

PROP TALK

NORTH SHORE AERO CLUB BI-MONTHLY MAGAZINE // AUGUST 2021



INSIDE:
MAYDAY! MAYDAY! MAYDAY!
THE CONFEDERATE AIR FORCE
FLYING THE KNIFE EDGE; A REVIEW

PROP TALK

AUGUST 2021

Prop Talk is a bi-monthly magazine published by North Shore Aero Club. Views expressed by contributors are not necessarily those of NSAC.

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Rear Cover: Campbell McIver
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Front Cover: Bolkow ZK-EDH owned by Richard Garard; he is currently working towards his fixed wing PPL.

Rear Cover: Black Hawk hovers over North Shore as it films the latest BMW advert.

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FROM THE EDITOR



IAN
COUPER

The appointment of a 'Marketing and Events Coordinator' has raised a few members' eyebrows, but as a support person for our overworked Club Captains, both present and past, it is an appointment long overdue.

A perusal of the Club's Honours Board shows the position of Club Captain is the one most frequently changed and consistently least sought after. Indeed in the past 16 years, no less than 14 Club Members have served in this position. Considering the huge workload, time and effort to successfully fulfil this demanding volunteer role it is not surprising that early burnout frequently occurs.

In the past year alone outgoing Club Captain David Wilkinson,

ably assisted by Roger Coleclough and other members, has been involved with organising the highly successful *Club Open Day, Annual Wings Dinner, RSA Day, Tauranga Day Visit, DC3 Trip to Whitianga and other events* – in addition to assisting with the Club South Island trip and Great Northern Air Race.

It is for this reason the committee has engaged a 'Marketing and Events Coordinator' who, in addition to providing valuable support to our new Club Captain, Roger Coleclough, will be responsible for improving communication with our Club Members and the community at large.

Club spirit is alive and well at North Shore with the annual South Island trip already fully booked with 22 aircraft participating along with 50 plus excited aviators looking forward to another exciting Club event.

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PRESIDENTS PUBLICATION



DAVID
SAUNDERS

Once again, another AGM has passed and it was excellent to see over 50 members attending. Thank you all for your attendance and your vote of confidence in myself and the current office holders, to lead the NSAC again for another year. This year we regrettably accepted the resignations of long standing Treasurer, Andrew Crowhurst and Club Captain David Wilkinson.

However, It is with great pleasure, that we welcome current committee member Rodger Coleclough to the Club Captain position and new committee members Rob Fry, Stef Gwilliam and Phil Southerden. I would also like

to say thank you to Roy Crane, who was not returned to the committee this year, after 6 years of service.

The new members have displayed passion towards the club and will complement the great team already on the committee with their skills, knowledge and talents. It has been great to work with the current committee through 2020/21 with all the new “normals” of the Covid-19 era, and I thank them for all their ideas, efforts and enthusiasm to help the NSAC get through these testing times.

As one of the strategies that we have been working on over the past 6 months, I am very happy to announce that the NSAC has created a new position of Marketing and Events

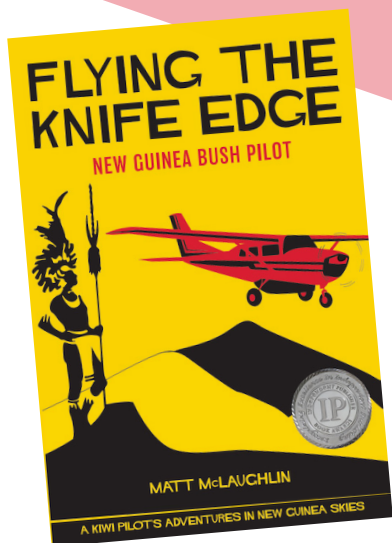
Coordinator. We advertised the role 2 months ago and after the interview process we have employed Anton Ramenskiy to fill this role. Anton has spent the last 10 years working in the public and more recently the private education industries communicating their services to potential students. The role is designed to help the us communicate better with members, the community and the general public about the NSAC and the Airport. Anton will also be working very closely with the Club Captain in organising and promoting Club events.

**“THANK YOU
ALL FOR YOUR
ATTENDANCE
AND YOUR VOTE
OF CONFIDENCE
IN MYSELF AND
THE CURRENT
OFFICE HOLDERS,
TO LEAD THE
NSAC AGAIN FOR
ANOTHER YEAR”**

Recently I attended the AGM of the Black Sheep Wing. It was great to meet their members and we had a good discussion about the future of BSW and how the NSAC and BSW can work together to make the Aviation Heritage centre a reality. Phil and Doug are already on the case and will be having a meeting with the BSW very shortly. An Aviation Heritage centre is a great way to bring the public to the airport and for members young and old to pass on skills and knowledge.

Lastly, the annual South Island trip is just 4 weeks away and already the trip is again fully booked, with 22 aircraft registered with 50 plus excited aviators. Let's hope we don't have to postpone due to Covid-19 like we did last year. This is a daunting number of aircraft and crew to manage, but I know that Jamie Davis and the other Instructors will do an excellent job managing the trip and it will be another brilliant event.

Happy skies, *David Saunders.*



FLYING THE KNIFE EDGE; *EDITED PROLOGUE*

Fane airstrip was only 10 miles to the West of Woitape and I knew the bad weather route well. There was a narrow valley that ran between the two.

I slowed the aircraft down, setting the Cessna 206 up in a bad weather configuration. There was a gap in the cloud and a hint of sunlight peeked back at me from the far end of the valley. It teased me. "Come on in the valley is open." I made my move, descending to the tree tops, acutely aware there could be no turning back.

The gap in the clouds became smaller and smaller. In a matter of seconds I was so low my wheels barely cleared the trees on the valley wall and jungle clad walls closed in on me until I was a mere wingspan from both sides of the valley. And then, in an instant, the gap was gone and I was flying blind, in cloud, in the bottom of a gorge with terrain on both sides rising thousands of feet above me. My passengers started screaming.

Survival depended on my airspeed indicator and my compass. I fought back the rising panic and focussed on these two parameters. Full power, raise the nose. Hold a climbing airspeed. Hold the same course I was on when the world went white.

AIRSPEED, HEADING, AIRSPEED, HEADING.

A few years earlier a 24 year old pilot arrived in New Guinea, from Australia, in a Piper PA23 Aztec planning to fly his three passengers onwards to Lao after two days of sightseeing in Port Moresby. The aircraft crashed well before reaching its destination and all four occupants instantly killed.

A camera was found near the wreckage and the film recorded and developed. The last picture on the roll is chilling. It was taken as the aircraft turned north into the Manumu Valley and shows the view out the front windscreen. In the picture you can see the Aztec is hemmed in on both sides by the steep valley walls. Just visible under the solid cloud base ahead is the dead end, a steep wall of rock and earth rising over 7000 feet, just one mile straight ahead of them.

FLYING THE KNIFE EDGE; A REVIEW



IAN
COUPER

From the time it took me to read the prologue I was hooked and could not put this book down. It tells the story of Kiwi Pilot Matt McLaughlin who, after an untimely exit from the RNZAF took a leap into the unknown, working as a bush pilot in New Guinea. He went on to achieve his ultimate goal and today is a Senior Captain with Cathay Pacific flying the Boeing 777.

Matt lived on the knife edge of bush pilot ops in one of the world's most dangerous flying environments. His life became a rollercoaster of adventure, risk, near misses and tragedy.

This book is superb and a must read for all those aviation

minded. It is beautifully written with many photographs of the short, steep, high altitude, white knuckle airstrips Matt flew into, often in atrocious weather.

The book is available as an e-book from Amazon and Kobo (US\$4.99) and available as a paperback from The Book Depository (NZ\$39.00 including postage). It is also available at the Warbirds Gift Shop at Ardmore in limited quantities.



CFI REPORT



DARYL
GILLETT

One of the things I enjoy most about aviation is that there is so much to know, to understand, and to experience. Even areas within which one thinks their knowledge is fairly robust, can surprise you. The sheer magnitude of what there is to know is of course also why the learning never stops throughout a career in aviation!

Further learning through additional ratings and other qualifications will assist your evolution as an aviator, but it is often the things you experience and 'pick up' along the way that contribute more than is acknowledged. Even a few hours spent at the aero club bar every

now and again can teach you a tremendous amount! And insofar as safety is concerned, it's often said there are no new accidents or incidents in aviation – only olds ones. So, learning from others is a worthwhile investment that costs you nothing (except maybe a few beers!).

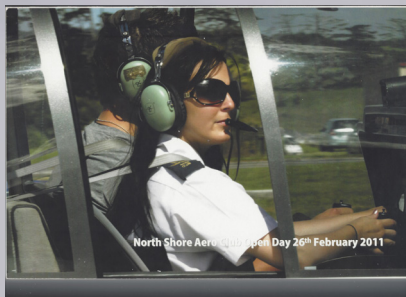
On the topic of incidents, a recently reported occurrence was particularly disturbing – here's the brief: *After refuelling, the pilot climbed aboard the aircraft and switched the master battery on. The propeller immediately began rotating as if the starter-motor was engaged, even though the ignition was in the off position. The pilot urgently switched the battery off, and sort the assistance of an instructor.*

An engineering investigation determined the starter motor solenoid was stuck in the activated position, therefore sending electricity to the starter motor itself as soon as the master battery was switched on. Such failures are rare, but not unheard of. Luckily no harm was done on this occasion, but it is a recent example of why propeller safety is so important.



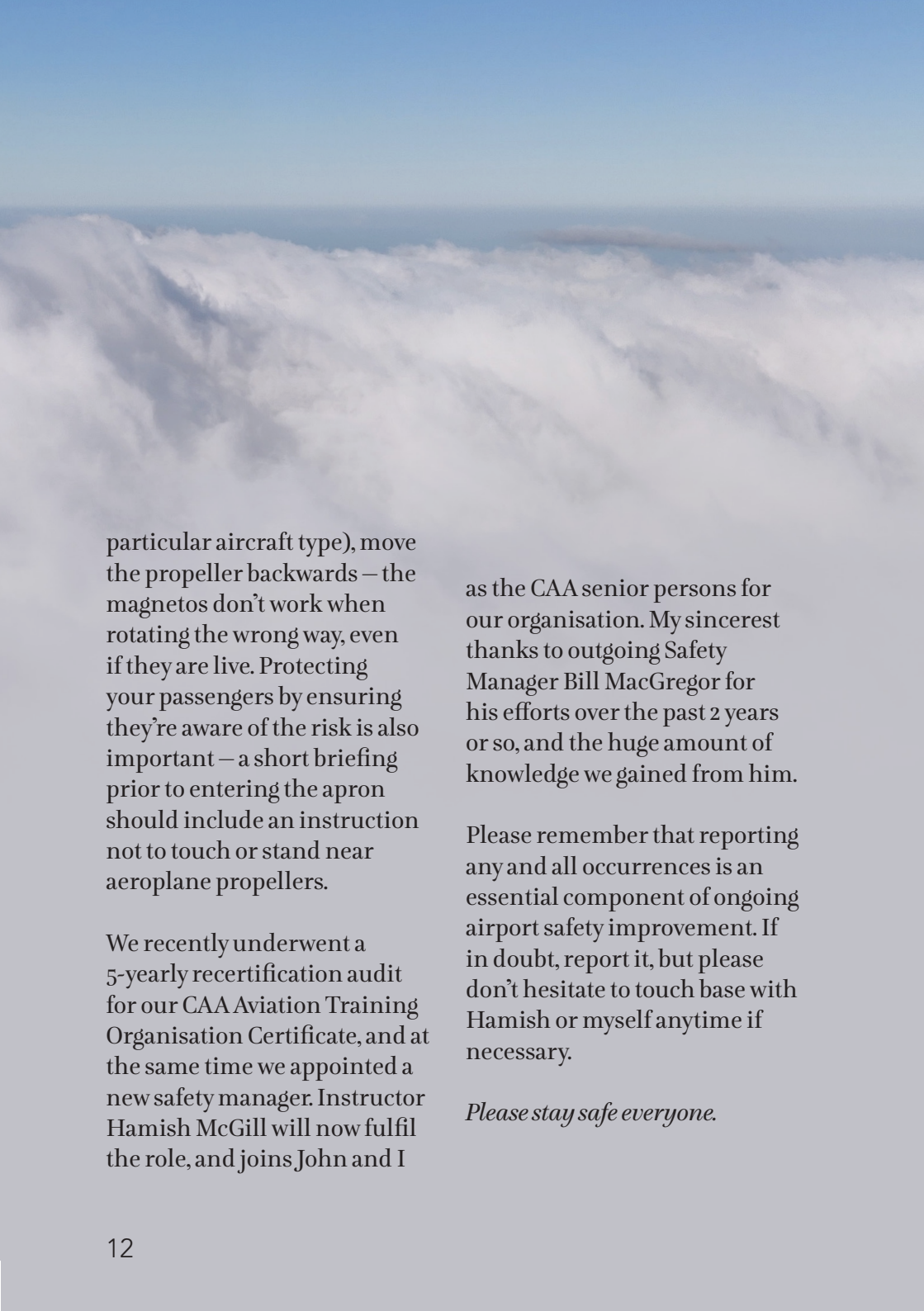
DARYL, CANDICE AND NEW ARRIVAL RAFE

There are various other reasons why a propeller may be unsafe – live magnetos due to a broken P-lead is another example. But whatever the



B-CAT INSTRUCTOR
CANDICE - 2011

issue might be, there's one key rule to remember – ALWAYS TREAT THE PROPELLER AS LIVE. In addition – avoid standing within the propeller arc, and don't touch the propeller any more than necessary. If allowable (for the



particular aircraft type), move the propeller backwards – the magnetos don't work when rotating the wrong way, even if they are live. Protecting your passengers by ensuring they're aware of the risk is also important – a short briefing prior to entering the apron should include an instruction not to touch or stand near aeroplane propellers.

We recently underwent a 5-yearly recertification audit for our CAA Aviation Training Organisation Certificate, and at the same time we appointed a new safety manager. Instructor Hamish McGill will now fulfil the role, and joins John and I

as the CAA senior persons for our organisation. My sincerest thanks to outgoing Safety Manager Bill MacGregor for his efforts over the past 2 years or so, and the huge amount of knowledge we gained from him.

Please remember that reporting any and all occurrences is an essential component of ongoing airport safety improvement. If in doubt, report it, but please don't hesitate to touch base with Hamish or myself anytime if necessary.

Please stay safe everyone.



What does Flying New Zealand do for us, anyway...!?

That's a fair question and one Flying NZ is happy to address! Here's a few highlights:

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AWARDS

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MAYDAY MAYDAY MAYDAY!

PART TWO

RODGER
COLECLOUGH

Then the engine stopped, silence “Oh Shit” is this really happening. ...

Fortunately I had only just checked the Windy app on my phone to see what direction the wind was blowing as this is important when landing a Searey on water.

All those years of training now kicked in. Air Speed, Conserve Height, Pump On, Restart Engine. Engine starts, Yay. I can see the airfield. Will I make it !!! Plan B !!

The engine ran for two more minutes and quit again, I tried again to restart but that was it. No 1 Aviate; glide speed, wind

direction, pick a landing spot. The wind was coming from my left and if I turned left now I would be too high and end up on the beach so opted to turn right away from the coast and



line up for a bay now directly behind me which seemed quite calm when I had past it. No 2 Communicate; MAYDAY MAYDAY MAYDAY Searey SRY is 2 NM Nth West Coromandel has engine failure, attempting water



right down to the water. You have one shot to level out, get into ground effect and touch down at 45 knots without bouncing back into the air. I'd only practised this once with an instructor on glassy water as it is quite a dangerous manoeuvre.

I'm now down and drifting in disbelief. What had just happened !! Where did my fuel go. I was surprised at how quickly that had all just happened.

landing 1 POB. Two aircraft replied and one was diverting to watch over me which was great to hear but I had work to do and my focus was now 100 % on survival.

“ALL THOSE YEARS OF TRAINING NOW KICKED IN. AIR SPEED, CONSERVE HEIGHT, PUMP ON, RESTART ENGINE.”

The Searey is very draggy and it is very important to point the nose at the ground and maintain a 70 Knot glide speed

I quickly got back on the radio. SRY is safely down. A successful water landing. Thanks guys. My eye in the sky asked if I needed further assistance but



I informed him I'd call the Coast Guard for a tow as I'm now a boat and a Coast Guard member. I thanked him very

much. Within minutes a speed boat appeared and towed me ashore. By now all of the locals had turned up eager to help. One chap took me to the petrol station for gas and we loaded on another 40 Litres, turned the pump on and sure enough there was a rooster tail of fuel squirt up into the sky. It turned out that because the Searey has no engine cowls the sun/ UV had damaged an exposed part of the clear fuel line resulting in a tiny pin hole.

A lovely husband & wife police team arrived and everyone

assisted with tools and ladders to get on top and assist me to repair the fuel line. After a pressure test, long ground run and two water taxi runs I was airborne once more in my flying JetSki and heading for home.

I've been through all of the emotions since. The what if's, the gratitude to all those past instructors, the embarrassment, the delayed shock. It turned out to be a good outcome of a bad situation with no injury to anyone and no damage. I was fortunate to be



over the water in an Amphibian and not over the ranges.

“A LOVELY HUSBAND & WIFE POLICE TEAM ARRIVED AND EVERYONE ASSISTED WITH TOOLS AND LADDERS TO GET ON TOP AND ASSIST ME TO REPAIR THE FUEL LINE.”



I always remind others that we don't just learn to fly but learn to crash too. I want to share my story with you for all those that have come before me and shared theirs with me and helped me learn how to fly safer.

The lessons I take away from this are. If you see something out of the ordinary, investigate and don't dismiss them. Once committed to a precautionary landing, get down immediately. It would have been better and less stressful to land under power. And lastly, during my preflight checks (for every flight) I turn on the fuel pump prior to start up and check for fuel leaks or smells.

*Fly Safe, Rodger Coleclough,
ZK -SRY.*

MANAGERS MEMO



JOHN
PUNSHON

It seems like it's been a bit of a quiet period that last 2 months since my last article so I'll endeavour to keep this one short and sweet.

It was with sadness that I learned of the demise of Fly My Sky, an ATO that was fairly new to North Shore. However, the increased Air Transport activity seems to have spiked the attention of another couple of operators who we will hopefully be welcoming soon.

I'd like to give a big welcome to 5 Squadron Air Training Corps who are now proudly calling North Shore Airport home now. 5 Squadron are meeting here every Wednesday night and at other times as needed. They will

be using the club rooms, lecture rooms and, storage facilities, apron and they also have some fixed office space. For all you aviators, there is a hazard to watch out for here as ATC will be parading on the main apron on a Wednesday evening, albeit in a 'fenced off' area. However, it pays to be extra vigilant when in that vicinity, especially during the Winter months when it is dark.

At long last the work on the main apron by the terminal has been completed, the loose stones and potholes are gone and the whole area is beautifully restored in new concrete. For those of you in the know and who may be interested, the old concrete we removed was as little as 70mm thick in places with no steel reinforcing. It's amazing it lasted as well as it did, especially

considering the weight of the fuel delivery trucks driving over it on a weekly basis! Following extensive excavation, backfilling and compaction of the base course, it has now been replaced with steel reinforced concrete that is 150mm thick and with a higher compressive strength than normal. This is now the default standard for any taxiway and apron construction at North Shore Airport.

“I’D LIKE TO GIVE A BIG WELCOME TO 5 SQUADRON AIR TRAINING CORPS WHO ARE NOW PROUDLY CALLING NORTH SHORE AIRPORT HOME NOW.”

As for general business, well the weather hasn’t been overwhelmingly flash so the hours have suffered a little bit. Furthermore, this time last year was booming as we were fresh out of lockdown number 1 and

business went crazy. Things have settled down to a true normal now but that still leaves us about 15% down on hours in July compared to last year. That said, we’re way ahead of July 2019 and on par with July 2018 so it’s still good performance overall. If we look at June, we’ve had no hope of rivalling last year which was immense, but again, we’re way up on both 2018 and 2019 so overall, things are going pretty well.

Lastly, welcome to the new committee members, Rob Fry, Stef Gwilliam and Phil Southerden. To Andrew Crowhurst, David Wilkinson and Roy Crane, it has been a pleasure working with you all. Both Andrew and Roy have served on the committee for many years and we have all worked alongside each other for what seems like an eternity. Andrew has been a fantastic treasurer, and I’m very sad to see him go!

That’s all for now, Happy Flying.



NORTH SHORE'S CONFEDERATE AIR FORCE

PART TWO

BRIAN
CLAY

When I joined in 1988 the Wing was extremely active with significant activity on Saturdays at its facility at Dairy Flat.

Shortly after the Wing was established, a Grumman Avenger was rescued from a children's playground. May 1982 marked the fortieth anniversary of the Battle of the Coral Sea and the Avenger was towed overnight into downtown Auckland where it was established as an exhibit. An Avenger is a BIG aircraft (I've been told of a complete rugby team being transported in the bomb bay of an Avenger) and the early morning commuters on their way to work must have been amazed to see it appear, almost magically, overnight. The New Zealand Air Force operated Avengers in the

Pacific along with other types of aircraft supplied by the Americans. I was surprised to learn that, at one stage, New Zealand operated over four hundred Corsairs alone.

The Battle of the Coral Sea.

Growing up, my interest was in the European Theatre of World War II (my dad's unit fought at the Battle of Casino and I tended to look at the War in the Pacific as a side show to the main event). When I rejoined the CAF in 2000 I bought a book on the Battle of Midway and realised how wrong I was and what a hell hole the Pacific became. I was also shocked when I realised how close the Coral Sea was to New Zealand.

By 1942 the Japanese had occupied most of the South Pacific and were heading



THE TBF AVENGER ON DISPLAY IN DOWNTOWN AUCKLAND

toward Australia and New Zealand. Up to that point, the Japanese had swept all before them having grown and modernised their military machine since invading Manchuria in 1931. In comparison, the obsolete aircraft in the New Zealand Air Force were an absolute joke and would have been shot from the skies had they attempted to oppose the very experienced and well equipped Japanese.

The Japanese were intent on invading Australia and had two options. They could

have invaded New Zealand which would have probably taken them all of five minutes given that the Brits wouldn't let our soldiers come home from Europe to defend their own country. From there the Japanese would have simply had a cup of tea and launched an attack on Australia from New Zealand.

Their second option was to launch an attack after having first occupied New Guinea. From there it was a short hop to Australia and then catch the ferry to New Zealand where



BLACK SHEEP WING INCORPORATED

they would have been met by our home guard armed with broomsticks and a couple of Tiger Moths. Fortunately, this was the option the Japanese chose and while Australia and, in particular, Darwin was bombed, apart from submarines off the coast and a reconnaissance aircraft flying over Auckland, New Zealand was spared the joys of Japanese occupation.

“WHEN I JOINED IN 1988 THE WING WAS EXTREMELY ACTIVE WITH SIGNIFICANT ACTIVITY ON SATURDAYS AT ITS FACILITY AT DAIRY FLAT.”

On 17 April, 1942 the Americans learned that a Japanese light carrier had left Rabaul with a landing force which would reach Port Moresby on 3 May with two large carriers due to

leave Truk (the main Japanese base in the Pacific) for the Coral Sea.

The Battle of the Coral Sea occurred between 4 and 8 May 1942. Both sides made significant errors during the course of the battle which the opposing side failed to exploit and, in the end, the battle was viewed as a draw as neither side ended with a significant advantage. However the battle is recognised as having provided a couple of interesting results that ultimately led to the defeat of the Japanese. Firstly, the Battle of the Coral Sea was a game changer in that it was the first naval battle in history to be fought entirely in the air, the ships never sighting let alone firing a shot at each other. The manner in which naval battles would be conducted was changed for ever. Secondly, the battle was the first in the Pacific War that the Japanese had not won. Finally the Sons of Nippon had met their match and the



allied operation to relieve them of their spoils of war was about to begin.

A month later, on 4 June 1942, the two protagonists would lock horns again at the Battle of Midway which would result in the Americans decimating the Japanese carrier force from which the Japanese never recovered. So fierce was the battle that the Americans sank three Japanese carriers in six minutes, later sinking the fourth carrier in the Japanese force. The Battle of Midway is widely regarded as the point of the Pacific War at which the Japanese started their journey toward defeat.

The Wing grew steadily, with the Piper Cub flying regularly, the Auckland Harvard restoration progressing well and the Christchurch Harvard restoration progressing steadily. The opportunity arose to purchase a Beech D18S, part of a deceased estate in America. The story of how this aircraft was obtained and the adventure involved in getting it to New Zealand, given that the Wing had no money, is a story in itself. Suffice to say that a huge debt is owed to our American members of which there were a significant number.

Talking of our members, the Wing boasted a number of

the most illustrious military aviators in history among its membership including Adolf Galland, Douglas Bader, Robert Stanford-Tuck and Paul Tibbets.

“THE WING GREW STEADILY, WITH THE PIPER CUB FLYING REGULARLY”

By the tenth anniversary, in 1989, the Piper Cub had been stripped for its restoration, the Harvard in Auckland was nearing completion and the Beech D18S was being readied to pass its inspection to transfer it to the New Zealand register. While, on the surface, everything appeared wonderful, I realised that the Wing had some serious problems and that eventually it would implode. I left in 1989 to



set up my business.

I had met a chap in the Wing who I engaged to act for me. Because I was in regular contact with him, I kept up with what was happening in the Wing and told him that I would rejoin the Wing if they got rid of the idiots. In 1999 he told me that a group of members was attempting to steal all the Wing's assets. I said that I would come back and give him a hand as we couldn't let that happen.

When I rejoined the Wing my first job was to file all the documents that had accrued. It didn't take me long to realise that things were not as I had been led to believe. During my life I had read of similar situations occurring in clubs and asked, "why didn't someone do something?" It became obvious that I was the only person who could save the Wing and I had to make a decision

To be continued - How the Confederate Air Force New Zealand Wing Incorporated became the Black Sheep Wing Incorporated.



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LEVI DANIEL

WHERE ARE THEY NOW;

EX NORTH SHORE AERO CLUB MEMBERS RISE TO THE TOP OF THEIR AIRLINE CAREERS

MURRAY
SMITH

Dave Beardsmore (Pictured Left)—A380 Captain was undergoing a check ride in the Emirates Airlines Airbus 380 simulator with A380 instructor/examiner Darrin Borley (Pictured Right).

The Airbus 380 is the largest passenger aircraft now flying and the Emirates fleet numbers about 115.

Darrin joined the Aero Club in 1981 and remained through to working as a full time B Cat Instructor with the Club. He then went overseas to fly commercial aircraft in the Pacific, Africa, UK and Europe before joining Emirates in 1998 flying a Boeing 777 when in 2001 he changed to the Airbus and is now a Senior Captain/Instructor/Examiner on the A 380 fleet.



Dave joined the Club in 1985 where he first soloed with Mat Wakelin before commencing further flight training at Massey Aviation College and upon completion stayed on until 1991 as a flight instructor. He then left for a 3 year period flying in Zimbabwe, 2 years with Garuda in Indonesia, 7 years with Air New Zealand flying the B737 and then in 2003 joined Emirates to fly Airbus 340/330. In 2012 Dave commenced flying the Airbus 380 and is now a Senior Captain not only flying but also as ground instructor in Crew Resource Management techniques.

Both Darrin and Dave live in Dubai with their families.

“THE AIRBUS 380 IS THE LARGEST PASSENGER AIRCRAFT NOW FLYING AND THE EMIRATES FLEET NUMBERS ABOUT 115.”

They are two of many Airline Pilots who commenced their aviation careers as student pilots at North Shore.



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MEET THE TEAM

Management



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Ground Staff



Lynn Packer



Claudine Allen



Abby Burkhardt



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Caleb Hanham



Joe Carter

B Cat Instructors



Paul Ryan



Tim Marshall



Dawson Boles



Chantel Strooh



Jamie Davis



Rob Graham



Andrew Fisher

C Cat Instructors



Pierce Hargreaves



Brendon Frame



Campbell McIver



Josh McKoy



Hamish McGill



Ming Zhang



Brendon Sheehan



Matt Stephens

NEW MEMBERS

North Shore Aero Club extends a warm welcome to our new members:

Jim Weston
Omar Chaundry
Craig Hunter
Paul Andrew
Anthony Cummings
Thomas Gillooly
Murray Wallace

Jonathan Spencer
Michael Chandran
Kim Frankham
James Philips
Langford Heslop
Benett Nelson

Bailey Dicks-Maurice
David Moss
Tiffany Tang
Claudia Rottner
Jack Reddy
Steve Chaning –
Pearce

COMMITTEE MEETINGS

All committee meetings start at 7:15pm

Upcoming committee meeting dates: 24th August 2021
28th September 2021
26th October 2021
23rd November 2021

DRAFT AND APPROVED COPIES OF ALL MINUTES ARE PUBLISHED ON THE 'MY NSAC' SECTION OF THE NSAC WEBSITE ; THE DRAFT MINUTES WITHIN 7 DAYS OF THE MEETING AND FINAL MINUTES AFTER THEY HAVE BEEN APPROVED AT THE NEXT MEETING.



NSAC AGM

A collection of images taken by Levi Daniel



Meet the new NSAC Committee.

Back row, left to right; Phil Southerden, Stef Gwilliam, Doug Kruger, Stephen Jones, Rob Fry.
Front row, left to right; Ian Couper, Rodger Coleclough, David Saunders, Lloyd Morris, Brent Hempel

MILESTONES



Caleb Norrish - C Cat
16th June 2021



Vincent Phua - PPL
18th June 2021



Luke Lattimore - PPL
25th June 2021



Sam Hazeldine - First Solo
3rd July 2021



Noah Bullen-Smith - PPL
19th July 2021



Jack Taylor - PPL
22nd July 2021



NORTH SHORE AERO CLUB

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