

# RECWINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- OKARITO IS CALLING...
- CRAC, SAC, RAANZ, FLYING NZ, & THE CAA
- POBER PIXIE AIR-TO-AIR
- WINDY APP REVIEW
- CLUBHOUSE CLATTER

NOVEMBER 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](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 13th**. 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, Mike Sheffield's Pober Pixie Pathfinder ZK-PXI poses for the camera*  
© 2017 Mark Greenwood

## CONTENTS

Okarito Is Calling...	3
President's Piece - CRAC, SAC, RAANZ, Flying NZ, & The CAA	6
Air to Air with ZK-PXI	8
Clubhouse Clatter – November Update	11
Windy App Review	14
Club Trivia Evening	16
Celebrating Our Successes	18
CRAC Shots – Photo Competition Results	19
Warbirds Over Wanaka 2018 Update	21
Committee Notes November 2017	22
New Members	24
Congratulations	24
Upcoming Events	24



## OKARITO IS CALLING. . .

WORDS AND PHOTOS: BUZZ HARVEY

The 'What's Up – Drop of the Hat' app doesn't seem to get used very much, but when Paul Godfrey had obviously spied some good weather coming and suggested a run to Okarito for coffee, I was in. A top idea, as I had previously visited Okarito during the RAAZ National Fly-in at Hokitika last year. It's a great run down there, with fab scenery and a quirky wee coffee shop to boot.

The day dawned beautifully, and the trip was on. Murray and Les also flew up from Ashburton to join the squadron and Matt Dowdall's pre-organized early (for us) start saw about 8 CRAC flyers head off into the alps. First stop was Alister Ensor's strip up near Double Hill, just past Lake Coleridge. After a leg stretch and comfort stop, the crew head further up the Rakaia Valley towards the Ramsay Glacier.

At the southern end of the Butler Range is a very narrow strip. Quite lumpy and only about 6m wide, albeit with plenty of length. Wind is very much a consideration here. I had flown over it before a couple of times and it was always too windy to even think about it, but today however was a good one. As we flew over, a couple of Cessna 185s had beaten us there and were parked at the western end. However, we still flew in and most landed, with a couple remaining airborne. After a chat to the 185 aviators, we headed off in search of the 'Garden of Eden'.



*Two Cessna 185s still on the strip*



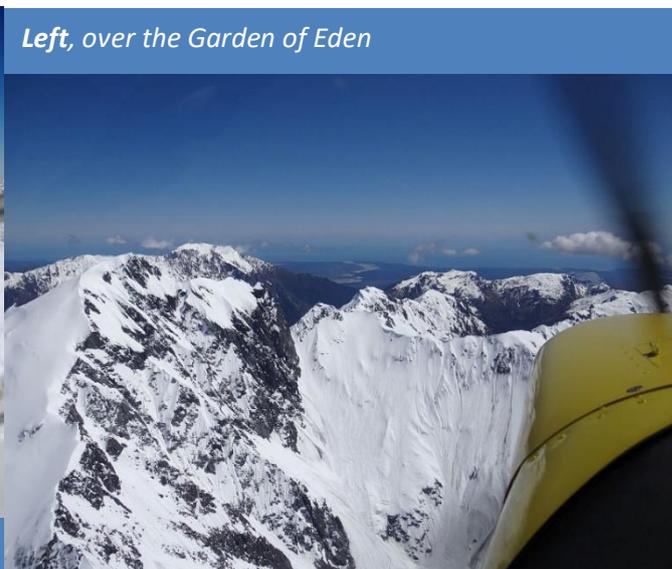
*Stew guides us in*



*Comparing notes...*

**Heading photo, "Follow the leader" up the Rakaia Valley (all photos © 2017 Buzz Harvey)**

Unlike my own idea of what the Garden of Eden might look like, the one in the Alps is an ice plateau, just past the 'Garden of Allah'! A little further west is 'The Great Unknown', a 2196m peak! After climbing to my highest altitude yet of 11,000ft, just because I could, I was keen to get a good look at the Aotearoa version. After stooging about checking out the wonderful scenery, I dropped down the western side of the hill and re-joined the group who had all headed in the general direction of Okarito.



*Left, over the Garden of Eden*

*Right, heading for the Coast*

I wasn't the last to land though, as others had all pursued their own navigational agenda to get to the coastal strip. Several other CRAC flyers were also there, but were heading away having beaten us by quite some time. The good ol' 701 is great for STOL stuff, but it's slow cruise speed can be a hindrance to timely aviating! Still, a bite to eat with a nice coffee preceded a wander over to the estuary to read about the local herons and early goldminers.



Carefully avoiding the Okarito bird protection special no-fly zone, we headed up the coast checking out the great scenery on the way. This is a fabulous coastline and flying along at 500ft waving to the local fishers etc was very entertaining. We dropped into Hoki for afternoon tea and to tell a few more lies, before heading east again. We traversed the Alps via Arthur's Pass (and anyway, who the hell was Arthur?) sometimes flying faster than the cars on the highway. Stew spent a little time trying to see the skinny dippers in the Devil's Punchbowl, but gave up as we all headed for our home strips of Ashburton, Cust, Loburn and RT.

A fabulous day out, one of the best. Flying on a fabulous day in the Southern Alps is tremendous and landing at a few interesting spots along the way just adds to the fun factor. Thanks to all the fellow CRAC members who came along or those we met along the way, to make for a great Saturday out in our great big extended back-yard! Why would you want to live anywhere else!

*Buzz Harvey*



*Such a crowd in such a remote spot!*

## PRESIDENT'S PIECE - CRAC, SAC, RAANZ, FLYING NZ, & THE CAA GLENN MARTIN

*First of all my schoolboy moment: anytime you can legitimately use CRAC and SAC in a sentence is a good one.*

A while ago I wrote about how I believe the club is stronger because of our Diversity with Tail draggers, Trikes, Stollies, Gyros and slicks etc in the club.

A surprising fact landed in my inbox that made me think about this again.



### First a couple of facts:

- CRAC is a legally incorporated society and its own legal entity. It is a democratic club with elections and a committee and governed by the CRAC club rules, which of course the members can change.
- RAANZ (Recreational Aircraft Association of NZ) is another incorporated society which holds a Part 149 certificate and has been tasked with managing and issuing Part-149 (Microlight licences).
- SAC (Sports Aircraft Corp) Is a limited liability Company also holding a Part-149 licence and can again issue and manage pilot certification.
- Flying NZ has a charter under RNZAC as an umbrella organisation of many of the flying clubs in NZ and can also issue Part 149 certificates.
- CAA is of course the Boss and the gatekeepers of the rules of flying in NZ under an act of parliament.

In simple terms, the “club” is just a club and does not issue or control licencing, just like the “Canterbury Car Club” does not issue drivers licences. The only cross over is that in our club rules we require people to have a valid Pilots certificate to fly a plane, just like I am sure the Car club requires people to have a drivers licence.

I have been surprised by the confusion about this simple separation.

CRAC has of course a long and very positive interaction with RAANZ and as the recent RAANZ fly-in hosted by CRAC demonstrated there are deep and enduring friendships and aligned interests.

However, as a new President I have been reviewing our documentation and in a couple of minor places the demarcation of where RAANZ ends and “the Club” starts are blurred. I am working to clarify these, it is very simple legally.

RAANZ has their AGM coming up in a few weeks and of course there will be a group of us attending from CRAC. As part of their voting processes RAANZ has counted how many RAANZ members CRAC has.

This was quite a surprise to me.

I sat in the club the other day and asked “what percentage of CRAC members do you think are also members of RAANZ? My guess was 80%, others ranged from 80-100%.

The real answer is 60%, as of this RAANZ AGM there are 131 RAANZ members at CRAC, and there are 215 members total in CRAC. I of course have known for some time that we have a reasonable number of members with SAC or Part-61 qualifications (RPL, PPL, CPL).

My personal experience is not unusual, I almost completed a PPL, and due to my job CAA told me I needed to get a Part-149 certificate. Being in a professional commercial organisation CAA told us all to get SAC certificates as they were also a professional commercial organisation. I joined CRAC, and trained under three SAC qualified instructors (Iceman, Dave Mitchell and Mike Small). Later on once I was on the committee I thought it would be good to go through the RAANZ system as well so I redid everything under that and have dual SAC/RAANZ Advanced National and provisional Instructor ratings.

### **Now the Opinion piece:**

So I have seen both systems, and to be honest they are very similar, I like the RAANZ website and convenience of their online exams, but I find the SAC training manual better and their Navigation training more useful, particularly for new pilots. So: swings and roundabouts.

I have been surprised, and disappointed by some comments I have heard about the various organisations. Sometimes it is like I drove a Holden into a Ford dealership in Aussie, by accident and wonder whether I will get out alive.

To be clear I believe that CRAC is here for ALL recreational Pilots and I do not care whether you are a RAANZ, SAC, RPL, PPL, CPL certificated Pilot, a junior, ATC, or a social member. The club should support all of you, not just the 60%.

To be doubly clear, the club also does not discriminate on gender, sexual orientation, ethnicity, age etc.

To those of you whom say disparaging things about different Pilots and organisations take a few words from Chuck Yeager:

***“I have flown in just about everything, with all kinds of pilots in all parts of the world — British, French, Pakistani, Iranian, Japanese, Chinese — and there wasn’t a dime’s worth of difference between any of them except for one unchanging, certain fact: the best, most skilful pilot has the most experience.”***

**— General Chuck Yeager**

So if a US military bred pilot can be so positive about someone with a Chinese Pilots licence, then perhaps we can be more professional and mature about accepting the 40% of club members who do not have a RAANZ certificate?

*Heading Photo: Courtesy of [www.chuckyeager.com](http://www.chuckyeager.com)*



## AIR TO AIR WITH ZK-PXI

WORDS: BRIAN GREENWOOD

PHOTOS: MARK GREENWOOD

One of the most colourful and charismatic aircraft owned by club members must be Mike Sheffield's Pober Pathfinder, ZK-PXI. Mike calls it a Pathfinder because it has several improvements over the standard Pixie, including much stronger struts from a Rans S6. It's a well sorted aircraft, check out the September 2010 issue of RAANZ's Recreation Pilot e-zine for some of the earlier trials and tribulations with this aeroplane.

I was keen to do some air-to-air photos of this machine before it was sold (see the advert at the back of this magazine) so I tee'd up Mike, and my brother Mark as the photographer. Since PXI is in a similar colour scheme to the standard 1930's US Navy scheme, we decided on a trip out to the Ashley River mouth, and the photo run would take place looking out over the ocean. Unfortunately, I didn't quite get the lighting right - later in the afternoon would have been better.

Once out over the coast I broadcast our intentions and then operated on 133.375, the microlight chat frequency. Mike's calls are as clear as a bell for an open-cockpit aircraft, no doubt helped by his superb Campbell Aero Classics helmet. Mike zoomed around and gave us lots of different angles to photograph PXI from, which was really appreciated.

My job is mainly to fly straight and level, and leave the difficult camera work to Mark, and the hard flying to Mike. I also have to keep an extra





vigilant look-out (don't we all?!) when forming, although we didn't do any close work on this mission.

I have found that, once that door's open, I have to work harder to keep the aircraft flying in balance. I've realised that the biggest issue is that the poor old photographer is in the slipstream, even moving the camera around changes the air flow.

Once we'd had our fill of the up-the-coast-over the ocean shots (a great place to be, the beach stretches out below in case of any emergencies) we headed back to the Sefton Chip Mill and took some more on the way.

All-in-all a very satisfying and productive day, having calmer air helped a lot over the previous effort!

A big "Thank you" to **Mike Sheffield** and **Mark Greenwood** for their hard work.



## CLUBHOUSE CLATTER – NOVEMBER UPDATE

BUZZ HARVEY



Spring is well underway, with the typical weather it brings. However, we are getting a few nice days in for flying and those that are dodgy are great for relaxing with fellow club members. There are a couple of projects still being sorted. Power and lighting is happening in No.1 Hangar, when our local experts are able to give their time to get it done. The club sign at the Merton Rd corner beside RWY 25 threshold will also go up some, as our volunteer members time allows. We are also working on a new Honours Board for the clubhouse, to recognise our senior members from the beginning of CRAC. A work-in-progress.

**Fuel Installation:** Southfuels have had some pushback from their supplier, Z Energy, regarding supplying automotive fuel to the airfield. However, Southfuels have engaged high level assistance and are preparing a full safety report to show that all is good in the hood. We are hopeful that we will have fuel by years end.

**Ice Creams:** We now have ice creams available in the clubhouse. A great selection is available, with sincere thanks to the First Lady for organising this for us. Vanessa Martin has done a great job enhancing the wares available through the tuck shop for us all to enjoy. Thank you, Ma'am!

**Cups & Club Calendars:** Vanessa has also organised personalised coffee mugs for members featuring their aircraft etc. See Vanessa if you want one. She has also published a club calendar, featuring various members' aircraft. These are available in the kitchen at a very reasonable \$20 each.

**Reminders:** Both club hangars have a small whiteboard within for tenants to record their name, aircraft rego, and their mobile contact phone number. Please keep your details up to date.

Karl and Justin Meyers have been busy through the winter and Karl has now gone solo through his efforts. If there is something you think they could do, please let me know. They are keen to wash aeroplanes for a donation to their flying account.

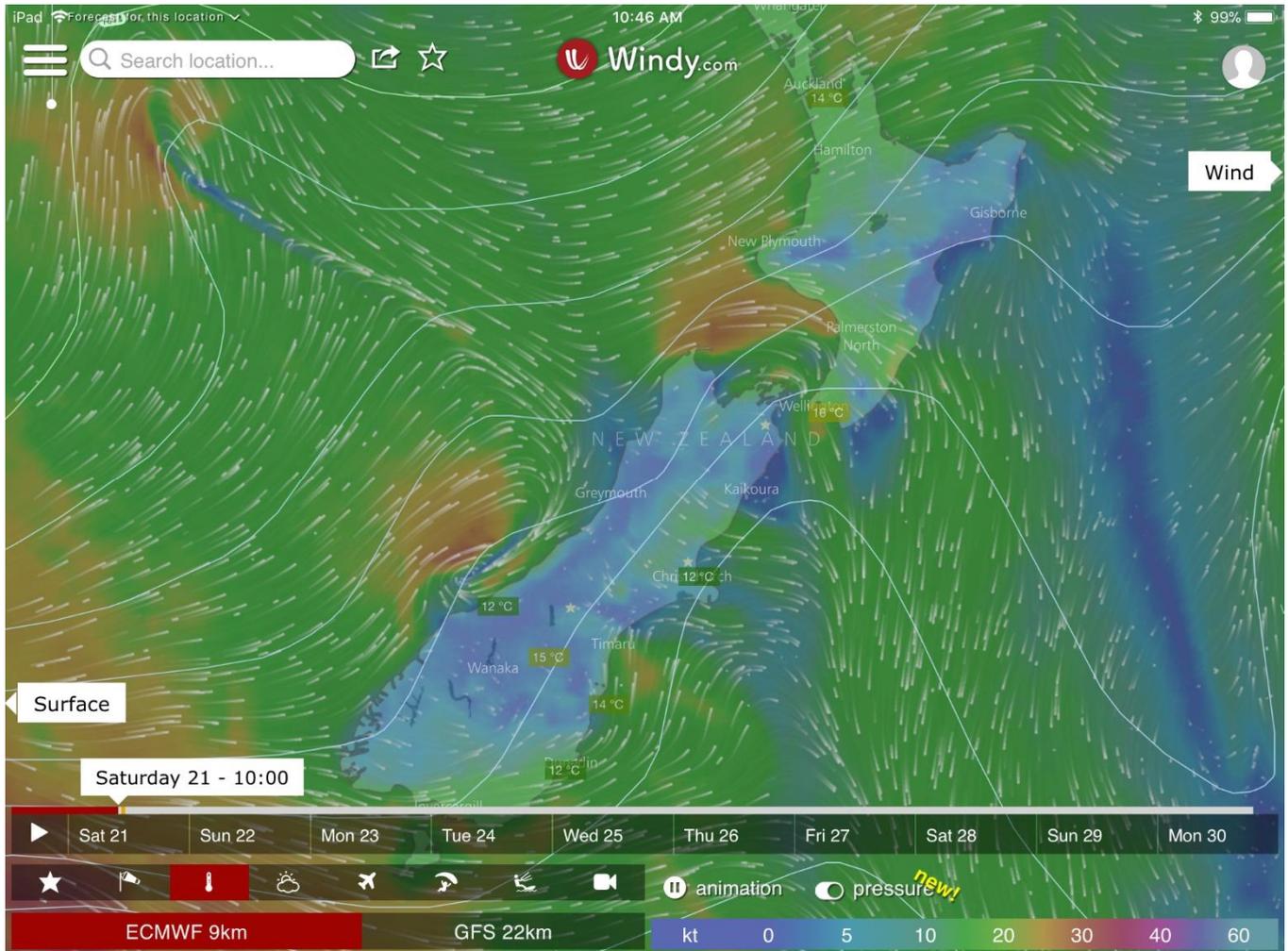
Clubhouse users, please remember the phrase; *'Your mother doesn't live here'*. 'Nuff said!

Safe flying & cheers for now

**Buzz**



*Mike Sheffield's Pober Pixie Pathfinder over the North Canterbury Coastline, October 23<sup>rd</sup>.  
© 2017 Mark Greenwood*



## WINDY APP REVIEW

NICK HITCHINS

I came across [windy.com](http://windy.com) the other day as I was trying to do my type-rating in the Foxbat at Mercer airfield on a fairly stiff Sou-west day. The true benefit was lost on me at the time as I wrestled with 15knot cross wind landing practice - thankful for the patient persistence of the instructor, who as an aside did say he'd fly with me again which is always mildly reassuring. Back to the purpose of the article though, and that is the discovery of what has proven to be an exceptionally useful tool to better understand and possibly even gain insight into that most fickle of all mistresses, the weather.

[windy.com](http://windy.com) is designed with recreational users, including pilots in mind. You can access [windy.com](http://windy.com) directly from any computer browser or as a stand-alone app for use on your smart phone or tablet. Wind directional arrows, intensity and direction are laid out over a map which pulls real time forecasting data from across the globe, so not only can you take a sneak peek at Rangiora, but also Rotorua or even the back blocks or Russia if the mood takes you! Couple this easily interpreted graphical information with a barometric pressure chart and the picture becomes even more complete.

Of course this data is a forecast and as we all know forecasts can be a little like the due date of a baby - pretty much the only day you can be sure it won't arrive, however a recent trip inland to Tekapo was my first good practical test and Windy certainly proved a very useful additional tool.

I found a variety of functions to be particularly helpful. A simple slider at the side of the screen allows you to see forecast winds for a number of preselected altitudes up to FL450, I think that covers it for most of us! Although I'm sure Glenn could challenge that with a few strokes of design-inspired pen, a willing volunteer

and a million dollars or so! I managed to plan my trip to take advantage of almost nil wind enroute to NZTL and a much appreciated 20knot southerly for the homeward journey from the lake, Windy noted that it kicked in at 5000 feet, I found it at 5500 and flew home to RT at a wallet-loving 109 knots of ground speed (more on this trip including my controlled airspace adventure another time possibly - it was all good just to set Duncan's mind at rest).

After coming to terms with the main functionality, I also discovered that on the right-hand side of the screen, another slider lets you select forecast Cloud-Cover and also a nifty pilot specific Cloud-Base option which also proved moderately accurate, having predicted an oval of Altostratus over RT at about 8000ft - sure enough there is was in an otherwise fairly clear sea of blue. Again, a forecast is just that and should not be relied upon as gospel truth, but a very useful tool none the less.

The crystal ball of Windy joy stretches out about nine days, although I imagine at that distance out there may be a greater chance of winning 1st Division Lotto, but as a tool for looking at trends, again there is certainly some usefulness. Failing that, there is always the simple restful joy of just looking at the map with the clever animations and strangely satisfying swirls of colour and direction. Think fish tank TV for the weather obsessed.

I found it useful to register a free account, which lets me store favourite places, but a simple touch of the screen or click of the mouse on any geographic location instantly gives you the cold hard numbers for that spot, just in case that appeals more to your sense of informational security.

The app can be found by searching "Windyty" in the Apple AppStore, or in Google's PlayStore. It's free to download and use, leaving even more money in your pocket for that glorious cross-country adventure. All in all a perfect pilot's companion and failing that, definitely a fun way to pretend to your mates that you actually know more about that fickle mistress than most of us actually do.



## CLUB TRIVIA EVENING

ERIN HEESE

Last Monday the club hosted a quiz night to raise funds towards a defibrillator. The turnout was phenomenal with over 60 attendees. Thank you all for your support. The final figure raised was a massive \$2,430!

The winning team "STOL Patrol" was made up by **Buzz**, Matt, Stew, Vanessa, Jerry, Dean and Gordy – If you need help with any useless information clearly these are the people to see. In true club **spirit**, they kindly donated their prize money of \$150 back to the fundraiser.

The biggest thank you needs to go out to all the businesses and people that sponsored the evening by donating raffle and auction prizes. These made a massive contribution to the funds raised.

**Lacebark Function Centre – Hamish Pulley**  
**Rangiora Aircraft Engineering - Steve Node**

**Chris Penell**

**Kevin Slattery**

**STOL Performance – Chris Anderson**  
**Avionics Canterbury Wide - David Harnett**

**Rangiora Engineering - Pat Scotter**

**Simply Beautiful - Leanne Marshall**

**Jaycar**

**Mag and Turbo**

**Oil Changes Hornby – Carl Wall**

**Way to Go**

**Vanessa Martin**

## EDITOR'S NOTE

Re-iterating Erin's comments, a very big note of appreciation to the people and organisations who donated to this event. Having a defibrillator on the field, and at our club house, is a very positive move towards the safety and well-being of our members and visitors. Your support is incredibly important and may one day save a life.

I'd also like to pass on our heart-felt thanks to **Erin Heese** and **Chris Anderson** for getting stuck in and organising the Trivia Evening, well done and you may well have saved a life too!



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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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## CELEBRATING OUR SUCCESSES



*Left, Max Edmonds solo'd on October 23<sup>rd</sup>*

*Below, Jason Erasmus first solo on October 20<sup>th</sup>*

*Below Left, Florin Predan passed his Advanced Local on November 1<sup>st</sup>*

*Bottom Left, Gert van Kruijning is the first person to achieve Advanced Local in the Kitfox!*

*Bottom Right, Michael Odering achieved his 1<sup>st</sup> Tail Wheel solo on November 11<sup>th</sup>.*



*All dates gleaned from WhatsApp – E&OE! Please send any achievement photos with details to [editor@crac.co.nz](mailto:editor@crac.co.nz)*

## CRAC SHOTS – PHOTO COMPETITION RESULTS

People and Planes: 1<sup>st</sup> Place to “Chris with Tilly”



Planes and Views: 1<sup>st</sup> Place to Paul Godfrey, “Craig Buist in Searay WET trying to find the surface of Poolburn dam, not for the faint-hearted”



Airshow: 1<sup>st</sup> Place to Jon – “Annie”

There were some awesome entries this year, thank you to everybody who entered and supported this fun event. Big thanks to **Michelle Polglase** and **Hamish Pulley** for organising this and doing the hard work formatting the images and collating the votes.



What's in your garage or shed: 1<sup>st</sup> place to **Tosh Prodanov** for his Sindlinger Hurricane photo



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## WARBIRDS OVER WANAKA 2018 UPDATE

There's been a lot of exciting news coming out of the Warbirds Over Wanaka organisation, so here's a brief update to whet your appetite!

- The RAAF will return in 2018, with Bae Hawk Mk 127 Jet Trainers and C-27J Spartan transports.
- Calder Stewart will be sponsoring more marquess for shade areas for the general public
- A T-28 Trojan has confirmed, with another being a possibility, here's hoping!
- A mass Harvard formation is planned; they're trying to get as many T6's flying as possible. The previous record was 12 in 1998. This event will be sponsored by Marsh Insurance
- A Packard car originally owned by Amelia Earhart will be on show as part of a Packard vehicle display
- Graeme Frew's Yak 3 "Full Noise" will be attending, after a successful air racing season in Reno.
- The RNZAF have confirmed attendance, operation requirements will dictate which aircraft attend

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## COMMITTEE NOTES NOVEMBER 2017

- Met with Southfuel to sort out fuel issues
- Unpaid memberships cancelled
- Good flying hours both A/C
- Airbox installed in RGA but costs higher than expected
- Hangar floors to be marked with A/c positions
- Temp gauge in RGA to be supplemented with light (Gauge sourcing unsuccessful)
- RGB Gearbox more worn than RGA at same hours
- CAA initiating incident reporting
- AED (defibrillator) installed
- Clubhouse grass watering system proposed
- Duncan and Glenn to review our Safety Management System
- Our RAANZ representatives: Rodger Ward, Easwaran Krishnaswamy, Graeme Main, Scott James, Dean Philip
- Folding tables and chairs to be purchased for Xmas do – cheaper than hiring

## FOR SALE

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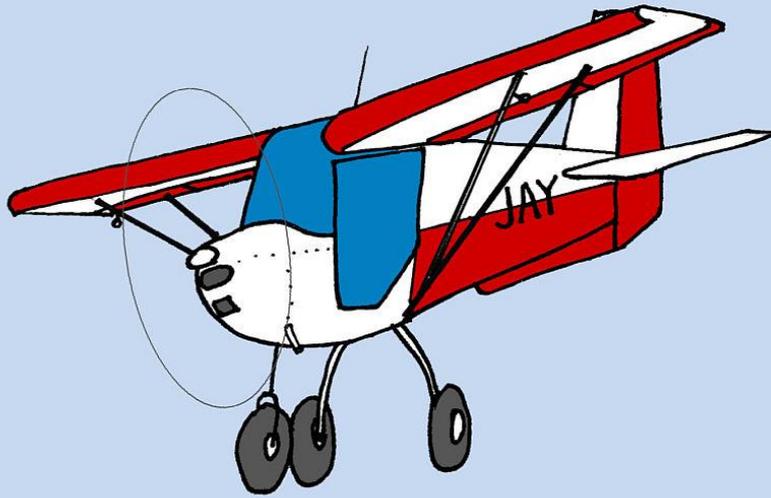
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We can send you an information pack which includes membership details, costs, and joining forms. Membership enrolls you for the magazine, too.

## UPCOMING EVENTS

**21<sup>st</sup> November** - Tech Night at the Club house (GPS App, Defrib)

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

**7<sup>th</sup> December** – Flying Enthusiasts Christmas Drinks, 7pm at the Dux Central. All Welcome

**10<sup>th</sup> December** – Club Christmas BBQ and kids' fun day. (Note confirmed date) \$15 p.p. incl food and drinks

### 2018

**11<sup>th</sup> February** - Otago Aero Club Wings and Wheels, Taieri, Mosgiel, Dunedin

**30<sup>th</sup> March – 2<sup>nd</sup> April** – CRAC-hosted National Fly-in at Oxford Strip

**30<sup>th</sup> March – 1<sup>st</sup> April** – Warbirds Over Wanaka 30<sup>th</sup> 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, and photos of flying cats.

## CONTRIBUTIONS AND ATTRIBUTIONS

**Nick Hitchins, Buzz Harvey, Glenn Martin, Erin Heese, Mark Greenwood**

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:

**Trent Sturley**

**Bryan Stenning**

**Joshua Taylor**

**Monty Batchelor**

Please make our new friends feel welcome.

## CONGRATULATIONS

**John Goddard, Sen. Flt Instructor**

**Tascha Lawry, Adv. National**

**Nick Hitchins, Adv. National**

## NEXT NEWSLETTER

Contributions requested, publishing deadline December 13<sup>th</sup>, 2017 ("ish").

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