

Otago Aero Club

September 2016 Newsletter



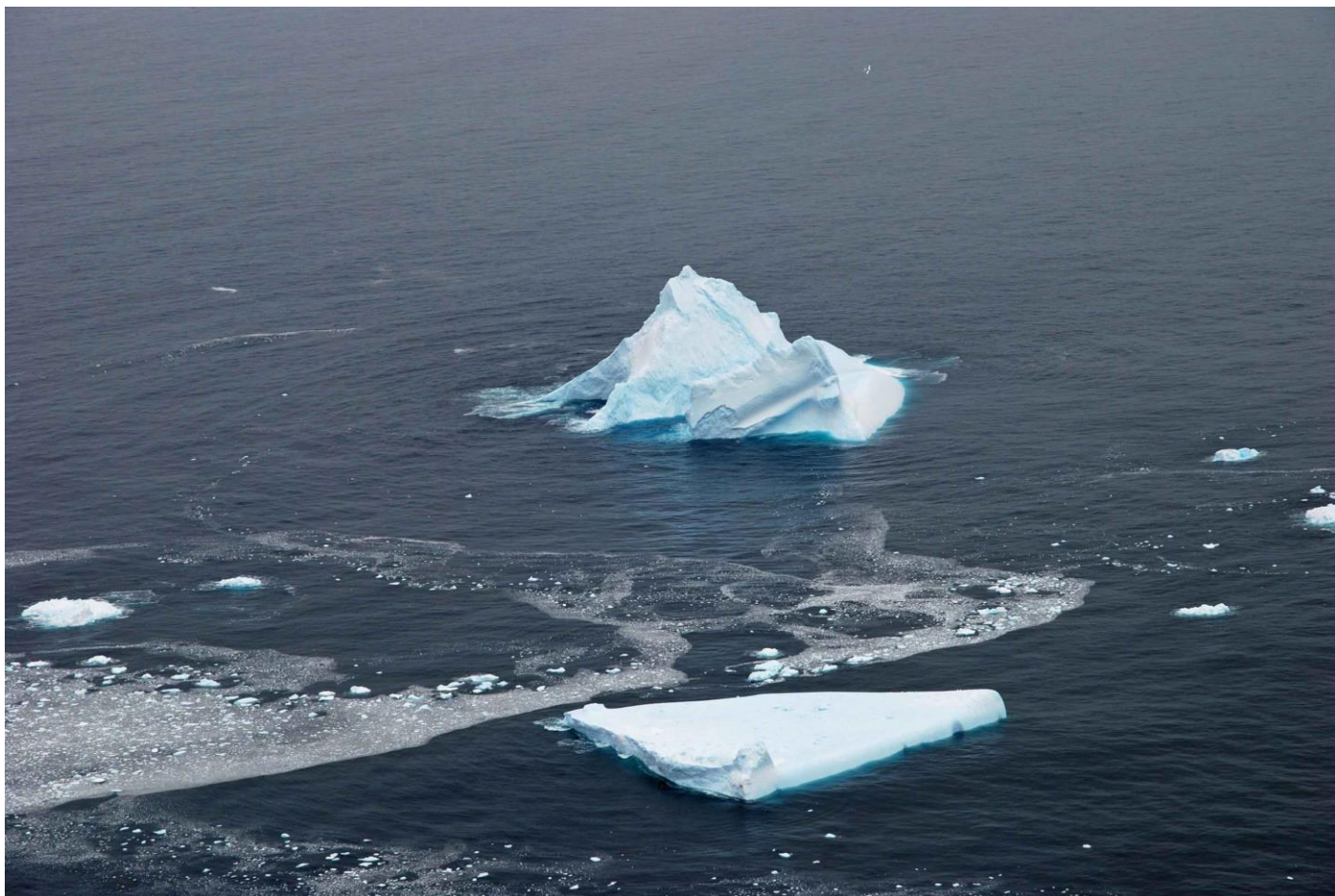
Welcome to the September 2016 Newsletter of the Otago Aero Club.

It is high-time for an update on Otago Aero Club matters. Autumn-winter should be an optimum time for aviation-friendly weather and this year was no exception. The Taieri airfield has been busy most weekends with steady use of ZK-OAC and ZK-EOJ (but see the update on their status below) and most privateers hard out doing their bit for global warming. I can't chastise you with an indignant moral tone because I too am guilty, albeit from the standpoint of a conscience-easing 18-litres/hr Rotax motor. As usual, this newsletter primarily summarises past events, signals forthcoming club activities and from scrutinising the news media provides members with alerts of aviation-related items of interest.

The weather of early to mid August was so aviation friendly. Preparing for a flight one day, my glass screen on the ground at Taieri showed a -784' density altitude. High pressures, cold as billyo temps and the atmospheric stillness characteristic of stationary anticyclones makes for immaculate flying conditions. Effortlessly skimming the unbroken white wonderland of Central Otago's block mountains makes for what it must be like to fly in Antarctica. And it wasn't many years ago that a 20-minute flight eastward from St Clair beach reminded us how close we are to that frozen continent.



No, not the Beardmore Glacier of Antarctica but our own Lammerlaw Range.



Some rapidly melting fragments of the Ronne Ice Shelf of Antarctica just 20-mins flight east of St Clair in November 2006.

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From our Committee

Our 2016-17 Committee have hit the ground running, with two recent meetings within the space of a fortnight. The first primarily involved allocating the leadership of upwards of 50 ongoing, revised, and new business items to respective Committee members, who surprisingly didn't duck for cover.

One key item is the preparation and formalisation of documentation of an airfield SMS (Safety Management Systems) to meet Health and Safety/Workplace NZ Standards.

Another item challenging the more construction-savvy members of the Committee is the replacement of the bird-deterring netting in the ceiling of our main hangar. That will be a task for those with a head-for-heights and an eye for workplace safety.

Lawn mowing of the Clubroom grounds

Spring is springing and like all reproductively keen organisms, the grass of our Clubroom lawns is into the action. Our Committee invites any member to contribute to mowing the clubroom' grounds whenever it is deemed necessary. There is a motor-mower in the Clubroom utility room outside the north external entrance to the hallway.

Hangars for sale

Rumour has it that there are a number of hangars at Taieri available for sale. Because I'm not fully informed, I will leave those interested to make their own enquiries.

Otago Aero Club on Facebook

Our Committee are keen to introduce the concept of a coordinated hub or marshaller for material involving Club' activities posted to Facebook. Accordingly, they are seeking expressions of interest for the voluntary position of Facebook moderator for OAC. Please contact Murray Barrington.

New aviation danger area near Middlemarch

Air Traffic Services of the Civil Aviation Authority have announced that a new danger area for aviation has been promulgated near Middlemarch. Some Club Members submitted against the establishment of this zone, which covers some of the Lammermoor Range close to the Loganburn Reservoir. It will be activated by NOTAM, probably two to three times a year for approximately 2-3-days duration when live-firing by the NZ Army will be undertaken. Please pay attention because military ordnance can leave big holes in intercepted aircraft fabric!

Club Captain's 2015/16 yearly report

Club Captain's 2015/16 Report

Our immediate past Club Captain, Craig Buist, has supplied his 2015/16 annual report for inclusion in this newsletter because it missed out on being tabled at our AGM in July. So, herewith:

"To the members of the Otago Aero Club:

It is with great pleasure that I welcome Alan Wright to his new role as our new Club Captain. Being greatly satisfied with what the committee and I have achieved over the last 2½ years and needing to focus more on my business, I proudly step aside to Alan and wish him as much enjoyment as I had in this role.

In 2014 I assumed my new role as Club Captain and was determined to address the club grounds and buildings appearance for obvious reasons. Seeing the changes implemented to date by the committee and its members has made me proud to be a part of this.

Flyaway's and monthly BBQs have been a vital aspect to the social side for all members and I plan to be there to enjoy Alan's upcoming events and will see you there...

I am proud to say the new Committee is a very competent team that will continue to push this positive direction of the Club.

With this said I look forward to still working closely with the Committee and Alan around the Club with existing and future projects and events in a more freelance manner.

Things are looking good ahead and I'm pleased to have been part of its making.

This is your Club Captain signing off with thanks and regards.

Craig Buist
20/07/2016”

Club fleet

You may have noticed that our Cessna 152, ZK-EOJ, is conspicuously absent. Well, its motor has made metal, so to speak. Its projected absence, while the motor is rebuilt by its owner Andrew Craig is likely to be about 6-weeks. In the meantime, our stalwart Cessna 172, ZK-DXK, is manfully performing all GA tasks assigned to it.

Other aircraft ownership shuffling is afoot. Our trusty Rans S6-ES, ZK-OAC has been sold by the Committee. It has performed admirably as our microlight trainer and will no doubt provide many more hours of faithful service for its new private owner. Its place is filled by a Vans RV-12, purchased from a Bridge Pa builder-owner. Its main attributes are all-metal construction, low-wing, Rotax 912 ULS-power, tricycle-undercarriage, and its airframe and motor are low-hours. However, it is deemed to not possess the most flattering paint livery (yellow with green stripes) and so will undergo an aesthetic and functional makeover in the form of:

- A revitalised paint scheme designed to present a more neutral, conspicuous, yet smart appearance.
- A reconfigured dash layout.
- One or two airspeed and safety enhancements such as wheel spats, windscreen fairings and strobe lights.

Our President and Club Captain journeyed all the way to Hastings to first evaluate it, then to take possession and deliver it via a 5.1-hr trouble-free cross-country via Cook Strait to Taieri.

Remember, also, that Colin Chalmers' Bantam, ZK-KPA, is also officially on-line.

Nick Reid, our regular GA instructor asks that when club members record the flight hours of hired club aircraft in the plane's log books that they round **up** to the next decimal minutes (0.1 etc of an hour), rather than round down. The rationale for this is the recording meters lag a little in terms of operational real time and rounding down financially-penalises the next hirer.

New members

Here is the latest instalment of comings and goings in Club membership. This list dates from April 2016.

Fin	Milne	Member under training (under 18 years old)
Thomas	Roesler	Member under training (under 18 years old)
Sam	Fern	Member under training (under 18 years old)
Imran	Khan	Member under training
Glenn	Lange	Member under training
Heidi	Cheung	Member under training
Gary	Mitchell	Member under training (under 18 years old)
Graeme	Cooper	Social Member

To each of you, welcome to our vibrant Club...we are chuffed with your arrival. Immerse yourselves in our ranks and you will find so much to learn and enjoy therein and around Taieri airfield.

Past events

Visit by Silverstream School

In May, the Club hosted a contingent of pupils and teachers of the middle syndicate at Silverstream School on a beautiful autumn day. Club representatives (amongst others, John Penno, Greg Walsh and Al Wright) provided display aircraft and introductory accounts of all things aviation. Feedback from Andrea Robertson of the school's teaching staff highlighted a successful event, ongoing interest in things aviation by several pupils, and a donation to the Club's accounts. John Penno was described as "a true expert!"...that's nothing new to Club members!

Forthcoming events

Fly-aways

Amongst other planned one-off activities, our new Club Captain, Al Wright intends to continue the programme of regular fly-aways on the last Sunday of each month followed by a barbeque at the clubrooms. Alerts and attendance instructions will be by email.

Working bee

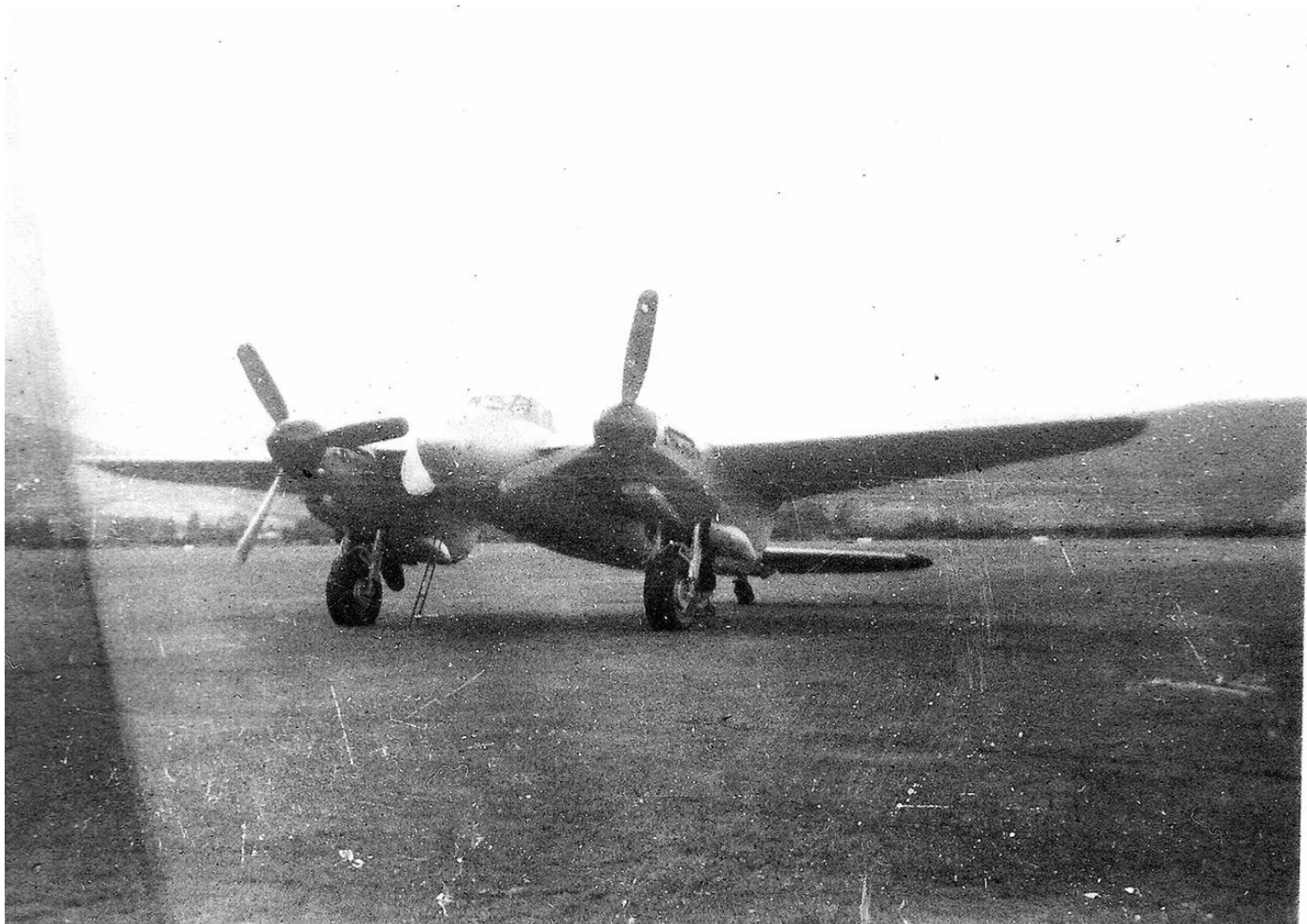
Al Wright is also planning a working bee shortly to be directed at maintenance of our buildings and grounds. Please work on your physical attributes in preparation for the big grunt.

From the archives

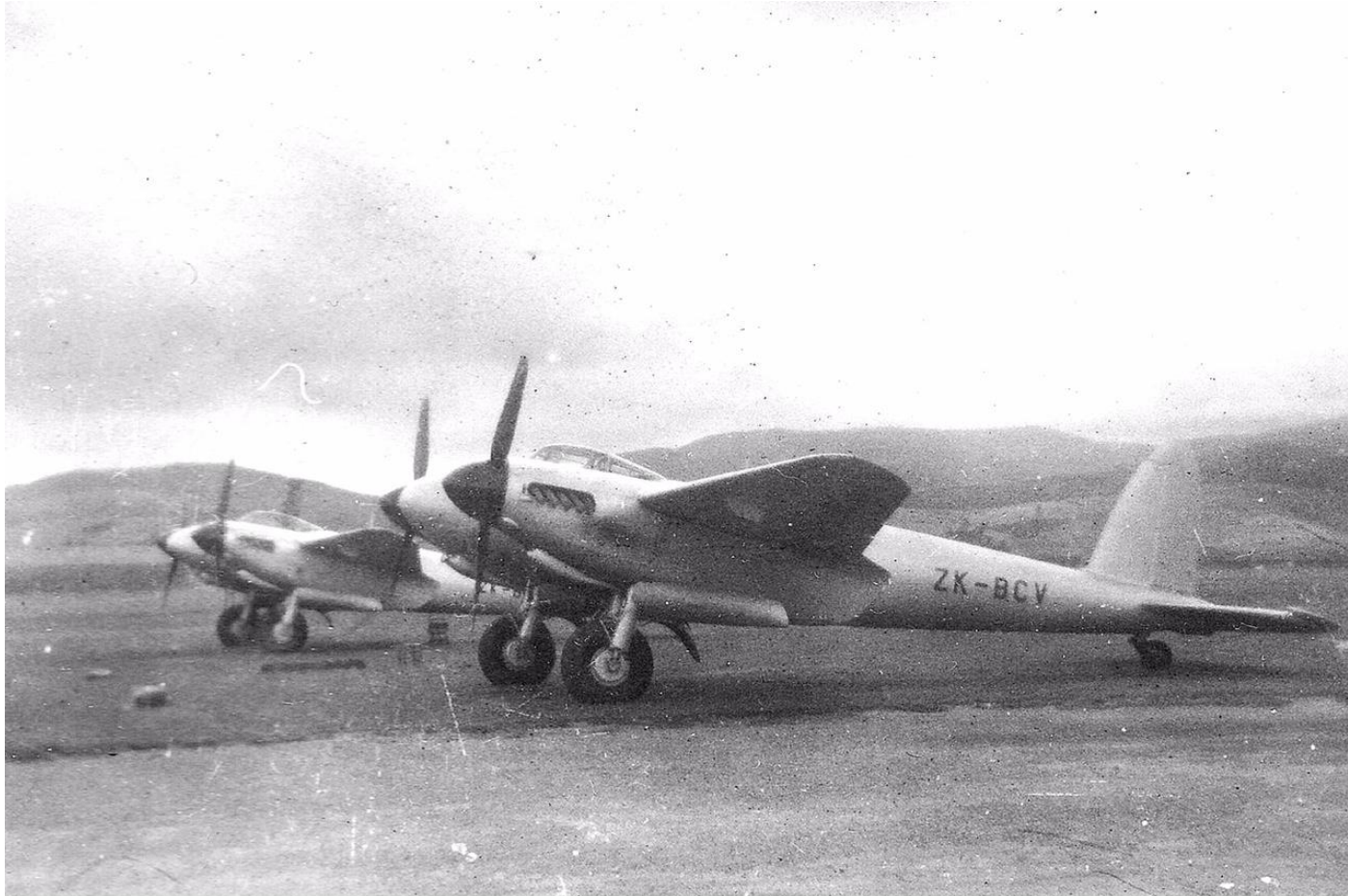
Craig Buist has supplied a few historic images of activities at the Taieri airfield. It's great to be reminded of the enormous aviation legacy our real estate represents.



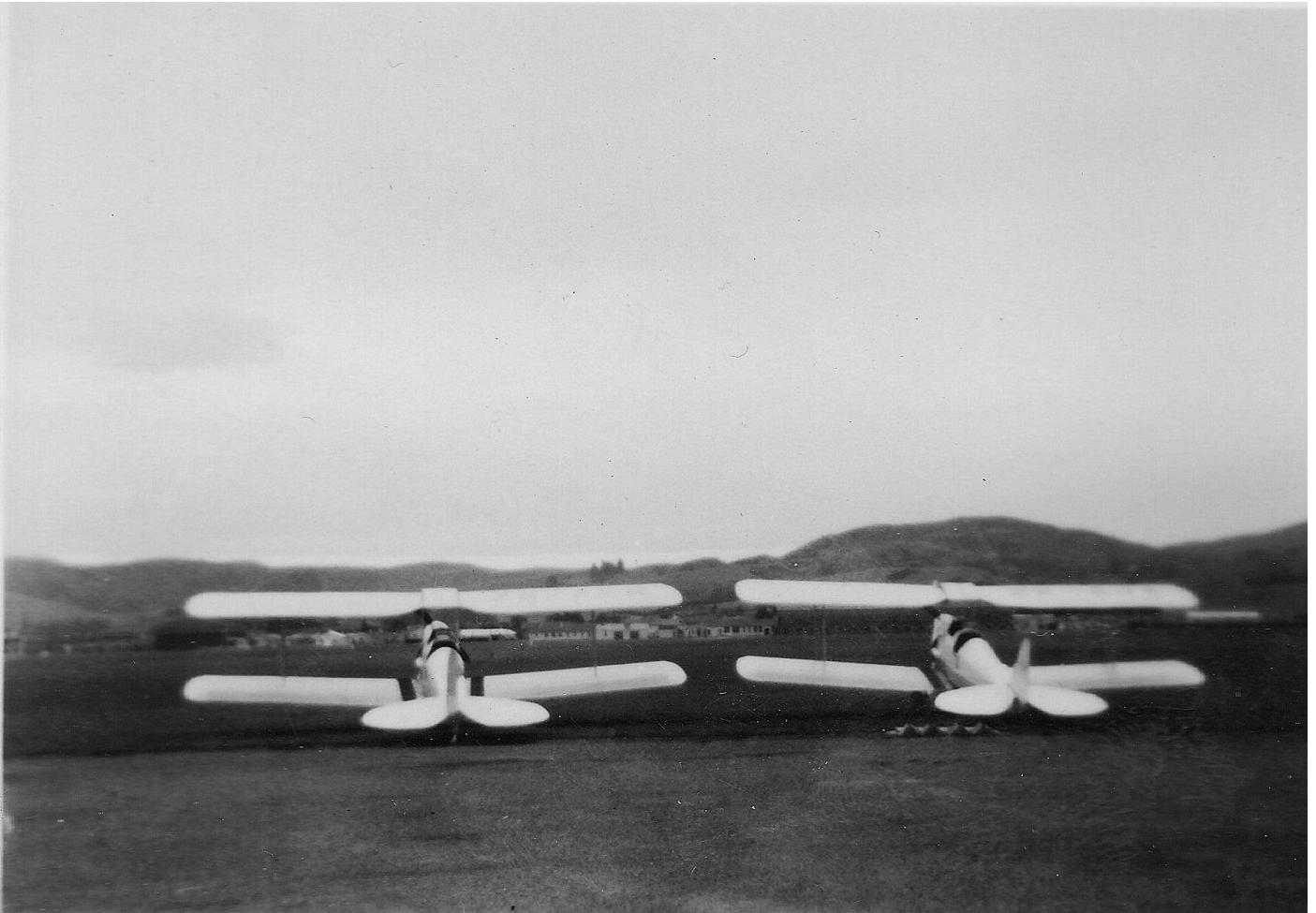
This photo moves me to suggest that Club members need to spruce up their standard of dress at forthcoming events. And it's not PC anymore to man-handle female Club members.



Wouldn't it be great to have a "wooden wonder" on line for a quick rating!



Or two for that matter and with no military insignia.



At first glance you might conclude that the Club's buildings are nicely framed by those Tiger Moth wings, with in those days the eastern hills fringing the Taieri valley looking free of built structures. However, our sharp President, who was raised on a farm at the base of the eastern Taieri hills at the end of Wingatui Road noticed that the 'eastern' skyline didn't look right! After much on-site arm-waving, it was concluded that the view is of the western hills and the buildings are not our clubrooms and stables but those past and present about Dukes Road..

New 11/29 grass runway at Wanaka Airport

Administration staff of Wanaka Airport want to bring to the attention of aviators that the new Wanaka AIP chart shows the new 900 x 60-m grass runway (11/29) as open. However, this is **NOT** the case. A NOTAM was issued to reflect that. The new grass strip, which has had a great deal of voluntary labour go into its preparation, needs a little more work (rolling etc.) before it can be officially opened for use. Opening is now projected to be 1 October, 2016. A 60-m wide strip will provide a little more weaving latitude in coping with those nor'west crosswinds.

Mid winter OE

Along with Kevin and Linda Anderson and Peter French, I attended **EAA's Airventure at Oshkosh, Wisconsin** last month. You will be relieved to hear I intend not to test your tolerance of gushie accounts of that experience but I offer a few interpretive observations on what to me is a monumental aviation experience.

Truly American-scale statistics are generated by the event:

Attendance: This year close to 600 000 people.

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,855 (up 7 percent over 2015): 1,124 homebuilt aircraft (up 11 percent), 1,032 vintage airplanes (up 7 percent), 371 warbirds (up 6 percent), 135 ultralights and light-sport aircraft, 101 seaplanes, 31 rotorcraft, 41 aerobatic aircraft, and 20 non-categorized aircraft.

Commercial exhibitors: Final total of 891, a 10 percent increase over EAA AirVenture 2015.

Forums and Workshops: A total of 1,050 sessions attended by more than 75,000 people.

Volunteers: Over 5000 grounds crew and volunteers facilitated a well-oiled operation.

A few observations and interpretations

There is no strict adherence to a display line above and beyond the runway for display flying. Frequently, display aircraft overflew the audience, show and campground areas at rather low levels.

The accessibility of displayed aircraft is wonderful. All aircraft, even up-to-date military jets such as the F-15 Strike Eagle, the F-16 Fighting Falcon and the FA-18 Super Hornet can be peered into and photographed at close quarters. There was little crowd exclusion from the apron even when military aircraft like the strike fighters mentioned above or the C5 Galaxy transporter and commercial airliners like the Boeing 747 freighter taxied into display position. It was such a buzz the watch closeby as the massive undercarriage of the Galaxy trundled by.

Much of the aerobatics was low-level, with loops commenced at 30-50' agl, even in Beechcraft Bonanzas. Military jets displayed at close to the speed of sound (c 760 mph), commonly at and below 100' above ground level. At that speed, an approaching aircraft produces a slightly weird audio experience - a silent approach, followed by an instantaneous thunderous cacophony immediately overhead.

The crowd viewing line is close to the runway. The roar and pulsating pressure waves hammering one's body and the literally deafening roar of fighter jets taking off became transfixing...I needed my daily fix of that after-burner, take-off kinetic energy and audio experience...albeit at the expense of the planet's atmosphere.

The aircraft parks, which also function as campgrounds, are vast. Much of the aircraft parking is stratified by aircraft make and model. Thus, Vans' RVs numbered in the several hundreds, with two large paddock parking lots commandeered by this most USA-popular homebuilt.

The visiting vehicle parks-campgrounds went on for kilometres (sorry miles).

Enormous amounts of marketing accompanies the release of new aircraft from certain companies, no doubt with financial consequences for the list price. Some of these aircraft are likely to be trend-setters – the Icon A5 amphibian, the Honda Jet and the Cirrus Vision Jet.

The turbojet engine is gradually entering the homebuilt arena. Sonnex have their Sub Sonnex turbojet, a marvellous but wee aerobatic aircraft, in size approaching the Colomban Cri Cri. A 1929 Waco biplane aerobatic display aircraft has been axillary-powered with a turbojet engine producing rocket-type launch and climb trajectories and a weird noise mix of radial and jet engines throughout the aerobatic display.

There is a real nationalistic fervour to the event, although that aviation nation has a lot to be proud of.

Some OAC members will remember Owen Hughes from San Francisco, who as a six month visitor to Dunedin did a rating or two in our Club aircraft in 2015-16 and who partook of an AOPA summer back-to-basics camping event at Hunter Valley Station. I ran into Owen at AirVenture. He had flown his Bonanza for eight hours to Oshkosh from San Francisco (well, the autopilot did most of the flying).



To finish off, here are a handful of AirVenture images visually reinforcing some of my impressions:



The sky was crowded with oil-burners in serious need of engine rebore.



This formation will delight the at least three owners of RVs in our Club's ranks but the central pilot up there must feel a little claustrophobic.



I just loved the shirt symbolized with the American bald eagle- and the Stars-and-Strips flag, the directors chair label and the way the C-5 Galaxy has been designed around a massive cavity. Some of our scientists go to the ice in that cavity each summer.



This behemoth was clearly designed for functionality not looks.



During preflight you'd want to check the tail-wheel inflation pressure!

Parting shot



The latest contingent of pilot graduates from the Otago Aero Club!

