

# REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



WW1

100



- ARMISTICE DAY CENTENARY
- THE DANGERS OF HYPOXIA
- GREAT WAR AIRCRAFT IN NEW ZEALAND

## NOVEMBER 2018



## 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 **December 12<sup>th</sup>**. 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, World War One trainer, bomber, reconnaissance, and even fighter – the sublime Avro 504K.  
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## CONTENTS

Armistice Centenary Commemorations	3
Great War Aircraft in New Zealand	4
Celebrating our Successes	14
Squadron Leader Derrick Hubbard	14
Rangiora Seen	15
Some Family History from World War One	18
Another Day In Controlled Airspace	19
Wingnut Wings 1/32 Rumpler C.IV (Early)	20
Who's An Instructor?	21
Committee Notes November 2018	22
Upcoming Events	24
New Members	24
Congratulations	24

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RECWINGS**



## ARMISTICE CENTENARY COMMEMORATIONS

### BRIAN GREENWOOD

New Zealand marked the 100<sup>th</sup> anniversary of Armistice Day on November 11<sup>th</sup>. The national event was held at the Pukeahu National War Memorial Park in Wellington, with a Sunset Ceremony by the New Zealand Defence Force which included the final daily Last Post Ceremony of the First World War Centenary.

Local services were held around the country including Kaiapoi and Rangiora. These photos are from the Kaiapoi event, where the local ATC Squadron did a superb job of ceremonial guard duty.



The event was led by local RSA President, Neil Price. It was opened by a Tiger Moth fly-by, and featured speeches by local dignitaries including MP Nuk Korako, who gave a very interesting talk on the Maori Contingent at Gallipoli.

The approximate figures for New Zealand in World War One are sobering – of a population of about 1.1 Million, roughly 100,000 served in the armed forces, nearly 20,000 were killed and 40,000 injured. Those that did return experienced the world-wide ‘flu epidemic that lasted into 1919. These massive numbers had a

profoundly negative effect on our young country (although the loss percentages were worse in the European countries).

It was a very moving and emotional ceremony to remember those who served, on all sides, and to mark the celebrations at the end of hostilities. Thank you to the local organisers, speakers, Kaiapoi Brass Band, 88 Squadron ATC, and all other participants.





## GREAT WAR AIRCRAFT IN NEW ZEALAND

BRIAN GREENWOOD

In this 100<sup>th</sup> anniversary year of the end of World War One it is appropriate to survey some of the wonderful aircraft that grace our skies from that dreadful conflict.

The interest in Great War aircraft has always existed in New Zealand, the earliest that I am aware of is Tom Grant's lovely 7/8 Scale SE 5a replica ZK-TOM, which first flew in 1977. It was followed closely by Stuart Tantrum's ZK-SET in 1978. ZK-TOM is now registered as a Microlight, so I can rightly claim some Microlight content in this edition! ZK-SET is now domiciled in the Wanaka Transport and Toy Museum. Other World War One replicas have been imported or built by individuals and include such aircraft as Fokker Triplanes, Sopwith Pups, and Bristol Fighters.

The largest group of World War One aircraft, however, have



*Right, one of the full-sized SE5a aircraft built by TVAL at Omaka in 2007.*

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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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been built from scratch or restored from original components by The Vintage Aviator Ltd.

This Masterton-based company is one of Peter Jackson's enterprises and has produced some superb aircraft, which are sought after around the world. Examples of TVAL-built machines reside in the RAF Museum (Albatros D.Va, RE 8), Kermit Week's Fantasy of Flight (Albatros, Sopwith Pup, Sopwith Snipe), and other museums and private owner collections. Kermit Weeks often visits, and indeed flies at, the Classic Fighters Omaka Bi-annual air show.



One of the significant features at the Omaka Airshow is the large number of Fokker Triplane replicas in attendance. I was gobsmacked at seeing 7 in the air a few years ago, but there's at least one more! The CAA web site now lists 8, with 7 of them registered to TVAL and one to the New Zealand Warbirds Association.



*Above, one of the Airshow actors tries an A-4 Ejection Seat for size*

*Top, an SE5a passes a replica Mark IV Tank at Classic Fighters Omaka 2007.*

*Above and Right, formation take-offs are used to get the large number of Fokker Dr.1 Triplane replicas into the air quickly.*





*Above and Right, the formations just keep getting bigger!  
I believe that some of the Fokker Dr.1 Triplanes were bought in from overseas.*



*It's like being attacked by a very angry swarm of venetian blinds. Note the sandwiched Neuport 17 (Below Left) and the Fokker D.VII interloper (Below, right).*





Perhaps more significant than the Triplane replicas are the gorgeous Albatross replicas built from scratch by TVAL. I've seen a couple of D.Va models plus what looks to be an earlier D.II model.

These aircraft have an attractive wooden fuselage and are powered by the Mercedes straight six engines. They really are a sight to behold, and makes you appreciate the skills of the early aircraft designers.

The Edelweiss-marked D.Va (*right*) was damaged in 2016 during a forced landing in the UK with the redoubtable Keith Skilling at the controls. The plane is valuable, but Keith Skilling is priceless – thankfully he was unhurt. The aircraft was flying back from the Battle of the Somme centenary in France to its base at Headcorn Aerodrome.



The Sopwith Camel Replica, ZK-JMU, (*Right*) was built in the U.S.A. by Gerry Thornhill and Carl Swansen and was completed in 1985. Peter Jackson imported it into New Zealand in 1997, and it operates as part of the TVAL fleet. It includes an original Wicker Seat, some original instruments, and is powered by a 160 hp Gnome Rotary engine.



The markings are of Blenheim-born Captain Clive Collett's 70 Squadron aircraft. He scored five victories while flying B3889, out of a total of twelve. Sadly, he was killed in late 1918 while flying a captured German Albatross in Scotland.



This Camel replica, which is very accurate externally, has been the hero of many Kiwi air shows. It is always a pleasure to watch. The 160hp Gnome was (to my limited knowledge!) the most powerful engine to



power a Camel – the rate of climb is quite a thing to see. TVAL has also restored at least one original Camel.

The Sopwith company’s predecessors to the Camel were the Scout (Pup) and Triplane. Both of these types are represented in New Zealand, with three exquisite Pup replicas coming out of TVAL, along with a Sopwith Triplane which was imported partially-built. The Pups are all powered by rotary engines, and the Triplane by a more modern radial. The Chariots of Fire collection in Omaka also have a Sopwith Pup replica in their stable.



*Above, TVAL Sopwith Scout  
Above Right, Chariots of Fire Fighter  
Collection Pfeifer Sopwith Scout  
Right, TVAL Sopwith Triplane.*

The Camel’s successor, the Sopwith Snipe, is also represented at TVAL. Two replicas were made, with the early camouflaged one being sold to Kermit Week’s Fantasy of Flight Museum in the USA.



*Below, Sopwith Snipe (late version,  
top) with the Sopwith Camel (lower)*



The BE2f (**Right, and Above Centre**) was an original aircraft which had been imported as a partially-restored BE2e. During restoration it was discovered that it was the -f version, so it has been correctly restored.

It was a real privilege to see this aircraft flying at Classic Fighters Omaka in 2009. Those of us who were fans of the BBC TV series “Wings” recalled the similar BE2c’s being flown by ‘C’ Flight – and Captain Triggers blunt condemnation of them as a fighting machine! I can’t wait for Wingnut Wings to produce one in 1/32<sup>nd</sup> scale...





TVAL's Nieuport 11 'Bebe' replica (**Above**) flies in the colours of Italian Ace Alvaro Leonardi's aircraft '2123'.

I hope that you've enjoyed this brief album of some of our Great War Aircraft. There's plenty I've missed, including the ex-Blue Max Pfalz replicas, the FE.2b's, the DH2, more on the Fokker D VII... maybe room for another edition!

No article on Great War Aircraft in New Zealand would be complete without mentioning the insanely good **Omaka Aviation Heritage Centre**. Opened in 2006 and extended to cover World War Two in 2016, it's a 'must see'. It is truly a world-class museum with many original exhibits.

*Below, two of the exhibits at the Omaka Aviation Heritage Centre – Manfred von Richtofen's crash scene and a BE2 attacking a German Taube*



### EDITOR'S RECOMMENDATION

If you want some REALLY good photos and details on many of the aircraft of the era, head along to the Aviation Historical Film Unit's web site ([www.aviationfilm.com](http://www.aviationfilm.com)) and grab yourself a copy of their "On The Wings Of History" book. This full colour A5 book is packed with 430 photos and descriptions of the superb World War One era aircraft that The Vintage Aviator Ltd have maintained, built, and operated.

Currently they have a deal which includes both the first and second editions for a mere \$45 – what a brilliant idea for your aviation-mad Christmas headache!



# RAANZ NATIONAL FLY-IN 2019

Te Anau/Manapouri Aerodrome February 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>

Celebrating 40 Years of National Fly In's. Recreational Aircraft from Rag and Tube to Carbon Fibre, Hosted by the Fiordland Aero Club.



The RAANZ National Fly-in at the Te Anau Manapouri aerodrome on February 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup> marks 40 years from when the very first RAANZ fly-in was held in Southland. The Fiordland Aero Club feel it is only fitting to acknowledge those first generation of recreational aircraft. By encouraging as many as possible to attend and setting aside events just for the older and slower aircraft.

Arrival and Registration is set for the afternoon on Friday the 8<sup>th</sup>. Prior registration is encouraged by emailing FAC Sectary P C Taylor at [fiordlandaeroclub@gmail.com](mailto:fiordlandaeroclub@gmail.com) and payment of \$65. With the registration cost of \$75 on the day.

**Accommodation.** Several types are available. Cheapest being camping in one's own tent on the airfield, club members will have two of their own caravans at the club rooms for use. Also several Club members have made their homes available to billet participants of the Fly-in. George Taylor is the contact person for caravan or billet accommodation [gmtaylor@xtra.co.nz](mailto:gmtaylor@xtra.co.nz). There is also accommodation in Manapouri at the Manapouri Lake View Motor Inn Ph 03 2496652. They will give a discount to aviators attending the Fly-in, if bookings are done by the 30<sup>th</sup> November (\$135 per person per night). If you are interested contact the Motor Inn directly to book. A second option is to book a cabin at the Manapouri motels & holiday park camp ground. Contact number Ph 03 2496624. Both only 5 minutes from the airfield. Transport assistance will

be provided by FAC members.

The **Landing fees** at Manapouri have been kindly set at \$0.00 by the management team operating the airport, for Fly-in registered Aircraft during the weekend.

**The weekend's plan weather permitting:**

**Friday** Arrival, BBQ meet and greet.

**Saturday**, Fly round in the morning. Afternoon competitions like spot landing, bombing run, carrier landing etc. With the events divided between slow and fast planes. Then an evening meal and prize giving at the Manapouri Motor Inn.

**Sunday** breakfast and head back to home.

The Te Anau region is one of New Zealand's most scenic places so why not spend an extra day or two exploring Doubtful Sound, Milford Sound, Te Anau Glow worm caves. Or bring along a family member or friend who could do a tourist activity while the pilots talk flying.



THE INAUGURAL AGM  
OF  
**RANGIORA TOWPLANE INCORPORATED (RTI)**  
WILL BE HELD AT  
CANTERBURY RECREATIONAL AIRCRAFT CLUB (CRAC)  
CLUB ROOMS, MERTON ROAD, RANGIORA AIRFIELD  
ON  
THURSDAY NOVEMBER 29, 2018

6:00 PM THE RTI SOCIETY'S FIRST CHRISTMAS BBQ - RSVP PLEASE  
7:00 PM RUNNING DEMONSTRATION OF THE RANGIORA TOWPLANE  
7:30 PM AGM

**MEETING NOTES AVAILABLE, SEE YOU THERE!**

[PETER@PETER-COLLINS.ORG](mailto:peter@peter-collins.org)



Kermit Weeks flies The Vintage Aviators' Albatros D.Va during Classic Fighters Okaia 2011  
© 2018 Brian Greenwood

## CELEBRATING OUR SUCCESSES



*Left, Congratulations to **Ash Robinson** on his first solo, October 22<sup>nd</sup>.*

*Thanks to **Glenn Martin** and **Prue Leefe** for sending the photo through.*



*Right, Congratulations to **Martin Healey** on passing his Advanced National Certificate on November 6<sup>th</sup>,*

*Thanks to **Dave Mitchell** for the photo and information.*

## SQUADRON LEADER DERRICK HUBBARD DAVE MITCHELL

*ED: Dave's sent through this additional information on Derrick's flight to Hokitika, reported in RecWings' August edition. I'm happy for any excuse to publish articles about steam locomotives! (Warning: Gratuitous random steam locomotive image)*

The reason for the flight to Hokitika was to view progress on the live steam locomotive that Jerry was building in his workshop. I think this is the 3rd one he has made. Jerry is a member of the Vintage Machinery group who, as one of their projects, decide to "blaze a trail through the nearby bush" and lay a track for a model railway. Jerry, being a very capable engineer and a wizard with metal was given the task of constructing the required locomotive and the carriages it would tow (to take people for rides). In the Air Force Jerry had run a very well-equipped Machine Shop and he and his team could make anything. Jerry decided with this job to design the complete loco himself, so it is totally unique.

Jerry has christened his masterpiece "Original" and we were able to see it run on compressed air in his workshop. The boiler has been "fired up" and all motive gear "run in" with the loco suspended in its jig. I guess it would be about 3/4 complete with just some body work remaining.



So, the next flight over to HK will be to see Original in operation. I understand the "track layers" are a bit behind in their work so I imagine about this time next year might be a good time to return.



**RANGIORA SEEN**  
BRIAN GREENWOOD



**Top Left and Right,** Kevin Slattery's Sport Copter Vortex M912.

**Centre Right,** our colleagues at CAC practice a formation re-join at Rangiora. Where's the CRAC formation team? 😊

**Below,** Scott James' Zenair CH-601 resplendent in its new colour scheme.





**Above,** club member **Tash Lowry's** new aircraft – the Skyreach BushCat, ZK-ZOZ.

Tash has been doing the type rating with **Dave Mitchell**. The BushCat is powered by a Rotax 912 ULS (100hp) and a 3 blade composite propeller.

**Right,** Tash and her new machine

**Next page,** Dave and Tash on short finals to 07, NZRT, late September this year.



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## SOME FAMILY HISTORY FROM WORLD WAR ONE

BRIAN GREENWOOD

Circa 1915 - Four Greenwood Brothers enlist in the British Army. They were George, Mark (my Grandfather), Fred, and Arthur.

The following is the text of a letter sent to my Great Grandmother a few short years later, from Great Uncle George's Commanding Officer.



*Dear Mrs Greenwood,*

*I am writing as the commanding officer of the Brigade in which your son, Lieut. G. Greenwood C/177 Battery R.F.A., was serving, and to tell you how deeply we all in the Brigade feel for you in your great loss. He fell on the 21st March during the first day of the German attack, between Ronssoy and St. Emilie, while leading the teams and limbers up to the guns of his Battery, in a very gallant attempt to save them.*

*We were in the most unfortunate position of the whole army that day, the enemy having broken through the Division on our right, and attacking us from the flank, though our own infantry were still holding out in the front line. Enfiladed at short range by machine guns, the Battery positions were untenable, and all efforts to bring away the guns were unavailing. If it had been possible, your son would have undoubtedly succeeded. As it was, his personal gallantry and skill saved many more casualties to the teams than actually occurred. He took every precaution in keeping wide intervals, and making the best use of ground, and rode well in front himself, so as to be able to warn them of danger. He was killed by a machine gun bullet right beside the guns. Death was instantaneous, and he was spared any suffering.*

*I had only seen him a short time previously. He called at my headquarters on his way up to the Battery, and his cheerful and confident bearing impressed me very much indeed.*

*I have been rather unlucky myself - I was wounded in the shoulder on the 20th, being the third wound in this war - but hope to be fit to go back before long.*

*With deepest sympathy,*

*Yours sincerely*

*W. R. W. Warren*

*(Lt. Col. R.F.A.)*

Ironically, Great Uncle George actually survived the war. Apparently, after laying on the battlefield for 3 days & nights, he was found and taken to a Russian Field Hospital. He must have taken some time to recover. His family, unaware of his survival, were in mourning for 6 months.

George and Mark later migrated to New Zealand, specifically to management positions at the Kaiapoi Woollen Mills. The other two brothers returned to their native Yorkshire after the war.

The letter is still a chilling reminder of the loss too many families felt during the Great War. I can't read it without feeling a deep sadness for the family who received it and believed it for six whole months, and other families who have lost loved ones in last-century's many and varied conflicts.

## ANOTHER DAY IN CONTROLLED AIRSPACE

PETER COLLINS

Tuesday 17 November 2015 - a day I will never forget.

8am Riversdale, raining, Southerly 10kts and gusty, overcast 1500' AGL. Weather reported clear in Canterbury and most likely to remain so. But how to get there, as Dansey's Pass would be socked in. However, the overcast appeared lighter far to the east, so headed out towards Balclutha, wearing the life jacket, and prepared for a seaward journey. Approaching Balclutha, found the sky clear to the East but a wall of solid cloud to the North, with clearly delimited tops, extending out to sea. My chart told me of Class C down to 9500' so I climbed towards it, intending to fly home on top, and preparing to make a request call at least ten minutes ahead of time.

I was making position calls every ten minutes and one of these was answered with a request to call on Control frequency, which I did, to be informed that I had broken Class D 3500' (which shared the same boundary as the Class C, on the VNC, and I had misperceived the double significance of that single line). I belatedly requested entry to Class D, and then to Class C, intention Controlled VFR on top destination Rangiora, to be told that it wasn't possible because of other traffic, but my suggestion of a seaward route proved acceptable, so I headed out to sea, then turned NE, and was cleared to 10,000'. ATC subsequently advised that the ceiling below had cleared to 4,000' but no holes opened up to make the descent possible.

The flight continued, uneventful, until it became clear that further north the tops were higher. ATC gave clearance to 11,000', and further north again to 12,000'. After more than a half hour above 10,000' I should have been concerned, but later it became clear to me that I was probably in the grip of hypoxia intoxication. The fingertip oximeter told the truth - the blood oxygen level was far too low, but I remember thinking "Oh, that reading is quite okay" - though of course it wasn't.

ATC then cleared me direct to Rangiora. When I was abeam Momona I heard them call an A320, preparing to descend to Momona, (and probably above Oamaru), clearing them to descend and warning them of a microlight ahead, that had by then climbed to 12,700'. When I heard that I called in and advised that the cloud tops had become higher, but also, about that time, I saw water below me through a large hole, and requested (and was granted!) a descent, which I did in figure-8 pattern, as my GP had earlier advised me, to avoid vertigo being caused by continued one-way turns without a clear horizon.

Below 9,000' I thanked ATC and continued without incident to an uneventful landing, in bright sunlight, at RT.

The aftermath: within a few days I had a (very minor) stroke (which at my age, then 77, is a known consequence of hypoxia), the effects of which soon largely dissipated. I was also treated to a free interview with the CAA, who, quite properly, viewed the incident as very serious indeed. They said that I was ill-equipped for such a flight, having neither oxygen, (which would have protected my health and clear thinking), nor an autopilot (which would have enabled an emergency descent through cloud in relative safety). Needless to say, Papa Lima Charlie is now equipped with both oxygen and autopilot. CAA also, very reasonably required me to take PPL Law before venturing into controlled air space again. I have yet to sit that exam, but staying in Class G is not a hardship.

Medical: after any stroke-type incident there is increased likelihood of another, and sensitivity to hypoxia is increased. So, my medical now only lasts one year; if I carry a passenger they must hold an IBIS rating (to save themselves if I collapse in flight); and I must use Oxygen above 5,000'.

I'm not an instructor, so it wouldn't be right to offer advice, but if you can take any lesson from this experience, please feel free to do so!

Papa Lima Charlie

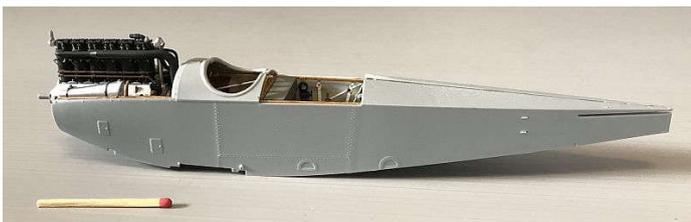
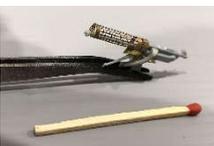


## WINGNUT WINGS 1/32 RUMPLER C.IV (EARLY) BRIAN GREENWOOD

After the WnW SE5a and Pflaz D.IIIa I wanted to try something a little larger. A two-bay biplane would fill the bill nicely, and the stash offered either a Bristol Fighter or the Rumpler C.IV which had been purchased in "Warehouse Damaged" condition from WnW. I wanted to get more experience before talking the Biff (because it must be in Sir Keith Park's colours) the Rumpler became WnW #4 in my collection.

I spend a lot of time building the detailed interiors on these kits, and then the rest of the kit just seems to fall in to place.

The engines, too, are super-detailed works in their own right. I added an amateur attempt at the ignition leads to the spark plugs, but I haven't yet figured out how to do the magneto end. They are nicely routed through a pipe on the real aircraft so you can model them in sections.



The Rumpler is a very interesting aircraft, being a high-altitude reconnaissance-bomber. It has an internal bomb bay squeezed into the starboard side of the observer's cockpit. They were one of the first aircraft to require supplemental oxygen for the crew. And it featured in 'Biggles of 266'!

The kit built up beautifully, with only one oops when I dropped it and broke a tab off one of the struts. Some



judicious gluing and careful handling fixed that.

I rigged the aircraft with the dark version of “invisible cotton” and tried water-coloured pencils on the propeller, I think I will re-do it on oils (like the rest of the wood grain effects).

The accessories included are neat, including, yes, a 1/32 Teddy Bear seen on the top of the step-ladder, **Left!** Other accessories are ladders, a trestle for the tail, five(!) reconnaissance cameras, a photographic plate box, and flare pistols.

The kit comes with 5 alternative schemes. Why, why, why, did I choose Dalila? It just seemed to strike a chord...

As always, Wingnut Wings has produced an accurately engineered, easy to assemble model. I cannot recommend these kits enough.



Above, follow the QR code link for a pleasant surprise...



## WHO'S AN INSTRUCTOR?

BRIAN GREENWOOD

This issue was raised during a conversation with friends recently – there have been some (unproven) suggestions that some pilots are offering instruction to friends and associates.

Whilst I am sure no-one in CRAC would do such a thing, let's be clear about both the legal side of this and the club attitude to such things. Legally, the only people who can offer instruction in the air are those people who have trained **and qualified** as instructors and are current. From a club perspective, the only people who can offer instruction in club aircraft are those current instructors authorised by the Chief Flying Instructor, Doug Anderson, and are listed on the CRAC website. At the time of writing these are Doug Anderson, Tony den Haan, Easwaran (Iceman), Scott James, Stewart Bufton, Dave Mitchell, Basil Bulwala, and Glenn Martin.

## COMMITTEE NOTES NOVEMBER 2018

### CALLING ALL AVIATION ENTHUSIASTS

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**NZLX AIRPORT MOTELS**  
ALEXANDRA AIRPORT : CENTRAL OTAGO

- Christmas Function venue TBA – suitable alternative locations to the Hangar being investigated
- New Aircraft (RGC) deposit to be paid once term deposit expires in a few weeks
- Instructors requested that all Trial Flights be paid in cash due to the difficulty in chasing up non-members
- October Omaka trip cancelled due to low numbers. General response was that it was “too far away”.
- RGA and RGB total hours 105.0 for October
- Club Annual Budget on target except aircraft usage exceeding expectations
- RGB had carb issues – carbs replaced with loan units
- RGA has similar problems, using the carbs off the old engine being considered
- Excellent attendance at the Radio Education evening
- Viktor and Scott trialling the new billing system which loads the hours directly from the booking system if the ending hours are filled in. This will save the Treasurer manual entry of time sheets – very important as the fleet expands!
- CRAC opposing the proposed air space restrictions around Alexandra
- Warning: Beware of Rocket Launch NOTAMS issued for Birdlings Flat
- RANZ Technical officer (Colin Alexander) importing time-expired Rotax to use as a test case for the TIS and on-condition maintenance discussions with the CAA
- Club now using McKeown Fuel Cards
- Fuel supply continues to be in drums while a trailer is investigated.
- Technical discussion around the use of carburettor heat on water-cooled Rotax engines being quite different from air-cooled Lycomings and Continentals. Technical article being prepared for publication.



### STOP PRESS

Classic Fighters Omaka 2019 now with added F-18's – yes, the RAAF will be bringing their F-18's over for the air show. Good times!

### ***Tecnam P92 for HIRE***



100hp Tecnam P92 Super Echo available to CRAC members for hire at \$125 per hour.

This aircraft is ideal for cross-countries, fixed-pitch prop and 100hp Rotax.

For further details or to register for the booking system e-mail [thelightaircraftco@gmail.com](mailto:thelightaircraftco@gmail.com) or phone Erin Heese on 027 292 3689.

### ***Yvonne's Very Good Oil***



This season's olive oil is now available

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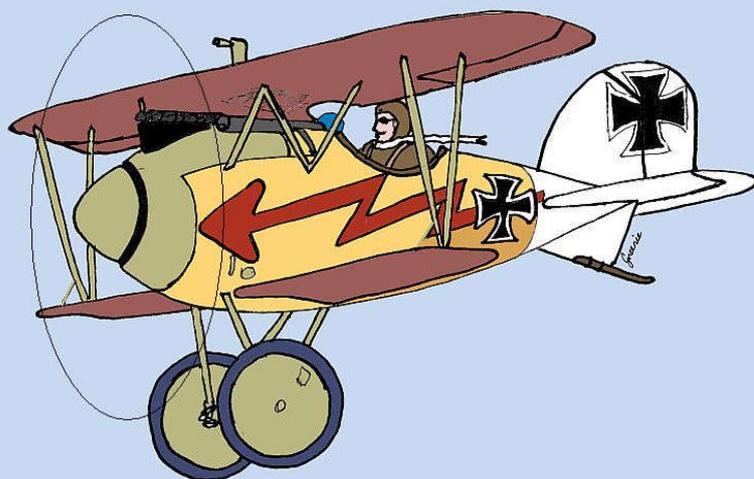
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the online application form.

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

## UPCOMING EVENTS

**8th November** – stop flying unless you have the  
new VNC Charts and have familiarized yourself  
with them!

**28<sup>th</sup> November** – CAA/Met Services presentation  
on the changes to MetFlight plus Q&A  
CAC Clubrooms, Chch Airport, 6:00pm

**29<sup>th</sup> November** – Rangiora Towplane Inc AGM

**2<sup>nd</sup> December 2018** – Club Christmas Party,  
venue TBA. Closed event for members and  
partners who have already registered. 6:00pm  
start

**8-10<sup>th</sup> February 2019** – RAANZ National Fly-in  
(see advert)

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

Peter Collins, Glenn Martin,  
Prue Leefe, Dave Mitchell.

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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:

**Gary Freedman**  
**Nigel Patton**

Please make our new friends feel  
welcome.

## CONGRATULATIONS

**Maria Pietras-Jensen**, Intermed.  
**Conor McCauley**, Adv. Local

Thank you to RAANZ's RecFlyer e-zine for  
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## NEXT NEWSLETTER

Contributions for the next edition  
are requested, publishing deadline  
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19<sup>th</sup>, 2018

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