

# Otago Aero Club

## September 2015 Newsletter



**Welcome** to the September 2015 Newsletter of the Otago Aero Club. Our AGM has been and gone in a comparatively peaceful manner, except that the Committee have 'subpoena'd me to act as Newsletter Editor for the foreseeable (nice imprecisely-dimensioned word that) future.

One aim of our newly elected President, Colin Chalmers, is to maintain a steady flow of newsletters, albeit of potentially variable length depending on the rate of arrival of newsworthy business. Club members are welcomed to contribute. Newsletters are just that! If you send me letters, I can make news of them.

Colin and the committee also want to encourage greater membership input to the decisions and direction of Club management, over and above the limited discussion that ensues on the bigger ticket items that appear on our AGM agenda. Accordingly, the committee are shortly likely to call one and all to attend the first of what are planned to be biannual general meetings in order to throw-the-floor-open to the wider membership on any matter of aero club management that either the Committee or members are keen to raise, discuss, or niggle about.

Despite the half-baked 'spring' weather that's allowed only intermittent flying, there's a host of other activity about the field, much of it centred on upgrading and maintaining our built structures and grounds, some of which is reported on below. As Craig Buist said in our July newsletter (see the OAC website), the appearance and weather-tightness of our buildings is unfolding as a transformational event in the recent history of the Club.

Obediently  
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## *From our instructors*

### **Kayne Ferguson**

Kayne Ferguson (B-cat instructor) is available to do BFRs for club members. His contact details are in Paper Aviator. However, Kayne is about to depart Otago to fly the jump plane at Fox, a role previously filled by one of our erstwhile instructors, Vince Gardner.

### **Nick Reid**

Nick Reid has replaced Henry Tilson as one of our GA instructors. Watch this space for a wee account from Nick of his background and role aspirations for the future.

## *Activity levels of Club planes*

ZK-OAC has been a tad quiet since July. On the other hand, ZK-EOJ has been comparatively busy, with the pulling power of the recently departed GA instructor Henry Tilson probably contributing to that. ZK-DXK is very quiet; it is listed for sale with Dave MacMillan of Air Flite South Ltd. [www.airflitesouth.co.nz](http://www.airflitesouth.co.nz).

# Safety and etiquette

## Vehicle traffic about our field

One perennial operational reminder: PLEASE DON'T cross the northern end of Runway 23 in automobiles; it is disconcerting for pilots on finals; and it also creates bare ground, mud, and indented tracks, all anathema to taxiing aircraft. And it detracts from the beautiful arcadian, bucolic atmosphere of our field, so lovingly tended by Peter and Colin (see items on ground maintenance below).

## External mounting of video or still cameras to aircraft

Video footage from airborne aircraft is a great modern entertainment stream, particularly on You Tube. Recently, a wee action cam was mounted to a club plane. However, we need to ensure this is legal and safe. The July/August 2014 issue of Vector magazine contained an article on the legality and practicality of externally attaching action cameras to aircraft. This is an exert from that mag:

*Type Certificated Aircraft:* For any type certificated aircraft, any external mounting of an action camera would be a modification, and must be assessed by a Part 146 certificated design organisation, or the CAA Aircraft Certification Unit – both of whom can approve technical data associated with the modification.

*Amateur-built Aircraft:* For amateur-built aircraft, the owner is responsible for making sure the aircraft is airworthy. The back of the Airworthiness Certificate of a Special Category Amateur-built aircraft lists a set of conditions the owner must comply with. One of the conditions is that if a design change is considered to be a major modification, the CAA must be advised about the nature and extent of the modification before the aircraft is flown.

*Light Sport Aircraft (LSA):* LSA aircraft are factory manufactured, and all modifications, including camera mounting, need to be approved by the manufacturer.

*Microlights:* Class 1 (single-seat): The operator of a class 1 microlight doesn't need to get the aircraft inspected when an action camera is mounted externally. Class 2 (two-seat): If a class 2 microlight is modified in any way that may affect its airworthiness, the operator needs to get the aircraft re-inspected by a Part 149 organisation's Technical Officer. There are three Part 149 organisations that administer microlight operations:

- » Recreational Aircraft Association of New Zealand Inc, [www.raanz.org.nz](http://www.raanz.org.nz);
- » Sport Aviation Corp Ltd, [www.sportflying.co.nz](http://www.sportflying.co.nz);
- » Flying NZ (Royal New Zealand Aero Club Inc), [www.flyingnz.co.nz](http://www.flyingnz.co.nz).

# Ground matters

## Stock-grazing and balage

Part of the considerable talent range of our President, **Colin Chalmers**, is pasture management. Seasonally, he organises contract grazing of our runway berms and using his wide array of earthwork and farm machinery, each summer harvests balage for sale to farmers. The Club's finances are boosted by this crucial revenue stream. To maximise grass growth, Colin uses soil nutrient tests to plan fertiliser inputs. This year, he has recently applied dressings of potash and urea. Stand back and watch the trifid unfold, but please execute care with aircraft taxiing and vehicle movements to minimise crushing of the pasture production.

**Peter French** is our long-established ground-maintenance manager. We all benefit from his nifty grass-mowing skills, not least via his innate ability to keep our ancient tractor and its mower operational. He diligently tries to avoid Colin's prime pasture areas. You will see Peter tootle-pipping about on his AG200 farm bike - it is not idle perambulation; he is diligently surveying the status of our grounds.

## Local media coverage

One or two club members have generated publicity for the club by lobbying newspaper scribes to cover events and developments. Details follow and I've also included other material of potential interest to members.

1. Colin Chalmers fostered an article in the Taieri Times on 2 September titled: "Microlight numbers take off - aero club expands as cost of going up declines":  
<http://www.odt.co.nz/news/dunedin/354451/microlight-numbers-take>.
2. Murray Barrington generated a nice article in the ODT on our building makeovers, replete with video coverage of his financial generosity and plane-building skills:  
<http://www.odt.co.nz/news/dunedin/353038/incredible-donation-secures-hangars-future>.
3. Nigel and Wendy Forrester are investing in the construction of hangar and associated residential accommodation at Alexandra airport, which will be point of interest at forthcoming fly-ins there:  
<http://www.odt.co.nz/regions/central-otago/351077/ten-questions-wendy-and-nigel-forrester>.  
<http://www.odt.co.nz/regions/central-otago/356407/visitors-will-be-surprised-how-airports-grown>.
4. August 2014 saw the closure of the Otago Branch of the Brevet Club (combat airmen of WWII). Our Clubrooms hosted one or two of the surviving members at a get-together and John Penno took Neville Selwood, a navigator on Lancasters of 75 Squadron RAF on a flight in Julian Smith's Tiger Moth to mark that event.: <http://www.odt.co.nz/news/dunedin/314082/fly-past-farewell-brevet-club>. <http://www.odt.co.nz/news/dunedin/316687/otagos-old-flyers-gather-one-last-time>.  
And, this month saw the handing over of a Brevet Club commemorative plaque to the Air Training Corps No 42 (Dunedin) Squadron: <http://www.odt.co.nz/news/dunedin/355715/ace-pilots-commemorated>.

## Events and acivities

### OAC building upgrades

#### Main Hangar

A good two years ago, **Alex Armstrong** took the bold or brash step of stripping the paint off one of the 30-wooden panels that comprise the 10-mobile, giant doors of our main hangar. Subsequently, Alex passed the baton to me and I dealt to a further 14 panels, duly scrapping, sanding, and undercoating what amounted to half that entire 10-door task. That took the best part of a fortnight's solid work. Alas, at that halfway mark, progress stalled for a good 12-months but it was sufficient to sow a big-picture seed in **Murray Barrington's** mind.

Troubled by its overall tired appearance, Murray saw fit to provide a hugely generous grant to complete a complete exterior makeover of our Historic Places Trust, Category B-registered building. Seeking advice from a colour consultant, a colour scheme not too dissimilar from the previous was sketched out. (Next time you are at Ashburton airfield's aviation museum, take in the impressive model of our building's

frontage, replete with the previous paint scheme). Many dollars later, the commercial firm, Holmes Painters, is nearing the end of that mammoth re-paint task, deploying up to six staff at a time and scaffolding for Africa. All but the top roof has been painted, even the roofs of the north and south wings that were showing incipient rust have been primed and paint-protected. The original paint on the corrugated iron walls above the wing structures had virtually vanished...just corroded away to nothing but Alex assured me they originally carried paint.

Moreover, much additional volunteer input from club members has contributed to that project:

- Alex manufactured and installed a metal flashing to halt the further decay of rimu window joinery on the exterior of the southern wing.
- **Colin Chalmers** has replaced the rather structurally unsound wooden ladder with a trademark steel item that gives access to the top roof from the roof of the northern wing.

- **Al Wright** drew upon a distant ?professional dabble in sign-writing by emblazoning the north wall with our club title...a difficult freehand painting proposition on a distinctly non-flat surface - corrugated iron.
- And Murray and **Greg Walsh** have replaced all the window glass with plastic panels and new putty on the Stedman Rd side of the old

stable building between the Taieri Blokes Shed and the main hangar.

Ironically, as the job approaches completion, I wonder if Alex Armstrong foresaw the elephant he was unleashing when he first took up the paint-stripping cudgels on those giant doors? Here are a few pics showing progress with that task.



Alex Armstrong's handiwork on the window-sill flashing of the southern wing.



The big paint strip on the five northern hangar doors begins.



The activity levels on sunny days rivelled a Club working bee.



The high-wire work, replete with the embossed historic logo.



Al Wright labouring on his own fresco. The iron roof of the northern wing looks like it needs his attention, too.

### Snow Farm Bonspiel

Timed for a rare yet spotless anticyclone, half a dozen Taieri planes and crews revelled in the opportunity to land on a snow-plough-groomed makeshift strip on the Proving Ground section of the Pisa Range' Snow Farm. As manager of the automobile Proving Ground, Shaun Gilbertson - not one to shy away from an aviation challenge - organised this aviation "Bonspiel" for the second time in two years. Landing at 5000' emphasises the performance compromise that altitude brings but it is a great thrill to alight on a compacted snow-trail bordered by embankments of displaced ice and snow.

Following a get-together over coffee in the ski-base building with the crews of the c 20-aircraft, a contingent flew off over the Cardrona valley, Crown Range, and Harris Mountains to the airstrip of Branches Station in the upper Shotover valley. Following a natter at the Branches, a few aircrew flew the valleys and passes of Mt Aspiring National Park to Haast for lunch and then dispersed home. One compensation for our prolonged, miserably-cold winter are the present mountain views provided by the picturesque, extensive, late winter snow cover. As an aviation event, that day had it all.



Shaun Gilbertson had spent all night on the snow-groomer creating an immaculate strip and apron.



Kevin Anderson in ZK-KLA puzzling over which bit of snow is the strip in this great white landscape?



He doesn't seem quite lined up on what I preserve to be the strip.



But, ah, he nailed it in one.



The usual wide array of creations aeronautical at a fly-away but this time on the summit of the Pisa Range. And look at the two wee ones second and fourth from right, dwarfed by the big bird tail-draggers.



A picturesque setting of visiting aircraft on the Branches Station airstrip in the mid Shotover valley.



An additional apron at the Branches, with Colin Chalmers and Jonathan Elliott discussing whether their wallets could cover the purchase of a new Carbon Cub (the two yellow high-wings).

### Clubroom working-bee

Following the re-painting spruce-up of the Taieri Blokes Shed-portion of the old stable building and the main hangar repaint, it was natural that the Club Room building was not spared the rejuvenation. And, so, our Club Captain, **Craig Buist**, in his inimitable manner, organised a working-bee-list of umpteen tasks to dolly-up that building, immaculately-timed for one of Dunedin's brutal sou'west blasts. Despite the sleet, a good turnout of thumb-twiddlers (c 18) eventually decided to survive the elements by getting stuck into:

- Removing the spouting and down-pipes from the entire building but not before the contents of the external water-storage tanks at our carpark entrance had been inadvertently drained empty via an enthusiastically disconnected downpipe...yes, this pipe had a strange function.
- Removing the weeds and soil and trimming the edges of all the concrete pathways surrounding the building.
- De-weeding the 'amenity' gardens around the building.

- Water-blasting the building's large patio and surrounding concrete paths.
- Cleaning-out shelves, display cabinets, and rubbish from within the building.
- Cleaning the kitchen.
- Installing a heat-pump in the main reception room. That operation employed the installation and plumbing skills of **Tom Hoeffer** and **Jonathan Elliott**, while **Tony Ross** provided equally immaculate electrical skills on the wiring.

You must agree, quite a dint was make in that monumental list of building-makeover tasks.

Forthcoming work involves:

- Concreting all the broken bits and cracks in the concrete paths encircling the building.
- Upgrading the reception area with newer furniture and other creature-comforts.



Safety was paramount as the spouting vanished and the heat-pump services were fed through the building exterior.



Is there anything left inside the building? Serious grunt was used to breach the building exterior for the heat-pump ducting and services and the condition of the discarded spouting was not a pretty sight.



It wasn't all brutal labour; there was much conversation, overseeing, and hands-in-pockets walking about feigning busyness.

## ***News items from the OAC Committee***

- As mentioned above, the club's Cessna 172, DXK, is listed for sale with Dave MacMillan of Air Flite South Ltd. [www.airflitesouth.co.nz](http://www.airflitesouth.co.nz). This aircraft would be an attractive purchase proposition, perhaps for a syndicate of club members that might view it as a lease-back proposition to the club. Naturally, a continuation of the present hangarage could be negotiated with the Club.
- The clubroom's concrete tiled roof is presently being replaced. We'll have a newsletter item on it next issue. This is a major expenditure item, with financial contributions from several sources: a substantial grant from Murray Barrington; individual grants from some Club members; grants from charitable organisations arranged by Warwick Reid; and a contribution from Club funds.
- As raised at the last AGM, a new category of Family membership of the Club is under discussion.
- Some brainstorming is underway on ways to encourage a greater focus on the refurbished clubrooms as a centroid for Club' social activities. The committee also hopes to foster greater attendance at social events and fly-aways from a wider range of members other than our core band of stalwarts.
- It is planned to hold biannual membership-wide general meetings to discuss Club matters, probably in October and March. An proposed agenda for this October's planned event will follow shortly via email. The

idea is to encourage greater membership input to discussion on the aero club's big-ticket management items.

## *Forthcoming events*

### **OAC monthly BBQ**

Our Club intends to hold a more or less regular monthly BBQ, often accompanied by a fly-away, on the last Sunday of each month. Prioritise bringing yourself and especially spouses, partners, the wider family, and friends to these events.

### **AOPA event - Christmas lunch**

A good sprinkling of the OAC membership belongs to the Aircraft Owners and Pilots Association (NZ) (AOPA). Some of their southern South Island events have tie-ups or are combined with the odd event of some southern aero clubs. For instance, AOPA's southern Xmas dinner will this year be held at the Alexandra airport on 5 December, combining with a get-together of the Central Otago Aero Club. Don't forget to register on the AOPA website if you are a member and bring the partner to launch the festive season!