



Otago Aero Club

July 2015 Newsletter

Welcome to the 2015 Otago Aero Club Newsletter, or rather Newspaper! It's intended 3-4 pages fast grew into a mini novel.

It's been a busy year and I think I can speak for the whole committee when I say it's been a satisfying one at that. Multiple plans and projects have been implemented to improve the clubs buildings, surrounding property and future stability. Many of these projects should enhance the appearance of the club and what it has to offer for its members, and new members alike.

I hope you enjoy the 2015 News letter below. Craig Buist.

Presidents Report.

Raymond Bremer

Firstly I would like to thank all those on the 2014/2015 Executive Committee for the huge amount of their personal time they have put into keeping our club running smoothly and planning for the future.

A sub-committee has been working on a long term Plan for the Airfield and, although this is still a work in progress, it will enable future Executive Committees to at least understand the direction in which we are heading and our reasons for it.

One of the decisions recently made was to face up to the situation of the on-going lack of building maintenance and repair or replace the clubroom roof. We decided the best option was to replace the existing roof with new tiles and battens. In addition the ceiling space is to be insulated. I am pleased to report that this work is in progress.

The Executive Committee would like to thank all of those who have donated money or time towards this project. In addition, we have so far received approximately \$10,000 in community grants to help with this work. The road by the fence servicing the hangars alongside the 11/29 taxiway has also been upgraded, and soak holes have been installed behind those hangars to assist in drainage.

When we started our term of office in July 2014 we were looking at a relatively tight budget, so expenditure during the year has been restricted to essential items. We have also reviewed both the aircraft hire fees and ground and hangar rental and made changes accordingly.

Aircraft operation and maintenance has been carefully considered and we have decided to review our present fleet. As a result we have asked Dave MacMillan of Air Flite South Ltd. www.airflitesouth.co.nz to sell our Cessna 172M, ZK-DXK.

Looking forward with great things to come, however we do need to continue being vigilant with our resources. The number of new aircraft and new hangars on the field is certainly a healthy sign and is proof that there are a growing number of aviation enthusiasts who have chosen to establish a base at Taieri.

This in turn can only help the viability of the airfield.

We also have a good core group of enthusiastic students both GA and Microlight. The recent Pilots dinner was well attended. The number of awards handed out was a good indication of the many achievements.

Next year we are hosting the 'Flying NZ Summer Safari' <http://www.flyingnz.co.nz/new-zealand-air-safari/> This will be a chance for many out of town pilots to experience flying in the spectacular scenery around our district that we take for granted. In addition, there are some other events in the planning stages that will hopefully be both good for our income stream and for having the profile of our airfield lifted.

While on the subject of Flying NZ, do not forget to check out their latest Newsletter.

There is a great article about airspeed. <http://www.flyingnz.co.nz/flightpath.html>

I know and appreciate that there are many people who work hard behind the scenes however I would like to especially acknowledge the efforts of the following:

Colin Chalmers, for the work he has done with the cropping and baleage. He and his team have put a lot of time and effort in behind the scenes to ensure we get the best return for our cropping.

Peter French for the wonderful work he does keeping the airfield runways and taxiways mown and tidy.

Mary Bruce who has worked hard over the past couple of years setting up our administration and accounting systems. Mary's work should significantly reduce future accounting and administration costs.

The Taieri Blokes Shed. Many members may not know the amount of work these gentlemen have done behind the scenes, transforming our old stables block into a modern, well-equipped workshop complex. They are always willing to tackle odd jobs around the clubrooms and airfield too, and their painting of the Stedman Road wall has dramatically improved our street frontage. Murray Barrington for the significant amount of work he has carried out on the main hangar. All of the instructors for the amount of the work they do above and beyond the call of duty.

I have enjoyed my time both on the committee and this past year as President, my work / life balance has been swinging more towards 'work' than it has towards 'life'. My family time is important to me and, although I will continue instructing in Microlights, I will not be standing again at the 2015 AGM.

In closing, I would like to thank all members for their support during the past year. Keep your airspeed up.
Kind regards, Ray.

From the General Aviation Area:

By Henry Tilson.

It's been busy year so far as we've seen the arrival of several new students and flying members to the clubs numbers. We have also had the privilege of having another successful Gateway Program run through the Otago Aero Club. Seven students from 3 Dunedin high schools participated, each getting three flying lessons with club instructors while also exploring all facets of the aviation industry around Dunedin.

Having flown with each of the students, it was truly impressive to see such great attitudes from all involved and I am sure a number will go on to continue flying as a career. A special thanks to those who helped run the program, in particular Greg Walsh who has successfully run the program for a number of years.

We have also been working hard to continue the Young Eagles Program, which allows the younger guys and girls (12-16) to get involved once a month visiting aviation sectors including control towers, airport fire crew, engineers and so on. More members are always welcome and if willing to participate contact myself to enrol (email below). The program is entirely free to join.

In general, flying numbers have increased well over the previous 6 months to the point it is now not unusual to see the 152 fully booked on a number of days which is fantastic.

Students who have made significant achievements of recent are:

Matthew Paul - First Solo (C152)

Edana Sparks - First Solo (C152)

Brodey Duncan - First Solo (C152)

Joseph Peacock - First Solo Cross Country (C152)

Dave Vaughn - First Solo Cross Country (C152)

We also have 3 more students coming close to first solo in the C152 and 3 are close to PPL in the C152.

As always, if you know of anyone thinking about flying as a career or hobby forward them to one of the instructors who are more than willing to help get them started.

Thanks to all, Henry Tilson

A special Thanks to Henry for his amazing efforts in this field. The club thanks you. C Buist

Aviation Gateway

By Greg Walsh

The programme is designed to make potential flyers aware of the businesses and industries which are a vital part of aviation and expose them to people involved in those businesses.

The aviation gateway programme has been run through the Aero Club for the past 3 years and has put through 26 students from various secondary schools in the Dunedin area.

The 10 week programme is open to year 12 and 13 students who apply by letter. Service IQ is the organisation for implementing the programme throughout New Zealand which is run through Aero Clubs.

OAC is the only Club south of Christchurch which operates the programme and this term 7 students are taking part.

The students receive 3 flying lessons – the first 3 lessons of a PPL supplemented with visits to aviation related workplaces viz; Airways Control Tower, Airport Fire/Rescue, Dunedin International Airport administration, Mainland Air flight training, Helicopter operations, Helicopter and Fixed wing construction and maintenance.

A number of students who have taken part have continued flying at either OAC or at Flight Training organisations. The programme has received good feedback from the King's High School co-ordinator and most of the students who have taken part.

The OAC programme is run on Tuesday afternoon's by Greg Walsh and Rex Telfer with help from other club members when needed.

Some Good In The Hood.

By Ray

Yesterday evening I attended a presentation on Behalf of Childflight. They are a charity who take disadvantaged kids for flights.

We received a grant from Z Energy 'Good in the Hood' promotion. This will allow 16-20 disadvantaged kids from Sarah Cohen School, to go for a flight.

Amended Taieri and Dunedin Arrival and Departure Procedures.

By Warwick Sims

By now those of you that have updated their AIP Vol 4 will have discovered that the amended VFR arrival/departure procedures for NZTI and NZDN came into effect from 28th May 2015. These are significant changes and I strongly urge all airmen and women to make themselves familiar with these procedures. If for any reason you do not have a copy of AIP Vol 4 then you can download the appropriate pages from aip.net.nz

Please be reminded that these procedures apply only with ATC clearance and do not give license to extend the transit lanes.

Those of you who attended the Taieri Airfield User Group (TAUG) meeting with Hadley Cave from Dunedin Tower during June will be aware that it is possible that these procedures may be removed in the future. Until this happens the current procedures remain in force. Hadley reminded us that if you are in any doubt then plain English can always be used when talking to the controllers.

Kokonga landing plate.

By Warwick Sims

As John Mathewson's Kokonga (ko-con-ah) strip is a popular destination with many club members an unofficial landing plate was circulated a couple of years back in order to give visiting pilots some runway vectors to use in their radio calls instead of the vague references to the landing direction. This plate had errors with both runway vectors and lengths. A corrected version 2 of this plate is about to be made available (once it is checked). In the meantime please destroy all copies you may have of the original plate. Be reminded that this is an unofficial plate and is to be **used at your own risk.**

FROM THE INSTRUCTORS By Alan Wright

This year we had a pretty good start with a reasonable number of hours being done in our club aircraft but unfortunately during the last two or three months we have seen a bit of a decline in the hours due to the unfavourable weather we have had. Never mind I am told that as we get into the month of July the weather should start improving, so we'll keep our fingers crossed eh.

We have had some great achievements so far this year:

Wayne Cunningham - 1st Solo.

Boyd Devereux - 1st Solo/Intermediate Certificate/2 x Solo Cross Country Trips.

Frank Offen - 1st Solo.
Murray Barrington - 1st Solo.
Tony Ross - 1st Solo/ Brought 2 Aircraft/Advanced Certificate (all within 8 months).
Kevin Langford (from CC) - Rating - Eagle Gyrocopter.
Paul Newman (from CC) - Rating – VPM Gyrocopter.
Owen Hughes - Rating Rans S6.
Kelvin Wright (Whakatane) - BFR Light Sport (ex C.F.I. - O.A.C., took a break now getting back into it).
New Aircraft: Edwin Nieman - Harmon Rocket. Geoff Rogers - Alpi Pioneer 300. Pieter Van Ammers -A36 Bonanza

Very well done guys.

I believe we have had a pretty good run of safe flying around TI so far this year with only a couple of minor incidents occurring..

'THINK WELL AHEAD, LET PEOPLE KNOW YOUR INTENTIONS WITH GOOD CLEAR RADIO CALLS, KEEP A GOOD LOOK OUT'

...Well done everybody.

Just a couple of operational reminders:

If an aircraft is on final approach, PLEASE DON'T enter the runway with your aircraft or cross the end of Runway 23 in your car.

Hold with your aircraft until clear and please use Odlin Place entrance in your car if you want to get to the west from the east side of the airfield because vehicles cause quite a bit of damage to the entrance of 23, especially in the winter time. I have seen at least two incidents where an aircraft has been either taking off on runway 05 and an aircraft has been landing on runway 23 when a motor vehicle has crossed the end of 23, so please have some courtesy and use the alternatives.. Thank you.

Back to the positives:

Even though the weather has not been great, we have had some great flyaways where we experienced some new strips and met some great people from other aero clubs etc.

The Pilot's Dinner held at Hotel Taieri recently was pretty good too with our resident Geoff Rogers doing his usual great job of M/C., leading quite an entertaining night with some Pilot Certificate achievements being handed out and some other awards for the unmentionable flying achievements, topped off with some refreshments and a very nice meal.

May the rest of the year go just as well...

LOOK OUT FLY WELL HAVE FUN BE CAREFUL OUT THERE

Alan Wright - Flying Instructor/ATO - Light Sport Aircraft.

Field safety officer

By John Penno

As I understand weather forecasts are now cost free the reason for this is that there have been serious incidents with pilots getting in to trouble (one fatal.) If you are planning a flight there are so many reliable sources available such as airways, met services to name a few. If you are planning to fly in to a remote farming region and the cocky is a keen flyer or a second or third generation on the property, they will give you an accurate met report. Might not be all the fancy codes etc but is sure as hell accurate. Just a phone call away.

I must say there have been some scary stories floating around so take care guys. Never be too proud to ask around. Interesting foot note Wayne who owns FDD has sailed all round NZ plus the islands. He was telling me if it had not been for forecasts he would not be here to day. If it is nautical or aero nautical the principle is the same.

Take care

John

From your Club Captain

By Craig Buist.

After Vince left for Mandeville early last year I found myself volunteered for the Captain position by my lovely lady Samantha. My role to be, social activities, club promotion and advertising for the betterment of the club. While undertaking those roles I planned to also target areas holding back my obligation. Mainly, **first appearance** of the club, buildings and surrounding area.

Expecting tumble weeds to blow past the club rooms and through the car park was not a good look for prospective new members.

24 years of being self employed in building maintenance makes one want to get things done quickly and efficiently. Getting my teeth into things, I targeted the maintenance requirements around the club I believed was holding it back. I don't really know if Warwick Sims and committee were really expecting the multi folder photographic report on the clubs building and grounds but it was welcomed, discussed, agreed on and actioned accordingly. The following committee (present) have followed through on much of the proposed work.

The Development group have done a great job targeting the hangar painting, new club signage, clubroom painting, insulation, heating, spouting and of course the clubhouse roof.

The decision to replace the roof wasn't made lightly- the refurbishment or replacement decision was scrutinised for months, looking at all its pros and cons. Due to its tiles becoming porous, and the deterioration to the supporting timber battens, it was clear that the additional cost required to replace was minimal considering the 50-100 year life expected compared to refurbishment of the old roof tiles with a 10 to 15 year life expectancy. This option also did not target the deteriorated battens. Donating members also clearly indicated their preference to replace. So, with this we should see our new roof going on sometime next month.

Working bee SOON:

A working bee is to be arranged soon and the list of items to be addressed is long. I plan to email a list of jobs and categories they fall into, in the hope people with the suitable skills will adopt their preferred task and bring the required equipment for it. Categories will be plumbing, electrical, glazing, painting, gardening, cleaning and labouring. There will be plenty of hands needed especially to assist some of the more complex trades.

More info out soon.

Club Room Accommodation:

In a recent trip to Omaka and Motueka we experienced very pleasant accommodation at the Rangiora and Motueka club rooms with all the food, drinks and bedding one could want. This got me thinking- why not at Taieri! I'm up for the challenge! Putting my sales pitch to the committee I have had the go-ahead to make it happen. With our newly insulated ceilings, heat pump about to be installed along with the upcoming working bee, I will be putting out a request for the following items that members might wish to donate to help set this up. Things like bedding, bunks, flat screen TV with USB input, satellite dish or aerial, Freeview box, and more to come I'm sure.

Along with this on-field accommodation I hope to provide a courtesy vehicle sponsored by a small group of club member businesses, each providing some minor input and support to keeping it operational. If your business would like to assist in this please contact me to discuss further.

This proposal would make Taieri a welcoming stopover for all travelling aviators.

Café at Taieri

This speaks for its self. The benefits this would have for the club. It's been discussed multiple times over the years but now it's going to get a push. The committee had given the go ahead to find expressions of interest in owning and running this café that can only be described as a "Destination"

Great things ahead...

Craig Buist, Club Captain.

Social side

By Craig Buist Club Captain

Club Captain! What a job!! Everyone else will contact you with rate increases, grizzles, grumps and gripes while I will email you with just the fun stuff... BBQs, flyaways, overnights, dinners, newsletters (like this one) and whatever else I can do to make you smile and enjoy the events at the club. I must put a smile in your day, the music in your hearts, the wind beneath your wings, it's great.

Now... back to reality. With the AGM coming up and my sales pitch done, and yes I hope to remain Club Captain for another term. I look forward to another year of events and fun.

Apart from the normal weekenders and day flyaways, I think you'll see that the last Sunday of every month will be the club day. What does this mean?

- A short destination before returning for a BBQ and social drink at the club.
- Or a destination for lunch
- Members making the effort attending for the flyaway, the BBQ or both and pulling the BBQ out themselves on occasions.
- Members inviting Non Members to these events.
- Interaction with destinations and ideas and being a part of the arranging.

Weekend and larger distance trips and overnights will be randomly placed during other weekends of the month. This means there may be more than one social event in a month. But every last Sunday is a club day with BBQ.

Why the changes? You asked for them, and thanks to those for the input.

Pilots Dinner.

Great attendance with a great atmosphere was to be had in the function room at Nellies. With about 50 attending the evening began with social drinks and mingling amongst other members. It was great to see the younger generation there also, that Henry has done so well with.

Below are some photos of events over the last year or two to enjoy, if you're not in them then step up and join the fun.



Lunch at the Oturehua Railway Hotel.

20 aircraft and 30+ people attended for a good event. While some got ferried by car from the field to the hotel, others walked the 30 minute and met us there. The event was attended from far and wide including the Rangiora guys that stayed the night at Poolburn.



Warrington beach BBQ Day, Aeroplanes, Spot landings, BBQ, beach, Jet Skies, good friends, and an extremely sunny day (above the clouds). What more could one want?



Kokonga working bee day with BBQ. Driven by an unnamed club captain that found himself out after dark, we fitted 180 white painted tires and reflectors to all 6 vectors. Thanks unnamed person! These reflectors may well help some other stupid pilot who gets caught out (Lawrence and John Matheson will feed you steak and whisky till 3am also!) ✍



Just one of Poolburn's many day and overnighter trips. Recently entertaining Rangiora club for an enjoyable weekend also.



Overnighter at Kokonga followed by spot landings and bombing runs the next day with day trippers from Taieri. Hey Bundy! Where you going? Does that finger mean ones not twos?



Dingleburn weekender. Fantastic trip... nothing more to say. Just fantastic trip. About 10 aircraft and 20 people. Great local flights. Did I say it was a fantastic trip?



Parerora strip BBQ put on by Rob McSkimming and family. Big thanks. Trip made of those returning from Dingle burn and day trippers from Taieri.



What can I say? TeAnau weekender. If Dingle was fantastic then this one was fantasticer. Neil Sutherland made the trip what it was, with his contacts and his determination to make us eat 3 solid meals a day. He had us flying, dining then wining the days away. Neil provided a bus that ferried everyone about from the field to the restaurants to the terrific accommodation units. Very social event that rates a 9.5/10. That means you need to do it again Neil. It also rates well enough for 5 photos not two like the others 😊



Development

By Warwick Reid Development Committee

The Development Committee overseen by Warwick Reid, Murray Barrington, Greg Walsh and Pieter van Ammers was formed to look at ways of moving the Aero Club forward. The review covered a number of areas such as finance, grounds and buildings, membership and social.

In order to have a starting point we all flew up to meet with the Executive of the Rangiora Aero Club late 2014 in Pieter's plane in what was quite a successful trip. We all come back with a sense of determination of what can be done to improve the club.

The major theme that came out of the visit was that more needed to be done to the clubrooms and grounds poor state of repair as a first step. With this in mind it was recommended to the executive replacement of the roof along with new spouting, insulation, repair of all rot as a first step. To this end, membership was asked for donations to fund development to which \$9,000 was raised. Furthermore, applications were made to three Community Trusts of which the Bendigo Valley Trust contributed \$3,000 and the Otago Community Trust a further \$7,000. To these organisations we sincerely thank you for your assistance. To date, insulation has been installed and all rot has been repaired. August is when the new concrete tile roof will be added after which the spouting replaced.

Following on from this the external plaster is to be painted in an up to date colour scheme sympathetic with the building period and the newly painted "Blokes Shed".

Work has commenced with maintenance and painting of the main hangar (the former National Airways hangar with Historic Places Trust II Classification) to be paid for by Murray Barrington to which the club owes a great deal of thanks!

The airfield has also not gone unnoticed with new drainage holes dug around the western hangars to alleviate ponding of water in the winter months.

Looking further forward it was proposed to assess the viability of adding a coffee shop to the south end of the building which has been discussed for a number of years in the past however never eventuated but refurbishment of the roof and other areas would go a long way to better improving the appeal of the rooms. All enquiries are welcome to discuss options from potential tenants.

Planning is underway to upgrade signage around the airfield also.

One of the strengths of our club is the diverse income stream such as ground rentals (both private and commercial), private aircraft hire, flying lessons, bailage and sheep grazing therefore the committee felt the club could build on this asset as well as attracting other commercial users to the airfield and reinvesting this money back into the club.

Finally the committee felt and in consultation with members a long term plan be drafted to provide direction but not limited to any particular direction.

In summary, it has been a busy old year with more to come over 2015/2016. Watch this space!

Events

DXV the Crash By Craig Mitchell

Good Friday lunch time rolled around and what a nice day for a flight- balmy, no wind- perfect. We decided to go for a flight over Karitane. As I walked out the door Debbie said "No beach landings"!! I loaded my son Paddy (9) into DXV Cessna 182 after completing preflight checks. Just a simple flight to Karitane, 2.5 hours fuel. Sweet. Standard Hyde departure, ironically scanning for landing spots in case of engine failure. Returning from Karitane I climbed to 3000 feet and flew closer to shore as we passed Waitati. I have a healthy respect for flying over water. Again, if there was an engine failure, I had enough altitude to make land. Entering ATC (Port Chalmers) I gained clearance to Taieri Chain hills. Altitude 1800 feet ASL. Tracking the western side of the harbour, abeam Larnach castle when the motor coughed. I questioned myself did that just happen? Then again it coughed, so applied carb heat and the engine seemed to regain power, carb heat off. Moments later coughed again. Carb heat again. Motor became more irregular "PAN PAN PAN DXV partial engine failure" that's all I managed to blurt out to control tower. Thought this is not good. (Not quite those words) I need somewhere to land, only option east side opposite harbour. Engine getting worse, more irregular. Then complete failure. "DXV complete engine failure" Tower "Let me know when you are on the ground" I thought how can her voice be so calm? I'm packing myself up here. My 1800 feet ASL rapidly disappeared as we approach the terrain 100-200 AGL, one option a short paddock surrounded by gullies. I turned 180' to line up "this is going to be tight". Fighting the stall buzzer and not hitting the side of the hill, too high too fast- would have over shot into gully. Abort. Turn away 180' must find a better option. A Beach. Go for the coast. At this stage DXV is sinking like a stone. Tahuna beach below dropping 200feet ASL around the corner Tomahawk beach, thank god what a sight. Shut down- fuel off- flaps out. OH NO 4 people directly in front on the hard sand line!! Frantically I flashed the landing light to get their attention (Remembering we are now in stealth mode) "get out of the way "or words to the effect. At the last minute I realised they weren't moving! Why aren't they moving!! Why because they are walking away from us. No time to shut down fuel, or ignition off.

Options?

- 1) Take the hard sand line and most definitely mow down possibly killing 4 people
- 2) Soft sand - not good for us.

I kicked her into the soft sand, direct impact, no roll out, straight flip. 50 knots – 0 knots instantly.

Moments later the 4 people were banging at the door which were still locked from the inside.

FIRE was all I could think. In one motion I unbuckled Paddy from his seat where he was upside down looking like a stunned mullet, opened his door and pushed him out. I think he was airborne when I pushed him out the door and I was right behind him.

On reflection..... What if???? Deb doesn't like to think about what if????

I'd like to acknowledge and thank my instructors over the years, the repetitive drills became instinctive. I have little memory, they just happened.

The throttle lever was bent at 90' on impact I had closed the throttle on landing with hand still on lever ready for an overshoot. No real point as engine not running, just habit.

Complacency- I have flown over Dunedin sightseeing countless times at this altitude thinking she'll be right. Never again! Altitude must be respected, more altitude = more options.

In closing I'd like to thank all involved with help and support on the day/night. In what was a very confusing time.

DXV is written off. CAA final report fuel related. Possible carb ice, with further carb ice formation after initial build up cleared. Paddy and I were lucky to walk away with sore necks and grazes from the seatbelt.

Two days later Ray and I went up flying (had to get the monkey off my back) to Dunedin tower to visit.

It was not a pretty landing, to say there were a few nerves would be an understatement.

The Crash

Paddy's version

We flew over Karitane for a look then we went over the harbor and to look at Larnach castle. As we turned the corner something went in the engine and it started to cough so we turned again and there was a beach. Phew. We wanted to land in the hard sand but there were people on it walking. So we had to land on the soft sand and the front wheel went into the soft sand and we flipped, slid a few meters. Stuff came flying onto the front from the back and hit the wind screen. I was hanging upside down wondering what the?? Craig undid my seat belt and I hit my head on the roof. The seatbelt hurt my neck so went in the ambulance to hospital to get an x-ray.

I was a very scary experience but Craig did a great job landing the plane.



New about the club.

PVA A36 Bonanza

By Pieter Van Ammers

How ZK-PVA arrived at NZTI

Not a single person tried to talk me out of this!

Every owner told me it was the most satisfying thing to do

Sure, it cost at least double what you'd budgeted, and the

weather frustrated the easy come, easy go option, but

something you really should do.

Initially Edwin Nieman and I started embarked on the idea of a Socata TB Trinidad, until it finally dawned on us that the plane was a compromise between what each of us actually wanted; if you look at our hangar you'll see how true that proved to be.



Dave Macmillan, had always been lukewarm about the idea of the TB. One day I walked into his office, mentioned I'd taken a half-hours flight in Keith Neylon's V35 Bonanza at Mainland, and that I'd like to buy an A36. His eyes lit up as he exclaimed: "now there's a real airplane!". Why the A36? Plain & simply, I'd fallen for the nose, with its 3-bladed prop, those tapered high dihedral wings, and the back doors, because as you know we really need to be able to carry bikes!

And so started 8 months of work, vetting models, and discussing costs and importation, if necessary from the USA. Out of the blue a broker in Australia emailed Dave about the 1989 model you now see at Taieri. New to the market, being sold by a gentleman in his early eighties, who'd bought the plane in the USA at 300 hours in 1991. On Dave's inspection it turned out to be a completely original A36, from paint and interior to engine and instruments, and in good condition for its age.

Neil Bolton from Avtek, Timaru and I flew to Bankstown and spent 2 hours looking the whole machine over, finding essentially nothing at fault. Sure, the paint perhaps a bit tired, but otherwise all good. But I still remember clearly first seeing her: she looked so big and daunting, the painted stripes in black, brown & gold so very 80's and the interior obviously from different era. Clearly I also remember thinking: what have I embarked on here, and have I lost my mind?

The insurers seemed pretty happy that Rob Leach would ferry her across for us. His departure from Australia was frustrated by weather (of course), but mainly by the Australian broker who decided to join a colleague on a ferry flight to the Philippines and had himself arrested by the Indonesians for crossing their airspace without permit.

I wasn't able to meet the plane in Auckland, but a few days later flew with Rob to Timaru, to be met by members of the home team, and from there she started her transformation from an Ozzie bird to a Kiwi one, including the registration which I'd reserved almost a year before. (I'd never do this for my car, but feel comfortable carrying my initials on my plane!) Hundred-hour service, complying with all ADs, scrutiny of the logbooks, opening NZ logbooks, plates, ELT and a rigorous CAA inspection. Being only the ninth Bonanza in NZ, and the most recent model, the workup included the type certification process. Adding to the pressure, I wanted all done so that I'd have the rating completed before the December break.

Finally by end November she was ready. The day stands out clearly, as Kevin Anderson kindly flew John Penno, Cynthia Langford and myself to TU on a rainy low-cloud morning, JP spent 20 minutes familiarising himself with the A36, then refuelling (those tanks are thirsty!), then the first flight on the South Island. John Penno generously made himself available for a series of rating flights, and finally the heady day of being let loose in my own airplane.

Now, 7 months later, how does it look in retrospect? First off, the plane's provided a steady and unrelenting learning curve. Hours of reading, compiling checklists, service item must-do's, regarding each flight as another training opportunity. It's faster and heavier than anything I've flown, with far more inertia and momentum, more complex with retractable U/C and constant speed prop, and demands I think far further ahead. The IO 550B has been likened to "six engines attached to a single crankshaft", and with a newly installed JPI engine monitor it certainly feels like that. Flown "on the numbers" she's straightforward, but veering away into uncharted territory, she's potentially a bit of a handful. Having said which, stalls are straightforward, as are slow flight, go-arounds, and short-field approaches (well, short field by Beech standards, I recognise that!). The U/C appears quite forgiving, deploying within a few seconds, useful not only to land but also as speed brake when entering the circuit or turbulent conditions.

The colour scheme has grown on me, and I'd not change anything right now. Not quite the modern theme; definitely a touch of the old bach style with sand/beige/brown cloth and carpet.

Flying is about flying, I recognise that, but it's also about people, otherwise why would we all be part of an aero club, and regard a hangar door ajar as a clear invitation for a chat. The people aspect is also why I chose to have a few extra seats, and that's been great.

Would I do this again? Hmmmm, not so sure, but right now no regrets either!

CCD By Charlie Kennys

Many of you know of my Jodel putting on weight over the last few years. A couple of months ago it was decided to take it up to Ross Craig's airfield. A nice easterly on my home strip would have made a nice short hop straight into Ross's field. The Jodel engine keen to get that turbo whistling. Heck better be good. How does one do that? CAA inspection not yet done. Ah ha, the local permit system. We drove it up the road. Only a few kilometres after all.

All went well but we needed a skyhook to get down through the farm. A ring to the local transport and Sheldon arrived with the merlo. Great, a harrow bar for a spreader and the Jodel rose effortlessly into the sky. A short time later a smooth three point touchdown outside the hangar. The next weekend southland chapter had a great meeting there with some Otago supporters.

More recently David Gill from CAA called in to do the survey. David was very helpful and was quite interested in the diesel.

Now problems with the engine or airframe and clearance for test flying. Well the weather has been a bit average so the Jodel has just been talking to the 180 about what it feels like.

This Saturday at high noon is the day according to metvuw.

By the time you get the newsletter Saturday will be gone. Hopefully you will hear the results from me and not the evening news. While it's a new design and a new engine development it's good to know that I cannot get it out of c of g range. All will be good.



A short time later.

I have just returned from flying my new Jodel for the first time. Also my first flight in a diesel aircraft. The D150 took off from a wet farm strip in southern NZ in the last few minutes before a stormy wind arrived. Weather has been terrible for a few weeks in the heart of our winter. The D150X had an unhurried takeoff but lifted easily at 50MPH indicated with half flap and 15 lb boost.. No wing heavyness or trim problems. At liftoff I was trying to feel for airframe induced problems amongst light turbulence. Off the end of the strip and into Clutha valley the drift was very apparent. However nothing fell off and flew overhead the strip for 20 min. Very quiet inside and no vibration. I left the airframe in takeoff configuration with 1950 to 2020 RPM. This gave 60 to 80 MPH with half flap still down. This was probably at half throttle as 10 lb of boost showed. Very pleased with the split flap. A tricky approach back down a hillside, over a gully and onto the strip. Flared onto the first knob and a short landing roll. Just like a Jodel.

A 40 hr test programme starts now to learn all about it.

For all those still building just keep going. The end is worth the effort.
Chas.

New additions to the greater south By Craig Miller Custom Aviation Ltd

Hasn't Craig has been busy? Some fine looking aircraft he can proudly put his name on. Well done Craig.



Rans S6S ZK-FIN
owned by Finn White,
based in Alexandra



Rans S7S ZK-PTP owned
by Peter Kernohan based in
Levin.



Christavia MK1 ZK-PCJ
owned by Peter Johnson
Balclutha



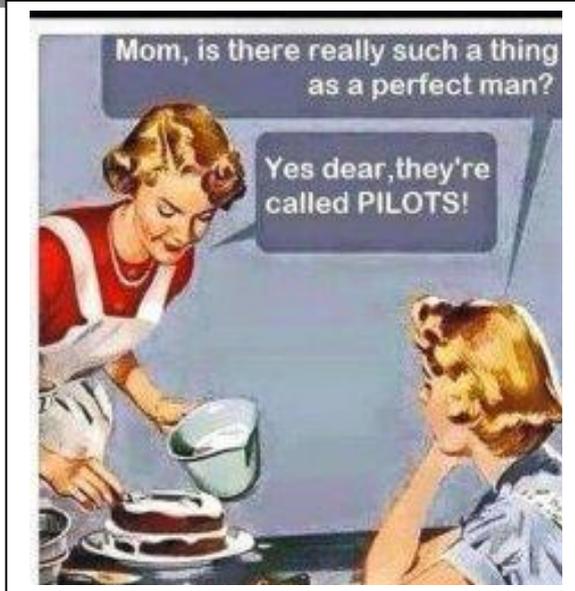
Rans S7S ZK-XBO owned by Bo Nilson based in Omarama



MFD owned by Boyd Devereux of Moa Flat.



ZAZ owned by Robert McSkimming of Patearoa.



From the past.

Club President H. Paterson welcomes the four passenger Waco cabin biplane from the Wellington Aero Club, on behalf of a syndicate of the Otago Aero Club 1934

RMD.

By [Edwin Nieman](#)

ZK-RMD is a Harmon Rocket II, 2 seats in tandem configuration. There are about 230 Harmon Rocket II's in the world and 3 in New Zealand. I bought it end of January 2015 from the builder, Dave Simpon of Auckland after he has completed 55 hours in it. A Harmon Rocket is a VANS RV4 'on steroids' with shorter wings and more horsepower. In this case the engine is a Lycoming IO540 with high compression pistons, maximum power 285 HP, driving an 80" two blade shortened Hartzell constant speed prop. The airframe can't easily be overloaded or taken out of the centre of gravity, empty weight is 1262lbs and MAUW is 2000lbs. Luggage space is good with 50lbs load and cruise is 160 kts at sea level at the low power setting of 21/21 at 36 ltrs/hr and 195kts at 24/24. The tanks hold 160lts so at maximum range speed one has 4 hours endurance + reserve. This will get you 640nm far at sea level and about 25% more at 10,000ft. Auckland is 577nm, Chatham Islands 568nm so these can be reached with standard tanks in one go, which is sort of a must for the Chathams. At higher power settings the Rocket should be able to fly to Auckland in 3 hours, haven't tried that yet but will happen soon. Vne is 240kts and the airframe is stressed to +6g and -3g, good for aerobatics. The roll rate is about 220degr/s and the stall speed is 60kts with two people, flaps or no flaps doesn't really make a difference in stall speed, maybe 1 or 2 kts. So for me it is the ideal plane: fast, good range, easy to load, stable on approach, aerobatic and it can be taken away for weekend trips no problem. The take-off roll takes a conservative 5 to 6 seconds, landing in zero wind maybe 350 mtrs to stop, my personal minimum at the moment is 500mtrs. So other than with 'normal' aircraft it is nearly easier to get out of places than to get in. It takes a few tries to get the hang of landing a 'jumpy' tail wheeler like this but I think I'm slowly getting there after about 30 hours tailwheel time. All credits to Dave Simpson the builder as he has done an amazing job!

Hangar and Clubroom painting

By Murray Barrington

it's a privilege to be able to help with a donation for the restoration of the NAC hangar and clubrooms. They are such historic buildings, and while none of us wanted to see them get so run down, the club was unlikely to ever have the money for desperately-needed repainting.

We showed Greg Booth (the colour consultant who did Olveston) some pre-war Union Airways photos, and some 1947 National Airways photos, and agreed we were best to get the building back to the 1947 'art deco' NAC look.

The colours have been lightened a bit- Greg says the original colours were stronger than those being used for the repaint.

It'll probably be end September before the whole hangar is painted, because John Holmes (the painting contractor) say he'll need warmer weather to paint the Stedman Road wall. His guys are currently painting the side 'lean to' walls, and he hopes to continue with the big front doors and concrete frontage as weather permits. We're really pleased with Greg's colour choices now some blue trim has being applied on the south 'lean to' wall- hope you approve!

Greg's plan for the clubrooms uses the same wall colour but uses other colours for window/door trims, under eaves, and foundation walls. Holmes Painters will be working on both buildings as weather permits. He recommended red ('paprika') for the clubroom's new roof tiles, and Otago Tiles will install them mid August, with new spouting & downpipes. The ceiling insulation is now in place, but the inside temperature difference won't really be noticeable until Tom Hoeffler is able to install the heat pump he's been able to source for us.

Thanks again to all those members who were able to contribute to the 'roof fund', along with Bendigo Valley Sports & Charity Foundation and the Otago Community Trust, who both provided substantial grants, and thanks to Alec Armstrong for repairing 'dry rot' damage to the hangar 'lean to' windows & door frames.

Greg Walsh and I were impressed by Greg Booth's vision for the clubhouse room we all use. It includes this 1947 picture of a DC-3 in front of the hangar, as a 2m x 2m sized sepia-toned print on one wall. We'd like to get this room (and adjoining CFI office) professionally painted, but do up the passageway, kitchen, loo etc with working bees. We'll continue with the remaining grant application to go towards the clubhouse painting, so use of club funds will be minimal.

We think it's great to be getting clubrooms we can be proud of!

Thank you Murray!



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Proposed Café at Taieri

Business opportunity: Café, Restaurant,
Bar, North Taieri Mosgiel Dunedin.

Otago Aero Clubroom Cafeteria Proposal.

The Otago Aero Club executive are seeking
expressions of interest from interested parties

for management and ownership of a cafeteria - restaurant in the southern most end of the Taieri
based clubrooms in Stedman Road Mosgiel. This location is superbly based to capture airfield and
aero club traffic, onsite businesses along with both vehicle and foot traffic from the silver stream
walking track and a fast growing residential development.

This opportunity is a destination and superb location.

The building is sunny north west facing looking out over the activity of the Taieri airfield.

The buildings surrounding veranda creates an ideal indoor outdoor flow with sunny outdoor
seating area.

The building is about to be externally renovated with painting, signage, new roof and gardens, this
should be taken into consideration when viewing.

This opportunity requires serious lounge and kitchen set up for your venture, therefore interested
parties need be suitably financially backed for this proposal.

Building Lease will be favourable against market rates. For further information please make
contact. Craig Buist cbuist@otagoaeroclub.co.nz

Or phone 027 4877729.

A Request From Greame at SouthAir.

Can I take this opportunity to address the OAC members in regards to the "Southair" entrance gate.

I can only assume that perhaps some new patrons to the airfield do not realise that when there is more
than one padlock on a gate, BOTH LOCKS MUST BE INTERLOCKED. Time and time again the fuel tankers
have been unable to gain access because someone has locked up without doing this. This is very frustrating
for them in the wee small hours to find they can't get in...I then get rung to fix something I didn't do.

Thank you and all the best. Graeme

Articles.

Found this article that makes interesting reading. Incident was at Stockholm.

"I was over flying my summer house which is on a small island about 1 km from the mainland. I was orbiting at about 1000 feet when the engine began to lose power. I changed from the back to the under seat tank but was unable to gain an increase in r.p.m. I did not have sufficient height to glide to the mainland or time to get a hand under the back seat and pump the primer so a ditching was the only option. The island my summer house stands upon is all tree and rocks, so I decided that the water option was better than a treetop landing.

I flew towards the shore in order to land in the shallowest water possible and released my seat belt and my intercom lead. As an afterthought I plugged the intercom lead back in with the intention of calling a PAN but in the ensuing landing forgot about the emergency call.



I performed a "normal landing approach and flare" and settled gently onto the surface back wheels first. A large bow wave built up and acted as an "air cushion" and I was not thrown forward into the front strut. The trike slewed over to the right, the right wingtip contacted the water and the aircraft began to sink very quickly in an engine first, back down attitude. I tried to exit the aircraft but was trapped between the seat frame and the training bars mounted on the uprights.

The aircraft sunk and settled gently onto the bottom at about three metres depth and suddenly the wing moved forward allowing me to exit the aircraft. I swam to the surface and was stopped by the headset lead about 30 cms under the surface and had to use considerable force to break the cable.

Time under water was about a minute and was very close to the limit of my endurance. I did not panic during the exit procedure but was very disorientated under water as to what was up and down and which way to swim in order to avoid becoming tangled in the rigging wires.

I was picked up immediately by a pleasure boat and taken to land. I spend a night in hospital for observation as I swallowed a lot of water. I was discharged the next morning with a clean bill of health. When asked "What will you do next time it happens, jump or stay?" he replied; "I think that I would sit sideways on the seat with my feet outside of the pod and fly the machine down to a couple of meters off of the surface. I would then jump out to the side using the drag links as a "springboard". I would prefer this method as I would be extremely concerned about being trapped in the aircraft under water and drowning"

Moral of the story???

Do not fly over water if you do not have a suitable landing field within gliding distance, but then you all knew that!!!! Look before you leap.

Cause of engine failure: Crap in one of the fuel pump valves.

Why You Shouldn't Use Ailerons In A Stall



You've probably been told to be careful when using ailerons in an imminent stall - they can cause a wing to drop instead of rise. But why does that happen? It comes down to each wing's angle of attack - lowering an aileron to raise the wing can actually push the wingtip over the critical angle of attack, stalling the wing and causing it to drop abruptly.

Stalling From The Root To The Tip

When engineers developed your aircraft, they designed the wing to stall at the root first (closest to the fuselage). As the stall deepens, it moves out towards the wingtips. So, as your aircraft begins to stall, the entire wing is not stalled - only the root is. However, the rest of the wing is very close to the critical angle of attack and is about to stall.



Ailerons Can Cause The Wingtip To Stall Early

If a wing starts to drop and you lower the aileron on that wing to raise it, you increase the wing's angle of attack. You can quickly push the wing over the critical angle of attack - stalling and dropping the wing.

Recovering From The Stall

So, what should you do when a wing drops during a stall? First - keep the aircraft coordinated. If a wing starts to drop, you're probably uncoordinated - centring the ball with rudder will help stabilize the airplane. Second - start your stall recovery. Lowering the nose and adding power restores airflow over the wing and reduces the angle of attack. You'll break the stall and the wing will start flying again - which means your ailerons become effective.



Power-On Stalls vs Power-Off Stalls

You may notice that your ailerons are more effective during a power-off stall than during a power-on stall. Remember, stalls start at the root - so your ailerons still have some effect at early stages of a stall. However, in a power-on stall, the propeller is pushing some air over the root, delaying its stall. In a power-on stall, the wing may stall all at once, or the stall will move very quickly from the root to the wingtip. In this case, your wingtips are very close to the critical angle of attack as the root starts to stall - so any downward aileron deflection can push them over the critical angle of attack and into a stall.

Next time you're practicing stalls, keep a close eye on your coordination. By keeping the ball cantered, you'll only need small aileron corrections and you'll prevent your aileron from stalling your wingtip.

Why stop at Kekerengu?

By Gerald Harrex

Rans S6 ZMB's crew Gerald Harrex and Suzanne Bell and Searay WET's crew Craig Buist and Sam Crozier took off from Taieri on the Thursday before Easter for a big adventure to the Omaka Airshow. We stopped off at Rangitata Island for a coffee break with Russell Brodie and team. From there on to Rangiora (via all the flight zones) to stay the night at Rangiora Aero Club. These guys put on a BBQ and really made us feel welcome. Friday morning was an early start after a fuel up and off to Kaikoura for another coffee stop and fuel top up.

Next leg was to Omaka where we had to slot into airshow practice day landing procedure. After orbiting off the coast for about 5 minutes we got clearance to land. What a great thrill that was to land amongst so many aircraft and people. We were lucky enough to get a bed shower etc in Ray Patchet's hanger on the field.



We enjoyed the Saturday Airshow and took off early Sunday

morning before the Airshow started, to head for Motueka only to get stopped by low cloud, so requested to land back at Omaka. By this time the airshow was underway but we were given clearance to land. Nice guys on the control tower!

We felt like real celebrities landing in front of a full grand stand. I must say we did perfect landings under great pressure. The day cleared and we departed after the airshow and had a great flight to Motueka. The big attraction for Craig here was another Searey to play with. We spent the night in the Motueka Aero club and were looked after very well.

On Monday morning we did some great scenic flying around the Golden Bay. WET developed a rudder cable fault which held up our departure south. We were keeping an eye on a small front coming from the

NW later in the day.

We headed south through the Rainbow valley only to get turned back by a rain storm ahead of us about Hanmer. We decided to track back to Omaka and then down the east coast and planned to stop at Kaikoura.

As we reached Seddon we struck bad turbulence and tried various altitudes with no reprieve.

WET was a couple of miles ahead of us as I reached Ward. We kept in contact via a chat channel. Our plan now was still to try and reach Kaikoura to stay the night.



But after another couple of miles down the coast and after the vol 4 hitting the roof a couple of times the pilots and crew agreed it was too rough to continue.

We both started looking for landing options. I circled an option between the railway line and sea and did 2 low passes only to be discouraged by irrigation K line sprinklers, so climbed out looking and being bashed about looked for a better option. Just at that time Craig came on the radio informing me he had found a suitable paddock close to where he was. WET landed successfully and radioed instructions to where he was. We eventually found him thanks to the help his of the strobe nav lights and landed in the same paddock. Boy where we all happy to be on the ground.

We were on a plateau about 300ft above state highway 1 and about 2 km from Kekerengu. Luckily the farm manager came up the track and saw us. He was so helpful and booked us into the only B&B for miles and suggested we get a meal at the 'Store', a quite well known and respected eatery, before it closed. We had to walk about 2km with our overnight gear to the 'Store' where we had a few drinks to settle our nerves and enjoyed a nice meal then across the road to the Coastal Lodge B&B.

The couple, Grant and Anne, that owned the lodge were so nice and were fascinated by our adventure. The next day was still too windy to continue so we booked in for another night.

A local farmer had dropped a deer carcass into Grant for gratitude payment for fish Grant had supplied. Grant was not sure of how to cut up the beast so Craig and I set to and cut it up into the various cuts ready for the freezer and made sure we had some back steaks for the evening BBQ.

Grant showed his appreciation by giving us the nights' accommodation free.

The third day was calm and clear so we took off for a beautiful flight home stopping at Kiakoura for fuel, Rangitata Island for a chat, Timaru for fuel, then home to Taieri.

So that's why we landed at Kekerengu!



The long forgotten Chocolate Plane ZK-AJE formerly ZK-ABF

In the Popeye Lucas book there is a chapter on how he recalls a rough landing at the end of one of his first solos in a Balclutha Aero club Moth. Clearing the boundary fence by only eighteen inches, he came to rest nosed over on the airfield. The Moth in question was ZK-ABF, later to become the 'Chocolate Plane'.

This aircraft arrived in NZ early in 1930 and its first owner is listed as National Airways (NZ) Ltd., Cadbury's Business Service were the next owners, and the aircraft was delivered to them on 12th May 1930.



ZK-ABF being christened By Mrs Hudson in its new colour as the Cadbury Fry Hudson's "Chocolate Plane" at Taieri airport 1930.

The aircraft was what we would describe today as a 'corporate aircraft', and was I think not available for hire but was used by Cadbury management. M.C. McGregor was the 'corporate pilot'.

The venture does not seem to be a resounding success, as the Otago Aero Club took title to ABF on 23rd January 1931 - maybe Cadbury's hired it back from time to time. Lucas' experiences with ABF would have

been after the Cadbury ownership.

Mac McGregor got around! He seemed to fly for everyone. Interestingly according to The History of New Zealand Aviation by Ross Ewing and Ross Macpherson, he was technical director for National Airways (NZ) Ltd, which was a venture backed by the PM, Sir Joseph Ward, and the airline was planned to have a daily scheduled passenger and mail route between Auckland and Dunedin. However when Ward resigned from Parliament and died, the business folded. I guess when they sold the plane to Cadbury's, he went along with it as pilot and technical director. I'm told McGregor was taken out when he hit a wire coming in to land but don't believe he was in ABF or AJE.

It would seem that Cadburys had an on-going relationship with the Otago Aero Club for some years. On the starboard cowl are the de Havilland Moth symbol and the words The Chocolate Plane.

ZK-ABF went on to join the RNZAF as NZ516, and it crashed at New Plymouth on the 5th of Feb 1941. As ABF was taken over by the RNZAF at the start of the war, looks like ZK-ABF was replaced with ZK-AJE after this event.

Built in Cowley UK AJE was shipped to New Zealand on 05 July 1940 on the s.s." Rangitikei" and assembled in NZ. It would seem ABF now AJE was 10 years younger than when it left in 1940. Seeing its sign writing, there was still some input from the chocolate manufacturer but was no longer the bark chocolate brown colour!

AJE was sold to Otago Aero Club from No.42 Squadron on 17 May 1946 and entered New Zealand Civil Aircraft Register as ZK-AJE. Aircraft named "The Chocolate Aeroplane", and stayed with them until its demise.

Below, Otago Aero Club's De Havilland DH 82A Tiger Moth 'Chocolate Plane' ZK-AJE in front of the Taieri Club Stables. (Left) and ZK-AJE at unknown location on right both photos between 1946 to 1952.



On June 5th 1952 after taking off from Taieri airport the pilot O D Helm experienced engine failure and ZK-AJE crashed landed in the Dunedin Harbour. The one occupant O D Helm survived and AJE was damaged beyond repair.

Many of us will already have seen this picture on a shop billboard advertising the ODT.



Article comprised by Craig Buist OAC.
There may be room for accuracy
corrections to this article and welcome
input

Another from the past. 21 June 1940 - An Airspeed Oxford bomber from Christchurch, crashed at the Taieri aerodrome. It immediately burst into flames, and one man lost his life. The two other members of the crew suffered injuries. Details are:

KILLED - Squadron-Leader John Hugh KITSON, 28.

INJURED - Pilot-Officer P R McNAB, navigator, of Reumuera, Auckland, slightly injured. He is married.

Aircraftsman R E KILPATRICK, of Oamaru, severe burns to hands and face. He is single.

The bomber was taking off at the time of the accident. Squadron-Leader Kitson was promoted only yesterday from the rank of Flight-lieutenant. He joined the R.A.F. in 1934, and arrived in New Zealand on loan to the R.N.Z.A.F. in March of this year. He was a married man. His wife and two children live in England. Auckland Star, Volume LXXI, Issue 146, 21 June 1940, Page 3. GEORGE MEDAL - TWO NEW ZEALANDERS HONOURED - RESCUE OF INJURED OFFICER - CRASH AT TAIERI - The George Medal is to be awarded to Leading Aircraftman Dennis Trevelyan HERRICK and Corporal Ernest Alfred STRATTON, both of the Royal New Zealand Air Force, for bravery in extricating an injured officer from the blazing wreckage of an Oxford aircraft which crashed at Taieri Aerodrome, Dunedin. Herrick was since promoted to the rank of Pilot Officer and has been transferred for overseas service. He is the son of Mr. E. J. Herrick, Lindisfarne, Hastings, where he was born 28 years ago. He was educated at Wanganui College, and at Canterbury Agricultural College, Lincoln, and later was engaged in sheep farming. He was accepted for enlistment in the Civil Reserve of Pilots in August, 1939, and later, after war broke out, commenced training as a pilot, R.N.Z.A.F. Sergeant Stratton is the son of Mrs. Mary Stratton, 43 Thomson Street, Palmerston North, and is 34 years of age. For a period he served in the Royal Navy and later became a fire brigadesman with the Palmerston North Fire Board. He applied for enlistment in the Royal New Zealand Air Force shortly after war broke out and was appointed as fire master with the rank of corporal.

With a very seductive voice the blond woman asked her husband, "Have you ever seen Twenty Dollars all crumpled up?"

"No," said her husband.

She gave him a sexy little smile, unbuttoned the top 3 or 4 buttons of her blouse, and slowly reached down into the cleavage created by a soft, silky push-up bra, and pulled out a crumpled Twenty Dollar bill.

He took the crumpled Twenty Dollar bill from her and smiled approvingly.

She then asked him, "Have you ever seen Fifty Dollars all crumpled up?"

"Uh... no, I haven't," he said, with an anxious tone in his voice.

She gave him another sexy little smile, and seductively reached down and pulled out a crumpled Fifty Dollar bill.

He took the crumpled Fifty Dollar bill, and started breathing a little quicker with anticipation.

"Now," she said, "have you ever seen \$70,000 dollars all crumpled up?"

He said "No!," trying to hide his arousal.

She said

"Check the garage."

Pilot Disciplines child.

Most people now days think it improper to discipline children, so I've tried methods to control my kids when they have had one of those moments.

One thing I have found very effective is for me to just take the child for a flight during which I say nothing and give the child the opportunity to reflect on his or her behaviour.

I don't know whether it's the steady vibration of the engines or just the time away from distractions such as tv, video games, computers, iPod etc.... Either way my kids usually calm down and stop misbehaving after our flight together. I believe that eye to eye contact during these sessions is an important element for achieving the desired results. I include a photo below of one of my sessions in case you would like to use the technique yourself.



Story time.

By John Penno

Many years ago parachuting at Taieri was in full swing. The woman who was running this was called Margaret Wilson who was a camera woman with TVNZ with 600 jumps plus. She loved tiger moths and changed her name to Margaret Moth, she was a very gutsy woman. One day I took her up in the tiger moth, she sat in the back. I carried out a loop and she pinged out when I was upside down and parachuted down. Later she came to me and asked if she could do a jump with her boyfriend naked out of a Cessna 180 with the door off. The idea being that she wore a parachute in front and he wore a parachute on his back in an interesting configuration (if you get my drift), they wanted to get into the Guinness Book of Records. For some reason it was going to be attempted at Karitane. The first attempt they arrived out in their dressing gowns, but unfortunately the wind was too strong and had to be postponed for the following week. Two days before the second attempt she rang me and informed me that the boyfriend has done a runner (no surprises there). Sadly we didn't have you tube in those days, if the operation had been successful it would have made a great video. Sadly you might recall she went to Iraq as a camera person and was shot and severely injured while filming around the corner of a building. It made international news. She passed away with cancer 5 years ago.

One of the many interesting woman I have met in my lifetime.

Keep your air speed up.

Thank you for viewing the 2015 Otago Aero Club News Letter.

Tip of the week!

Have another aviator do your next pre-flight! They see what you don't! And will be so much more determined to find a fault :)