

# Otago Aero Club

May 2017 Newsletter



At last, another newsletter!

**Welcome** to the May 2017 Newsletter of the Otago Aero Club.

## Club fleet

With the sale of the Club's leased Cessnas, ZK-EOJ and ZK-DXK by their owner Andrew Craig, we now have Grant Jones' Cherokee Archer II, ZK-FWS on line for GA training. Our Committee believes there are good prospects for another Cessna 152 to also shortly join the ranks of our training fleet.

The Club's Vans RV-12 microlight is a smart-looking aircraft, thanks to the combined efforts of Craig Miller and many Club members. It has a fully castoring nosewheel necessitating use of footbreaks for ground manoeuvring. Like all tricycle-gear training aircraft, the structure of its nose-wheel encourages good landing attitudes, in other words on the main-gear!





## Instructors

Nick Reid, our regular GA instructor has departed for the greener pastures (it's just urea) of the Waikato to pursue another instructing job. We wish him a prosperous aviation future and thank him for a great two years of professional instructing. Nick's replacement is Sam Hanning, also on a career path from Mainland Air to our Club. Welcome Sam; we are thrilled to have you on board.

## New members

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

Chris	Fleming	Affiliate Member
Harold	Robertson	Affiliate Member
Matthew	Stevens	Affiliate Member
Reuben	Crossan	Affiliate Member
Hayden	Hughes	Full Flying Member
Mike	Beattie	Full Flying Member
Paul	Davie	Full Flying Member
Peter	Wilson	Full Flying Member
Sam	Hanning	Full Flying Member
Alex	Ramsay	Member under training
Bill	Rattenbury	Member under training
Brad	Houghton	Member under training
Brendan	Morrison	Member under training
Brent	Mander	Member under training
Brent	Marks	Member under training
Bruce	Crutchley	Member under training
Cameron	McDowell	Member under training
Harry	Huang	Member under training
Jason	Payne	Member under training
Michael	Henriquez	Member under training
Murray	Bichan	Member under training
Quentin	MacDonald	Member under training
Tim	Austen	Member under training
Emily	Henderson	Member under training (under 18 years old)
Stephen	La Roche	Social Member

To each of you, welcome to our vibrant Club.

## Annual membership subscription

Invoices for our annual membership subscription were emailed in early April. If you haven't already, please dive into your Inbox (or Junk, Trash and Bin folders) and fire-off payment. That voluntary action will save the Club admin time by not having to chase you up. Any questions, just email [admin@otagoaeroclub.co.nz](mailto:admin@otagoaeroclub.co.nz).

## Weekly happy hour

Remember, for convivial aviation chatter, there is a weekly happy hour, 5pm Friday at the clubrooms...all welcome.

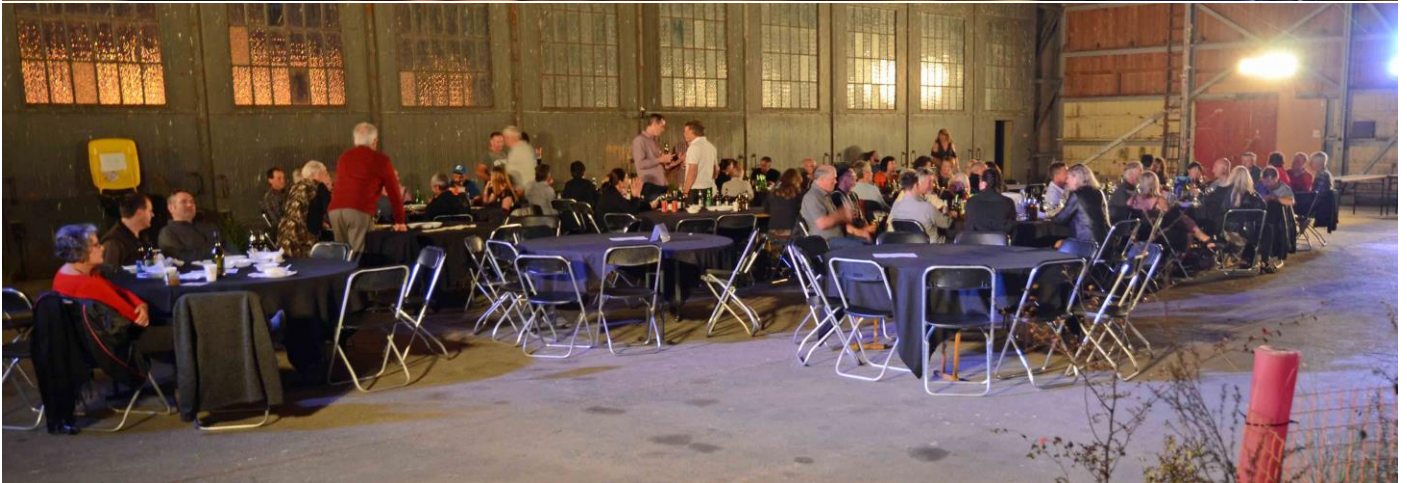
## Wings and wheels

The Club is gearing up for another Wings and Wheels at Taieri airfield in February 2018. Several car clubs will form the wheels component. (See a previous email announcement inviting Club volunteers to contribute to our organisational and infrastructural contributions to the day).

## Past events

## Club dinner

In early April, the Club convened another well attended dinner and dance in our main hangar. A succulent roast meal, convivial chat and many competent renditions of 1960s rock 'n roll songs by our guest band were the main ingredients of the festivities. A few attendees rolled up in motor-homes or with attached caravans, I guess in anticipation of a long night. Conversely, Mosgiel's residents buttoned-down the hatches to endure a long noisy night.





## Fly-aways

Russell Brodie at Rangitata Island hosted a Club fly-away early May. An impressive 30 aircraft in total visited from thereabouts after word drifted .

Russell and Linda Brodie are celebrating an aviation centenary for Rangitata Island, 19-20 September this year. 1917 - now that's an impressively early commencement to aviation at their property. Here are one or two interesting angles on the event.



Yikes, turning finals for **12/30** NZRI, I see the strip has an impressive dog-leg; even more curvaceous than the Arawhata strip! Ahhh, closer inspection reveals a much straighter option just to the left and it's a generous 1000-m long. That piece of scrub to the right is quite significant as a piece of relictual semi-natural native vegetation. Just a handful of postage-stamp-sized bits of native vegetation have survived the industrial-scale



A square meal for the pilot of a square aeroplane. The number of lunch patrons caught Russell Brodie by surprise and the bbq sausages ran out quite early; Russell had to dive into his freezer for an emergency pie supply. ZK-RHZ is a Rans S-6ES Coyote II, a model that has featured in our Club's ranks.



You would not want to bounce on landing with this degree of scrutiny.

Heading home, a gaggle of Taieri planes descended on the Waimate strip. The pilots observed a couple of interesting aviation phenomena:

The first was a framed photograph in the clubrooms of the 1980-81 Committee of the North Otago Aero Club. Committee membership was popular in those days, with 16 of them. They look more like a brass band than an aero club. Closer observation revealed a Mr A. Wright (standing, third from right), looking no different 36-years before than the one the Otago Aero Club today has cornered as an instructor.



The second phenomenon was a plinth or headstone, with an inscription that literally commemorates the burial of a plane (well, fragments thereof) and not a pilot!





## From the archives

This mounted photograph hangs in a lounge at Dunedin's International Airport. A few interesting aspects of Taieri airfield in 1931 are the hedge running through the middle of today's 23/05 vector, the stables building unadulterated by today's ugly clip-on appendages, and the ensign performing valiantly as a windsock. The image appropriately reinforces the enormous aviation legacy today's Otago Aero Club has to shoulder.



SOUTH ISLAND AIR PAGEANT HELD AT TAIERI AIRPORT IN 1931  
Hocken Collections Uare Taoka o Hākena. University of Otago

Rowan Leck (ex Southland Aero Club, 1960s) receives our newsletters via Rob McDonald (DDK). OAC members may be interested to know that Rob has 'swallowed the anchor' and retired from the sea. He has also allowed his licence to lapse, and started a cleaning business on the Sunshine Coast, Australia.

Rowan forwarded a range of historical pictures of Taieri airfield activity in the 1950s. Some have featured in previous newsletters but here is one unfamiliar to me.



That's Peter Ludlow, centre, in a 1950s picture in front of the Clubrooms. Ominously, there's a nurse waiting for business in the lounge, and an irreverent bubblegum blower masquerading as a pilot on the left. And I don't know how many times I have to remind present members to adopt the dress formality of the 1950s by always wearing a tie.

## ***Comings and goings***

David Laing has kindly supplied the attached introduction and pics of his new toy:

Thought you may be interested in some information about and photos of a 'new kid on the block' in the guise of my new AutoGyro now resident at Taieri.

It's an AutoGyro GmbH Cavalon model, side by side two seater, dual control powered by a Rotax 914 Turbo. It has an 8.4m rotor of the revised 'blue tip' design which offers slightly improved performance over previous designs. The fuselage is an all- GRP monocoque; there being no alloy frame below the mid point of the rotor tower. The doors are gull-wing design which can be removed and the aircraft flown in this configuration. Cruise 65 to 75 knots, range 5 to 6 hours.

When in Germany last year I visited the very impressive AutoGyro facility at Hildesheim Airfield just south of Hanover where the aircraft had just been completed and was awaiting containerisation to New Zealand having been ordered some months previously through the NZ Agent, Anton Meier, Aerosport, Cambridge. AutoGyro GmbH is really going places with recently developed all-electric versions of their Cavalon and Calidus tandem seat models. They have also produced a "Pro" fully certified version of the Cavalon, and very recently completed a production

street legal (yes! In The Czech Republic for the moment) single seat version of the Calidus in conjunction with their Czech partner, Gyromotion.

Romeo Delta Papa came in through Tauranga and was prepared, certified etc. by Colin Alexander at Solo Wings. Some initial flight training was undertaken at Tauranga before Solo Wings Instructor Lawrence Robinson, and I flew it down to Taieri earlier this year.

Currently, Al Wright and I are coming to terms with this bit of kit which exhibits some interesting take-off characteristics but is supremely comfortable and stable in flight.

Whilst possibly not the most hi-viz colour, it just *had* to be Space Grey Metallic. However, it does have strobes and bright landing lights!

The upper rotor tower shrouds are removed in the attached photos.

Regards  
David Laing



## *Parting shot*



I won't ask you to guess what this bronze statue at the Brisbane Botanic Gardens commemorates. Naturally, it has something to do with the sky...perhaps, even, aviation. Well, it salutes one Konstantin Tsiolkovsky (1857-1935), the Father of Cosmonautics. No spacecraft or satellite goes aloft without recourse to his designs of multi-stage rockets, propulsion systems and ballistic trajectories. And he was inventing and designing all that way back in the 1900s. Think of him next time you push the GPS on-off-button! The foot-wear suggests Russia got onto gumboots (nee Wellingtons) long before Taihape.

Geoff Rogers (Newsletter Editor)  
[admin@otagoaeroclub.co.nz](mailto:admin@otagoaeroclub.co.nz)  
027 2292111

