

REC WINGS

THE MAGAZINE OF THE CANTERBURY RECREATIONAL AIRCRAFT CLUB



- FLYING THROUGH DEPRESSION?
- GYRATING UPDATES
- FROM THE SAFE-CRACKER
- CLUB MOVIE NIGHT

MAY 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.

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

Contributions for the next edition are due by **June 13th**. We invite contributions from all, with editorial discretion being final.

Brian Greenwood
editor@crac.co.nz

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Cover, our entire club fleet over the Loburn Training area. This should look familiar to all CRAC-heads as it's our approved forced landing practice area.

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Fight or flight? Flight – back to base!

FLYING THROUGH DEPRESSION?

BRIAN GREENWOOD

Winter's coming, and there are some of those pristine, cold winter days to go flying. Well, also some cold fronts with lows sitting behind them – plenty of scope for flying once the front has passed! However, this article isn't about the weather, it's about the other sort of depression, and mental health in general.

Firstly, I have to declare my qualifications for writing this story: none. Not a bean, iota - nothing, zero, zip, zilch, nada. Other than an interesting life, half a brain, and a caring heart. Read this at your own risk! I simply want to raise the issue (since we're all scared of talking about it) and promote discussion and support.

There are a number of mental illnesses but the common ones that affect most human brains are depression, and anxiety (and drug or alcohol abuse, but that's outside my scope). Sadly, there is quite a stigma attached to these that make it difficult to talk about – and if you happen to be a guy, well, blokes are even worse at talking about their feelings than blokeses. The Airline Industry is struggling with this very issue – how to encourage openness and full disclosure amongst pilots when it may lead to the loss of a career.

For we recreational pilots it's generally a bit simpler, we don't have the same pressures to keep us in the air that professional pilots do, however we still feel the same stigma and desire to keep flying. It boils down to an honest self-assessment and rational decision-making – and seeking help where appropriate.

Everybody gets a little blue from time to time – life is a struggle, and our emotions react accordingly. Anxiety is our body's way of telling us to do something (anxious on short finals? Crack open the throttle a smidgeon and avoid the fence!). Going for a flight often fixes the mild blues.

It's the big stuff that's a problem. The mind-bending moods that cripple our reactions and colour or delay our decision-making process. They're less common, and plenty of people get through their lives with little or no experience of these. Others, however, seem to more than their fair share. If you're lucky, there's a cause. It can be loss of a partner or loved one, loss of a job, changing jobs, financial stress, our own health, or watching a loved one go through a terrible event and being powerless to help – any of life's trials and tribulations.

I have one piece of advice that I don't see others offering: remember that life is generally cyclic, and that for every bad time there is, roughly speaking, a good time. I acknowledge that there are obvious exceptions to this. I'd recommend visiting the depression.org.nz web site. The advice is wise: talk to people; seek friends; seek nature – spend some time in a pleasant natural environment (go for a walk around the Ashley Gorge in Autumn!). Exercise – do something that lifts your heart rate three times a week minimum (bike riding's great). Talk to your Doctor; limit your alcohol consumption (it's a depressant, right?). There's heaps of good advice, much more than I can summarise here. It all helps a little, and that all adds up. In extreme cases there may be an argument for medication. Just know that anti-depressants are like those troublesome heart-pressure meds – what works for one doesn't necessarily work for another. Give your doctor plenty of feedback and be guided by their skills and experience.

In terms of flying, the CAA obviously takes a careful line on this. To quote the CAA's Medical Information Sheet CAA MIS 016, "It is unlikely that someone who is **currently depressed** would be considered as being fit to hold a class 1,2, or 3 medical certificate" (my emphasis). Surprisingly it says are some anti-depressants which are "safer for aviation" than others, however I expect that the underlying condition would prohibit or invalidate the medical certificate. Luckily the NZ CAA seems to take an open-minded and pragmatic approach to assessing a recovered person's ability to resume flying. If the issue has been resolved, talk to them, you might be surprised.

For Part 149 flyers, the situation is even simpler. The medical declaration simply says that the subject is safe to fly, is not taking any medication which would jeopardise pilot/passenger safety, and does not suffer from any uncontrolled or latent psychiatric disorders (amongst the list of other medical conditions). Should this situation change, the subject is instructed to seek medical advice prior to resuming flying, and the medical practitioner is also invited to consult the RAANZ medical advisor. Note that the RAANZ Fit and Proper Person form also requires you to detail any history, which I assume would be discussed further.

So; for anything other than the mildest form of blues, don't fly. These disorders affect your judgement and decision-making abilities, as has been proven too many times. Treat any medication as unsafe unless you have absolute medical confirmation to allow flying while using it. Remember you can still fly as a passenger, or possibly with an instructor (although I guess it wouldn't count as dual if your certificate has been invalidated). Make sure you fully declare your condition to the pilot or instructor, they have the right to be part of the decision making on that flight too.

Finally – if things get too bad, put your health and wellbeing first. Not flying, not your friends, bank manager, whatever. Look after yourself, get better – then give them the priority they deserve. Sometimes in life we must put our own oxygen mask on before helping others.

You can't fly through depression, but you can get through it and fly again.





GYRATING UPDATES

ARTICLE: TREVOR SHADBOLT

PHOTOS: BRIAN GREENWOOD (UNLESS NOTED)

Well it's been a while since Gyrocopters were mentioned in our club magazine so here we go.

I have been quite steady with trial flights and instruction over the past few months and I have been doing a lot more flying in the open cockpit Dominator REQ, some of you may have seen some of my aborted take of runs in her. She has quite heavy blades and the pre-rotator does not bring the initial blade speed up high enough sometimes to allow me to accelerate the blades during the initial ground run. This is feed back to me by blade flap which makes the stick move rapidly from side to side and, if allowed to continue, can result in a blade striking the ground or airframe causing the machine to roll over and as you are probably aware this is not very career enhancing. The fix when this happens is to push the stick fully forward, cut the power and come to a complete stop.



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The Dominator, although an excellent flying machine, has all of the vices of the old school Gyrocopters of that era, making it a good trainer aircraft. The modern machines (Called Eurotubs by some in USA) very cunningly hide most of the vices, unless you grossly mishandle them. I do use both for training but always ask what the would-be-Gyronaut is most likely going to end up flying, if it's an older home built machine we train in the Dominator, if they are going the much more expensive way I use the Calidus (RCZ).

Currently on Facebook a group of Australians are flying right around Australia without ground support and seem to be really enjoying it, although they did fly out to a couple of islands and apparently the pucker factor for them was quite high, but of course they had no issues, as the aircraft does not know it's over water..... right?

One last fact, the world record for height in a Gyro is 26663.7 feet above sea level. The gyrocopter, an AutoGyro



*(Left and Right)
The advantage
of being very
narrow, at the
Nullabor Road
house.*

*Photos courtesy of
the Aussie flyers
facebook site.*



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*(heading photo page 5 and above) Trevor
puts his Auto Flight Dominator II ZK-REQ
through its paces at Rangiora recently.*

MTO was stock standard and is basically the
uncovered version of my Calidus (RCZ).

Email: undergroundairways@xtra.co.nz
Website: www.southerntaildraggers.co.nz



(Above Left) Trevor Shadbolt about to take a lucky passenger up in RCZ, and (Right) a solo flight from NZRT.



CLUB MOVIE NIGHT – FRIDAY JUNE 1ST

NICK HITCHINS

In preparation for a great weekend of flying at Queen’s Birthday, we’re holding a MOVIE, PIZZA & BEER night at the clubrooms, Friday June 1st 7pm. Roy Waddingham has kindly loaned us a copy of a documentary called Voyage of the Southern Sun - following Australian pilot, Rob Murphy, who flew his Rotax powered Searay around the world in 2016, winning Australian Adventurer of the Year 2016. Please RSVP to Captain@crac.co.nz - By May 30th if you are coming so we can organise food etc. Cost will be \$5.

CELEBRATING OUR SUCCESSES



Above, Graham Gaiger soloed on May 1st

Below, Jon Tyce soloed on May 5th. Congratulations to you both!



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Doug Anderson and **Robert Baigent** returning from a flight to Banks Peninsula recently
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Now I don't know about you but I have a real uneasy feeling about being in a group, flying somewhere, without knowing precisely where everyone else is. If you are like me, then we have to find a way we can all fly away together with a greater degree of confidence and safety.

You can almost forget about that rogue drone spoiling your day because the chances of running into one are pretty damned slim and let's face it, apart from reporting it, there's not much we can do about it anyway - even with regulation.

What we can do something about though, is drastically reducing the chances of a mid-air collision with one of your fellow aviators. As it stands, that is a very real threat and one not confined just to the microlight fraternity I hasten to add.

As your new CRAC Safety Officer this is just one of the areas I would like to focus on as I believe it is only a matter of time before we have a real close call, or even worse. While the main area of concern for me is the organised or spontaneous fly-aways we all enjoy, it applies equally to the circuit and it's all about knowing and sticking to the rules, situational awareness, clear but brief radio communications and above all, a good lookout.

The success of any venture or adventure is largely due to good planning right at the start and a casual fly-away to enjoy what this stunning country of ours has to offer, is no different. All we need to fly safely is to remember some of the basics of good airmanship. A set of rules if you like.

I do have some ideas, but as we are all in this together, I would like to hear some suggestions from you as to how we might become safer and more professional in these situations without stifling that freedom we cherish so much.

Here are some ideas to kick off. They are purely random and some will seem impractical I am sure.

- Appointing a Day Captain for fly-aways who will thoroughly brief all flyers at the start and take a leadership role on the day and take responsibility for adherence to safe practice.
- Proper briefings with handouts of the plan for the day and charts and plates.
- Windscreen inspection.
- Having aircraft of the same performance/speed in a group so that they follow the appointed leader at the same altitude and speed.
- Have a person experienced in formation flying present to us with some tips and ideas to keep safe in a fly away situation.
- Knowing the runways, joining procedures and circuit direction of intended landing places.
- All participants including passengers must register with the Day Captain

- Agreeing on and sticking with an altitude.
- Sending off the fastest aircraft first
- Keeping all high wing aircraft separate from low wing.
- Have group leaders (example STOL) who will be responsible for that group's performance on the day.
- Chat channel. Maybe too much chatter of a non-relevant type! Don't worry, we are all guilty of it. Also, the official chat channel is actually 128.95 but currently we use other frequencies, mainly 133.375. Thoughts?

Enjoy your flying and do your checks.

KPD

(Heading picture and Right), we can't all be as good at formation and radio work as these guys, but we can try!

One of the most fun flights your editor has had was the air-to-air sortie with the Rans S6's, so I'm repeating the photos.

Chris Dyer in MLD, Bruce Norrie in WMR, and Dave Mitchell in 'Kermit', DYM.

The Rans Pilots are setting the challenge for the 701 guys...



CLUB FLIGHT BOOKINGS

Please note that **ALL** aircraft use should be logged in the booking system. If you just grab an aircraft out of the hangar, someone might be booking it and on their way from Ekatahuna to fly it! Likewise, if you cancel a flight (even for weather), you must remove the booking off the system. Please consider others and use the tools provided.

2018-2019 CRAC COMMITTEE

BRIAN GREENWOOD

The CRAC AGM on April 9th saw a change quite a change of personnel on the committee. This year's committee is: **Glenn Martin** (President), **Scott James** (Treasurer), **Iain Blyth** (Secretary), **Nick Hitchins** (Club Captain), **Doug Anderson** (CFI), **Graeme Main** (Patron), **Kevin Dore** (Safety Officer), **Erin Heese** (Communications), **Hamish Pulley** and **Jerry Philip** (sharing facilities), **Viktor Dragomiretsky** and **Margo Migirdichyan** (both IT), and **Brian Greenwood** (Editor).

Retiring from the committee this year were **Michele Polglase** (Communications), **Duncan Fraser** (Safety), **Buzz Harvey** (Facilities/ATC Liaison), and **Stewart Bufton** (Operations). Stewart will continue to do the Operations role off the committee, likewise Buzz with the ATC Liason.

All of the "retirees" have made huge contributions to the club and deserve a much bigger thank you than a few lines in a newsletter. THANK YOU for helping to make the club the success that it is today.



AIRFIX 1/48 SPITFIRE VB

BRIAN GREENWOOD

The history of Airfix 1/48 Spitfires is a somewhat chequered one. The original 1970's Vb was a reasonable, if slightly clunky kit for its day. In the 1990's they released the awesome Mk 22/24 Spitfire and Mk 46/47 Seafire kits, which were superb. In 2007 they released a Mark I which was thick but buildable, and a Mark IX which was... horrible.

Then in 2011 came an unusual version, the Mark XII, which was very good, along with a lovely Seafire XVII. By 2012 there was a PR. XIX which was stunningly good – finally matching the standard of the 1990's 22/24.

Roll forward until 2014 and they release this gem, the Vb and a similar Mk I. Do not get this Vb mixed up with the original 1970's version which is popping up on Trademe as hobbyists upgrade. The catalogue number to aim for is A05125.



It's quite a complex wee kit with a little 'fettling' to make it all work, but nothing too onerous. The cockpit is extremely well done and the instrument panel looks great by the time it's painted and decalced. Full marks to Airfix for including a pilot figure too, although I didn't use it. I did use some Eduard "Fabric" seat belts which really look the part.

The fuselage goes together easily but the panel forward of the cockpit, which represents the armour around the fuel tanks, needs a little work to fit. On the original it stands a slightly proud of the fuselage, but the model requires the top of the Instrument Panel filed down before it sits in place.

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The only other real issue with the kit is the undercarriage. Each leg is split in two with a simple splice joint to hold them together. I'm not sure how strong this would be, however I followed the instructions and couldn't get the wheel facing the right direction! In the end I ordered a white-metal cast leg set from the USA (Scale Aircraft Conversions brand) which did the job nicely. I have heard rumours that the part numbers on the Airfix instructions were switched, but I couldn't get them to align using that method either. Others have built this kit without problems, so I will give it



another go when I get around to building the similar Mark Ia kit (in Alan Deere's 'Kiwi' colours of course).

The wings are simply a top half and a lower half, which does make the trailing edge slightly too thick. I had to do a little modelling to reduce this, shaving it off the lower surface. The flaps have a bit of a chamfered section now but nobody will notice.

I liked the unusual Malta-based colour scheme in the kit, complete with the Vokes filter for dusty environments. Interestingly enough, the Vokes company is still going today, producing industrial filters. The aircraft was probably delivered to Malta in the standard RAF Dark Green/Dark Earth/Sky colours but the dark green was re-painted with a locally mixed grey colour.

I used a Tamiya Dark Earth colour which is usually too light for RAF schemes, but looked suitably washed-out for a tropical-based aircraft to my eye. I've started to use the colour scheme supplied with the kit, scanned, enlarged to scale, and cut out for my camouflage masks.

(Right). This seems to work OK and is quicker than the Blu-tak sausage roll method.





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After painting it was gloss varnished with the usual Johnson's 'Klear' floor polish (unobtainable now but Humbrol Clear Gloss is a great substitute) and the decals applied – which are perfectly printed and are some of the best available.

I used Vallejo Satin Varnish for the matt finish (it is very matt, despite the name) and added the final details. I liked the large spinner but, apparently, it's an Airfix mistake and should be replaced with an after-market one.



The best points about this kit: Accuracy (except the spinner!), surface detailing, fit, weighted wheels, cockpit, canopy options, (separate parts for open or closed canopy), and pilot figure. This kit sets the standard for Mark V Spitfires, taking the crown from the still



acceptable Tamiya kits.

The Airfix kit is slightly more work, but I highly recommended it.



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NZRT RADIO CALLS BRIAN GREENWOOD

As reported in the Committee notes, a recent Instructors meeting discussed the increasing amount of radio calls at NZRT.

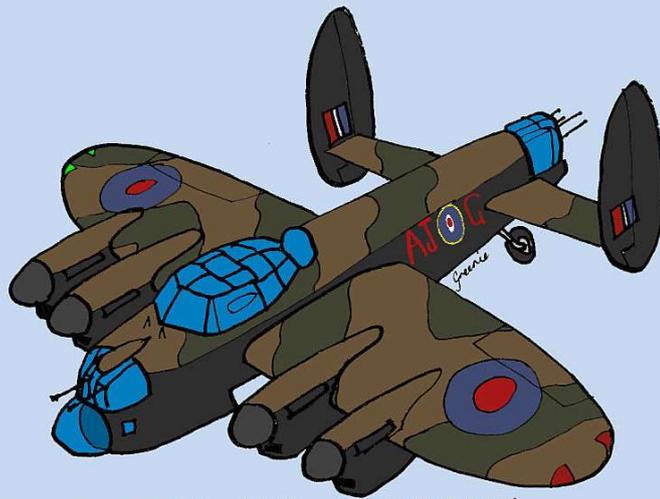
As there is no requirement on the airfield plate for taxiing calls, and only about one third of aircraft movements have a notified call, the Instructors have decided to ask our club members not to make taxiing calls. This frees the bandwidth for more important calls.

Because Rangiora is a Mandatory Broadcast Zone, calls have to be made prior to entering the zone (Joining), overhead, downwind, and on finals. Plus the all-important one on the ground, prior to entering the runway.

On a personal note, if you see any of these GA types (or anyone) doing a runup on the main runway, please report them. Gyrocopters spinning the rotor up are excepted and accepted!

COMMITTEE NOTES MAY 2018

- New Committee members welcomed
- New Weather station integration completed, to be installed
- Letter received from South Canterbury Microlight Club, wanting to restart the famed Waitohi Easter fly ins. Supported provided it is OK with our Oxford fly-in organisers
- Membership invoices sent out (PLEASE PAY!)
- Landing fee invoices due out soon
- Safety Officer Kevin Dore going to the CAA Safety Course to be held in Taupo. CRAC offered to cover air fares.
- Compulsory "Intentions" field on aircraft booking system to be introduced - to aid in 'missing aircraft' scenario.
- Jerry and Hamish to share some club house duties
- Contact Board on club house to be updated
- Erin Heese to publish CRAC RAP
- Club web site now updates contact details directly from Xero
- Enquiry received from a Canadian wishing to fly in NZ and wanting to know procedure.
- Some discussion on raising flying rates but current rates cover costs and depreciation.
- Two additional life jackets to be purchased and will be kept in aircraft
- Airfield Landing Fee deal with WDC due to be renegotiated with WDC next year, increase expected
- RGA 52 hours, RGB 49. RGA's TT 1917
- Instructors have decided, due to the increased radio traffic at NZRT, that **NO taxiing** calls are required. Obviously the rejoin, overhead, downwind, finals, and prior to entering runway are still required.
- Proposal to have a CRAC only open day in 2019
- New Club Captain, Nick Hitchins, is organising a great crop of social events and flights for the next year.



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CRAC Revolution (for chat)

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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
enrols you for the magazine, too.

UPCOMING EVENTS

May 19th – NZLX Fly-in

New Club Captain **Nick Hitchins** has many events
planned, which will be announced when
planning's been finalized. In the meantime,
here's the first:

June 1st, 7pm at the club house – Movie Night.

"Voyage of the Southern Sun" – see Page 7 for
details.

July 6-8 Marlborough Aeroclub 90th Anniversary
fly-in.

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

Trevor Shadbolt, Kevin Dore, Nick Hitchins

*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:

Robin Slader

William Hulton

David Tillman

Calum McDonald

Please make our new friends feel
welcome.

NEXT NEWSLETTER

Contributions for the next edition
are requested, publishing deadline
June 13th, 2018 ("fish").

Next publishing date approx. June 20th,
2018

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

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