Welcome to the November 2015 Newsletter of the Otago Aero Club.

Spring should usher in a weather reprieve from the ravages of winter. However, the pattern on our subantarctic-like southeast coast is for repeat sou’ westerly airstreams preceded by nor’ westers that has the temperatures swinging wildly to and fro like the windsock atop HeliOtago. One is forced to prioritise flying in brief calm intervals either legitimately, if you have a choice, or throwing a sickie if you are on someone else’s payroll.

Despite the unco-operative weather, plenty is happening about our field and within our Club courtesy of new members, aircraft sales and purchases, hangar construction, aviation fly-ins, building and ground renovations and maintenance, and social gatherings at the Clubrooms. Read on...

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From our instructors

Kayne Ferguson
Kayne Ferguson (B-cat instructor) is back from Fox and again available to do BFRs for club members. His contact details are in Paper Aviator.

Nick Reid
Nick Reid is settling in nicely as Henry Tilson’s replacement and working all sorts of hours, for instance right through to 8.30 pm last Sunday night.

Ownership of Club aircraft

Our Committee has overseen a dramatic change in ownership of our GA fleet: ZK-DXK and ZK-EOJ have been sold to Andrew Craig, who is in turn providing them to the Club for hourly hire. They remain hangered in the main Club hangar and available on-line for booking through Paper Aviator.

Safety and etiquette

Manoeuvring aircraft in the Club hangar

There have been several instances of hangar rash on both Club and private aircraft in the Club’s hangar of late; but the perpetrators have ducked for cover. One instance rendered the fabric-covered aircraft unflyable. Please, please, jockey the aircraft with care, which as a solo activity means may mean periodically deviating from the push/pull point to check clearances. And preferably seek help with judging clearances.
**Ground matters**

**Lawn-mowing of the Clubroom grounds**

Our President, **Colin Chalmers**, has asked for nominations for a wee roster of personnel to mow the lawns surrounding our Clubrooms. Yes, while we celebrate the income from harvesting the prolific grass-growth on our extensive runway grounds, the downside is regular mowing of the amenity areas surrounding hangars and the Clubrooms. Please email Colin to add your name to the roster list and to receive instructions.

**Duty pilot roster**

The ever dedicated committee member, **Greg Walsh**, who organises the roster of members to act as weekend Duty Pilot is crying out for more volunteers. He offers the following encouragement.

The Duty Pilot system has been in place for a couple of years and has had mixed results. The primary intention is to provide a friendly face to the Aero Club for pilots and the visiting public. It relies on Club Members volunteering one day, a Saturday or Sunday, on a (approximately) four-monthly cycle. A duty roster is produced for the 4 month period.

A secondary intention is to do a small range of tasks that includes some administration and tidying the Clubrooms.

Some of those tasks may include:
- Putting out the Aero Club signs.
- Answering the telephone.
- Clearing the voice messages.
- Helping with casual fuel sales.
- Receiving payments – for fuel, memberships, miscellaneous sales, etc.
- Issuing U-Fly vouchers.
- Vacuuming and cleaning

The Club uses a computer based recording system called Paper Aviator but it is not absolutely necessary to be familiar with this as there is a manual system in place for receiving payments. Training in using either the manual system or the computer system will be given to all duty pilots.

None of the work is demanding nor is it a requirement that the duty pilot must do everything. The primary purpose is to have someone at the Clubrooms to answer the telephone and greet visitors.

Any current duty pilots who wish to be removed from the list or members who may like to take part – Greg would like to hear from you. Contact Greg Walsh, via email at gwalsh@otagoaeroclub.co.nz or telephone at 03 488 4443 for any further information.
Local media coverage

The following coverage in Queenstown’s “MountainScene” newspaper of the demise of the Wakatipu Aero Club at the hands of the Queenstown Airport Authority highlights the tenuous existence of some aero clubs and alternatively how fortunate our own tenure (albeit, yet to be legally finalised) after the passing of a recent Government statute.

Airport 'spins' over flight school
David Williams
18 Oct 2015

Queenstown Airport's being accused of PR gloss over the local aero club's mountain flying course. Last week, this newspaper's Parting Shot column suggested Queenstown Airport grounded the Wakatipu Aero Club's course - but we got it wrong. The aero club's commercial arm, Air Wakatipu, has shifted to Tex Smith Lane.

Acting airport boss Mark Edghill says the club's commercial flightseeing and mountain flying course can operate until November 2019 - while its "usual" flying activities have until next July. This came after "very productive discussions".

Edghill says the company respects the club's 45-year history in Queenstown. "Unfortunately with the constant growth in passenger numbers and commercial flights we've had to think differently as to how we use our space in order to meet the demand."

Aero club president Adrian Snow accuses the airport company of PR gloss - and says all flight training, private and commercial, is on hold. It's had to lay off instructors and it's unclear if a school is viable. "If we're only training maybe six pilots a year, in an ad hoc fashion, we can't support a permanent flying school."

Barren: The former aero club site

He says the club was only offered a non-negotiable concession to temporarily continue flight training after the airport company received a letter from Civil Aviation Authority boss Graeme Harris in April.
Aviation NZ boss Samantha Sharif says most pilots, including those who go on to fly commercially, develop their fundamental skills at aero clubs. That's important when flying around mountains, she says.

Queenstown's not alone in losing its aero club to commercial pressures, she says. Many airports are owned by taxpayers and ratepayers, she says - "by the people". "It seems a little unfortunate that the community is being driven off being able to use those airfields."

Queenstown Airport is 75.01 per cent-owned by the Queenstown Lakes District Council, with the balance owned by Auckland International Airport.

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**Forthcoming events**

Our Club Captain, Craig Buist ([cbuist@otagoaeroclub.co.nz](mailto:cbuist@otagoaeroclub.co.nz)) has an exciting list of events to hand:

**Clubroom working-bee:** Craig is planning another working-bee for our clubrooms and grounds. It will involve tidying the grounds and some painting that is extra to that completed by contract painters on the building exterior. Craig will notify us shortly of the scheduled day.

With the grounds spruce-up in mind, one or two of us have commenced repairing the untidy and weed-prone cracks in the concrete paths surrounding the clubrooms. Also, David Blair and Geoff Rogers will put their collective botanical minds to work on a planting programme for the grounds, with low-maintenance natives likely to be favoured.

The reception lounge has been heavily utilised as a convivial assembly point of late. Friday 5-6pm happy hours are regular events these days, too. Wayne Cunningham has to be thanked for donating extra seating to accommodate the masses, while Pieter van Ammers has donated a microwave oven for the kitchen to warm the beer on the cold nights. The place is heading to be more attractive than our private abodes and the late hours that some depart the happy hour events supports that observation!

**This Sunday, 22 November,** weather permitting, David Blair would like to host Club members for lunch at the Kurow airstrip. Those keen and able to operate on this 600-m grass and stone strip are welcome. There will be a briefing at the western hangers at 0945. Please contact David on 027 489 3890 for strip info before the briefing if need be.

**Last Sunday of the month, Club day, 29 November:** There is a morning flyaway proposed to frighten most. We are visiting Momona airport, with a tower visit and coffee included, then home for our usual BBQ lunch at 12:30 pm.

At Momona we will need to follow the usual radio coms with the tower and be familiar with the air and ground-taxi procedures. Consults those airfield charts.

An in-depth briefing for those unfamiliar with the procedures by those that are familiar will be held at the clubrooms at 0915 before a 0950 departure.
The event is suitable for all aircraft with a transponder. It is a great opportunity to meet the team at Dunedin and introduce yourself to the protocols and procedures at Momona.

**Easter weekend 2016: Warbirds Over Wanaka:** There is an opportunity for those with light sport aircraft to display them at the air show in 2016. In 2014 Craig and three other aircraft and owners from Taieri spent the weekend on display both on ground and in the air at the show. Pilots were offered a double weekend pass for their appreciated efforts and a great weekend was had by all.

Craig believes there are some from Taieri that have already registered but the more the better. Please contact him for information. Also, Craig wants to know those needing Wanaka accommodation for the event.

**AOPA event - Christmas lunch:** 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 Flying Club. Don’t forget to register on the AOPA website if you are a member and bring your partners to launch the festive season!

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**Past events and activities**

The **Central Otago Flying Club** hosted a well-attended open day at their Alexandra strip on the Saturday of Blossom festival weekend, **26 September**. An intriguing diversity of contrivances aeronautical saw 45 aircraft lined-up for the public to view. About seven fronted from our Club’s collection. Chief amongst the day’s activities was a look at the new hangarage/accommodation buildings primarily constructed by Wendy and Nigel Forrester, some of which will shortly be available for short-term aviation-based visitor stays.

A few years ago, could you have imagined the bony gravel terrace at Alexandra airport resembling this built environment.
A rich array of flying contraptions and each and every owner loves them dearly. You can see that when aviators are conversationally-bored, they paw the ground!
The Taieri-based Micro Aviation B22 Bantam owned by Colin Chalmers and Jonathan Elliott is about to tangle with a dusty willy-willy. Oh, how the pilots must have wished for a closed-cockpit at that instance.
Remember the Star Bee Gyros Gyrobee autogyro (what a mouth-full) that Dave King was constructing in his Taieri hangar before he and Pauline departed Dunedin for Clyde? Well, here it is as ZK-DAP about to demonstrate its agility to the airport crowd. You might conclude that the nervousness of slipping ones derrier into a seat that functions as a petrol tank is just a state-of-mind but to me it would take a spot of mind-training! As you can see, at least it’s only a third full of its high explosive contents. What a potential lift-off, though! And isn’t that instrument console minimally-cute. Ya gotta hand it to him as an aircraft assembler and flier.

**Parting shot**

Not so long ago, our hinterland looked like this. Aren’t we privileged to have such aviation experiences. That’s the Loganburn reservoir, further afield the Lammermoor Range, and on the skyline the Old Man Range. Yet, from another angle, that raw white beauty eventually turns-up as reticulated water to your Dunedin residence because those landscapes are part of our water supply catchments.