

June and half the year gone,

This coming weekend I'll be sunning myself on a beach in Rarotonga for a week. The worse part of these mid winter get-aways is the coming back to winter. Unfortunately while I'm away, my students will have to remain grounded. I'm sorry for this but it only involves one weekend. For anyone else who wishes to take club aircraft on cross countries, you may ring Richard Bradley for authorisation. Any local flying for licence holders, fill your boots!.

The Sunday just gone was the Dannevirke dawn raid. I was a little worried because on the Saturday, the day before, I was supposed to fly with one of my Dv students at 1000. The fog cleared at Dv about lunch time and my student arrived with his PPL son in their Tomahawk. After flying with him they were informed that the fog had rolled back in at Dv so they had to leave the plane at Waipuk. The next morning, we checked with the Dv guys and were told clear starry skies. A bunch of us took off around 0715 and dodged the lowering fog forming at Waipuk and headed out onto the relatively clear Takapau plains. We heard the early arrivals landing at Dv but as we passed Takapau/Norsewood, we heard planes overshooting Dv and declaring that the fog had moved back in. We turned back and only just made it back to Waipuk before our own airfield was covered in fog to the ground. A couple of Hastings visitors were also at Waipuk having got as far as Waipuk and hearing that Dv was closed. The fog lifted at Waipuk around 1400 and Dv shortly before. An amazing wx condition. The plains remained clear but the patch of saturated air, fuelled somewhat by the high air pressure, remained over us.

The 2nd round of the Frogley Cup was therefore not completed so I guess Dv will take their 15 point lead to the last round at Hastings in July.

The previous weekend, a few of us went to Wanganui AeroClub's Dawn Raid which is held at Flat Hills at Hunterville. We had a frost here and there was also one over there as well although their one was black. It was bitterly cold and a wee breeze got up as well just to add to the cold. The bonus was that the breakfast was absolutely wonderful. They had 43 visiting aircraft which was a good turnout. A couple of intrepid aviators from Feilding arrived in a couple of very early design microlights. A Casperwing and a Quicksilver. The Casperwing was a trip down memory lane for our own Derek Simmons who imported a kit for same and built and flew it many years ago. They are very interesting in that they are basically a flying wing with a front mounted canard and a pusher motor. Interesting in that the lateral control is accomplished by vertical spoilers on each wing tip. These are moved by a control stick which simulates an aileron movement but in fact the effect is a yaw which through further effect, induces a roll. (remember back to the very first Effect of controls lesson) The feet rest on a bar which steers the nose wheel on the ground but once airborne, the feet have no effect other than to give the impression, if used, to help to balance a totally unbalanced turn. Through this method of control, a crosswind landing is impossible so the choice is to either land into wind regardless of runway orientation or to touch down going sideways with resultant, probable undercarriage failure.

The forward mounted canard will stall before the wing so that it is impossible to stall the main wing. The problem with this is that over zealous use of the canard during takeoff will result in a stalled canard and thus no pitch control until you relax back pressure or continue along on the ground until something stops your progress.

Not sure if I want to turn back time and have a crack in one of these although the guys who fly it rave on about the freedom and seat- of- the- pants feeling of flying. I asked student Rueben if he fancied flying it and he replied in the negative.

Alex Wardley has completed his rating in the Rans CHB. He is loving it and daughter Terina is also enjoying watching dad having a ball in a small plane. Considering that Alex pretty much only gets to fly the 787 sim these days, he is really onto it with the Rans. Some good training in his past I'm guessing. We actually had CHB flying backwards as we completed the rating. There was a reasonable westerly blowing at 2000ft over the Hatuma hills and I asked Alex to see how slow he could fly it. He got it to about 25 bananas showing on the ASI and the ground was definitely going the wrong way beneath us.

The annual Av Kiwi seminar is coming to a town near you.

Hastings Aeroclub on Thursday June 29th at 1900 and Dannevirke Flying Club clubrooms on Friday June 30th at 1900.

This year the topic is "Fuel For Thought" I urge you to attend. These are well put together informative seminars and as well as the topic of the day, there will be booklets and pamphlets to take home.

The committee is spending some money on some overdue maintenance around the airfield. The drive has been metaled from the road to the Jet A1 tank. This may take a while to settle down so please drive sensibly and shift your wheel tracks around so that it gets an even rolling. The sub structure was ideal for this new covering and we will now have a new coating to regrade from time to time.

Plus the east facing windows are to be replaced in the clubhouse. The wooden frames around the glass are getting a bit dodgy and are looking pretty untidy. After this work is done we will likely look at a coat of paint for the clubhouse.

The situation with the Tiger is that we are waiting for our engineer to have a look at her to ensure that there was no other damage caused in the starting mishap apart from the prop and motor. We are on to an engine in Australia that may well suit our purpose to get her going again. With the OZ/NZ dollar quite favourable at the moment it may turn out to be a good deal.

We welcome Joshua Preddy as a new flying member. Joshua is a year 11 student at CHB College.

The young people that we have learning to fly with us at the moment is very pleasing and sets the club in good stead for the future.

As I mentioned last month, Brittany Adamson is in the circuit now and a first solo is not far away.

A Couple of weeks ago a bunch of members headed south for a Long weekend trip to the south islands west coast. We had planned this trip for about this time last year but the weather window needed just never presented itself. This year was very different and the following report from Ross(Little) Kent sums it up very well.

10 AM sharp was the plan, out of YP lunch on Durville Island. But it was not to be. From the Manawatu to Milford sound ,not a cloud in the sky, cloud to the ground on the East Coast.

After a packed lunch and numerous cups of tea and coffee a small opportunity presented itself. OWN, FJE, FGJ made the move. Unfortunately BHP and Hamish Ross were not able to make it through the clag to YP ,Russell Greville and Derek Simmons were left pondering what would be.

The rest of us carried on through the clag to beautiful weather over the other side. Across the Strait at the Manawatu River mouth and out over Farewell Spit and off down the coast to Karamea, magic country, not hard to see why the whales have problems in that part of the country.

We all arrived at Karamea about 4pm and were picked up by the owner of the " Last Resort", great place good food and big bottles of beer, which seemed to end up as a bit of a theme for the rest of the trip.

Gentlemen's hours the next morning, watched the replay of the Americas Cup and had one of the biggest big breakfasts I've ever come across. Onto Greymouth for fuel, checked out the Solid Energy Coal Mines on the way, big operations when running. Greymouth onto Haast, more fuel then onto Mt Aspiring and the surrounding glaciers, only one word to describe it - bloody amazing, not a cloud or a bump in the sky.

Once over the glaciers we flew over the Red Hills, and down a river valley to Big Bay, where we all landed on the beach. The planes were towed up the beach by 4 wheelers and tied down for the night.

We were all introduced to our Big Bay accommodation, not too shabby I might add, double glazing and all.

Not long after we had settled, BHP, Hamish and Russell arrived a day delayed but they made it, which was great, unfortunately Derek could not make the flight. In celebration of the new arrivals the big bottles came out. Quite a night it was.

Sunday morning involved exploring Big Bay, which apparently has some of the best surf in the country, and a local flight around the area, Milford Sound, Martins Bay and surrounding areas. Mike Thomas in a trimmed back 185, 300 HP with big wheels took Peter Kent and Russell Grenville on a local flight that they will never forget, they went into places you would think " that's for a chopper not a plane", unreal!

We flew up into the Kaipo Valley a solid rock wall and then landed at the Kaipo strip and hut, mind blowing scenery. Back to Big Bay for a quiet evening no big bottles tonight, tame affair.

Monday morning more exploring, and home via Greymouth. On the way to Greymouth we flew around the eastern side of Mt Cook at between 10000 and 11500 ft, once again mind blowing stuff, we watched a ski plane land on the glacier below at 7,000 ft for goodness sake.

Greymouth for the night, once again good food, accommodation and company.

Last leg of the journey- Tuesday morning, up the Grey Valley, Nelson, Manawatu and home, what an amazing trip.

A huge thanks to Richard Bradley, Barry Gollan, Richard King and Rossco for all their organisation, a trip like this doesn't just happen. Richard King and Barry let us stay in their amazing hut and jacked up the accommodation in Mike Thomas's, and Trevor's hut and Guy and Davida Mead's hut, many thanks to them for their generosity. Also a big thanks to Hamish Ross for filling up BHP, and bringing her down. And last but not least James Greer for FJE, even though he did not come, he lent the club FJE, very generous, a little like letting people borrow your girlfriend.

Great trip, great company, amazing. Thanks to all those that made it possible.

Thanks for that report Little Ross. I must concur with your comments and reinforce your thanks. It certainly was one of those trips that we'll talk about for years. It is the weather that makes a trip like that so successful but also as you said, the people as well. We are so lucky that we have people like Barry, Richard and Hamish who have so much experience in that part of the country. Following Barry and Richard King down the Bonner glacier on Mt Aspiring was unreal and something I would never had contemplated on my own. Also flying in around the Kaipo face after Barry's briefing was particularly blood pressure and pulse raising. Incredible!!.

We also took along my boss, Andrew Watts and also his son Fergus who is based in Greymouth at the moment as the junior engineer on the bridge rebuild there over the Taramakou river. The bridge many of you will be familiar with where the road and rail share the same deck. We also took along the engineer in charge, Fergus' boss, Colin. Colin had no experience in small aircraft and was a little apprehensive. I mentioned to Andrew that Colin would end the trip either fizzing or totally freaked out. I think the former was the case.

It was a poignant trip for Fergus as his Grandfather, Ron Ferguson and his brother, original West Coasters and roading and construction engineers, were part of the team that in 1974, drove bulldozers from Jacksons Bay, across the Cascade and down the coast to Big Bay, on a quest to open up the Red Hills to an asbestos mining venture. Alas the terrain and also the growing anti-asbestos climate put paid to the venture as the expedition was within a stone's throw of the Red Hills. They returned back up the coast. The Bulldozed track along the boulders above the high tide line is still very obvious.

The strip at Gorge River where national identity Robert Beansprout Long, resides was built as the bulldozers travelled south. Interestingly, in a book report of the expedition, an extra wire strop was dropped into the Cascade when the dozers were having trouble traversing the boggy ground by a helicopter pilot by the name of "Peter Cook" Peter was later a local aviation identity in the Hawke's Bay area and also at Waipukurau.

A DC3 landed on the beach at Big Bay and dropped off fuel for the expedition and according to legend, a local snaffled a couple of drums of the aforementioned fuel and the heavy steel fuel drums are still there somewhere behind one of the whitebaiter's huts.

A great story.

Upcoming events for your calendar.

June 22 Dawn visit to Takaka

June 29/30 Av Kiwi seminars

July 2nd Visit to Hallett Griffin

July 30th Hastings Dawn raid

Aug 20th Hawera Dawn visit.

Duty pilot list:

June 25th: B McGregor

July 2nd: R Kent

July 9th: L Giblin

July 16th: T Jefferd:

July 23rd: D Mohi.

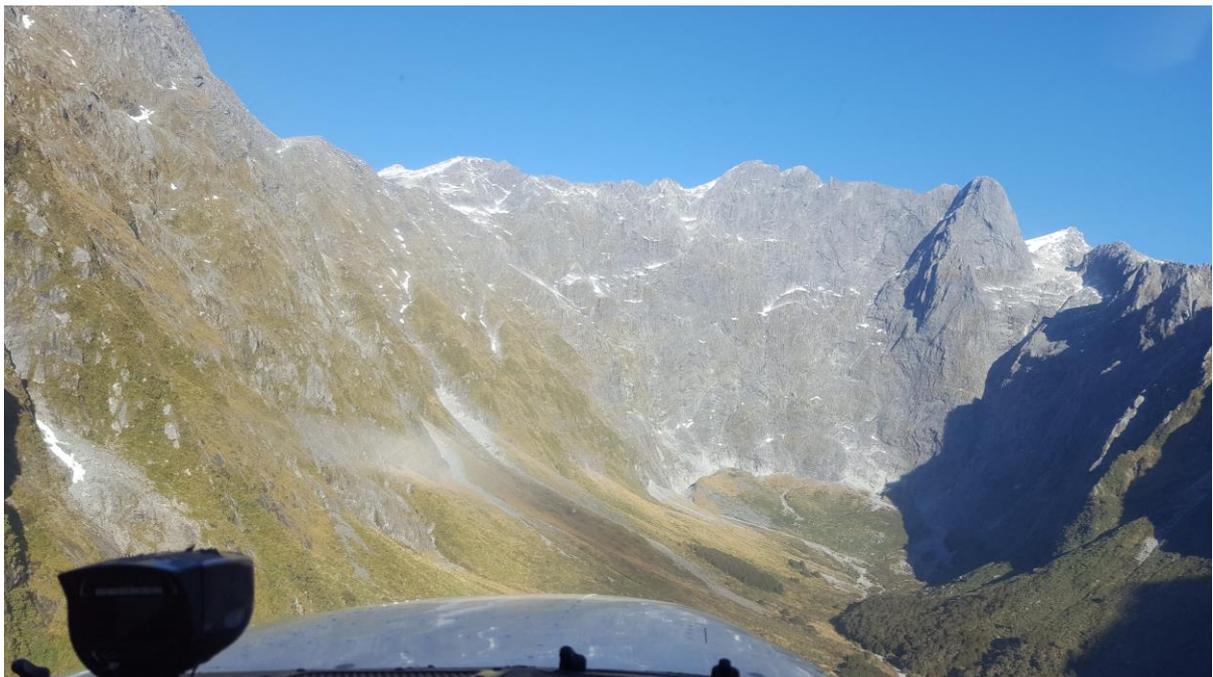
July 30th: P. Harris

Aug 6th: W. Milne

Aug 13th:C. Powell.



On the beach at Big Bay ready to leave for home



The Kaipo Face. We flew in there, around the face and back out.

Exhilarating.

That's all from me for this month.

Take The Spoon Out Of The Sink.

Ross Macdonald