



## NORTH SHORE AERO CLUB INC.

Postman Rd., RD4 Albany.

ph: 09 426 4273

fax: 09 426 5912

email: office@nsac.co.nz

|                                   |                  |                 |                            |
|-----------------------------------|------------------|-----------------|----------------------------|
| <b>Patron:</b>                    | Allan Roberts    | 09 473 9183     |                            |
| <b>President:</b>                 | Ian Couper       | 09 478 6351     |                            |
| <b>Vice president:</b>            | John Eaton       | 09 420 3331     |                            |
| <b>Treasurer:</b>                 | Michael Wood     | 09 620 4801     |                            |
| <b>Secretary:</b>                 | Margaret Stewart | 09 426 6418     |                            |
| <b>Club Captain</b>               | Alan Hull        | 09 426 4886     |                            |
| <b>Committee:</b>                 | Alister Blake    | 09 449 1924     | Alister Leggat 09 828 6030 |
|                                   | Paul McSherry    | 09 419 1228     | Tony Payne 09 410 4116     |
|                                   | Rudolf Struyck   | 09 426 9762     |                            |
| <b>Manager:</b>                   | Richard Ussher   |                 |                            |
| <b>CFI:</b>                       | Daryl Gillett    |                 |                            |
| <b>Office Manager:</b>            | Trina Lyon       |                 |                            |
| <b>Bar manager:</b>               | David Stent      |                 |                            |
| <b>Instructors:</b>               | Richard Bateman  | Jol Joynes      | Scott Nicholas             |
| (Full time)                       | Tim Hawkes       | Tim Marshall    | John Punshon               |
| <b>B-Cat Instructors:</b>         | Allan Roberts    | Dawson Boles    | Stan Smith                 |
| (part time)                       | Alistair Blake   |                 |                            |
| <b>C-Cat Instructors:</b>         | Paul Marshall    | Doug Burrell    | Jed Melling                |
| (Part time)                       | David Hayman     | Judith Grant    | Joe Barnao                 |
|                                   | Brian Pattemore  | Peter Jeffries  | Candice Ruschenbaum        |
|                                   | Vicky Haining    |                 |                            |
| <b>NS Helicopter Instructors:</b> | Roy Crane        | Anne Robertson  | Steve Clarke               |
| <b>Flight Office Staff:</b>       | Toni Radojkovich | Brian Pattemore |                            |
| Part time:                        | Jenny Rollinson  |                 |                            |
| <b>Safety Coordinator:</b>        | Tim Marshall     |                 |                            |
| <b>Bar staff:</b>                 | Angela McLaggan  | Brian Clay      | Matt Lee                   |
| <b>Groundsman/Caretaker:</b>      | Graeme Cossgrove | 027 2288 8737   |                            |

### HOURS OF OPERATION:

The club is open for flying 7 days per week from 8.00am until dark, and after dark for night flying on request.

Office hours are 8.00am to 5.00pm.

We are closed on Christmas Day and New Years Day only.

The bar is open from 5.00pm Thursday through to Sunday.

"PROPTALK" magazine is published bi-monthly by NSAC. Circulation appr. 730.

### Advertising rates:

|               |                      |
|---------------|----------------------|
| Quarter page: | \$20.00 +GST/ issue  |
| Half page:    | \$35.00 +GST/ issue  |
| Full Page:    | \$65.00 + GST/ issue |

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Publication of late contributions cannot be guaranteed.

**EDITOR:** Rudolf Struyck rstruyck@clear.net.nz , 09 426 9762

**COVER DESIGN:** Chris Rarere, Designsmith Ltd ph: 09 307 6830

**COVER PHOTOGRAPHY:** Front: Tim Hawkes, Back: Doug Burrell

Neither the editor or the North Shore Aeroclub are responsible for opinions expressed by contributors to "Proptalk" magazine.



## From CFI Daryl

So, summer time is drawing to an end and it's getting slightly colder, but the weather seems to be playing nice at this stage in proceedings. After having

had a few extra weeks of evening daylight this year – the clocks went backward in the early hours of the morning on Sunday the 5<sup>th</sup> April. So over the winter period when it gets dark earlier why not come out and do a touch of night flying? Or if you haven't already got a night rating, start one? Just give us a call to find out more about it or to make a booking.

### Grass Runways

As I write this article I have just opened the grass runways for use for aircraft with a MCTOW of 1500KG or less. How long it will be open again before winter sets in I don't know. While it has been closed though, you may have seen people using the grass. Most of these people have permission from me and are operating very light aircraft which will not cause damage to the grass areas. I don't want heavier aeroplanes using the grass when the surface is unsuitable because they will damage it – and already have done. For those who were unaware the grass was closed, and landed on it – READ THE NOTAMS. There's no excuse for not reading the NOTAM's before every flight. If you are flying a light aeroplane i.e. a Tiger Moth or Microlight, and wish to use the grass when it's closed, call me for permission. I will require that you walk it to make sure it's suitable for your operation – then when you use it, it's at your own risk (remember I don't close the grass for no good reason at all...).

### Taxiing

As quoted in my article in the September 2008 Prop Talk, there is to be no taxiing between the club hanger and parked aircraft on the apron. This rule was brought into place because too many people were colliding with the hanger and causing unnecessary damage to aircraft (and the hanger) – which ultimately costs you as financial members of the aero club. Aircraft with NSAC instructors on board can still taxi through this area. "No Taxiing" markings will be painted on the apron to warn pilots not to taxi through this area.

### Slow Flight

As many of you will know, the CAA have introduced a new lesson (Slow Flight)

into the PPL and CPL syllabi. PPL and CPL candidates will now be required to demonstrate competency in operating an aircraft at 5kts above the stall speed.

The CAA have introduced slow flight training to help students and qualified pilots alike develop a feel for the aircrafts controls and for the amount of control movement required when flying at low airspeeds. It will also help develop a pilot's stall awareness.

PPL's and CPL's are now also required to demonstrate slow flight as part of their BFR's.

### Occurrence Reporting

Recently I've had the feeling that many people don't know how to report an occurrence, incident or accident. Put simply if you wish to report something – fill out a yellow occurrence report form which are located underneath the CAA GAP booklets and hand it to the Safety Officer (Tim Marshall) or slot it into the occurrence reports box next to the door to the apron. If you don't know whether or not you should fill out an occurrence report, speak to Tim Marshall, as the Safety Officer he deals with the day to day safety issues. If there is an accident or a serious incident, I will most likely deal with it myself. If the situation requires it, the CAA will be involved in the form of a CAA 005 Occurrence Report. This doesn't necessarily mean the CAA will investigate, but they may need to be informed. Generally the CAA is informed of an occurrence if an aeroplane is damaged and/or people are injured.

### Airways – New GA Services

Well there are quite a few disgruntled people out there and I can't blame them. The main changes Airways are going to introduce are the axing of the free 0800 number to the National Briefing Office (which will be replaced by an 0900 number at a cost of \$2.50 per minute... yay) and discarding the Fax on Demand service. Please read the changes in detail which are printed in this magazine and remember if you are flying a club aeroplane, our flight orders state that you must file a flight plan if you are planning to fly in excess of 25nm from the aerodrome of departure.

***Just before we went to print it was pointed out that a message is on the CAA website advising that this issue has been deferred.***

On a lighter note... a team of 15 of us made the journey down to Taumaranui last month for the Flying NZ National Competitions. We had a fairly new team this year and I must say I'm pleased with our competitor's performances – they achieved good results. Thank you Liz for again putting in a huge amount of effort to make it all possible – and for keeping me in check at times...

Anyway, the new competition season has now started, so get involved. There's a competition

for everyone, from forced landings without power to rocking around the circuit low level with the door off dropping life rafts onto a target! It's an excellent way to supplement your skills and learn new ones, not to mention it being great fun as well! And if you're a student pilot, it doesn't matter because you will have an air judge on board with you. So if you're keen to give it a go, give us a call or add your name to the competition lists on the front counter.

Daryl

## **AIRWAYS NEW ZEALAND**

### **CHANGES TO SERVICES AND PHONE NUMBERS FOR FLIGHT PLANNING SERVICES**

As previously advised to the General Aviation community the following changes to services currently provided by Airways National Briefing Office (NBO) and Air Traffic Support Sector (ATSS) based in Christchurch, will take effect.

#### **1 April 2009**

The FAX ON DEMAND (FOD) service and associated phone number (0800 654 957) will be withdrawn. NOTAM briefings are available on the internet on IFIS at: [www.ifis.airways.co.nz](http://www.ifis.airways.co.nz) and pre-flight weather briefings are available from New Zealand Met Service via the Airways IFIS website or direct from New Zealand Met Service at: [metflight.metra.co.nz](http://metflight.metra.co.nz).

The freefax number of 0800 626 329 is also being withdrawn. Although IFIS is the preferred option for filing Flight Plans there can still be faxed to the Airways NBO on (03) 358-9192. Remember that you must receive a faxed acknowledgement as proof the information has been received.

FLIGHT INFORMATION SERVICE – BROADCAST (FISB) on VHF frequency 126.8Mhz in the Auckland area will be withdrawn.

#### **20 April 2009**

The telephone numbers for the Airways National Briefing Office are changing from 0800 NBOPLN (0800 626 756) to 0900 62675. Calls to the Airways National Briefing Office on this 0900 number will be charged at the rate of \$2.50+GST per minute or part thereof.

For a period of 2 months after 20 April 2009 the number 0800 626 756 will broadcast a message advising the new numbers to call to speak to NBO staff.

**ROB IRWIN  
ANS PROGRAMMES MANAGER  
AIRWAYS NEW ZEALAND**

# PRESIDENT'S REPORT

I hate flying competitions – there I have said it! I am by nature a competitive person, in fact far too competitive for my own good. I get uptight, anxious, don't sleep well and as a result on a competition day often fly poorly and manage to stuff up exercises that most times I can fly reasonably well.

As a student pilot three years ago I somehow managed to win my event in the R.N.Z.A.C. Northern Region Competition, mainly by virtue of the fact there weren't many clubs entered. To my surprise I was then told I was expected to represent the Club in the R.N.Z.A.C. Nationals Competition to be held in Gisborne a few months later.

The good news was I got free coaching from senior Club Instructors honing my inadequate skills in steep turns, compass turns, overhead rejoins and climbing and gliding turns until I was finally capable of consistently flying steep turns to a commercial pilot standard. The bad news was every day the Nationals grew closer my anxiety and blood pressure grew in proportion. What little confidence I had was diminished when my Instructor commented after landing at Gisborne in a moderate crosswind that the aeroplane should be facing the length of the runway on touchdown, not the side. To add to my anxiety Gisborne Airport had four runways, only one of which was clearly identifiable from the air at that time.

Competition Day dawned with low cloud, strong wind and heavy showers passing through. I was fervently hoping my competition would be cancelled. Alas no and it came my turn to fly. To my delight I nailed the steep turns and compass turn and performed credibly in the other exercises. However I lost vital points in the overhead rejoin, becoming confused in the rain as to which grass runway was being used. Then it was over. I could now relax and begin to enjoy life again. I gained 2<sup>nd</sup> place out of the 7 finalists but vowed that it was the last flying competition I would ever enter.

At this point you may well be asking what all this nonsense has to do with the President's Report. Well other than on occasion I have strenuously avoided competition flying. That

is until a few weekends ago when our superb competition organizer Liz King (Mother Goose) approached me after I had just landed and emphatically stated that as I was there and my aeroplane 'SSG' was being used for the monthly circuit competition that afternoon I had to enter the competition. It was something called an "Aircraft Carrier Competition" which required two max performance takeoffs and two precision landings on the simulated carrier deck.

The last time I flew either of these was during my P.P.L. flight test over a year ago. My results on taking off were OK but on both landings I would have got wet feet had it been the real thing. Not content with that competition Liz insisted I enter the Forced Landing without Power competition to be flown the following week. Despite my protestations I succumbed and put my name down. I later flew the competition and was pleased with my effort in getting points on the grid both times.

The point I want to make is particularly relevant to our student and low hour P.P.L. pilots like myself. Enter all the Club Competitions that you can. The experience you will gain from competing is immeasurable and it will considerably enhance your flying skills. Whether you come first or last is unimportant. By entering you will be exposing yourself to flying you most likely will not have practiced or even flown since passing your P.P.L. Flight Test or biennial flight review.

The experience you will most certainly gain may even save your life one day.

Safe and happy flying  
Ian Couper

Footnote – Ian intended this month's article to reflect and comment on decisions and matters arising from 1 April Committee meeting. The meeting was unfortunately postponed just prior to commencement and he penned this report at very short notice to meet this month's 'Prop Talk' deadline.



# **NEW MEMBERS**

**We welcome the following new members to our club\*:**

**Gregory Howley  
Don Lockie  
Mark Fotherby  
Anthony Johnson  
Lynn Holland  
Paul Murray  
Gary Brown  
Daniel Niv  
Liam Price  
Nico Wehler  
Catherine Morrow  
Brian Williams  
Craig Barron**

**Eden Hewgill  
Michael Baesecke  
Anrdré Bouquet  
Daniel Zane  
Cyrill Mechalik  
Shelley Kinsley  
Dycan Chang  
Luke Judge  
Christopher Rust  
Kevin Morgan-Smith  
Luciano Ochncider  
Justin Marinkovich**

*We look forward to seeing you at the club at one of our social occasions!*

\* subject to approval at the next committee meeting

## ***From club captain ALAN HULL***

Waitangi Day saw 5 aircraft and 11 club members fly to Matarangi for the day, lunch was enjoyed at the café which I can highly recommend, a short walk from the airfield. The day was warm and the beach was the next stop, afternoon coffee was enjoyed at Claris on the Barrier for those who did not return direct.

Saturday February 28 we held the air race dinner at the club, thanks to the catering helpers, Renata and Dave, Teresa and Judith a three course dinner was enjoyed by 62 members. This was a fun night and the proceeds now take our kitchen renovation fund to \$12,423.00. It was good to see our friends from Hamilton and Whenuapai come to the club for the evening. One of the winners, who wishes to remain anonymous donated their prize money to the kitchen fund, thank you for this generous gesture.

The Nationals this year were hosted by Taumararui and our team from NE represented the club, the weather was a challenge, thanks to the work put in by all competitors and Liz

and the instructors for their work to make these events what they are.

Sunday March 8 a small group visited Thames and lunched at the garden centre café, another fine flying day, a little overcast but warm.

Saturday March 21 a large number attended the Whenuapai RNZAF open day, many driving over and with seven aircraft flying in from the club with an early morning start. This was a very successful day with a large general attendance, thanks to the folk at Whenuapai for all the work these events take.

Later in the year a competition day is to be held at Whenuapai by the Aviation Sports Club for upper North Island Clubs, Juan the club captain tells me it is likely to be October. This is likely to be of interest to all you competition types and so handy to home. More on this later.

We have completed the line marking on the apron and taxiways, there is now no need to taxi into the hangar. Thanks for the help by John Punshon on his day off.

Progress has been made on the road frontage to the new hangar, this work has been carried out by John Neill contractors, we have repositioned the old water storage tank to make maximum use of the run off from the hangar roof. The ground work has been done for the planting and this will take place in May. We will do this work as a club working bee so a good turn out with spades and barrows etc would be much appreciated. As always a BBQ lunch after for the helpers. Date to be announced via notice board, email and forums.

Club members Geoff Sheehan and Michael Bach have done a lot of work for the proposed concreting of the taxiway from the club house to the end of 03. This would be a worthwhile project to minimize holdups all year round. This is being funded by club members and your

donation would be humbly accepted. This would be of great benefit to all who use the field.

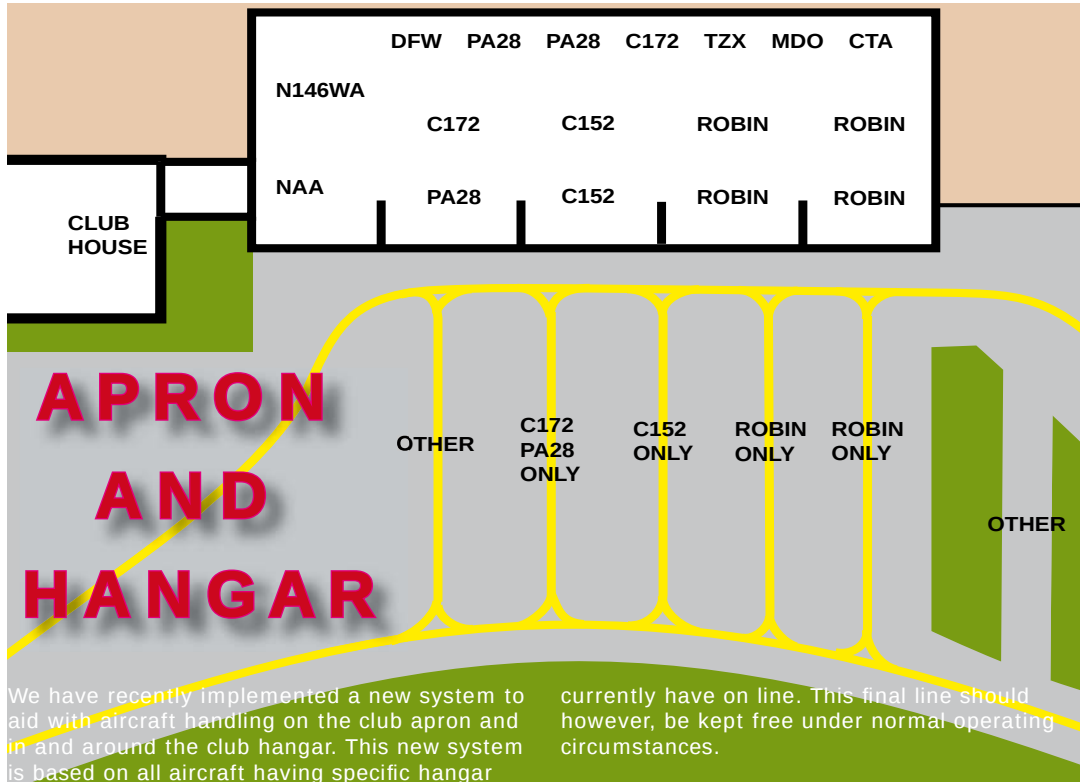
If you would like to make adonation towards this, there is a special bank account created for it. Or you can pay at the office. There are many members who have pledged to this so if we could collect your money soon this would be great. If for any reason this project does not go ahead, such as not collecting enough, all the donations will be returned to their rightful donor. Please email me so I can make this easy for you. [alan.hull@xtra.co.nz](mailto:alan.hull@xtra.co.nz) This is the way we always used to fund projects at the club and it would be good if we can do this again.

Happy flying folks, keep an eye on the forum and notice boards.

Regards Alan Hull

## The 30 Greatest Lies in Aviation.

- \* Me? I've never busted minimums.
- \* We will be on time, maybe even early.
- \* I have no interest in flying for the airlines.
- \* I fixed it right the first time, it must have failed for other reasons.
- \* All that turbulence spoiled my landing.
- \* I'm a member of the mile high club.
- \* I only need glasses for reading.
- \* I broke out right at minimums.
- \* The weather is gonna be alright; it's clearing to VFR.
- \* Don't worry about the weight and balance -- it'll fly.
- \* If we get a little lower I think we'll see the lights.
- \* I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
- \* We shipped the part yesterday.
- \* I'd love to have a woman co-pilot.
- \* All you have to do is follow the book.
- \* This plane outperforms the book by 20 percent.
- \* We in aviation are overpaid, underworked and well respected.
- \* Oh sure, no problem, I've got over 2000 hours in that aircraft.
- \* I have 5000 hours total time, 3200 are actual instrument.
- \* No need to look that up, I've got it all memorized.
- \* Sure I can fly it -- it has wings, doesn't it?
- \* We'll be home by lunchtime.
- \* Your plane will be ready by 2 o'clock.
- \* We fly every day -- we don't need recurrent training.
- \* It just came out of annual -- how could anything be wrong?
- \* I thought YOU took care of that.
- \* I've got the field in sight.
- \* I've got the traffic in sight.
- \* Of course I know where we are.
- \* I'm SURE the gear was down.



We have recently implemented a new system to aid with aircraft handling on the club apron and in and around the club hangar. This new system is based on all aircraft having specific hangar and apron parking places allocated to them with a view to eliminating the problems we all face with having to move aircraft around to get access to others and trying to decide where to park when we come back from our flight.

With regard to the apron firstly; you will notice that there are now five yellow lines painted on the apron. These are designed to be nose wheel guide lines. There will also shortly be specific nose wheel markings on these lines to give exact guidance as to where each aircraft's nose wheel should sit.

However, it is extremely important to understand that the space in between each of the lines is different and therefore only certain aircraft will fit in certain spaces.

The 2 lines furthest from the club house (northern end of the apron) are designed for and will accommodate Robin aircraft only.

The middle line is designed for and will accommodate C152 aircraft only. The next line (second from the club house at the southern end of the apron) will accept both C172 and PA28 aircraft.

The final line (nearest to the club house) will accommodate any aircraft with a wing span of up to 12 meters. This covers all the aircraft we

currently have on line. This final line should however, be kept free under normal operating circumstances.

No provision has been made for parking aircraft on the apron, other than those specifically listed. The hangar parking plan means that all other aircraft should be returned to their designated parking space within the hangar after flight. You will never need to move an aircraft in order to put one away if we all stick to this!

It is not permissible to taxi aircraft in front of the hangar. You should therefore shut down and move the aircraft by hand either into its designated parking space or into the hangar. Please bear in mind you may need to come inside and get an instructor to help with this. Do not leave aircraft on the apron in front of the club house. This is for Salt Air's use only.

You will find a hangar parking plan on each side of each bay of the hangar. They are clearly visible! These plans also detail the preferred parking arrangements for those aircraft which do not live in the hangar.

It is in all our best interests to ensure this system is adhered to. We appreciate your support and co-operation in helping to implement this new plan.

Regards  
The Instructing Team



### Cruising Class

|                       | Leg 1          | Leg 2                     | Leg 3         | Leg 4                      | Leg 5                     | Leg 6            | Overall    | PIC/ Team                                       |
|-----------------------|----------------|---------------------------|---------------|----------------------------|---------------------------|------------------|------------|-------------------------------------------------|
| <b>Spon-<br/>sor:</b> | <b>ICOM NZ</b> | <b>Shaun<br/>O'Malley</b> | <b>Avsure</b> | <b>Paul Mc-<br/>Sherry</b> | <b>Woods<br/>Caravans</b> | <b>J.Verleun</b> |            |                                                 |
| <b>1</b>              | WAM            | JIE                       | JIE           | EOL                        | KAT                       | EOL              | <b>KAT</b> | <b>Simon Hatcher</b><br><i>Are we there yet</i> |
| <b>2</b>              | EOL            | WAM                       | WAM           | KAT                        | UWZ                       | KAT              | <b>WAM</b> | <b>Tony Petch</b><br><i>Team WAM</i>            |
| <b>3</b>              | JIE            | EOL                       | ERJ           | WAM                        | JIE                       | WAM              | <b>EOL</b> | <b>Jeremy Leigh</b><br><i>Team EOL</i>          |

### Racing Class

|                       | Leg 1          | Leg 2                     | Leg 3         | Leg 4                      | Leg 5                     | Leg 6            | Overall                          | PIC/Team                                |
|-----------------------|----------------|---------------------------|---------------|----------------------------|---------------------------|------------------|----------------------------------|-----------------------------------------|
| <b>Spon-<br/>sor:</b> | <b>ICOM NZ</b> | <b>Shaun<br/>O'Malley</b> | <b>Avsure</b> | <b>Paul Mc-<br/>Sherry</b> | <b>Woods<br/>Caravans</b> | <b>J.Verleun</b> | <b>NSAC<br/>Air Race<br/>Cup</b> |                                         |
| <b>1</b>              | CAH            | CAH                       | CAH           | CAH                        | MDS                       | EWP              | <b>REF</b>                       | <b>Rob Fry</b><br><i>Air Bandits</i>    |
| <b>2</b>              | N146WA         | EWP                       | N146WA        | DQV                        | REF                       | REF              | <b>MDS</b>                       | <b>Debbie Levert</b><br><i>Warbirds</i> |
| <b>3</b>              | REF            | REF                       | DQV           | REF                        | CTA                       | MDS              | <b>CAH</b>                       | <b>Ben Howard</b><br><i>Team CAH</i>    |

#### Fastest aircraft over course:

Harry Hobins Cup donated by ex-patron Harry Hobins: **N146WA**, **PIC: Daryl Gillet** , *Queen Anne's Revenge*

#### Sportspersonship Award:

North Shore Toyota Cup donated by Bob Jago: **EWP**, **PIC: Rob van Heiningen**, *Faster on Paper*

**Race Directors Spot Prize:** **ERJ**, **PIC: Joan Greatex**, *Great Cheetahs*  
**EOL**, **PIC: Jeremy Leigh**, *Team EOL*

#### First in Racing Class Last Leg:

Edward Menary Air Race Cup (in Memoriam): **EWP**, **PIC: Rob van Heiningen**, *Faster on Paper*

**Best Photos:** **REF**, **PIC: Rob Fry**, *Air Bandits*

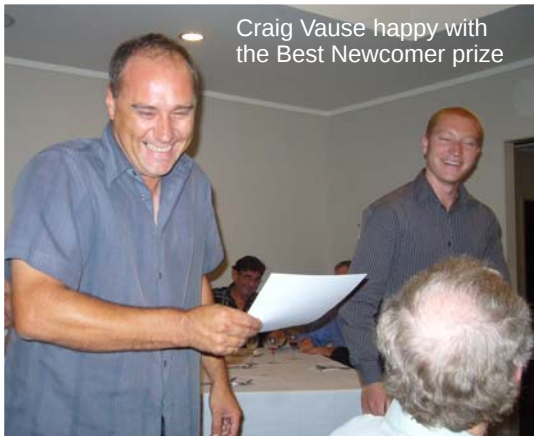
**Best Costume:** **CTA**, **PIC: Colin Mead**, *Borneo Pirates- Black Pearl*

**Best Newcomer:** **FEL**, **PIC: Craig Vause**, *Toy Boyz*

*Photos of the Air Race Dinner and prizegiving are on the following pages*



Craig Vause happy with the Best Newcomer prize



Joe Smith accepts the prize for Fastest Aircraft over the course



Des Grant of the Air Bandits team receives the first prize in the Racing Class



James Waters and Simon Hatcher, Overall Cruising Class winners



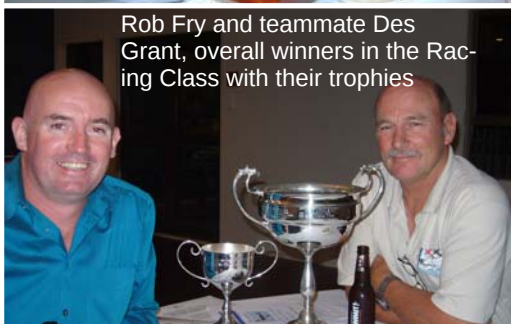
John Verleun with the prize for the fastest Robin over the course



Tony and Mrs Petch, second in the cruising class



Rob Fry and teammate Des Grant, overall winners in the Racing Class with their trophies



Debbie Levert and teammate Helen Wreaks with the second prize in the Racing Class



# SAFETY MATTERS

I hope you are all are enjoying this wonderful spell of weather and are getting in as much aviation as possible. When the weather is as good as it has been over the last couple of weeks everyone starts heading for all those great places that cross country flying can take you to and all the adventures associated with it. This brings me to my first topic for this edition of proptalk...

## Flight Plans

It goes without saying that the use of a 'flight following/Flight plan' service while on cross country flight is a very good idea. There is always peace of mind in knowing that your flight is being monitored and that in the unlikely event that something goes wrong, there is a friendly voice at the other end of the radio to help you out.

CAR Part 91 stipulates that VFR flight plans should be filed as follows:-

### 91.307 VFR flight plan

(a) A pilot-in-command of an aircraft must submit a VFR flight plan to an appropriate ATS unit before starting any flight conducted under VFR if—

- (1) the pilot-in-command plans to proceed more than 50 nm from shore; or
- (2) the pilot-in-command requires an alerting service.

(b) In addition to the requirement in paragraph (a), a pilot-in-command of an aircraft may submit a VFR flight plan to an appropriate ATS unit for any other flight conducted under VFR.

So in addition to proceeding more than 50nm from shore, the PIC is only required to file a VFR Flight Plan if an 'Alerting Service' is required

CAR Part 1 defines an Alerting service as an air traffic service provided to notify appropriate

organisations regarding aircraft in need of search and rescue aid, and to assist such organisations as required.

This leads to us asking the question "When is an alerting service required for me?"

Well, when you joined NSAC you should have been supplied with a copy of the NSAC Flight orders. There is also a copy of the NSAC Flight orders in each of the NSAC PPL Training Guides.

The NSAC Flight Orders state the following...

C) 5d For all cross country flights in Club Aircraft the PIC must use an Airways Corporation alerting service (flight plan) unless otherwise authorised by an instructor.

In other words if you are using an aircraft from the club and you are travelling more than 25nm from NZNE, you must file a flight plan. And because the flight orders require you to file a flight plan you must also comply with CAR 91.307 (a)2 which means if you are not filing a flight plan you are in breach of the CARs

The reason for bringing this to everyone's attention is simply due to the fact that we have had Club aircraft being taken away from the field without flight plans being filed which is, as you can now see, completely against NSAC Flight Orders.

## Control Locks

We have also noticed recently that aircraft are being left on the apron without any kind of control lock in place. Remember is only takes another aircraft to taxi by and bath the 'control lock free' aircraft in its prop wash and its poor controls will be flapping all over the show, potentially causing damage.

Please make sure you secure the aircraft controls (discuss with your instructor the systems we have in place) even on those nice days.

## Heavy Landings

So we can make sure that all the clubs aircraft are being maintained and looked after in the best possible way we need your help. Remember if you find any faults or unserviceable equipment (and it's not already in

the Tech Log) please let an instructor know so we can get it addressed.

In particular, if you experience a heavy landing, please let us know. This way we can make sure everything is ok and the aircraft is still able to be used.

## New Apron Marking

You will notice that the new apron has freshly painted lines all over it (Thanks to Jono and Alan). These are nose wheel centre lines and allow 10 aircraft to be comfortably parked. Jono will soon be labeling the parking areas as they are not all the same width. The two rows closest to the fuel pumps are sized for Robins, with the other 3 rows sized for the other aircraft.

We seem to have made a sizable reduction to the amount of hanger rash that the club aircraft were experiencing with the new hanger and apron arrangements, but every now and then a pilot will still taxi too close to the hanger and cause some damage. With this in mind all operations close to the hanger must be supervised by an instructor. No taxiing between the hanger and parked aircraft is permitted. So please be patient and ask for our help. If there is ever any doubt about clearance simply stop and get out of the aircraft.

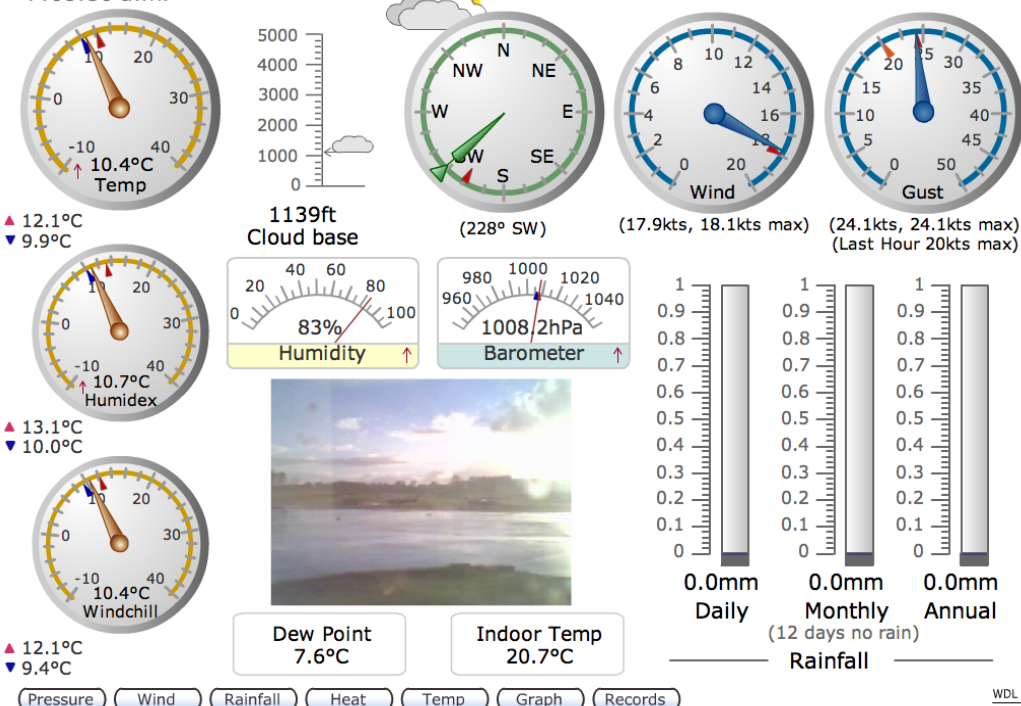
Cheers

Tim Marshall

# NZNE WEATHER STATION

● NZNE (NOT for flight planning use) -  
7:08:50 a.m.

Dry/dawn.



A new NSAC weather station has been installed by Michael Bach. We hereby thank him for this very useful tool! A camera looking towards the end of 03 has been installed in the window of the flight office. If you want to check the actual airfield weather conditions before you leave home you can find the screen shown above on the club website:

[www.northshoreaeroclub.co.nz](http://www.northshoreaeroclub.co.nz), click on the 'aeroclub' icon and then select 'our current weather' from the list. The camera picture is updated every 5 minutes.

# KOMPETITION KORNER

Tena koutou - have a great day

## RNZAC / FLYING NZ Nationals 2009

Taumarunui (on the main trunk line)

The plans were all in place, Team North Shore had had the final pre nationals briefing. Those coming in private aircraft and/or club aircraft after Wednesday - had been briefed via email due to the weather, and so it was that on Wednesday 4th March six hardy souls took to the air, with two souls going by Goose-mobile. The 2009 Nationals adventure was on.

Michal and Mother Goose travelled by zk-car to Taumarunui with all the bags. This so that when the Team arrived all they had to do was get on and practice after a suitable rest and revitalisation stop.

A quick call into the Hilton Motel to put all the bags in the correct rooms, and Michal and Goose finally found the airfield. You think you can't get lost in Taumarunui, trust me those hills hide plenty!

Arriving at the airfield we found the Team. Michal set to for some practice. We caught up with Team Auckland who had been there since Tuesday diligently practicing for what was hoped to be a good year for Auckland. We also found our two Team Northern Districts members and all was well.

Wednesday night saw two of the Auckland members put on a fabulous BBQ which was enjoyed by all. This was the first time in many a year, I believe, that the whole of the Northern Region was staying together in the one motel. Not a bad effort really. The camaraderie was most marvellous.

Thursday arrived and we found the first signs of what was to come weather wise closing in fast. Communication via CFI Daryl with Lester & Young Eagle Chris in LRD and David and Ben in CTA established they needed to leave NE quick smart or they wouldn't make it. The morning was fair and several comps were completed. By the afternoon the weather was closing and proving problematic for the RNZAC Executive who had to do some quick thinking to move comps around to get them done.

That night we all went in different directions with all choosing to have an early night. Most of Team North Shore dined at the local RSA and a

fine meal we had.

Friday morning dawned with low cloud and trepidation settling over the members as to what comps would actually get done. Even more unsettling was finding your comp had been moved up in the pecking order and was happening sooner rather than later and in some cases the other way round. Peter Montgomery's now famous saying "Hurry up and wait" was about all one could do. None the less it was never a dull moment with old friends greeting & hugging and new friends to be made. Aviation in general was naturally the main topic and good story swapping happened. Around this time Goose noticed that the very carefully hung Flag had done a bunk! And so the game began. Friday night was a splendid Spit Roast at the airfield put on by the local Lions Club. Plenty for all with pudding to boot! A good night was had by all. Unfortunately due some competitions needing to happen on the Saturday North Shore's traditional Break out Night had to be cancelled out of regard to those who needed to be fresh for the morning in the hopes of improved weather.

Saturday dawned and even the ever optimistic Goose had to concede it wasn't looking good. Richard Martin was stuck in New Plymouth, Rob Fry had cancelled, Doc Leggat's competition had been cancelled due all the competitors not being able to get to Taumarunui, Rick and Carol cancelled, and all Lester wanted to do was get home. Out to the airfield we trundled, to yet again Hurry up and Wait for the weather to clear and the cloud to lift to a decent height for aerobatics. Whilst wind on the ground wasn't a problem, surrounded by lots of hills it was fairly sheltered – none the less once clear of the hills it was a different story at circuit height. After watching all the carry on and getting frustrated with not being able to see what the weather was actually up too beyond the hills, Goose decided there was only one thing for it a flight was called for. Due wet grass and long run up and weight and balance considerations CTA was chosen and Hawkeye were commissioned to give Goose a look at what was happening

in the air and to see Taumarunui from the air. A most enjoyable wee flight ensued. Now half the fun of Goose going for a fly these days is the spectator sport of actually getting Goose in plane. I thank Kerry for his considerations with the photos and Stephen for his assistance with getting the straps in the right place! A special thanks to Hawkeye for the flight which was most enjoyable. I recommend a flight in CTA any time; she is a nice wee Screeching Parrot.

Finally the weather started clearing, Richard made it from New Plymouth, Lester got away home and the aerobatics started. Just as well Hawkeye likes them as much as he does cause he sure did a lot of flip flops in a short space of time. We were treated to a flying visit from Michael Bach and son. Then it was time to get all dollied up for the big night and find out whom had won what, and to find that a certain missing flag was hanging boldly on the wall of the local Cossy Club where the Wings Dinner was held. The following link will take you to the results sheet  
[http://www.flyingnz.co.nz/pdfs/09\\_results.pdf](http://www.flyingnz.co.nz/pdfs/09_results.pdf)

I congratulate all members of Team North Shore, you did the club proud with your representation at the Nationals and you can be well proud of your achievement in getting to the Nationals where you were competing against the best in New Zealand. Well Done and Congratulations.

I congratulate members of Team Auckland, a fine effort with four firsts and a gaggle of placing's. 3rd in the Wigram after 20 years is not to be sniffed at. Thanks for working as part of the Northern Regional Team and being an all inclusive bunch of friendly folk.

I congratulate Alex from Northern Districts and his supporter Shaun. The pair of you did a very fine job of representing NDAC and the club can be well proud of you both.

I would also like to congratulate the members of the Hawkes Bay AC on taking the Wigram for

the first time in 28 years. Well Done.

That just leaves the Thank You's and I have several so bear with me:

Taumarunui Aero Club, what a fantastic bunch of just the loveliest folks. Thanks for the welcome, the laughs and a great time. Well Done, take a bow and pat yourselves on the back. And thanks for the wee phone!

RNZAC Executive who all worked darn hard getting as many comps as possible done as weather permitted. Not easy but you all did it. Another successful National's with good memories.

Bruce Lynch and Rob Fry for the phone calls of support.

Richard Martin for getting there no matter what, safety being the highest priority.

Stefan Roberts for the texts of support.

Ian Couper & John Verleun for the sponsorship of Team North Shore's uniform.

Lester for the many texts on Saturday night.

John at the Hilton Motel for infinite patience as we dealt with the weather and the ever changing scene of who was coming and not coming and what rooms we did and didn't need due the weather.

Craig and Glen and Rob for their excellent handling of their respective roles, Camp Mother, Camp Cheer Leader & Camp Leader. Well done guys – fabulous job.

A special thanks to the members of Mid Canterbury for "playing the game" by the "rules" and keeping the Spirit of Aviation alive and well.

Thanks also to Tony for leading the way. That which we started in Whitianga is coming fruition.

Last but by no means least I would like to offer my personal thanks to CFI Daryl. A job well done lad, your support and encouragement, your joking when needed were all very much appreciated. You have indeed come a long way since 2003 and I Thank You for not only your leadership but your friendship. Another Nationals Competition trip without incident and that you can be proud off.

## CLUB COMPETITIONS

| DATE       | LICENCE TYPE          | COMPETITION                        | Regional Competition        | AIR JUDGE                  | Ground Judge |
|------------|-----------------------|------------------------------------|-----------------------------|----------------------------|--------------|
| TBA        | r/spl-ppl             | NSAC Junior Trophy                 | Aero Engine Services        | Dawson Boles               |              |
| TBA        | r/spl-ppl             | Sir Kenneth Hayr Memorial Trophy   | Cory Wright                 | Tim Marshall               |              |
| TBA        | r/ppl-cpl (r/s)       | The Pitts Special Syndicate Trophy | Waitemata                   | Tim Hawkes                 |              |
| TBA        | cpl-p                 | NSAC Senior Trophy                 | DM Allen                    | Rob Fry                    |              |
| 28/03/2009 | r/spl-ppl-cpl r/s     | Bombing                            | Rotorua Trophy              | Brian Pattermore           | Yes          |
| 28/03/2009 | r/spl-ppl             | Low Flying                         | Airwork Cup                 | Doug Burrell               |              |
| 4/04/2009  | r/spl-ppl-cpl r/s     | Forced Landing                     | G M Spence                  | Tim Marshall               | Yes          |
| 4/04/2009  | r/ppl-cpl r/s         | Liferaft Dropping                  | Ivan Warmington             | Doug Burrell               | Yes          |
| 4/04/2009  | r/spl-ppl-cpl r/s     | Full Circuit                       | Sir Francis Boys/Newman Cup | John Punshon               | Yes          |
| 4/04/2009  | w/ppl                 | Senior Landing                     | Wigram Challenge            | Allan Roberts              | Yes          |
| 18/04/2009 | w/spl-ppl             | Basic Panel Instrument             | Wigram Challenge            | Tim Marshall               |              |
| 18/04/2009 | w/spl-ppl             | Non Instrument Circuit             | Wigram Challenge            | Allan Roberts              |              |
| 18/04/2009 | r/ppl-cpl r/s         | Full Panel Instrument Flying       | Oscar Garden                | John Punshon               |              |
| 18/04/2009 | r/ppl-cpl r/s         | Senior Navigation                  | NZ Herald Challenge         | John Punshon               |              |
| TBA        | r/instructors         | Low Flying                         | Wanganui Trophy             | Daryl Gillett              |              |
| TBA        | n-instructors         | Bombing                            |                             | Daryl Gillett              | Yes          |
| TBA        | n/instructors         | Proficiency                        |                             | Daryl Gillett              |              |
| TBA        | n/instructors         | Full Circuit                       |                             | Daryl Gillett              | Yes          |
| 9/05/2009  | n/spl-ppl-cpl r/s-cpl | Tailwheel                          |                             | Tim Hawkes                 | Yes          |
| 9/05/2009  | n/ppl-cpl r/s         | Lynne King Memorial                |                             | Allan Roberts              | Yes          |
| TBA        | n-anyone              | Pre Flight with Defects            | CAA Trophy                  |                            |              |
| 9/05/2009  | n/spl-ppl-cpl r/s-cpl | Scott Long                         |                             | Brian Pattermore           |              |
| september  | w/spl                 | Junior Landing                     | Wigram Challenge            | Daryl Gillett              | Yes          |
| september  | r/spl                 | Airways Corporation                | Airways Corporation         | Doug Burrell               |              |
| september  | r/spl                 | Junior Navigation                  | Bledisloe Aviation          | John Punshon               |              |
| september  | r/spl                 | Jean Batten Memorial               | Jean Batten Memorial        | Vicki                      |              |
| TBA        | n/team                | Air BP Navigation                  |                             | Doc Leggatt & John Punshon |              |
| september  | n/ppl-cpl r/s-cpl     | Night Flying                       |                             | Jol Joynes                 |              |
| TBA        | r/team - ppl only     | Formation 2 ship                   | Graham Davidson             | TBC                        |              |
| TBA        | r/team - ppl only     | formation 3 ship                   | WA Morrison                 |                            |              |

# RESULTS CLUB COMPETITIONS

## NON INSTRUMENT CIRCUIT CHALLENGE

Saturday 28/2/09

|                |      |
|----------------|------|
| Lester Dredge  | 89   |
| Steven Perreau | 88   |
| Ben Howard     | 85.5 |
| Michael Bach   | 79.5 |
| David King     | 77   |
| Craig Vause    | 71   |

## THE DATES

### MONTHLY CIRCUIT CHALLENGE

These will be run by John Punshon this year

| Completed  | Non Instrument Circuit                                          |
|------------|-----------------------------------------------------------------|
| 28/03/2009 | HMNZS North Shore – carrier landing circuit                     |
| 25/04/2009 | Fastest circuit/s                                               |
| 30/05/2009 | Right hand seat circuit / (left hand for instructors) circuit/s |
| 27/06/2009 | Rudder circuit                                                  |
| 25/07/2009 | Fastest circuit/s                                               |
| 29/08/2009 | 2 x precision circuits                                          |
| 26/09/2009 | Flapless glide approach circuit/s                               |

### MONTHLY FUN COMPETITION

| DATE       | COMP                 | AIR JUDGE     |
|------------|----------------------|---------------|
| 9/05/2009  | TailWheel            | Tim Hawkes    |
| September  | Night Flying         | Jol Joynes    |
| tba        | GPS                  | Allan Roberts |
| 13/06/2009 | Operation Skytrain   | Doug Burrell  |
| 11/07/2009 | Operation Black Jack | Vicki         |
| 8/08/2009  | Operation Stealth    | John Punshon  |
| 12/09/2009 | Role Reversal        | Daryl Gillett |

## FLYING NZ AIR SAFARI 2010

Starting at Ardmore on Tuesday 23rd March 2010  
 Finishing at Queenstown on Thursday 1st April 2010  
 Warbirds over Wanaka Easter Weekend 2010

Visit [www.flyingnz.co.nz](http://www.flyingnz.co.nz) for details and to register

**Haere ra- Safe and Happy Flying**  
**Mother Goose**  
**Ph 444-5733 evenings**  
**email: [lizking@clear.net.nz](mailto:lizking@clear.net.nz)**





# TAXIWAY PROJECT

The aero club bar is always a hive of interesting conversation. One subject of interest over the past year or so is the time lost (read engine time, fuel, etc) sitting at the holding point waiting to backtrack to the 03 threshold. As the aerodrome gets busier, ground movements are becoming more congested particularly around the clubhouse area. Many of the southern hangar owners and operators find themselves in queues 5 or 6 aeroplanes long waiting to return to their hangars at times. Equally club members using club aircraft find themselves paying for quite a bit of extra time on the ground waiting to backtrack and line up. The problem is exacerbated on busy days by few gaps in the circuit traffic which sometimes leads to unsafe practises such as taxiing too fast to “nip across” in front of aircraft on final which results in an obstructed runway and causes a go around.

For many years the club has considered concreting the taxiway from the Clubhouse to the 03 threshold. Although the gap between the active runway and the grass taxiway is insufficient to meet the requirements of a Part 139 certified aerodrome, it has been used successfully during summer for more than 20 years without incident. It is highly unlikely that the aerodrome will ever be Part 139 certified (at least with the rule in its current guise) but there may be some dispensation available should compliance become a requirement in the future. The “design” of the taxiway is limited by other considerations include remaining clear of the fence around the parking area and avoiding the runway lighting system and any changes to it. The southern Taxiway is 44 metres from the centre of the seal whereas the proposed taxiway is 33 metres from same. One proposal includes displacing the threshold of 03 grass left to past the taxiway in front of the clubhouse to avoid any possible clash with aircraft using the new taxiway. Remember 03 already has a

displaced threshold (which applies to both seal and grass) to prevent aircraft landing too short thereby being too low over Postmans Road. Given that on a normal approach the threshold is supposed to be crossed at 50ft there should never be any reason for that part of the grass runway to be used for landing anyway.

Historically most significant club projects were planned and executed by the club members themselves...that is without direct financial input from the club's operating funds. These projects were generally completed with donations of time, materials and/or funds from club members who simply wanted to aid the club with improvements which benefit the club in general. The club is its members; not a large commercial enterprise that can afford to improve facilities and then charge increased fees to fund the project as has happened in the past.

Concreting the taxiway has always been considered a good idea but the work has never been completed due to the lack of funds. Approx 150 metres of taxiway with a width of 5.5 metres is a hell of a lot of concrete and hence cost. With the economic downturn a couple of local concrete suppliers have been willing to “come to the party” and help the club with some better pricing which made the project look a little more viable.

To that end Geoff Sheehan, a club member for more than 30 years, began discussions with some local contractors to see what the costs involved would be. After several weeks Geoff found that the prices quoted fall into a “reasonable” range that could potentially be afforded by the members without impacting on the club's normal funding. He started “asking around” whether members would support such a project. The answer was an unequivocal YES!

There are around 160 aircraft based at North Shore. Of those about 40 are rotary wing so don't really use the taxiways. That leaves about 120 aircraft that would directly benefit from having an all year round taxiway from the clubhouse to the 03 threshold.

If each aircraft owner contributed around \$500 toward the project sufficient funds would be raised to complete a very worthwhile taxiway. That \$500 will soon be regained by the lack of engine time and fuel etc lost sitting at the holding point outside the clubhouse. All club members will benefit from this project so it is important that the cost burden is not carried by owners alone. Any club member can make a contribution no matter how big or small. It would be nice to see a contribution from our local commercial operators also.

To date there have been a number of contributions made to the project which are being held in a completely separate bank account set up by Michael Wood (club treasurer) and Trina (Office Manager). A separate receipt book and spreadsheet are being kept of what funds are paid and who made them so that in the unfortunate event that we don't "get over the line" we can return the funds to the contributors. There have also been a large number of people who have pledged to support the project but have not as yet "put their money where their mouths

are". Please get your money into the office asap!

We have only a short period before the weather will cause the ground to get to wet to work on so we really need to "green light" the project around the 3rd week of April. This gives us just a few weeks to collect sufficient funds to get the project underway. In an ideal world the work would commence soon after the funds are collected with the completed taxiway ready for use in early May.

The Clubhouse to 03 Taxiway is a very worthwhile project which will provide a significant benefit to all users of the airfield.

As a "members" project it will have no impact on the club's financial position and will not require any long-term loans or levies. It will only go ahead if the membership chooses to support it.

If it doesn't go ahead any funds held will be returned to the contributor.

Please show your support and get your contribution to the office asap!

office@nsac.co.nz  
09 426-4273



NSAC Members Project 2009

# Clubhouse to 03 Threshold Taxiway Project

- All year round use
- Less time at hold point
- Less time waiting to backtrack etc
- Safer crossing of the runway
- Less likely runway obstructed
- Club can't afford to fund it
- Historically members "make projects happen"

To make your contribution contact:  
NSAC Office  
office@nsac.co.nz  
09 426 4273



# ***MILESTONES***

**First Solo**



**Rob van Heiningen**

**First Solo**



**Corey Marshall**

**First Solo**



**Rupert Hawkins**

**First Solo**



**Deena Cardon**

**First Solo**



**Brent Tassell**

**Firt Solo**



**Xiangming Zhang**

**First Solo**



**Alex Hunink**

**PPL**



**Abdullah Rajhi**

**PPL**



**Nair Tsuji**

**PPL**



**Stacey Cunningham**

**PPL**



**Sarah Mitchell**

**PPL**



**Ben Howard**

**PPL**



**Elizabeth Vialoux**

**PPL**



**Mark Jago**

**PPL**



**Brendon Sheehan**

**CPL, Aerobatic rating**



**Robbert Mollard**

**CPL**



**Michael Walsh**

**Aerobatic rating**



**Sebastian Ziemke**

***CONGRATULATIONS!***

## NSAC items or sale:

### Aircraft Engines:

1 X Lycoming 0-235-L2A New engine Factory Warranty  
\$35,000.00+gst

1 X Lycoming 0-235-L2A  
1054hrs since New  
\$20,000.00+gst

### Weedeater:

Large commercial petrol weedeater \$100.00

### Large high speed computer printer:

OKI Microline 395 24 pin printer  
This printer is less than 1 year old \$offers

Contact Richard Ussher, Manager, 09 426 4273

## Flying hours for FEBRUARY

|     |       |
|-----|-------|
| CTA | 2.79  |
| DGH | 3.77  |
| DOQ | 27.49 |
| DSN | 2.60  |
| DXI | 54.00 |
| FEL | 10.62 |
| JAZ | 20.50 |
| KAT | 30.10 |
| MDO | 3.10  |
| MDS | 29.60 |
| NAA | 17.20 |
| NSA | 30.40 |
| SSG | 40.60 |
| TZG | 61.30 |
| TZH | 51.20 |
| TZK | 50.00 |
| TZL | 32.29 |
| TZX | 11.47 |
| UWZ | 15.10 |
| WKU | 45.40 |

**Total aircraft hours:**

**February 2009: 539.35**

**February 2008: 678.04**

(Aircraft with zero hrs flown in this month are not listed)

## Flying hours for MARCH

|     |       |
|-----|-------|
| CTA | 16.4  |
| DOQ | 17.36 |
| DSN | 4.60  |
| DXI | 45.6  |
| FEL | 5.54  |
| JAZ | 26.6  |
| KAT | 47.30 |
| MDO | 9.40  |
| MDS | 47.40 |
| NAA | 2.20  |
| NSA | 23.20 |
| SSG | 51.60 |
| TZG | 77.40 |
| TZH | 59.20 |
| TZK | 86.00 |
| TZL | 18.40 |
| TZX | 25.30 |
| UWZ | 67.40 |
| VAX | 9.60  |
| WKU | 35.60 |

**Total aircraft hours:**

**March 2009: 676.10**

**March 2008: 712.99**

(Aircraft with zero hrs flown in this month are not listed)

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*'Better to hit the far fence at ten knots than the close one at Vref'*

(Advice given to new captains) Captain Rick Davies, Chief Pilot, Royal Flying Doctor Service of Australia

# FLY THE KAT



- ZK-KAT - Piper Warrior II: 160 Hp Lycoming - \$195.00 PHR
- Fully IFR: Modern All Digital Avionics (2 x KX155 nav/com, K64DME, KMA24 audio, KR87ADF, Century IIB autopilot),
- Colour Moving Map: Bendix King KMD150 with GPS VFR

# HANGAR PROJECT

## NORTHERN SECTOR

As reported in Proptalk (February 2009, President's Report) Q "Approval has been given for the development of 11 new hangars for club members and construction should be underway in the not too distant future" UQ

The report drew a negative response on an unofficial forum, primarily from unidentified contributors expressing views which are at best uninformed and are clearly designed to frustrate the new hangar projects and the Club's effort clean up the northern quarter of the airfield.

As promoter of the construction of six new hangar units in the northern area I trust the following will provide some background and serve to explain the proposed development.

In 2007 the club commissioned a firm of Consulting and Structural Engineers to investigate potential hangar sites in the North West corner of the airfield abutting Postman Road. This firm of engineers has a long association with North Shore Airfield. A plan was produced by this firm and approved by the then Field Committee. Sites were then offered to the membership. There was strong interest and all sites were allocated to members. Hangar sites consist of multiple modules each hangar approximately 15m x 15m, to ensure conformity and structural integrity these need to be constructed as one building then divided into separate hanger units. Hangar allocations within each site were made to individual members, the new owners work together and either syndicate the development or one member assumes responsibility for the development constructs the block and resells the completed units to interested club members.

In the case of our project, infrastructure costs including the piping of an open drain will exceed \$200,000. It is economically prudent to spread these costs over as many hangars as possible and accordingly we have opted to build six hangars rather than the originally planned four units. The total project cost of the buildings with 12.0m wide sectional electric doors including taxiways, aprons, underground power, sewerage connections and stormwater retention system will exceed \$900,000.

The second hangar project for four units in the Northern Quarter announced in the last Proptalk also appeared to be subject to negative lobbying. The result is that this project has been cancelled with the promoter citing Q " the unsociable and hostile environment created by a handful of members" UQ as the reason.

With our six unit project has building consent has been granted, the plans and engineering drawings are available for inspection and as facilitator I am happy to discuss all aspects including potential sales of various units ranging from 240m<sup>2</sup> to 320m<sup>2</sup>. Commencement was planned for April and completion anticipated approximately July 2009 however the project is temporarily stalled pending further firm sales.

It is important to emphasize that the siting of these hangars is based on the plan prepared by the firm of engineers and approved by the then Field Committee. The only changes to this have been an increase in the level of space between the new and existing hangars, which if anything enhances the ease of use. The previous Field Committee also corresponded with a number of existing hangar owners and cited copies of this plan.

Flight Hauraki Ltd,  
Paul McSherry

# proptalk

The full colour issue of Proptalk in .pdf format will be emailed each month to all members with an email address registered at the club.

If you have not registered your email address yet and wish to do so, please contact the office.

***If you wish to receive a printed copy as well, please contact the office.***

Members who do not have a registered email address will continue to receive printed copies.

Proptalk needs stories, photographs, cartoons etc. each month. If you have anything you would like to share with the other club members this way, please contact the editor:

Rudolf Struyck, 09 426 9762, 021 75 45 97, [rstruyck@clear.net.nz](mailto:rstruyck@clear.net.nz)

# Term Deposit special for members

- As a North Shore Aero Club member, we're offering you a rate available only to select customers.
- You can choose to receive quarterly interest payments when investing for 12 months or more.
- And the good news for your club is for each deposit over \$20,000, ANZ will donate \$20 to the North Shore Aero Club.

To take up this offer, please call Richard Stone on 09 414 2918 or bring this flyer into your nearest branch.

#### **Terms and conditions**

The special rate offer is effective from 02/02/2009 and is subject to change.

The offer to donate \$20 for each customer deposit of \$20,000 or more, is limited to the first 250 deposits. This offer is limited to one \$20 donation per customer. The term deposit must be new and not a rollover or sourced from another ANZ deposit product. This offer is not unique to the organization, as it has been offered to other clubs and societies. Full details of terms, conditions and a copy of the Term Deposit Investment Statement may be obtained from any ANZ branch.

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## PPL Night School Syllabus 2009 – Rotation 1

Timetable is subject to change – please call NSAC in advance to confirm that classes and start dates are as detailed.

Classes cost \$10 per session attended. Please place your name on the list for each class you wish to attend.  
You may come to as many or as few sessions as you choose.



| Subject and Contact                                                  | Start Date                              | Hours                               | Duration                                                                  |
|----------------------------------------------------------------------|-----------------------------------------|-------------------------------------|---------------------------------------------------------------------------|
|                                                                      | Please call NSAC to confirm start dates |                                     |                                                                           |
| <b>Air Law</b><br>Instructor to be confirmed                         | Monday<br>2 <sup>nd</sup> February      | 18:45-21:30<br>Monday and Wednesday | 2.5 Weeks – 5 Sessions<br>Recommended exam date 18 <sup>th</sup> February |
| <b>Aircraft Technical Knowledge</b><br>John Punshon                  | Monday<br>23 <sup>rd</sup> February     | 18:45-21:30<br>Monday and Wednesday | 3 Weeks – 8 Sessions<br>Recommended exam date 18 <sup>th</sup> March      |
| <b>Navigation</b><br>Brian Pottemore                                 | Monday<br>23 <sup>rd</sup> March        | 18:45-21:30<br>Monday and Wednesday | 4 Weeks – 8 Sessions<br>Recommended exam date 22 <sup>nd</sup> April      |
| <b>Human Factors</b><br>Instructor to be confirmed                   | Monday<br>27 <sup>th</sup> April        | 18:45-21:30<br>Monday and Wednesday | 1 Week – 2 Sessions<br>Recommended exam date 6 <sup>th</sup> May          |
| <b>Meteorology</b><br>Brian Pottemore                                | Wednesday<br>11 <sup>th</sup> May       | 18:45-21:30<br>Wednesday and Monday | 4 Weeks – 8 Sessions<br>Recommended exam date 10 <sup>th</sup> June       |
| <b>Flight Radio Telephone Operator</b><br>Instructor to be confirmed | Monday<br>15 <sup>th</sup> June         | 18:45-21:30<br>Monday and Wednesday | 1.5 Weeks – 3 Sessions<br>Recommended exam date 24 <sup>th</sup> June     |

## CPL Night School

We still have some spaces available for those members who would like to study for their CPL exams this year.

Whether you're an up and coming pilot who is aiming for a career in aviation, or a current PPL who would love the challenge and opportunity to increase their knowledge and skills, then doing a CPL is the way to go. We run a night school on Tuesday and Thursday nights throughout the year, covering all 6 subjects.

Night classes are a great way to work through the syllabus, and it is a lot more fun and social than sitting at home trying to learn everything on your own.

So if you would like to attend CPL night school this year, give the club a call to start the ball rolling, or put your name up on the list which is on the club noticeboard in the flight office.

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# AVIATOR SELF TEST

A selection of brain teasers by James Allan, published by 'Pilot', Britain's most widely read GA magazine. With kind permission of the author and Pilot magazine.

[www.pilotweb.aero](http://www.pilotweb.aero)

**1** In which countries were these types of light aircraft designed and first built?

- a de Havilland Chipmunk
- b Varga 215OA Kachina
- c Stampe S4
- d Wassmer WA-51 Pacific

**2** When is the pilot of a light aircraft likely to encounter a phugoid?

- a following a heavier aircraft with a gap of less than two minutes, while both are approaching to land
- b within a few hundred feet below the base of a cumulus cloud
- c while resuming straight and level flight rapidly after performing a sustained steep turn of 60deg bank angle or more.
- d after releasing the controls having pitched a correctly-trimmed aircraft nose up until airspeed has fallen by about 10 kts.

**3** What is the primary purpose of the accelerator pump on a carburettor?

- a to enable the engine to increase RPM when the throttle is gradually opened
- b to prime the engine before starting
- c to prevent a 'lean cut' when the throttle is opened rapidly
- d to reduce the RPM range in which icing can occur

**4** The normal approach speed for the aircraft you are flying is 65 kts. Air Traffic has reported that the surface wind is almost straight down the runway in use, but gusting between 15 and 25 kts. What approach speed should you use?

- a 60 kts
- b 65 kts
- c 70 kts
- d 75 kts
- e 80 kts

**5** While flying on a dark night you see a white light straight ahead. There is a red light to the right and a green light to its left. Assuming these lights belong to the same aircraft, how is it heading, rela-

tive to you.

- a away from you
- b from your left to right
- c from your right to left
- d straight towards you

**6** Can you still manipulate a whizz wheel wheel effectively? Have a go at determining the wind velocity if you are flying a heading 055deg at a true air speed of 100kts. Your track is 045deg and ground speed 90 kts.

- a 290/25
- b 150/17
- c 200/12
- d 110/20

**7** There is a clear starry sky on an autumn night with high humidity conditions and the wind velocity is 260/30. What type of fog would you expect to have formed by dawn?

- a radiation fog
- b advection fog
- c steam fog
- d mist
- e none

## Check your answers here:

- 1 a Canada, b USA, c Belgium, d France
- 2 d The oscillations around the lateral axis that are known as phugoids
- 3 c .. but it is also used for b in aircraft not equipped with a priming pump.
- 4 c Add half the gust factor to the normal approach speed (so:  $1/2$  of 10kts = 5kts) so  $65 + 5 = 70$  kts
- 5 d (it is an airship)
- 6 d It is the closest of the choices given; actual calculated figure is 109/19
- 7 e well have formed

# EVENTS CALENDAR

*please check the notice board for details*

**April 2009**

**- 10-13 April: Easter Trip**

Weather permitting as always it is proposed that Friday April 10 fly to Takaka, stay overnight at homestay in the Takaka hills. Sat April 11 further day at Takaka for sightseeing to Farewell Spit or where ever else you fancy, or option of flying to Omaka for Classic Fighters air show. Sunday April 12 fly to Wellington. Lunch at the wharf in the boutique brewery pub and the best fish and chips around, visit Te Papa for Monet exhibition. Alternative to WN, Omaka for Classic Fighters. Monday April 13 return to NE.

**- 11 April: Club Competitions:**

Low Flying / Bombing

Full Circuit

Forced Landing (Mr Marshall is not now going on holiday this week)

**Any parties interested in participating in a club trip to these events, please contact:**

**Alan Hull:**

**09 426 4886**

**alan.hull@xtra.co.nz**

**Information on events is also posted on the information board in the clubhouse and on the Forum website.**

## CAPTION COMPETITION



**CAPTION COMPETITION # 3**

***What was going on in the kitchen at the Air Race dinner?***

**Please send your entries to the Proptalk editor:  
rstruyck@clear.net.nz**

**CAPTION COMPETITION # 2 result:**



Winning entry is from Bruce Hellyer :

*Right then whose round is it?.....ickle  
ockle black bottle, ickle ockle out.*

Caption Competition winners will receive a framed print of the photo with their caption.