



# Otago Aero Club

Newsletter - June 2014

Hello to all. I trust we are making the most of this fabulous early winter flying weather. As I start to write this Queens Birthday weekend is coming to a close.

By all accounts the AOPA Autumn Southern Fly-in on Saturday was a great success with approximately 30 aircraft visiting six of the "local" Central Otago strips. Due to other commitments I was not able to attend this event but did get to see some pictures from the day. In a nut shell - why would you want to live anywhere else?

Yesterday (Sunday) saw a group of Otago Aero Club aircraft head North to Rangitata Island for a days outing. ZMB, WAL, STK, DFT, DXK, EBI and CJZ all experienced that magic still air flying that we all dream about going to and returning from NZRI. Russell Brodie was also hosting a group of approximately 120 vintage and veteran British and Classic cars for the day. It is fantastic to see that a select few of the vehicles that many of us (albeit the not so young of us) learned to drive in are being preserved and lovingly cared for. We were treated to an exhibition of streamer cutting by the Tiger Moth (7 cuts by my count) and Colin Chalmers continued his second day of aerobatics training with Andrew Love in the Rans S10.

Greg Burt demonstrated his Fokker D-VII Replica ZK FKR which certainly looks and sounds the part.



On the way home Al Bundy and I dropped into Waimate airfield for a look. Instructor Norm Davis was keeping an eye on a student doing solo consolidation circuits. Norm told us they currently have six students learning to fly at the club and that

the clubs Rans S6 has logged up 400 hours over the last 2 years. Norm also took great pride in showing us the Tuff Jug filling container that they use to fill the fuel tanks on the S6. Anyone who has ever poured fuel from a container into an aircraft will appreciate the awkwardness of this exercise. A select few of us will have witnessed that horrible moment of spilling fuel on the polycarbonate windscreens and watching them yellow and crack before your eyes. (And over the next few weeks). I have been using one of these rapid fill / auto shut off jugs for the past couple of years for filling my own aircraft and can highly recommend them. The significant difference with the one Norm was using compared to ours is that it is a 10 litre capacity as opposed to our 20 litre one. The 20 litre one I must confess isn't the easiest to manhandle to the top of the wing filling points. Anyone who fills their aircraft with mogas should seriously consider using one of these. They are available on Trademe or from

[http://www.cycletreads.co.nz/products/1752-tuff\\_jug\\_pit\\_accessories/4449-tuff\\_jug\\_quick\\_fill\\_gasp petrol.aspx](http://www.cycletreads.co.nz/products/1752-tuff_jug_pit_accessories/4449-tuff_jug_quick_fill_gasp petrol.aspx)

Mind you it would be a whole lot easier if the fuel companies would just install mogas pumps on all airfields.

## Oops my bad ...

In April's newsletter I incorrectly labelled the picture of DXV as being 1987 at Queenstown. This was a typo and the year was actually 1977. Thanks to ex aero club member Simon Smith of Canada for pointing this out.

Also missing was another new arrival to the field ZK SKI. This B22 Bantam belongs to Tony Ross. Tony is currently learning to fly at the club and was kind enough to let me have a fly of SKI a couple of weeks ago. These are fantastic little machines and if you have never flown one of these then add it to your bucket list you must.

## On the subject ...



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Speaking of Bantams, Club member Wayne Cunningham has expressed interest in finding a syndicate partner with the intention of buying a Bantam or similar aircraft.

If you are at all keen then contact Wayne 027 285 3506 or [Mail: flyguy12@xtra.co.nz](mailto:flyguy12@xtra.co.nz)

## Airfield conditions

By now you may have discovered the main runway is very soft presently. This has been NOTAM'd and caution should be used at all times when landing and taking off. Please try not to land in or roll through the wettest areas. Also take care while taxiing as there are many very soft areas on and near the taxiways. If you do get stuck then switch off and seek assistance.

Also NOTAM'd is the fact that stock are once again grazing the field. Presently they are on the non traffic side of 11/29 but eventually will cover all areas of the field. Be aware that electric fences are in place to contain the stock. A NOTAM will be issued once the electric fence is positioned near or on taxiways. Regardless keep a good eye out for these fences.

## Driving around the field

Please do not drive across the 23 threshold area **at all**. As I have already said this is one of the very soft areas of the field. We do not want ruts across this area as they pose a hazard to taxiing aircraft. Please only drive on the formed roadways. Keep your speed down and **avoid** driving through puddles.

Southair have also requested that drivers slow down and take care while driving on their road. They have recently re-metalled the road and were disheartened to see some club members speeding down the new gravel. Remember that it is a privilege, not a right for club members to use this road. That right may be removed at will by the owners.

Also please do not park in front of hangars or on their aprons. I had a call from a club member who had to stop his aircraft on the soft ground while he located the driver of the vehicle who had parked in front of his

hangar doors. The vehicle driver was of the opinion that the hangar owner didn't use his aircraft much and that it would be OK to leave his vehicle there. An odd assumption really and a very selfish one at that.

On the opposite side of the coin the parking of vehicles on the side of the new road alongside the new hangar row is working very well with most vehicles keeping off the wet area in front of the hangars. Mind you not all is perfect as someone for reasons of their own decided to drive through a newly patched low area. This area has now been cordoned off.

That's my grumping for this month.

## Angel Flight

My name is James Turner and I am the South Island Co-ordinator for AngelFlight NZ. We are a registered charity that looks to provide free flights for patients with medical and financial problems to hospitals and specialist facilities.

We have a growing network of pilot and ground volunteers but as yet we do not have any in the Southland area.

The reason I am approaching you is to ask if I could mail you out some of our pamphlets to try to attract pilot volunteers (and indeed ground volunteers) as we are starting to see some interest from patients in Southland and we would like to be able to support their requests. The minimum requirement for pilot volunteers is 250 hours and access to a 4 seat aircraft and a willingness to donate their time and flight costs to a good cause.

If you are OK with this please let me know the best address to send the pamphlets and I'll get them in the mail.

Many thanks for your consideration.

Kind regards,

James Turner

South Island Co-ordinator

AngelflightNZ

[www.angelflightnz.co.nz](http://www.angelflightnz.co.nz)

021 1288593

# ANGEL FLIGHT

IMPROVING LIVES ONE FLIGHT AT A TIME



## Wanted: Southland Pilots

### Angel Flight NZ needs “Angels in Cockpits”

Join the growing numbers of volunteers!

*“Indulging your passion for aviation while being able to help someone in need is the most satisfying flying you can do.”*

Lance Weller, Founder: Angel Flight New Zealand.

**Angel Flight New Zealand** is a registered charitable trust (number 2555319) formed to provide free air transport for people with medical needs who would benefit from the advantages of air travel but who cannot afford to purchase commercial flights. It may also be that commercial airline services are not available in smaller centres, but accessible to light aircraft.

The flights are operated by private pilots who offer their time, skills and aircraft at no charge and are supported by a host of supporters, ground-based assistants and philanthropic sponsors.

**Pilots need to have 250 hours PIC, have current BFR and Medical and be willing to donate 5 – 10 hours of their time and their aircraft per year.**

**Not a pilot? Become an Earth Angel!**

We need volunteer drivers throughout the country to assist passengers between local airfields and the medical facilities.

Volunteer now at [www.angelflightnz.co.nz](http://www.angelflightnz.co.nz)



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## Achievements

Our congratulations this month go out to -

Tom Hoefler - Advanced Microlite Certificate

Gerald Corfield - 1<sup>st</sup> Solo.

Well done guys.

## Cirrus

In the last newsletter I had a picture of the Generation 5 Cirrus SR22T aircraft that visited Taieri on its way to Warbirds Over Wanaka. After returning to Australia and while on a demonstration flight the pilot had cause to demonstrate the ballistic parachute feature. The result would be a pass going by the picture below. All 3 occupants walked away with minor or no injuries.



## AGM

The Otago Aero Club Annual General Meeting will be held Sunday 27<sup>th</sup> July 2014. If you have any remits or other issues that you would like added to the agenda then please email them to me as soon as possible [Mail: info@otagoaeroclub.co.nz](mailto:info@otagoaeroclub.co.nz)

A reminder that if you did not pay your annual subscription by 31<sup>st</sup> May then you will not be eligible to vote at the AGM.

Have you ever considered becoming part of the Aero Club Executive? Now is the time to stop thinking and start acting. Neither myself or Al Kay will be standing for office this year. There will also be at least two vacancies for the general committee. No experience necessary, just a keen enthusiasm and a will to make the club the best it possibly can be.

## Centre Bush fly-away

On the 4<sup>th</sup> of May Craig Buist organised a fly-away for club members to the Centre Bush strip with a lunch stop at Mandeville on the way. It was a beautiful clear day with the winds forecast to pick up from the west later in the afternoon.

KLA, MEE, XAS, DXV, CAB, CJZ, WAL, DXK, WET, OAC and ZEE all arrived at Mandeville at various times and from many directions in time for lunch at the Moth. Vince Gardner joined us for lunch after taking a punter for a flight in the Tiger Moth and brought us up to date with his latest vocation.

With appetites appeased Vince and Colin Smith gave us a tour of the Croyden Aircraft workshops. It never fails to fascinate me the extent that Colin and his team go to restore life into those beautiful old aircraft. It was also very pleasing to see the Bantam production facility taking shape.

On the move again. DXV (Craig Mitchell and Ari Hansard), DXK (Pieter Van Ammers and Joseph Peacock), CAB (Rex Moore and David Blair), WET (Craig Buist and Sam Crozier), XAS (Corran Munro and Anna McCreath Munro) and myself and Tyrone Ratahi in WAL made a bee line for Centre Bush while the others returned to Taieri. With none of us having ever been to NZCB it took a bit of identifying the correct "paddock". I lead the pack in and was mildly surprised to find that the strip was quite firm and a whole lot longer than I had imagined.

The first weekend of Duck shooting was possibly proving a bit slow for the local shooters as by the time the forth aircraft had passed low over the duck pond on approach there was a line of "white moons" to greet



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them. Still the shooting must have been alright as none of the aircraft were shot and bagged.

There's only so much sheep shot that can be kicked around so after Craig Buist ran a short obstacle course to pay our landing dues we all took to the air and headed for home.

The forecast winds never eventuated and another great day was had by all.

## Whatever happened to Henry?

Hi to all, Henry Tilson here and as the newest edition to the team of instructors at the aero club I thought it would be great to introduce myself to those I haven't had the pleasure in meeting yet. I thought it would also be good to tell of my recent journey from student to instructor, particularly for those who might be considering a step into the career of flying.

For those that remember, I was fortunate enough to receive the 2010/2011 Otago Aero Club Junior Scholarship along with Annalese Lapwood which sent us to first solo in EOJ. The incredible experience ultimately confirmed my decision to make a career out of flying and I haven't looked back since. Post solo, a few more lessons at the aero club and finishing high school I made the decision to enrol in a full-time course at Nelson Aviation College which was at the time offering the first intake into a newly developed Air New Zealand integrated course.

Following a plethora of paper work, hoop jumping and medical exams I was finally sitting in the class room in Motueka daunted by what I would estimate to be a metric ton of textbooks placed before me. Fast forward over twenty exams I was finally back in the air, back in the seat of a 152. Passing my PPL, we then progressed to the 172 for Commercial and finally into the NAC'S newest aircraft, the Piper Seminole for multi engine instrument training. The flying and freedom we were privileged to experience was truly amazing. Despite constantly being challenged by our instructors there was always time made for fun, whether whale watching in Kaikoura or contour flying

in the Alps we were taught to always enjoy what we do, and to be honest it wasn't hard.

Before long the infamous instrument flying 'hood' took place of the scenery we had become accustomed to and radials and oval holding patterns began to torture every thought. Still feeling very fresh to whole concept I was soon sitting next to my flight examiner, the legendary Pete Dixon. He kindly informed me the sole Naviagtion aid at Nelson had failed this very morning but "never mind we'll freestyle it to Blenheim instead." I nodded and away we went on what was actually one of the most enjoyable flights in my time at Nelson.

After passing our airline transport theory subjects and Air New Zealand selection process it was time to move to Christchurch for our so called Integration Course run by Air New Zealand at the Mt Cook ATR-72-500 simulator centre. Along with students from the four other Air NZ schools around the country, we were quickly reconditioned from solo pilots to flying together as a team in increasingly complex situations. For our final flight check it seemed they threw everything they could at us from gear and pressurisation failures to medical and weather diversions. Having completed the course I know it will make the transition to the airlines much smoother when the time comes.

Soon afterwards I enrolled to complete my 'C' Category instructor rating at Nelson. A true eye opener and an incredibly challenging new skill, I soon came to find it some of the most rewarding flying I had done. With the new qualification I returned home and before long found myself back in the seat of EOJ, this time on the right. In the small time I've been back I've quickly come to love teaching and look forward to getting to know more of you around the club.

If anyone has any questions about options for flight training under the current system or just any general inquires feel free to contact me.

henry.tilson@me.com



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## Instructors report

Greetings, with winter setting in, the weather has produced a fair amount of non flyable weather which has seen a few quiet times around the aero club over the last month or so.

However Queens birthday produced lots of calm sunny weather which allowed a group of AOPA guys to have a great time flying around a few local strips last Saturday. This is as always, a good opportunity to join a group of quite experienced pilot's who will show you some fun flying with a difference and of course it is a great opportunity to meet other flyers from other places. If you would like to find out more about these guys and AOPA, give Murray Paterson or Kevin Anderson a ring and I'm sure they will be more than happy to fill you in on this very good flying organization.

Sunday was also a great day for flying, so a few guys had a fly away to Rangatata Island where there was some aerobatic training taking place and there were some old classic cars which were really good to look at and it was also good to chat with their owners. The only problem was that some of us could remember owning some of these models when we were a little bit younger. Russel and Linda Brodie were great hosts as usual, making available light refreshments and lunches etc.

Training hours were down a little but there were a few achievements taking place:

Tom Hoefer - Advanced Light Sport Licence

Warwick Reid, Robert McSkimming and Dave Blair are all working hard towards their Advanced Licences, working through their navigation and low flying requirements etc.

Well done to all of you and keep up the good work.

In general I believe our flying around Taieri has been pretty good without any major incidents being reported

but please don't get complacent, keep working on your good standards for your flying.

It is pleasing when someone comes to an instructor and requests a wee check out, or a bit of advice on something to do with their flying that may be bothering them. Never be afraid to ask, we are all human and all of our instructors are always very happy to assist in any way they can.

Have fun and be careful out there

Introduce a friend

Cheers

Alan Wright

## Recording aircraft hours

By now many of you will have discovered that the red notebooks that were in the club aircraft flight bags have now been replaced with loose sheets in the front of the folders in the flight bags. Please record all digits from both the Tacho and Hobbs **from the aircraft** before and after your flight and not from the previous entry. This will avoid duplication of errors if the last person mixed the numbers up or failed to record them. Also take care to record the numbers in the correct columns.

Well that's it for this month. I hope you enjoyed reading our publication. With a busy schedule before the upcoming AGM I doubt that I will have time to write a July newsletter, and with not re-standing for the Executive this year, this quite possibly may be my last newsletter for the club.

Thanks to all for reading

Warwick Sims