

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- CHRISTMAS IN THE HANGAR
- A CRAC'ER OF A YEAR!
- P-40E NZ3009 - A SURVIVORS TALE

DECEMBER 2017



RECWINGS

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

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

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

Contributions for the next edition are due by **February 14th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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*Cover, The Old Stick and Rudder Company's P-40E NZ3009 lifts off at Classic Fighters Omaka 2017. Do you know how hard it is to get the propeller in a complete arc?!
© 2017 Brian Greenwood*

SEASON'S GREETINGS!

The Editor would like to extend his wishes for a happy, prosperous, and safe Holiday Season and New Year to all our readers.

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P-40E NZ3009 – A SURVIVOR'S TALE

BRIAN GREENWOOD

NZ3009 has a truly interesting story, a bit of a chequered past and is one of the few surviving RNZAF World War Two aircraft.

It was originally built by the Curtiss Factory in Buffalo, New York, and allocated to the RAF with the serial ET482. However, it was re-assigned to the U.S. Army and given serial 41-25158. The aircraft was shipped to Tonga and served with the 347th Fighter Group, part of the 13th Air Force. Some sources say it was allocated directly to the RNZAF, I'm still trying to confirm this!

In 1942 it was allocated to the RNZAF (serial it NZ3009) and delivered to Unit 36 at Hobsonville. From there it served with 14 Squadron, 17 Squadron, and No. 2 OTU at Ohakea.

Post-war found NZ3009 waiting to be scrapped at the famous Rukuhia storage facility with more than 100 other P-40's and assorted ex-RNZAF aircraft. In 1959 it was rescued by a group of school children lead by Charles Darby. They had somehow come up with the massive 25 pounds required to purchase the airframe. NZ3009 was chosen in part because of its location near the gate.

It was displayed at Asplins Garage at Rukuhia and then moved to the Museum of Transport and Technology in 1968. Somewhere along the line it acquired the wings off NZ3201 – I'm guessing this was on departure from the Rukuhia store. The MOTAT tenure lasted until sometime around 1994, when it was somewhat controversially taken back by the owner (In exchange for P-40 NZ3039).

NZ3009 was moved to Pacific Aircraft Limited and a substantial amount of work done. Unfortunately this

company folded and the restoration was completed by Garth Hogan’s Pioneer Aero Restorations Ltd. Some references say the wing centre-section from NZ3203 was used in the restoration.

The first post-restoration flight took place in December 1997, and then the aircraft was painted in WW2 RNZAF markings as “Wairarapa Wild Cat (II)” at Tauranga. After it appeared at Warbirds over Wanaka in Easter 1998 it was exported to its new owners’ (Ray and Mark Hannah’s The Old Flying Machine Company) home in the UK.

NZ3009 was flown and displayed in the UK (registered G-CCBE) for quite a few years as part of the Breitling Fighters, along with fellow Kiwi, Corsair FG-1D NZ5648, and the famous Spitfire IX MH434.

After 2002 the aircraft was repainted in the colours of a Chinese Nationalist Air Force pilot, Xu Hua Jiang. The Chinese characters on the nose spell “Tai Gong Lin” which translate to “By order of a



Above, NZ3009 at a UK Airshow in RNZAF colours as “Wairarapa Wild Cat (II)”, one of Geoffrey Fiske’s mounts. Photo from www.pioneeraero.co.nz

respected senior person”. This was thought to be more in keeping with Chinese culture than painting the name of a girlfriend, as was American practice! (Thanks to The NZ Civil Aircraft blog for this information, nzcivair.blogspot.co.nz).

In 1997 the aircraft returned to New Zealand, ownership changed via The Old Flying Machine Company (NZ), to The AirTight Trust, and finally to The Old Stick and Rudder Company in May 2012.

We’re extremely lucky to have this aircraft on our local scene. This, and the Corsair mentioned previously, are the only two airworthy remnants of the RNZAF’s huge WW2 fighter force.

Huge thanks to the **Old Stick And Rudder Company** for keeping them in NZ.

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Top Right, ex-RNZAF P-40'sa wait scrapping at Rukuhia. (Photo source unknown)
Above, The Old Stick and Rudder Company's ex-RNZAF FG-1D Corsair and P-40E Kittyhawk.

Above and Right, NZ3009 frolics at Classic Fighters Omaka 2017 and Warbirds over Wanaka 2008 respectively. You can see how the air intake is well clear of the mud, unlike the P-51D which taxied through the same mini-lake!



A CRACKER OF A YEAR

BRIAN GREENWOOD

It's been an extremely busy year for the club, a quick re-cap of our activities and achievements is worthy of some magazine space! I know I've forgotten a few events but here's the year in review from my notes.

First of all, we have lost some valued friends, club members, partners, and family members this year. I don't have a complete list, but would like to remember our friends **Lillian and Morgan Wilson, Mike Dimmock, Peter Dyer, and Steve Askin**. Please spare a thought for their families and loved ones this Christmas – and please forgive me for missing anyone.

JANUARY

The Healthy Bastards Bush Pilots Competition was attended by several club members, and **Dean Philip** and **Chris Anderson** got first and second (respectively) in the Microlight category. This event is coming up again soon (February 3rd) so get your organising cap on if you're thinking of attending.



Quite a few CRAC members flew in to The SAA Fly in at Ashburton, including **Ross Marfell, Kevin Dore, and David Leefe** in their Alps, **Dave Mitchell** in Kermit, and yours truly in his Corolla. There were many aircraft attending and a very spirited display by some radio-controlled models.

The Inaugural CRAC photo contest results were announced. Organised by **Michelle Polglase**, the winners were **Roy Waddingham, Hamish Pulley, and Dave Mitchell**.



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FEBRUARY

The Port Hills fires erupted on February 13th, which damaged much of the area surrounding the Christchurch Adventure Park. Sadly, Rangiora pilot Steve Askin was lost while flying helicopters fighting the blaze.

CRAC members got the wonderful opportunity to visit Air New Zealand's Christchurch-based Engine Centre on the last day of the month. Organised by **Iain Blyth**, it was very appreciated by the attendees.

MARCH

CRAC hosted the RANZ Annual fly-in, which included a NZRT-NZFF-NZRT-NZLA-NZRT flight, and cumulated in an excellent meal on Saturday evening. I can't speak for anyone else but I really enjoyed it.

March also saw a record number of new members joining CRAC, thirteen!



APRIL

Easter is air show season for some of us, this year it was the turn of Classic Fighters Omaka. A Fantastic time was had by all... in club news **Ivan Campbell** hosted a very well attended fly-in at Loburn Abbey on the 22nd. A



delectable selection of aircraft were in attendance including Spitfire replicas and P-51 replicas.

April also saw our AGM, with long-standing President **Mike Sheffield** standing down for a well-deserved break, being replaced by

Glenn Martin. Mike took on the role of Club Captain and has pursued this with vigour. There are quite a few new faces on the committee this year; it's great to have some fresh blood coming through.

MAY

Several club planes ventured south to a fly-in at Rangitata Island on the 14th. There was cloud over the airfield making overhead joins impossible at times. Despite this, all aircraft got there safely and there was a good club representation.



This month also saw a long-awaited moment in the club – our new ovens were installed in the CRAC house! No longer was an on-tap scientist required to fry a snag or nuke a pie. I believe the club did lose some income by not being able to sell students ratings on the old cook-top, however.

The Club Captain, **Mike Sheffield**, ran a very successful Pier run in May. This was a timed event, take-off to touch down, with pilots having to nominate their estimated elapsed time before departure. No clocks or GPS units were allowed in the cockpit.

First place went to **Roy Waddingham**, second place went to **Stewart Bufton**. I probably cost Stewart first place, as I was tracking out to Ashley River mouth when he was tracking in, so he extended slightly to the north. His time difference between estimated and actual was only 2 seconds more than Roy! Oops...

JUNE

The first club Movie and Pizza night since the earthquakes was a very pleasant evening, my notes don't record the actual movie. The Hangar doors on Hangar #1 were finally repaired by a combination of club volunteers and a good contractor. They've definitely lost that "I'm going to fall on someone" feeling, well done to all concerned.

Our lovely new Tecnam passed a massive 400 hours in service, and the committee decided to remove the 0.2 hours free warm-up allowance on the first flight of the day when the warmer weather arrives.

Club member **Brent Thompson** hosted a brilliant party to celebrate the completion of his Rans S10 rebuild project, ZK-SIO.



JULY

The club paid another \$20,000 off the loan for RGB, total to pay now down to \$35,000. The Committee was informed that the Waimakariri District Council are now monitoring radio traffic and checking against the landing fees being paid at Rangiora.

Many CRAC members were hosted by NASA for a look around SOFIA, the airborne telescope mounted into a Boeing 747SP.

CRAC reciprocated, and quite a few NASA crewmen visited NZRT and several went for local flights. Unfortunately, they didn't bring SOFIA to NZRT.



The club mid-winter meal was hosted at Restaurant 808 in Belfast. Very enjoyable for us attendees.

AUGUST

The Flying Enthusiast's Meetup group clocked up its 10th meet at the Vespa Bar. **Michelle Polglase** does an excellent job of organising these, and they are always a fun event for anyone interested. We've gained a few members and some good publicity out of them too.

Incredibly, RGB passed its 500-hour mark this month. **Dave Mitchell** gained his ATO certification, and **Scott James** attended the CAA's Flight Instructor Seminar in Ashburton.

The CRAC Fly in to Culverden was very popular, a creditable 31 aircraft flew in to this top-dressing strip.



SEPTEMBER

Another successful Movie and Pizza night, this time I can tell you that the movie was the original "Flight of the Phoenix". Nice to be re-acquainted with the original, it differs slightly from the remake (I enjoy them both). Sadly, the legendary movie stunt pilot, **Paul Mantz**, was killed flying the aircraft that was built for this movie (Paul once said, "I'm not a stunt pilot, I'm a precision pilot").

Dave McPherson announced that CRAC will be hosting a national fly-in at Easter 2018. Good news!

Club member **Paul Godfrey** establishes **Southern Taildraggers** specially to do tail-wheel training in his Kitfox ZK-KNZ.

CRAC is represented at the Rangiora Festival, we have a good display (fabulous photos...) and have quite a few interested people.

OCTOBER

Mike Sheffield's Poker run flying event proved popular, with a good number of aircraft flying to the various airfields to collect a card. On arriving back at the Rangiora, the person with the best poker hand won.

Matt Dowdall and **Karl Meyers** were the winners.



Erin Heese and **Chris Anderson** organised a hugely successful trivia night and raised a very large and appreciated amount towards the club's new Defibrillator.

The monthly **Stick and Rudder Users Group** featured a talk about aerobatics by **Andrew Love**, which resulted in many club members being given the opportunity to sample aerobatic training.

The club's second photo contest winners were announced, thanks to **Michelle Polglase** and **Hamish Pulley** for their work on this one. See last month's RecWings for the result.

NOVEMBER

Paul Godfrey organised a day-trip to Okarito, and quite a few CRAC pilots attended. See last month for **Buzz's** superb report on this.



In a highlight possibly eclipsing even the new ovens, **Vanessa Martin** installed a small deep-freeze in the club house kitchen area for the sale of Ice Creams. She's been a busy lady, Vanessa has also produced the first Club Calendar which went on sale in this month.

In no way connected to the sale of ice creams, the new Defibrillator was installed on the clubroom outside north-facing wall.

A very popular club Tech Evening was held on the 28th, with one of our resident doctors, **Greg van der Hulst**, giving us a training lesson on the defibrillator and an overview of the current resuscitation method. **Glenn Martin** demonstrated the club's standard AvPlan software, and talked a few of us into converting to it.

In a notable achievement, **Gert van Kruijningen** is the first person in our club to achieve his Advanced Local Certificate in Southern Taildragger's Kitfox, ZK-KNZ.

In other earth-shattering news, your editor finally learned how to spell "defibrillator".

DECEMBER

Read the rest of this magazine! The Christmas Party, Flying Enthusiasts Meetup, and the Stick and Rudder Users Group are highlights.

In summary, it was a year brimming with activities and achievements. I haven't given enough publicity to **The Stick and Rudder Users Group***, but do try to head along to their meetings (generally on the second Thursday of the Month). There's usually a theme talk, and it's always an entertaining and educational evening. A good chance for a natter too! (*I need a spy/reporter in that group since I can't always make it)

Likewise, the **Flying Enthusiasts Meetups** are well worth attending. A good chance for a chat and a drink after work, and a great opportunity to introduce new people into our club (so drink responsibly!).

A quick shout-out to the **STOL Squadron** of 701's, Savannahs, and other assorted STOL aircraft. They quietly beaver away, doing flights into all sorts of places. I'm sure they'd welcome you into their group if you have the right attitude, experience, and aircraft. Probably even a few spare seats on occasion too!

Thank you to all the organisers of these events, especially to **Mike Sheffield** who has put a lot of work into the social side of the club, and to **Michelle Polglase** for her work with the Meetups and marketing in general.



In a scene reminiscent of the Western Desert, NZ3009
taxis back after a display at Warbirds over Wanaka 2004
© 2017 Brian Greenwood



P-40E NZ3009 at Classic Fighters Omaka 2015 with
Stu Goldspink at the controls
© 2017 Brian Greenwood



CHRISTMAS IN THE HANGAR 2017

BRIAN GREENWOOD

Wow, what a meal! As I write this I can still imagine the taste of that venison - superb! **Doug Anderson** and co provided a choice of Chicken, Steak, Venison, two flavours of chicken, or vegetarian. Not to mention the entrée options of whitebait, crayfish, paua patties, and other delectable treats.

There was a good turn-out of club members and partners, so the orders were taken and prepared per table. This ensured that everyone's meals were served straight off the grill.



*Above, a brief speech from the President was followed by some quick instructions from the Head Chef (A.K.A. CFI), **Doug Anderson**.*

*Photos by **Michelle Polglase** and **Brian Greenwood***

THANK YOU (and congratulations to) to **Doug and Lizzy Anderson** and all of you who supplied the food and worked very hard to make the Christmas party such a success.



*Left, the silly hat contest entrants, with the winner **Birgit Yanar** getting in to the mood of the occasion!*



Above Right, Doug Anderson finally getting a break from cooking duties and tucking in to a well-deserved meal.



Below, nature arranged a colourful sunset to farewell departing party goes.





PRESIDENTIAL MERRY CHRISTMAS

GLENN MARTIN

Christmas and New Year is the traditional time for us to review our personal successes and failures, and make our plans for the next year or so. Clubs and businesses tend to start the process over this time and implement it at the beginning of the financial year.



President **Glenn Martin**, and Immediate Past President/Club Secretary **Mike Sheffield** about to commit aviation

CRAC has already started this process, Treasurer **Scott James** has initiated a plan for a more structured approach to our budget and consequent spending.

The Club has had a brilliant year, the completion of the complex Hangar One project and (especially) the decision to purchase another Tecnam (RGB) have paid off handsomely. As we close this year we only owe \$10,000 on the RGB loan. That has exceeded even the most optimistic expectations of the planning group. In fact, this raises an issue for the club – where next? Are we at maximum aircraft or instructors? Do we expand or branch out, and in which direction?

The social events organised by the Club Captain, Marketing Officer, CFI/Head Chef, and others, have been second-to-none. Hours flown, fly-in and social event attendances, and new member numbers must all have broken records. I'd like to acknowledge the hard work by all of those who have contributed to the club. There are too many to name here but you know who you are!

The Silly Season is approaching rapidly. We want it to be a happy time of the year, and remember the best way to avoid the opposite is to STAY SAFE! This applies to all aspects of our lives, but none more-so than our favourite pastime, flying. There have been a few incidents lately, most of which have been completely avoidable. Please take a good risk-management approach to aviation and be careful out there. If in doubt, ask an Instructor.

On behalf of the Committee I would like to extend our wishes for a safe and enjoyable Christmas, and a happy and prosperous New Year.

Glenn Martin



MOGAS ON THE FIELD - UPDATE

BRIAN GREENWOOD

There is still a lot of work going on in the background between the Club, Suppliers, and Fuel Company to get this project over the finish line. We've even enlisted the support of the CAA. Our Operating Procedures and Methodology will set a precedent in New Zealand and will be useful for many other organisations.

However, all of this takes time and careful negotiation. Persuading companies that our aircraft engines are designed for MoGas and that we accept the same risks as buying it from the local petrol station seems to be a slow process. If we succeed we've done a great thing for the country. If we fail, it hasn't cost us anything but time. While we're doing our bit to achieve the former, it's currently going through the legal process between our supplier and the fuel company.

OUR ATC SQUADRON KEEPS GETTING BETTER. . .

WORDS: BUZZ HARVEY

PHOTOS: DAVE WARWICK



Above, Cadet Tia Warwick receives the 2017 Flying Scholarship from CRAC CFI Doug Anderson

Our local Air Training Corps Squadron, No.88 (Rangiora) Squadron, continues to go from strength to strength and recently held its end-of-year parade. Attended by Mayor David Ayers, various dignitaries and local aviation identities, many cadets were recognized for their efforts, with the Commandant of NZ Cadet Forces being present to review the parade. One of our CRAC working lads, **Karl Meyers**, was particularly recognized for his leadership, winning both the Squadron leadership prize and the Canterbury United Lodge annual leadership award. Karl has also been named as Head Boy of Kaiapoi High School for 2018. Well done Karl.

Our club has pledged 10 hours flying a year to the squadron to promote aviation in youth. This was pledged at the 2015 CRAC AGM, for an initial period of three years. For 2017, a scholarship

was awarded to Cadet **Tia Warwick**. Tia has just started flying with CRAC as finance allows and this scholarship will give her a real boost. Our CFI, Doug Anderson, was there to present the aviation prize and scholarship to Tia. He also presented Karl Meyers with his CRAC wings, Karl having soloed earlier this year.

Current numbers are about 40, with 10 new cadets coming along to formally join next year. Recruiting in February should see a new intake of 15 - 20 cadets in the new year, which will take numbers up to about 50 – 55 cadets. An additional classroom has been purchased through Trust grants and this should move onto site early next year. The squadron has also just recently been supported by Airways NZ, with the purchase of a shipping container, along with a grant from the Rotary Club of Belfast Kaiapoi.

The squadron has undertaken many events this year, including flying days, shooting, outdoor activities. They recently held a survival camp at the CRAC Oxford Strip, courtesy of **Dave McPherson**. The squadron really enjoys using this facility, finding it ideal for fixed base adventurous activities. Overall, it has been a very positive, fruitful and rewarding year.

Sincere thanks to the CRAC President, committee and members for their efforts in support of 'our' local ATC squadron. The officers and cadets really appreciate it and I'm sure all CRAC members enjoy our club being able to give something back to the youth of our local community and help keep the 'Air' in Air Training Corps. The support is very much appreciated.

Merry Christmas

Buzz Harvey



Above, Cadet Karl Meyers receives his CRAC Solo wings from Doug Anderson

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Canon 70-300 IS f/4-5.6 lens, with box, good condition, \$400

Or \$900 the lot.

The Canon 100D was the world's smallest optical viewfinder dSLR. I bought this to have a smaller camera than the full frame gear to cart around in the aircraft, but I don't use it enough and have spent (too much) on full frame lenses. It's a great camera and it is hard to let it go! The photo in the Oxford Fly-in advert, above, was taken with this camera.

Contact Brian Greenwood, brian@brians-place.com or 027 201 8452



WHAT SHOULD RAANZ BE DOING?

SCOTT JAMES

As many will be aware, we have a number of our club members on the RAANZ exec. This is an organisation that many of you are members of, and one of the roles that it has is to advocate for Microlights. As a new year starts, it would be great to input into what are the burning issues that a National group should be considering. Some of the projects being considered are input into ADS-B requirements, and cross-crediting of Part 103 time to Part 61. Any input or thoughts that you would like RAANZ and the wide National groups, to consider, please email Scott.James@Crac.co.nz



TAMIYA 1/48 AVRO LANCASTER 'DAM BUSTER'

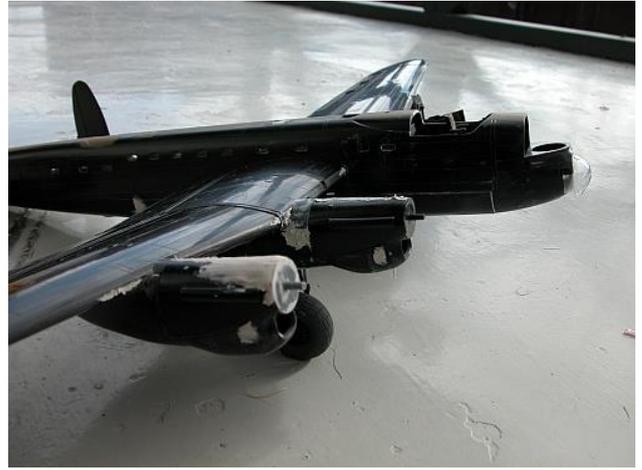
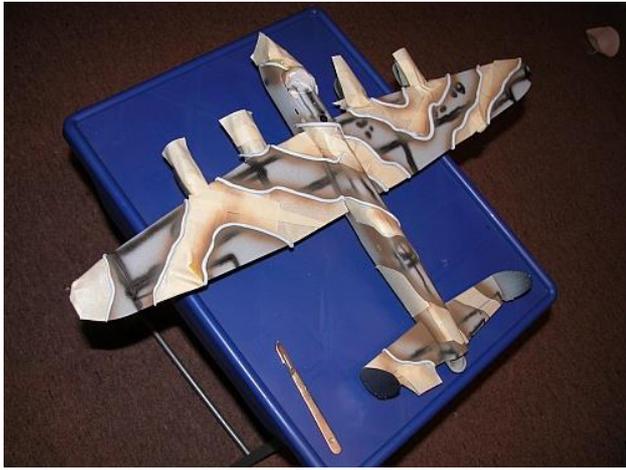
BRIAN GREENWOOD

The Tamiya 1/48 series of Lancasters were first issued way back in 1975. It's still the only game in town for 1/48 and builds up to a very reasonable kit. It does have some errors, but in 1975 it was state-of-the-art.

First kitted as a BI/BIII, it was later released with the Dam Buster and Grand Slam options. This build is from one of the original Dam Buster kits from way back when, although it has been reissued recently. In the 1970's it came with a partial crew and some ground crew. The 'Tilly' Truck shown in these photos is a separate Tamiya kit to the same scale.

It's a BIG kit! Finding somewhere to store it has been an issue, which led to problems later (it suffered badly during the earthquakes). Build is very conventional, Tamiya has thoughtfully included spars from both wings interlocking the fuselage to make for a strong model. The internal detail must have been phenomenal in the day, but needs upgrading to meet contemporary standards. One of the first issues is that the navigator's window is noticeably forward of where it should be, I didn't bother to correct that.

A bigger problem is the fit of the cowlings and the shape of the radiator intakes. I spend a lot of time filling the wing-to-cowling joins, and I opened the radiator area in an attempt to remedy these. Next time (yes, a standard BI/III and then a Grand Slam version) I will use some aftermarket cowlings to fix the whole area.



I used my then-standard blutak rolls-and-masking-tape method of RAF Camouflage painting (*above*) and used the now-defunct Model Master acrylics. The distinctive exhaust staining is from the 100 Octane fuel, and the outer exhaust stain always goes under the Lancaster wing.

Dam Buster Lancasters (Officially type 464 'Provisioning Lancasters') were specially modified for the raid on the Ruhr Dams, and featured a rotating, bouncing bomb or mine hung in an adapted bomb bay.

They were Mark III versions with Packard



Merlins, with the earlier BI-style pitot head, tread-less tyres (All wartime Lancs had these I believe), the later more bulged bomb aimer's window, and the earlier narrow-chord propellers. These last three items were after-market parts for this build.

As always, this might be a toy but I do it out of respect for the crews, and people who were impacted by this raid.

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The Club has two life jackets available for use in RGA and RGB. The legal requirement is any flight over 10nm for shore, but even if you're doing a trip around Banks Peninsula they're extremely comforting! Ask an Instructor for access to these.

CLUB TABLES AND CHAIRS FOR HIRE

The table and chairs that were used at the Christmas Party are available for use by Club Members, when not booked for club use. We have 80 chairs and 14 tables. Cost is \$1 per chair and \$5 per table for a couple of days hire. See Buzz!

For Sale - Aircraft Seats

For sale on behalf. Double aircraft seat as per the photo.

No damage but could use a good clean. \$100 ono.

If interested, please contact Buzz Harvey on 027 499 7265 or kiwisfly@clear.net.nz



TRIVIA NIGHT – SPONSORSHIP CORRECTIONS

The list of sponsors supplied to RecWings for last month's magazine had a couple of errors, the correct sponsors names are:

Lacebark Function Centre – Marion & Linsay Pulley

Aircraft Logistics Support - Steve Noad

Chris Pennell

Kevin Slattery

STOL Performance – Chris Anderson

Avionics Canterbury Wide - David Harnett

Rangiora Aircraft Engineering - Pat Scotter

Simply Beautiful - Leanne Marshall

Jaycar Rangiora– Nicole Calder

Mag and Turbo Warehouse – Hayden Knighton

Oil Changers Hornby – Carl Wall

Way to Go Heliservices – Rob Kitto

Our First Lady, Vanessa Martin

Please accept our apologies for the errors, your kindness and support is appreciated.

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COMMITTEE NOTES DECEMBER 2017

- Proposed Aircraft Service Scale of charges drafted for approval
- Electronic Oil Temp gauge to be investigated
- RAAZ Remit failed but a compromise reached – Instructor approval now to read “we know of no reason why...”
- CRAC Members on the RAAZ Committee: **Graeme Main** (subsequently resigned), **Scott James**, **Dean Philip**, and **Easwaran Krishnaswamy** (Elected President) with **Rodger Ward** continuing for a year as immediate Past President
- Flying Hours November - RGA: 73, RGB: 53
- Further \$10K to be paid on RGB loan
- Replacement 80hp Engine to be ordered for RGA
- Old Engine to be placed on Trademe in the New Year. Fly RGA if you want to test before bidding, before it reaches 2000 hours.
- Instructors report busiest year ever for training
- Airfield Ops meeting held with CAA and Helicopter operators
- **Buzz Harvey** being helped by **Keith Dekkers** to obtain code of compliance from WDC for Hangar 1
- A vote of thanks to **Doug and Lizzy Anderson** for the superb Christmas party in the hangar
- Committee members asked to think about budget items for next year
- Additional 2 tables and 20 chairs to be purchased
- Due process being followed on a few safety incidents
- **Trevor Shadbolt** now offering training on Gyrocopters, added to club list of approved instructors
- 500' Circuits still acceptable at NZRT providing these are indicated as 'low level' in the radio calls
- RGA prop replaced after being damaged by long grass. Old prop being assessed to see if it is repairable.

FOR SALE
NIEUPOORT 17 MICROLIGHT
IMAGINE YOURSELF FLYING THIS AEROPLANE!



Contact **Dick Moore**
(03) 351 6068 evenings
or 0274 397 817
or email linanddickm@gmail.com

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

FOR SALE
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VW 1730 CC DUAL PORT HEAD
ALL CHROME MOLLY FUSELAGE AND SPRUCE WINGS.
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WHATSAPP

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CRAC Revolution (for chat)

FACEBOOK

www.facebook.com/flyCRAC



Interested in joining us?

E-mail secretary@crac.co.nz or use
the online application form.

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

UPCOMING EVENTS

- 11th February** - Otago Aero Club Wings and
Wheels, Taieri, Mosgiel, Dunedin
- TBA February** – Club BBQ evening
- 30th March – 2nd April** – CRAC-hosted National
Fly-in at Oxford Strip
- 30th March – 1st April** – Warbirds Over Wanaka
30th Anniversary show

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**

*Scott James, Glenn Martin, Buzz
Harvey, Michelle Polglase*

P-40E photo from www.pioneeraero.co.nz
RecWings logo by Eric Lim.

*Disclaimer: This Magazine is prepared by
dedicated enthusiasts; the opinions expressed
herein are not to be taken as official club policy
unless approved by the committee.*

NEW MEMBERS

Welcome aboard to:

Christopher Johnson
Cowan James
Timothy Ward

Please make our new friends feel
welcome.

CONGRATULATIONS

Florin Predan, Adv Local
Gert van Kruijning, Adv Local
Tascha Lowry, Adv National

NEXT NEWSLETTER

RECWINGS takes a break in
January.

**Contributions for the next edition
are requested**, publishing deadline
February 14th, 2018 ("ish").

Next publishing date approx. February
21st, 2018

Brian Greenwood, Editor
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