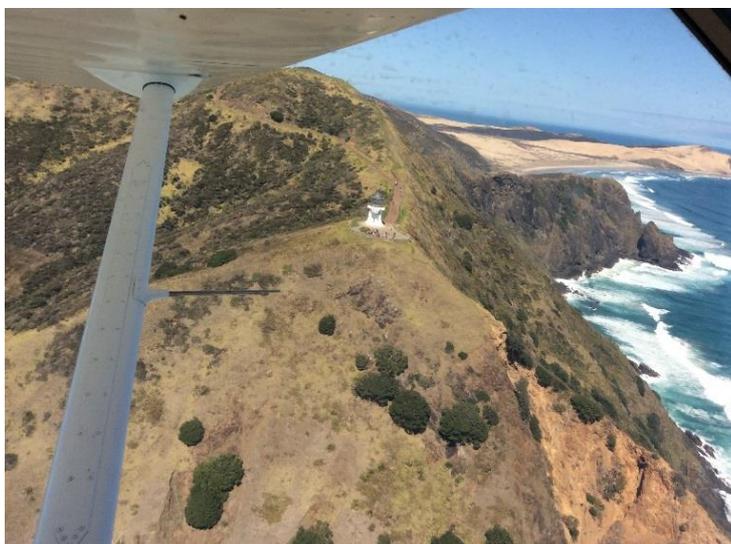


Well when I say all, Nigel in KTN was the exception. He had decided to keep inland a bit more. Unknown to us he was on a mission, he was aiming to be the first around Cape Reinga. It was a beautiful day, smooth and clear and we trundled our way north. We even went around Knuckle Point and Cape Karikari and then up the long spit to North Cape. We even saw a shipwreck at the entrance to Parengarenga Harbour.

About this time the call came through that KTN had rounded Cape Reinga. His short cut had paid off, he was the first one round. His delight was clear over the radio, "I've knocked the bugger off" "Kilo Tango November, tracking south to Alexandra".

Scott James had great delight in informing us that he was at Scott Point, after all who else had a land mark named after them.

Mike and Peter Small in KTO had found a good spot to land on the beach, inland up a well-worn track and he guided us all in safely. We had Willie with us so he was able to take a photo of our group of 8+1. Ah yes I should explain why I called us 8+1. You see every time we took off in a group, Dave Mitchell (DYM) would be the last to leave. Not only that, he would tend to get side-tracked, especially when there was a nice looking beach to land on.



On the way to the Cape he decided that there was a nice bit of beach that needed inspecting. So of course we were all there ready for a photo shoot but no Dave. A few minutes later, Kermit arrived overhead and Mike guided him in. It was time to break open the biscuits and chocolate, we decided that the champagne should wait till another time.

Time to head to Kaitaia for refueling. We all took off and turned south. I have to say it was

an awesome trip cruising down the beach. I managed to climb to 500 feet AMSL and I cruised down to Kaitaia.

The interesting thing is that there are very few names or reporting points on the map so it is hard to tell anyone exactly where you are because there are no place names to report as you pass by. That's one great advantage of a GPS it will tell you how far away from the airport you are.



We all landed and fuelled up, all except Dave Mitchell (DYM). On the way back to

Kaitaia he decided to land, several times in fact.

One particular time he decided to phone his wife Yvonne (Boss gardener). Of course there was no reception so he had a walk around to see if he could find reception. No go so he decides to carry on, but on the way he realises he has lost his phone, so back he goes to find it. After wandering up and down the beach several times trying to find it he gives up and heads to Kaitaia. Meanwhile the 8 of us that were there were starting to get concerned. We had been having a chat to a commercial pilot who was waiting for his passengers, when Dave announced what had happened and that he was on his way. After discussion amongst us we reckoned that it was probably in his plane somewhere. So Paul decided to ring him as soon as he turned off his engine after he had landed. We all stood at the window in anticipation of the phone going off in the cockpit somewhere. We were not disappointed. Much merriment was had at Dave's expense.



Time was moving on and we wanted to get to Dargaville, so off we went. We had a welcome committee at Dargaville. Well known blogger, Keith Morris (Sir Minty) is training at Dargaville and had heard that we on our way. He was there to welcome us and to take photos as we landed. (Ed: See next page!)

It was great to put a face to the name. He had had an exciting day of his own as he had done his first solo

that day. The guys ferried us into town and dropped us at some nice accommodation. The aviation community are so good at looking after people like us. I hope that when we have visiting pilots at our



airfield they go away thinking the same thing. After a nice meal we went back to our digs. Pete Small fell asleep while we were talking so we thought either the conversation was really boring or it was time to get the sleep. That dilemma could not be resolved so we decided it was to be lights out.

Wednesday 14th

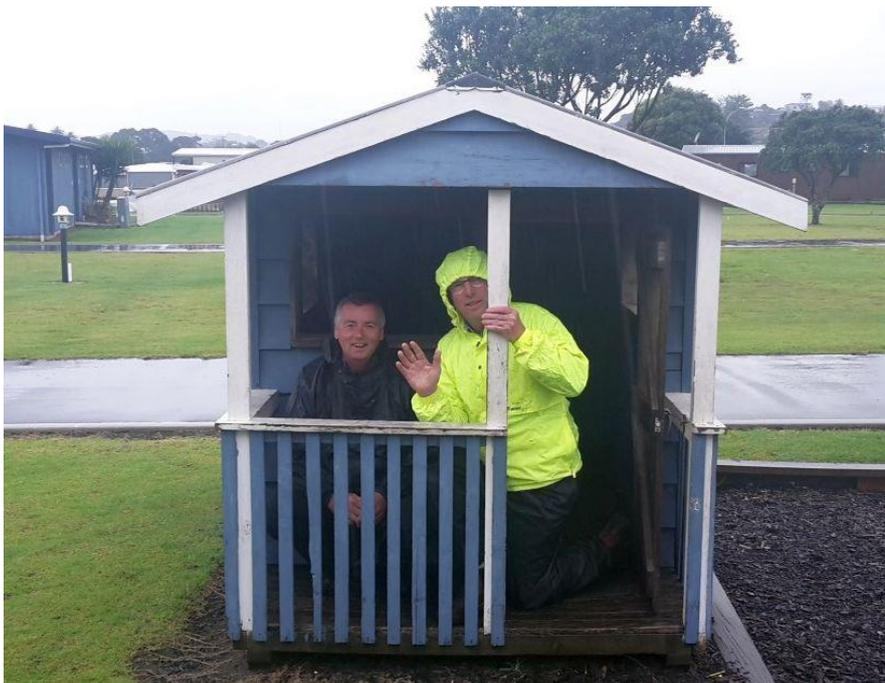
After breakfast, we were taken back to the airfield, except for Nigel who went for a brisk walk each morning. He had decided to walk back. We did our pre flights and made ourselves ready for the trip to Whanganui. We all knew about the “Black sands flyin” at Raglan so we were keen to visit this airfield.

I really enjoyed this trip going down past such well-known beaches as Muriwai and Piha. I was surprised at how much land was uninhabited so close to Auckland. The weather wasn't brilliant when we got there but was ok. I made a bit of a shocker of an approach an even worse landing attempt so pushed the go button and had another go. Next time was much better.

Raglan is a beautiful little airfield, no facilities, but such a nice setting. It has camping and accommodation right beside the airfield, and it is only a short walk into town.

We headed into town to have some lunch. We found a nice little cafe while we planned our next leg. Stratford seemed like the go. We wandered back to the airfield and made the decision to try for Stratford. The weather wasn't particularly favourable but good enough to have a look. So off we went with DYM being last to leave again. We were fairly well spread out and reporting to each other the weather conditions and where we were. This is another area where there are long stretches of the coast where it was hard to report exactly where you were because there weren't very many place names on the map. In fact there weren't many places on the map. There would be transmissions like “where are you” “Just past the bus on the hill”. Eventually it became obvious that it was getting worse where we wanted to go. The Stratford gap was a no go and New Plymouth was reporting cloud base of 200 feet. So we all turned around and headed back to Raglan. Of course Dave Mitchell (DYM) was the first to turn around but he was still the last to arrive back at the airfield. How did that happen, well he found a beach to land on. Different people circled around him to see if he was ok and they got a big cheery wave in reply.

We tied down and went and arranged our digs for the night. “How many beds do you need?” “8+1 thanks”.



Somebody also managed to negotiate a ride to the petrol station to get fuel. We gathered all the fuel containers we could find and off we went. We had to do a couple of runs to get everyone filled up but thanks to the caretaker at the camp this was done. We wandered into town for a meal and that was the day done.

Thursday 15th

Today dawned a dreary and miserable day. Camp Mother informed us that today would be a

lay day. So after breakfast, watching TV and tidying up it was off into Raglan to explore the town. That didn't take very long as Raglan is not that big.

We went to the Raglan Bakery for lunch. I can recommend this place, it has a great variety of food all of



which was very nice. After lunch we wandered back, to camp, some to kick the tires and make sure they were ready to go, some to check the weather and some to have a nana nap. Late afternoon it was into town to find a place for a meal. After checking around it was decided that the best place was the pub again. After a nice meal it was back to our cabins and see what tomorrow would bring.

Friday 16th

Déjà vu, or as Yoga Berry said, déjà vu all over again. Another day where we were going nowhere. It is interesting looking at some of the photo's in hindsight, you think that doesn't look too bad, how come we didn't go. I can assure you it was worse than it looked and worse where we wanted to be so we were staying put. It was a nice place to stay, only problem, those cabins that we were in were booked out. This turned out to be a good thing because we were shifted into a place that had a much better layout for a group like us. It had a communal living area and rooms of to the sides. Fantastic. So today, apart from the shift was much the same as yesterday, into town lunch, back home (we were calling it home by now) TV, nana nap, telling lies



etc.

Then into town for tea. The boys decided to go a bit more upmarket today, got themselves set up in the fancy restaurant, got the water, and looked at the menu and decided that this wasn't what they wanted, so they scarpered and left Scott and I to explain that they were country lads and not refined enough for fine dining. So back to the pub again, for pizza. That was classy wasn't it boys!!!

Saturday 17th

Another dreary day. This time it was going to be a longer walk for lunch. Raglan is famous for its fish and chips, so we planned to walk around to the wharf and have lunch. It was an interesting walk with lots of places to have a look at, but the much anticipated fish and chips was a let-down. They would have to be the worst fish and chips that I have ever had in my life, and I wasn't on my own there. Raglan did redeem itself



though, there was a camp shop at the camping ground that sold really good fish and chips.

So back home for the afternoon. Nigel and I headed into town early evening so we could get a spot at the pub to watch the rugby. The rest of them drifted in as the night went on. There are a few in our group that don't care about the rugby. Strange people. Anyway another win to the AB's then back home. Tomorrow was to be the day, so they all reckoned.

Sunday 18th

Today's the day we will be on our way. An early start was planned, but it wasn't to be. Low cloud and occasional drizzle again but it was looking a bit more promising for later in the morning. After breakfast it was brightening up so the decision was made to go. We took off, well 8 of us, Dave decided that he wanted to get a bread roll. We headed out towards the coast and as we rounded Mt Karioi things brightened up considerably. The plan for me was to get to Whanganui because I have a good mate that lives not far from the airfield and I was keen to catch up with him. We could see that it was still cloudy and foggy inland but ok down the coast. I was going to try to go through the Stratford gap. As we got closer we could see that, that was not going to work but it was still good around the coast. As I didn't have a transponder I headed out to sea to skirt around the TM airspace. Paul (JFA) went inland and skirted it. We both ended up at the Oakura reporting point around the same time. Now we just had to follow the coast to Whanganui, but the weather was deteriorating.

My mate, Robin, who used to be a topdressing loader driver, like Duncan, told me when we were in Raglan, if you can get to Okato ok, the weather will start getting better. But with this weather system the exact opposite happened. As an aside I had something to amuse me as we were flying round Taranaki, Bruce, trying to pronounce some of the Maori place names as he flew past. I was fortunate that I had stayed with

Robin when he lived in Taranaki so I knew the local pronunciations. We might need some lessons before the next trip up there.

The weather was not looking too flash towards Whanganui so we decided that we should try for Hawera. Hawera is only about three miles from the coast but anybody that knows Taranaki knows that the land rises deceptively fast as you head towards the mountain. This means that Hawera is 374 feet amsl. This didn't leave a lot of leeway between the cloud and the ground. It was raining quite steadily by now so we gave each other plenty of space between ourselves to make sure we arrived safely without running into each other. I know that you shouldn't rely on GPS, but it is there as a tool, and I was pleased to have it to let me know exactly when I was at the field. It made life a lot easier and safer I might add, because I could concentrate on looking out at what was around me and not looking at the ground so much.

Mike Small (KTO) had landed at New Plymouth and we had no idea where Dave Mitchell (DYM) was so we were down to 5 aircraft and six guys. When we were landing the president of the Hawera Aero Club just happened to be driving by. She and her husband called in to welcome us and check that we were ok. Julie was awesome, she organised a Pajero for us to get fuel and food. She also got some airbeds and made sure the fire was going. They even left the key to the bar. Thank you Julie.

We heard that Dave and Mike had met up and they carried on from New Plymouth managing to get Whanganui and then on to Foxpine.

After getting fuel and food we were set for the night. Warm dry and comfortable. Thank you Hawera Aero Club.

Monday 19th

Today was a better day. My plan was to fly to Whanganui and stay the night with my mate, Robin, and then fly home the next day. The rest of our team, Scott, Paul and Mike, Bruce and Nigel were heading for home. Paul decided to go to Whanganui and fuel up so we travelled together. It was a nice trip down the coast. We bade Nigel and Bruce farewell at Patea as they cut the corner to Foxpine. Scott had already disappeared into the wild blue yonder.

We gave our calls into Whanganui. There was a small commercial twin taxiing out and he came on the radio. "Are you lot with Mike Small" Holy Moly, what has Mike done that we are going to get in trouble for. No worries, it was a mate that Mike knew. Pheww. Paul taxied in and we fuelled him up. Before long he was on his way. It all seemed a bit surreal after being with the group for the last week or so and now it was just me left. I went in and paid my landing fee and asked where the best place to tie down was. The lady said go and see the airport manager and he will tell you exactly where, which way round and how to do it. I went in fear and trepidation and found him in his office. Well he couldn't have been more helpful or nicer. As I was fueling up he came out and asked about the Karatoo and where I had been. We had a good old chin wag.

Tuesday 20th

Good day to go home today. Strong headwinds (what else are there) but good visibility. The plan was to go to Paraparaumu and fill up out of the can I had on the seat beside me. M306 Raumai wasn't active so I cruised down at 1500feet. I called Paraparaumu and they advised that I could go straight in on 16. That sounds good to me. After landing Flight Service asked what my intentions were. I embarrassing said that I wanted to find somewhere to refuel but I was a bit lost. He said "no worries just backtrack to the aero club". "Sweet, thanks for your help".

I refuelled and then thought I would go into the aero club and check the weather. What a helpful bunch of people. Turns out the guy I was talking to trained at ChCh, West Melton and Rangiora and had been into Forest Fields a few times. He printed out the weather for me, and then I got him to explain it for me. I have never been able to get a good mental picture of what the weather will be from an aviation weather printout. They were so good and helpful.

So next stage was over the big blue. I had got ozrunways before this trip. Made it so much easier to flight plan. I knew I was going to get a head wind so I planned on a ground speed of 60 knots from Ohau point to Cape Campbell. So off we went. I looked at the clock at 22 mins and thought Cape Campbell still looked a long way away. Five minutes later I looked at the clock again and it said 23 mins. This is going to be a long trip I thought. Ah well might as well enjoy the ride. Well after 45 minutes I got to Cape Campbell and headed down the coast. In theory I had plenty of fuel to go straight home to Forest Field but with the headwinds and weather that you couldn't trust I wanted to be sure. Trucks were keeping up with me down the straights so I decided I would top up at Kaikoura.

Got to Kaikoura and fuelled up. Taking off into the Southerly and rain clouds rolling down the hills I moved out to sea a little. I could see Banks Peninsular ahead so it was all steam ahead. I was keen to get home because I had organised a "meet the candidate" night for that night and I was facilitating it, but I had arranged for someone else to do it if I didn't get home, I didn't want to fall into the trap of "get homeitis". Anyway it was a good safe trip home albeit a little bit slow.

Some things I have learnt.

The guys and girls in the tower are there to keep you and everybody else safe and want to help you. Don't be afraid to talk to them. (Says he who has been petrified to talk to the tower) It would be a long and boring day for them if we didn't come along and talk to them.

Aviation people the country over are fantastic at helping each other out. The people at Bridge Pa bent over backwards to make sure we were looked after. Colin and Norma Alexandra took care of us at Tauranga. At Opotiki, Whangarei, Dargaville and Hawera, we were so well looked after by people that just happened to be there when we turned up. Thank you all. I hope that we can do the same for you guys one day.

Those that say they snore are telling the truth, man there was some serious chain sawing going on. Those that say they don't snore are liars.

Thanks to Paul Godfrey for coming up with the cunning plan and all the hard work, working out the different legs and where we would stop. It all worked out pretty much to plan. We had a day up our sleeve, but we managed to drag that out to 4 days which were spent in Raglan. All jokes aside, we could not have been stranded in a better place, with beds and food within easy walking distance from our aircraft. I would like to go back to Raglan in better weather. I might just pass on the fish and chips though. Everything else was great.

My personal thanks to Mike Small (Mother Goose) for sharing his expertise and experience, negotiating through TM airspace. Also the contacts that he has, made life easier for us all.

Although it seems like a big trip, it is really only lots of easily doable cross country's put together. Do the preparation and planning and it becomes very easily achievable.

Continued on Page 18...



Crikey! Some amazing flying at Classic Fighters Omana 2011. Don't forget to book for next Easter!

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We had a great bunch of guys that all got on well together. We had lots of funny experiences, some were the butt of our jokes, sorry Mike Godfrey. There was the girl that turned up at our cabin one night. Then there was Nigel, tinder and his cell phone. But as they say, what goes on tour, stays on tour. My lips are sealed.

“Go North” they said “It will be fun” they said. And it was!!!!

Dave McPherson

FOOTNOTE: Thanks Dave for writing about your experiences. We had an awesome trip. Good weather (mostly), good crew and it was great to see some wonderful countryside and meet some great fellow aviators.

For more pictures and to see what trips are coming up, go to my website www.southerntaildraggers.co.nz

Thanks again Dave, and all those involved in this adventure

Paul Godfrey

Photo Credits: All **Paul Godfrey** except: Page 7 lower, Page 8 top and left: **Willie Morton**

Page 10 **Keith Morris** (alias Sir Minty) and swiped from the wonderful NZ Civil Aircraft blog, <http://nzcivair.blogspot.com>

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Lockheed Hudson in RNZAF Service

Brian Greenwood

At the start of World War 2 the RNZAF operated the Vickers Vincent as its general reconnaissance and bomber aircraft. In March 1940 the British Government agreed to supply 18 Lockheed Hudsons to augment this force. After the entry of Japan into the War in December 1941 this number was increased to 36. These aircraft equipped No.1, No.2, and No. 4 Squadrons.

Two squadrons (Numbers 2 and 4) were sent to Fiji in 1942 to guard against an imminent Japanese invasion, joining a U.S. Fighter Squadron and eventually reinforced by U.S. B17's. The defence of Fiji was of immediate concern to New Zealand, if the Japanese invaded Fiji they could dominate the South Pacific and be in a perfect position to attack New Zealand.

How serious did it get? The following is an extract from **The Official History of New Zealand in the Second World War 1939-1945** by Squadron Leader J.M.S. Ross:



Royal New Zealand Air Force base, Hobsonville, Lockheed Hudsons first test flights. Whites Aviation Ltd :Photographs. Ref: WA-21493-G. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/23118953>



“On 13 February aircrew were briefed for an attack on a Japanese task force which was reported to be approaching. Coastwatchers further north had reported a force including three aircraft carriers apparently heading for Fiji. It was estimated that it would arrive late on 13 February or at dawn on the 14th. An Allied force,

including the aircraft carriers *Lexington* and *Saratoga*, was also heading for Fiji, but it was doubtful whether it would arrive in time page 126 to intercept the Japanese. Furthermore, the Allied fleet included no battleships.

The Hudsons were briefed to bomb from 9000 feet and the Fortresses from 16,000 feet, and pilots were told that unless the Allied force arrived in time they would stand very little chance of coming out of the action alive as the sky would be thick with Japanese fighters.

Aircrews remained at readiness for the rest of the day and that night. The Fortresses took off before dawn next day on patrol. As there had been no further sighting of the enemy force, the Hudsons did not take off till later. They were eventually airborne at 10 a.m. and carried out a parallel track search in the vicinity of the Ellice Islands. No sightings of the enemy were made during the day, and apparently he had turned back and occupied islands farther to the north-west.

With the safe arrival of the Allied reinforcements and the averting of the immediate threat to Fiji, the detachment of No. 2 Squadron returned to New Zealand, leaving two aircraft and crews to join No. 4 Squadron."

Eventually Numbers 1 and 2 Squadrons and a newly formed 9 Squadron were sent from New Caledonia.



A No. 3 (GR) Squadron Hudson operating in the dusty atmosphere of Henderson Field, Guadalcanal

Credit: Cambridge Air Force website, James Douglas Ross collection, published with the kind permission of Dave Homewood.

Number 3 Squadron re-equipped with the Hudson and was initially sent to Santos in the Solomon Islands in October. During November it transferred to Henderson Field on Guadalcanal and made its first contact with Japanese forces on November 24th. On April 2nd 1943 they shot down a Japanese floatplane and sank their first Submarine the following day.

By October 1943 the RNZAF began to receive the more advanced Lockheed Ventura, so the Hudson was phased out

over the following year beginning with 1 Squadron. As they were withdrawn from combat they were issued to 40 and 41 Squadron to begin a new role as Transport aircraft.

In total the RNZAF operated 101 Hudsons, comprising 54 Mark III's, 37 Mark IV's, 6 Mark V's, and 4 Mark VI's.

They continued in RNZAF use post-war as transports and air-sea rescue aircraft, complete with an air-droppable life boat slung underneath. I believe that one was used in civilian colours as a crew trainer for the Lockheed Lodestar airliners too.

Survivors

There are surprisingly few remaining of the 2,941 aircraft built, with around a dozen more or less complete airframes worldwide. New Zealand has a good selection of aircraft with 2 of them on public display in

Christchurch:

- NZ2013 in the RNZAF Museum, Wigram
- NZ2031 at MOTAT in Auckland
- NZ2035 at Ferrymead
- NZ2049 owned by Bill Reid in Wakefield
- A partial unknown airframe is listed to a private owner near Ardmore
- NZ2084 is listed on Wikipedia as owned by a Nigel Wilcox in Christchurch.

The RNZAF Museum's example has been beautifully restored and is an interesting airframe, having served in Fiji. It also served as a chicken coop, showing how versatile these aircraft are!

Amongst the Australian examples is VH-KOY, a fully restored and flying aircraft. This aircraft is owned and



Left, detail of NZ2013 in the RNZAF Museum, complete with Radar aerals and turret. Note the correct colour of the RNZAF roundel.

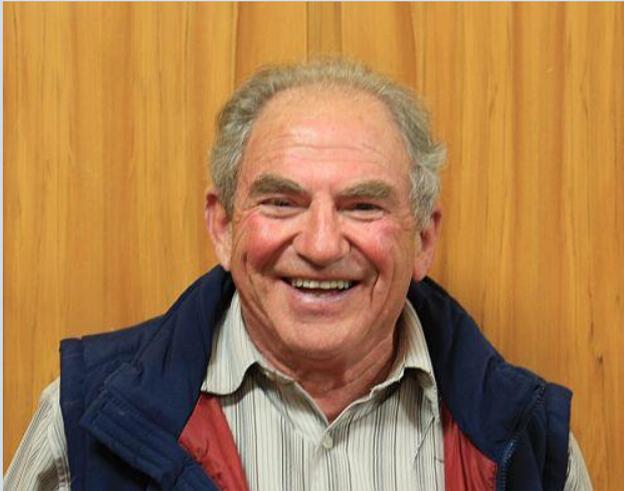
operated by the famous Temora Aviation Museum fitted out as a World War 2 bomber – including the Boulton Paul upper turret.



Picture: Denis Hersey

Above, a perfect photo of VH-KOY by **Denis Hersey** and taken from the history of AdastrA Aerial Survey web site <http://www.adastron.com/adastra/aircraft/hudson/h6vhkoy.htm>

Meet the Committee – John McCaul



How do you earn a living?

A retired pharmacist having owned a pharmacy from 1973 to 2002. Now property investing. Super pays for my flying!!

How long have you been in the club?

I have been in the club for about 10 years

What made you join?

I joined because I started to train in microlights in Wanaka, liked the idea and bought my Tecnam Bravo. Initially when I joined I felt the friendliness of the members and especially my instructor Ross Marfell who had much patience to get me to solo standard.

How long have you been on the committee, and what positions have you held?

I have been on the committee for about 3 years, two of which has been the responsibility of the club house tuckshop.

Do you have any directions or plans for the club that you'd like to share?

The directions which the club is going fits very well with my own views- I was one of the members instrumental in purchasing another modern aeroplane and also helped with the fuel tank investigation.

What's your flying history?

My flying history spans almost the area of the South Island, many landing strips and aerodromes including Stewart Island. Beach landed in the Catlins with a blown out tyre to make things interesting. Fortunately Tony den Haan was PIC at the time while I was taking photographs from the LHS. Mountain flying is incredible, especially when flying over the glaciers and real tiger country. I also enjoy using my Savannah on riverbeds and can't wait for the fishing season!

What aircraft have you most enjoyed flying?

I do enjoy my Tecnam- it is stable, reasonably fast and comfortable

What aircraft would you most like to fly?

The aircraft I would most like to fly would be IN a Spitfire. It would be a dream of a lifetime. Having aerobatted in a tiger moth it would be a great contrast.

What's your vote for most beautiful aircraft?

My vote for the most beautiful aircraft would in my mind have to be the Concorde.

Do you have any safety advice?

My safety advice to all would be to keep a good lookout when flying, keep maintenance up to date and fly within your limits.

Navigation Apps for Microlight flying

Glenn Martin October 2016.



The Current GA, SAC and RANZ navigation only trains pilots with Paper maps, AIP volume 4, circular slide rule and compass.

This is pretty much the method used to Bomb Berlin in 1944 you plan a track based on a magnetic compass heading and correct for “Winds aloft” calculate fuel burn etc. weight and balance and go fly.

Now if you never leave the Circuit or the local area, you will forget this once you have your Microlight certificate, and there

are no issues with VFR so long as Airways does not change the Control area’s and Zones on you.

However if you travel further afield you need up to date maps, and “Plates” it was highlighted again on a recent trip up north that having “out of date” info can be “troublesome”. To keep an up to date AIP and full maps for NZ can run into several hundred dollars a year and can be tiresome with keeping everything current.

I have found that almost all Pilots in CRAC once they pass their exam use some form of electronic aid for cross country flight. The process of choosing an app is often arbitrary, and no training is given. Every one chooses an app for different reasons, perhaps price, perhaps because “my mate says it is good”.

From the point of view of Airways and as documented in the **NSS (New Southern Skies)** roadmap the paperless AIP and Cockpit is part of the action plan starting in 2016-18. So paperless is coming whether we want it or not.

A number of Organisations have professionally investigated this in particular Massey and The Canterbury International Aviation College.



With the correct “App” all the Maps, AIP and frequencies are up to date. With some they automate the flight planning steps and can greatly assist with what we must remember is a VFR flight (keep looking out the windows guys!!)

Currently there are four Apps “airways approved” according to the Airways website, these are.

AvPlan, Oz runways, Airnav Pro, and Runways HD. These have access to the Database and automatically update your maps and AIP at the right date and time.

There are several “free” and cheap apps, but use these with extreme caution. There has already been a well-documented death in NZ by a recreational Pilot due in part by using a non-approved app that had significant errors in it. Given that the approved APPS are not expensive I would strongly suggest that all members stick to an approved one. The CRAC Committee has again chosen an approved app.

Massey School of Aviation & Canterbury International Aviation College

Massey School of Aviation saw the advantages of an in cockpit APP several years ago and have done extensive testing for both reliability and electronic EMF interference in conjunction with Air NZ and the Australian defence force. The Conclusion was that Apple iPad Air 2 (Cellular version Wi-Fi and Blue tooth off) were reliable and did not interfere with other systems.

The software tested was in the first phase EFBNZ, and AirNav Pro. In the second phase AVplan and OZ runways.

The chosen APP was AVPlan, and this was formally tested for 4000 flights with a reliability of 98.75%. I have flown with “paper” and it is NOT that reliable, you drop it, it can be out of date, you can lose your position easily, so I would argue that the electronic way is safer.

CAA approved Massey to use this as their primary flight planning and following tool. CASA also has recently approved AvPlan as a paper replacement.

During my research for my personal use and for the Club I contacted both Massey and Canterbury and discussed why they both chose AVPlan, not all their reasons apply to Microlights but basically it was



support, features and ease of use. Having said that of course you are free to choose what you want, but please at least use an approved one from the list above.

What do these do?

Well someone said that they were a “GPS”, but that is not quite correct.

Initially a “GPS” in the Cockpit gave the coordinates and then you had to find where that put you on a map. All

these APPs now have moving MAP positioning which is hugely beneficial for “Situational awareness”. One valley can look a lot like the next one but with the moving Map you cannot get lost...unless you try very hard.

The features of the four above are all very similar, and saying XYZ does not have an “ABC” function usually means you have not found that function in the APP or turned it on.

AVPlan started the latest full suite of features, but basically all these APPS are now more correctly called “EFB’s” not GPS’s. An EFB is an “Electronic Flight Bag” AVPlan basically automated the same process that pilots have been using for decades on one device. That starts with flight planning, which can be as simple as choosing one point as the start and then touching the destination and saying GO. OR if you want, or need you can do the more formal, planning, it automatically can check the MetflightGA and get the wind aloft and correct for drift, magnetic variation, calculate fuel burn and reserves, time to climb (TOC and TOD) update the NOTAMS and all that stuff as microlight pilots we seldom use.

Unlike paper maps which will cost you \$360 per annum for the VNC and VPC, AIP extra on top of that (About another \$180) the better apps include these for a year, and they are automatically updated (so long as you

are near a Wi-Fi. You can, if you wish print a flight plan, to have a paper one on your knee, and the maps, and plates. You can also file a flight plan, or not.

In addition AVPlan will warn you of the next frequency and if you are getting close to Controlled or restricted Airspace, something I have found very useful.

They all give Groundspeed and ETA based on current conditions and Avplan will give warnings on fuel etc. They also give terrain warnings, something as VFR pilots we do not need.

In fact, just like a good calculator there are many functions you never need, or almost never.

Personally I have found the flight planning (I do a few cross countries) having the Notams, and Approach plates and the ETA and radio frequency data most helpful.

I am embarrassed to say I have never filed a flight plan, do not tell Iceman!

Mounting

Partly for legal reasons, both Massey and CIAL use Knee boards I also did this when I was using the Club planes, the only advice I would say, as does Massey is to stow the iPad once you are in the circuit so it cannot interfere with flying.

I have mounted the iPad on my panel with a rubber moveable mount, this allows me to shift it if the sun is in the wrong place take it home and do my flight planning in front of the TV!

There are solutions for mounting in the Panel but this degrades the usability as a planning “EFB” tool and limits the usability to move into shade.

The devices do not like getting too hot, so removing them and putting in the shade when you land is a good idea.

I get 3+ hr out of a full charge, but usually charge with a USB/12V adapter in the Cockpit.

Hardware

There are two types of hardware. iPad, and “the others”. An iPad mini with the right specs (Wifi, GPS chip) is currently \$649, the Android devices seem to be about the same price. The APPS all seem to work on either. Clearly people have “preferences” but the IPAD is the most tested in aviation use and approved by CAA, CASA, ADF etc. the other devices currently are not.

Subscriptions

The current approved APPs have different rates and features e.g. AirNav pro charges for each area like Canterbury, whereas Avplan includes NZ as a whole. Therefore if you never intend to leave Canterbury AirNav Pro will be the cheapest. The prices below are for a year for *the whole of NZ* for Maps and AIP.

Runway HD	\$120
Air Nav Pro	\$480+
OZ Runways	\$80
AVPlan	\$99

Recommendation

It is always hard making a recommendation, everyone “likes” the one they are used to and remember according to many “Apple” is an evil empire sent to condemn us to Hell.

However I chose AVPlan/iPad based on research and other peoples experience. I have now flown 300+ hours and been to over 80 runways and have found it to be far better than the two other options (Nothing and paper). I will be running a demo and seminar on the 25th October at CRAC 7:00 pm, so come along and bring your APP too and we can share and compare!

Glenn



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Committee Meeting notes October 2016

- Financial plan discussed, aims are to create a fund to pay for engine overhaul, reduction of the aircraft loan, and providing funds for the on-field fuel. Plan to be implemented.
- On-field fuel tank to be progressed, may need SGM to approve financial plan and expenditure
- Discussions with the Young Eagles organisation to see if CRAC can contribute
- Current funds \$32K. A \$9K GST refund due
- Some non-active members to be cancelled
- Club signage being priced
- RGB flew 33 hours, RGA 17.
- New spat required for RGB
- RAANZ ATO's are changing our checklists to a PPL based one, and basing all instruction on the GA GAP Instructor book
- More discussion on what constitutes an active instructor within CRAC.
- Some concrete paths between hangars completed (thanks to Doug), CRAC to consider contributing and additional paths
- Clubhouse food evaporating – PAY FOR IT!!
- Christmas BBQ set for December 4th
- Next aviation meetup Oct 18th
- Additional CAPS/Jackets etc to be ordered
- ATC open nights at field Oct 13 and 20th
- New temp gauge for RGB being fitted
- New Web site active (thanks Margo and Viktor!)
- Glenn has updated the club AIP. Provided an update on the transponder (ADS-B) situation.
- Glenn reports airspace changes coming in Nov, VNC's need to be refreshed.
- Report on Nav Apps by Glenn (see this issue).
- Buzz to replace some of the outdoor chairs at the club house.
- ATC cadets offered club house window cleaning job for fund raiser.
- Deane to attend next RAANZ meeting to discuss rule changes proposed.

Ana and Kaleb

Michelle Polglase

A big welcome to the two youngest members of our club, siblings Ana (15) and Kaleb (12). Dad Paul O'Donnell just happens to work with instructors Scott and Basil, and was quickly recruited. "Scott had just got his Instructors, and when he said 'do you guys want to learn to fly I said "yes!""

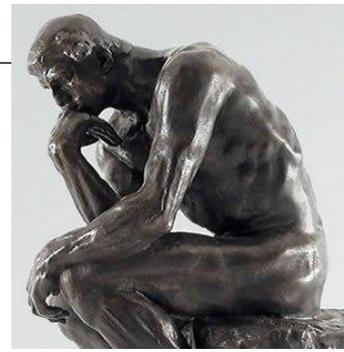


Students at Ao Tawhiti Unlimited Discovery, Ana says "it's a cool thing to do, really fun." Caleb adds "I like flying, it's fun and exciting to fly a plane." While Caleb wants to be a computer programmer like his Dad, and Ana says she'll keep flying as a hobby more than a career, it's fantastic to see their enthusiasm and passion for flying. Say "Hi" if you catch them down at the club.



Anarchic food for thought

Mike Spruce



Given that I have no knowledge of, and thus cannot comment on the specifics of the event that led to the June editorial (*Ed: "Calling Standard does not make it right!"*), it nevertheless sparked contrarian thoughts based on the unintended consequences of strategies of control - The more structure, the less variation - The less the variation, the greater the complacency. The greater the complacency, the greater the risk...

Triggering these thoughts was the highlight of my year at Rangiora to date – the event that “put the CRAIC into CRAC” for me and reminded me why I fly in the first instance. This involved trudging out onto a frosty runway early one morning and sharing the joy of seeing a beautifully crafted Bleriot replica take to the air for the first time, after much excitement online and back and forth on technical concerns and considerations – Pure gold. To me, this sort of thing is the “R” in CRAC... Recreational aviation with a Capital R. Rotation off 07 was followed by a low, gentle right hand turn onto a direct approach onto 28 and a smooth touchdown. Anyone arriving overhead at the time would have been dealing with “non-standard”. Should this deviation from standard necessarily be classed as a cardinal sin? In my view, I think not! Recreational flying is not a boring chore involving a repetitive schedule on a well-beaten path from A to B – it is an adventure - a thing of passion. As long as this spirit lives, there will be reasons for variation to standard as the pursuit evolves. As long as aircraft are piloted by people, there will also be error, as well as occasional conscious disregard for convention on the part of some. As long as these variables exist, all of us will need to be non-complacent, alert, and ready to deal with whatever is thrown at us. Unlike the ground bound two-dimensional world where surprises can be dealt with using brakes and airbags, and often result only in minor bumper-bashing, there is no second chance in the air. Given the stark fact that we will never be able to control for every eventuality, how much effort do we actually put into creating opportunities to exercise and hone our responses to “non-standard”, versus paying “lip service” to the principle. Don’t know about you, but I’d have to think real hard as to where to look if I heard someone call “downwind 28” at Rangiora. How often does anyone use any vector other than 07 or 25? As anyone who has been a pedestrian or driver for the first time in a country where they drive on the other side of the road, the reality is that it takes a few scares and close calls before one “knows” where to look and what to do – it takes actual practice.

While I support all efforts toward increasing safety in the air through ensuring a framework that is respected and adhered to by those sharing airspace, my argument, thus, is that at least equal practical effort needs to go into preparing us all to deal with the unexpected, sharpening our reactions and skill and keeping this current. With the range of all imaginable and unimaginable craft and activities in the air today from jet powered sailplanes (JS 1) to paragliders, restored warbirds, long-haul private jets, choppers, all manner of commercial craft, aerobatic birds and drones, the range of underlying motivation, priorities and factors driving unanticipated decisions and actions will be vast and truly unpredictable, with the number of surprises increasing in direct proportion to how far afield we choose to venture. What worries me is the apparent difficulties observed at home when something simple like a wind change necessitates a change in vector – it seems to take a while for someone to step up and reverse the direction in the face of a number of people complacently “in the groove” of an established pattern. We have a golden opportunity in having the luxury of no fewer than six vectors at Rangiora. At current usage it won’t take long before some entrepreneurial opportunist suggests that we fence off unused areas (anything other than 07 / 25) and plant potatoes or start a caravan park to raise funds for another club plane... So, therein lies my dilemma - how do we work toward balancing these opposing forces ?

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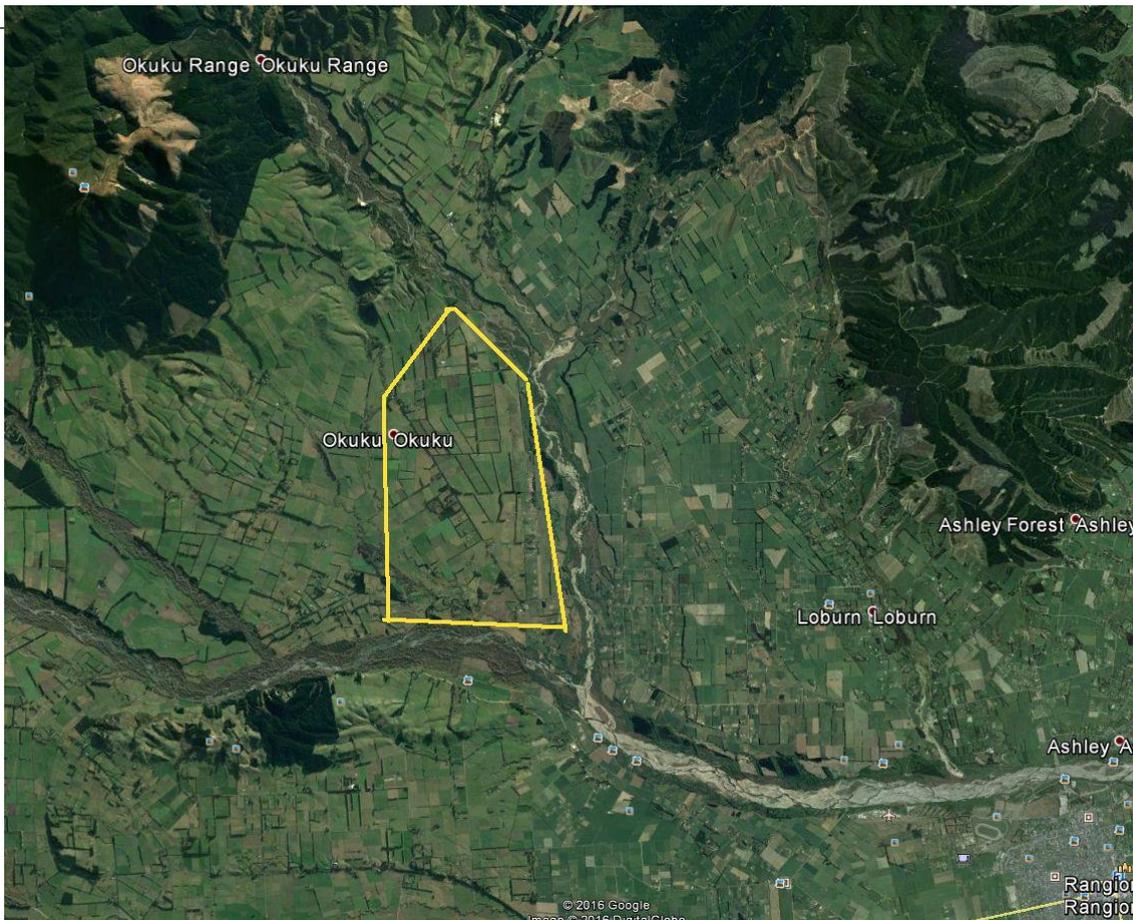
Forced Landing Practice

Brian Greenwood

There was some discussion at the last committee meeting about the appropriate area to practice forced landings, and I was asked to publish the following map. The approximate area is outlined in yellow – **check with your instructor first!**

The residents in this area are familiar with this practice and shouldn't get upset, we've had a few comments from other areas. Remember that your minimum legal height is still 500' AGL, although I believe an instructor can take you lower if you're dual.

Image shamelessly flogged from Google Earth with thanks!



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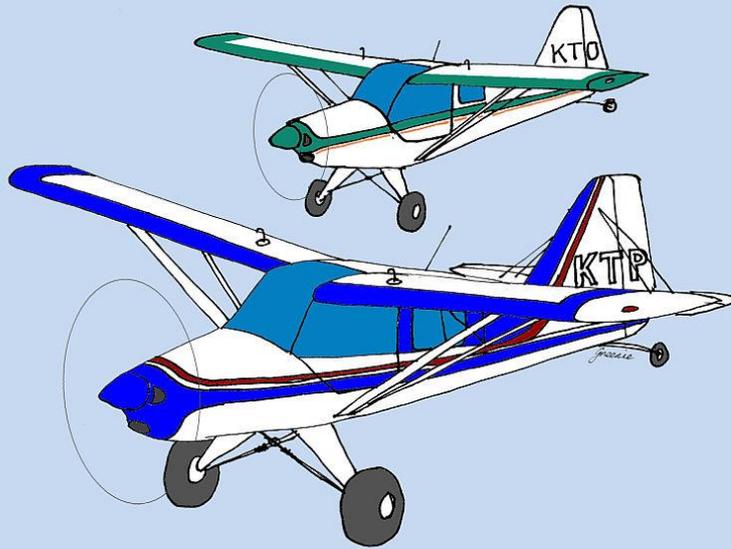


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Interested in joining us?

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 enrolls you for the magazine, too.

Upcoming Events

26 October Chch Tower Visit (Bookings full)

30 October Oxford Strip Fly-in and Clay Bird shoot

1 November Christchurch Radar Centre visit

5 – 6 November Black Sands Fly-in

4th December CRAC Christmas do at the club.

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

Contributions and Attributions

A heart-felt 'Thank you!' to the following contributors: **Dave McPherson, Paul Godfrey, Willy Morton, Glenn Martin, Dave Homewood, John McCaul, Mike Spruce, Michelle Polglase, Keith Morris**

Cool Links

NZ Civil Aircraft
nzcivair.blogspot.co.nz

NZ Aviation forums
rnzaf.proboards.com

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New Members

Welcome aboard to:

Andrew Turner

Donald Abbott

Please make our new friends welcome.

Congratulations

Hamish Pulley, Adv. National

Next Newsletter

Contributions requested, publishing deadline **2nd November 2016**.

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

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.