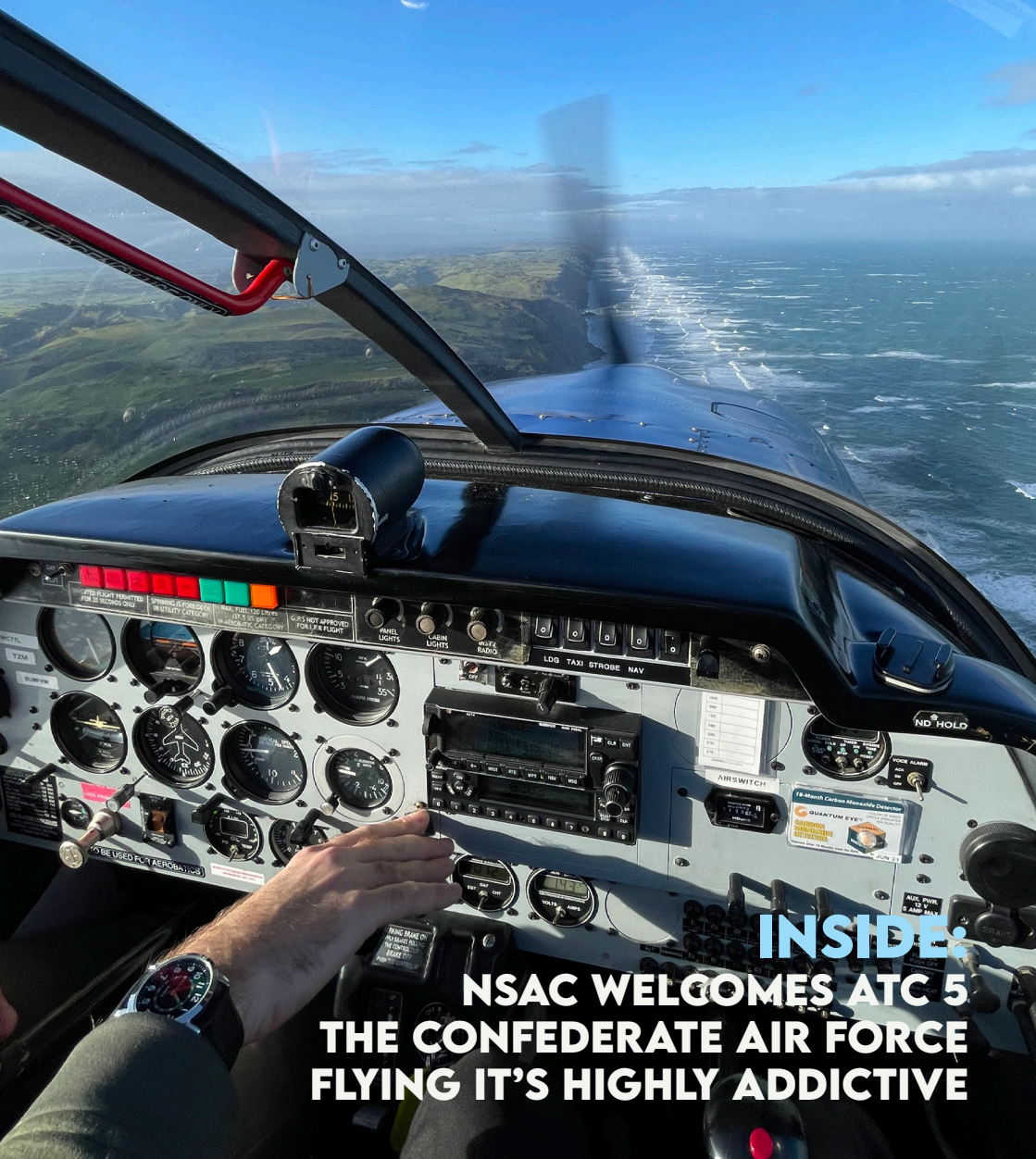


PROP TALK

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



INSIDE:
NSAC WELCOMES ATC 5
THE CONFEDERATE AIR FORCE
FLYING IT'S HIGHLY ADDICTIVE

PROP TALK

OCTOBER 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: Aiden Wright
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Front Cover: Campbell McIver and his student fly down the west coast in a NSAC Robin 160.

Rear Cover: This stunning night pic of Auckland's Sky Tower was taken by Club member Aiden Wright who is currently working toward his C Cat instructor rating.

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FROM THE EDITOR



IAN
COUPER

On receiving a series of photos I had invited new CPL holder Aiden Wright to send me, to accompany an article he had recently written for Prop Talk, I was astounded and delighted with what I received. Witness on the back cover of this issue his stunning photo of Auckland's Sky Tower at night, and on page 35 the beautifully crafted shot of Mt Ngauruhoe perfectly reflected in the wing of his C172.

“WITNESS ON THE BACK COVER OF THIS ISSUE HIS STUNNING PHOTO OF AUCKLAND'S SKY TOWER AT NIGHT”

As editor I am constantly looking out for Club oriented articles and photos I can use and it strikes me with a Club

having almost 600 Pilot and Associate members there must be numerous photos around worthy of reproduction in Prop Talk. Accordingly if you have a photo of an aircraft, Club event, or special location or airfield you have visited etc I invite you to send it to me at proptalk@nsac.co.nz

The Club's recent appointment of Anton Ramenskiy to the new position of 'Marketing and Events Coordinator' is already bearing fruit, witness the huge number of planned Club events now advertised in 'Slipstream' and featured in Anton's Prop Talk report. In addition to helping the Club communicate better with members, the community and general public about NSAC, Anton will be kept busy assisting Club Captain, Rodger Coleclough with the huge workload involved in organising and promoting the many events Rodger has planned.



What Does FLYING NZ do for North Shore Aero Club?

COMPETITIONS

- Annual opportunities to compete with the best from around your Region and New Zealand
- Tour and socialise at rallies
- Opportunity to generate revenue when hosting rallies at North Shore
- Maintaining the tradition of improving airmanship and recognition of excellence

ADVOCACY WITH CAA

- Less obvious, but no less important is Flying NZ's efforts and results in advocacy with authorities. FNZ co-operates with other lobbying interest groups (Aviation Federation and ACAG) to improve 'the lot' of your Club and your members.
- The process can be methodical and seen as slow but that's in the control of authorities. E.G., Changes to Class 2 medical.

SCHOLARSHIPS

- North Shore has a recent history of wonderful success with Young Eagles and gaining significant funds via scholarships won
- NSAC has developed some Young Eagles into Club and career pilots
- These scholarships are possible thanks to the generosity of sponsors with Flying NZ

Thanks for being a part of Flying New Zealand.

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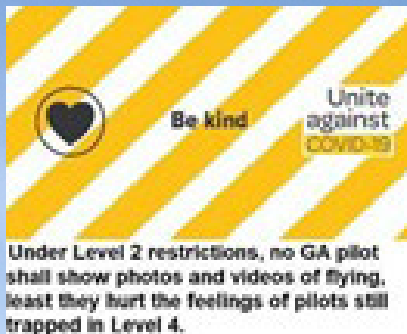
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PRESIDENTS PUBLICATION



DAVID
SAUNDERS

Déjà vu, or is it Groundhog Day?



Here we are again with another lockdown and no flying for 6 weeks, or maybe more, as I write this. The lockdown has once again, decimated any continuity in the club's social and flying programmes. Dates of functions, courses, and flying events have had to be cancelled,

postponed and re-planned, wasting a huge amount of time and energy.

Despite this lockdown, the club has carried on with life and it is very satisfying to see that members have continued their training online.

There is certainly no lack of passion in the club aviators, despite the hardships that the SARS-Covid19-2 virus has inflicted on us, as seen in the jovial banter between those out of Auckland that can go aviating again, and those sitting on the side-lines, waiting for the all-clear to fly again.

I also witnessed that passion in the number of NSAC Young Eagles that are currently applying for a 2022 Flying NZ scholarship. I was fortunate to



meet with these young aviators on a Zoom meeting the other day where we discussed how to apply for the scholarships as a way to achieve their aviation goals, through gaining one of these scholarships. Best wishes for your success, Yeagles.

That passion was also evident in the comments and sentiments about the possible closure of



Milford Sound Aerodrome. It is one of a growing number of airfields and airports that are slowly being attacked, harassed and threatened with closure by

a variety of ideologies that deem aviation a thing of the past and a threat to our “way of life” going into the future.

“THERE IS CERTAINLY NO LACK OF PASSION IN THE CLUB AVIATORS”

Be they greenies, developers, bureaucrats, politicians or nimbys, they all seem to have decided that light aviation is irrelevant and repugnant. The fact that many of these aerodromes could be a lifesaver in civil disasters, and that they help nurture economies in the provinces through supporting industries, tourism and agribusiness seems to be blindly looked over. We must use our passion to shine the light and expose the ridiculousness of these ideas.

The future of air travel is continually evolving and progressing, and the rest of the world is getting back in the air

again. The number of flights in America, Europe and Asia are now climbing again and heading back towards the levels seen before the pandemic and the demand for pilots and aircrew is on the rise again. The same cannot be said for



Australasia, where air travel is hamstrung by incessant lockdowns as the politicians blindly follow an elimination strategy.

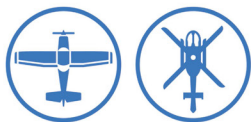
There are advances in the pipeline for the development of alternative power sources as well as developments in the construction of aircraft and engines to reduce the weight, noise, and fuel consumption. These developments could feed into the evolution of smaller aircraft that use alternative propulsion systems and utilise

smaller airports to provide direct A to B sectors and move away from the big “heavies” that require large supporting infrastructure and are time wasters for commuters as they wait for connections. The initiation of the KK-WN flights is an example that could be utilised throughout NZ and provide the necessary traffic to keep regional and smaller aerodromes alive.

Air travel will always be with us until we do the quantum leap to “Beam me up Scotty” technology, so we need to continue to develop and progress air transportation, and to make sure that the NSAC is developing and progressing with it. The Airport Authority is a tool that we can use for the betterment of the airport and the community, and I wish that the Minister would show some aviation passion and sign off on it soon, so that the NSAC can get on with that development.

Oh to be back in the air again!





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NSAC WELCOMES ATC 5 SQDN CADETS

DOUGLAS
KRUGER

The Air Training Corps Squadron 5 – or more commonly known as ATC 5 – have officially moved to their new home at the North Shore Airport on Postman Road in July 2021. The ATC 5's former home for has been the RSA in Whangaparaoa for many years. The ATC 5 group provides military-based leadership, personal development and operational training to persons aged between 13 and 18 years old. This includes Drill, Dress and Bearing, Aviation studies, Bush Craft, First Aid, General Service Knowledge, Instructional Techniques, Navigation,

Firearms Training, Leadership, and Radio Procedures. New Recruits are allowed to join between 13 and 15 years. The ATC 5 group meet up at the NSAC office on Wednesday



nights between 18:30 till 21:15.
For the 2021 year, there are 104
ATC cadets.

**“THE ATC 5, AS PART
OF THE NEW ZEALAND
CADET FORCES
(NZCF), HAS A RICH
HISTORY EXTENDING
BACK TO 1941”**

“Being at the airport gives the
Air Cadets greater exposure
to the aviation industry and
will enable the Cadets better
opportunities to learn about
aircraft and what is required to
become a pilot.”

In addition, the new facilities
offer improved storage area
in the main hangar, plenty of
meeting rooms and a large area
for parade practice.

The ATC 5, as part of the New
Zealand Cadet Forces (NZCF),
has a rich history extending
back to 1941. The ATC 5 (Rodney
District) Squadron itself was
established in 1998 for the
Rodney District.

The ATC 5 move was also
featured in the 16 August 2021
edition of Hibiscus Coast.



CFI REPORT



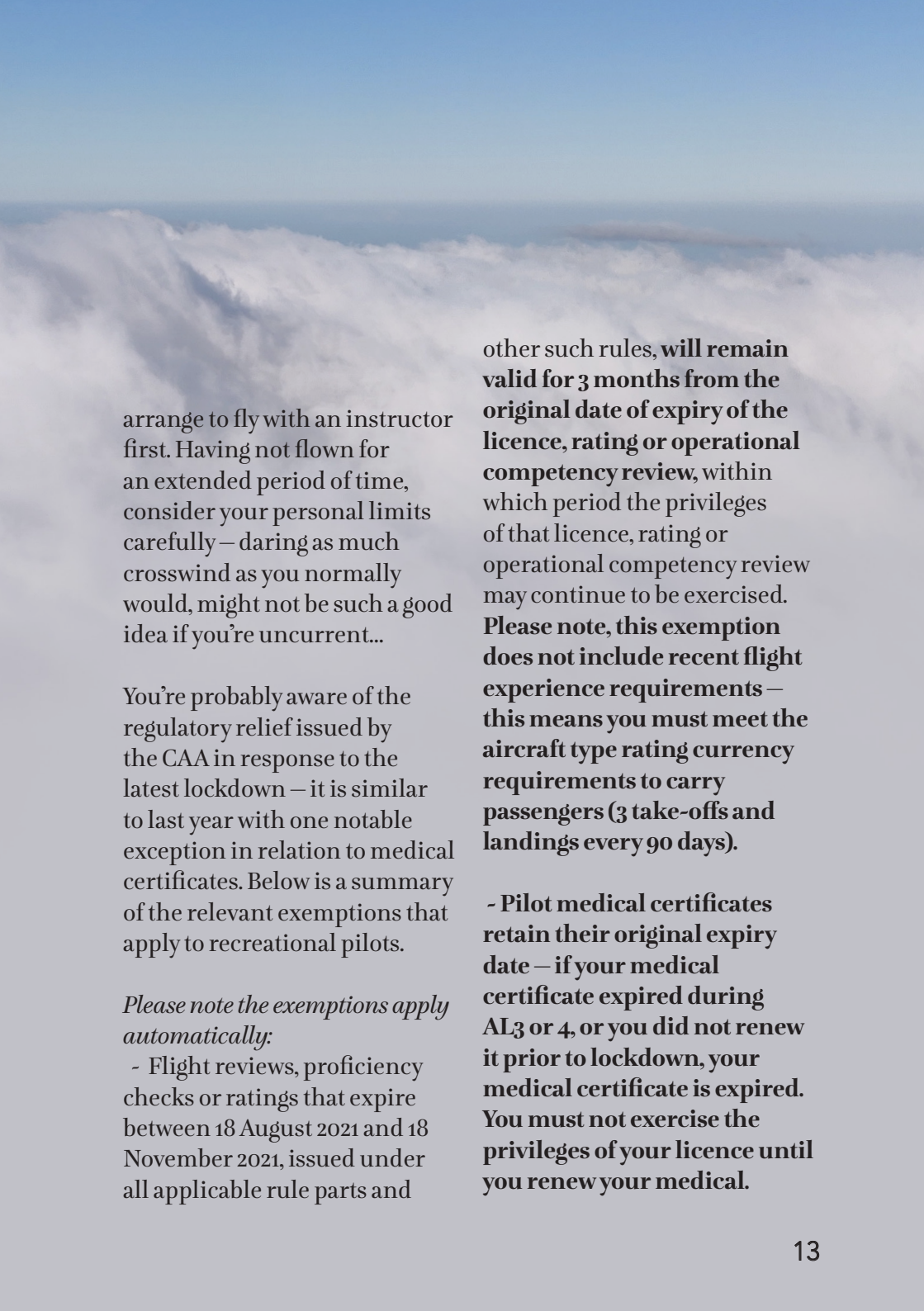
DARYL
GILLETT

Fingers crossed by the time you're reading this, level 3 restrictions have been lifted and we're able to enjoy aviation, and each other's company again. It's been a long, hard lockdown this time around, and I'm really looking forward to catching up with everyone again! But, easy as she goes, team – while getting back up to speed there are a number of considerations to take into account...

Many aircraft will not have flown for a reasonable length of time once we're back at AL2, unless you've been able to get approval and conduct an essential maintenance flight, so it'll be important to ensure your aircraft has remained

airworthy – please conduct a thorough pre-flight inspection, and complete any other checks you feel are necessary to ensure your aircraft is in good condition prior to flight (common problems might be birds' nests where they shouldn't be, flat tyres, water in the fuel tanks and so on). Your AIPNZ, navigation charts, and other documents and equipment won't have been used for a while either, so make sure everything is up-to-date, current, and fit for purpose. Read the AIP supplement, and always remember to check the NOTAM's prior to every flight.

Depending on how long you've been out of the air for, your personal currency is likely to be lacking. Always err on the side of caution, and if needed,



arrange to fly with an instructor first. Having not flown for an extended period of time, consider your personal limits carefully – daring as much crosswind as you normally would, might not be such a good idea if you're uncurrent...


You're probably aware of the regulatory relief issued by the CAA in response to the latest lockdown – it is similar to last year with one notable exception in relation to medical certificates. Below is a summary of the relevant exemptions that apply to recreational pilots.

Please note the exemptions apply automatically:

- Flight reviews, proficiency checks or ratings that expire between 18 August 2021 and 18 November 2021, issued under all applicable rule parts and

other such rules, **will remain valid for 3 months from the original date of expiry of the licence, rating or operational competency review**, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. **Please note, this exemption does not include recent flight experience requirements – this means you must meet the aircraft type rating currency requirements to carry passengers (3 take-offs and landings every 90 days).**

- **Pilot medical certificates retain their original expiry date – if your medical certificate expired during AL3 or 4, or you did not renew it prior to lockdown, your medical certificate is expired. You must not exercise the privileges of your licence until you renew your medical.**



Once flight training can resume at AL2, there may be a backlog of renewals and assessments to work through, so the CAA exemptions will be helpful. And further to getting back into flying, all students will have been contacted by now, as well as most other members — please don't hesitate to reach out if we can do anything more for you. Remember also that evening flying is now back on the cards, and we're always keen to help you get into the air after work if you so desire!

The South Island Trip (take two), is due to depart North Shore on Saturday 16 October — dependent upon alert level restrictions of course. Unfortunately there are a few that now can't make it, but a solid contingent of 17 aircraft,

at the time of writing, are still planning to head south. It'll be a welcome getaway for sure, and I hope everyone makes the most of the time away!

The club competition day has been postponed until Saturday 30 October, and it's shaping up to be a day you won't want to miss! We'll also be hosting Whenuapai Aviation Sports Club following their hospitality last year, so it'll be great to see some friendly inter-club rivalry. Competition flying is a load of fun, and participating will hone your piloting skills. We'll also end the day with a BBQ open to all members and their families — I'm looking forward to seeing you there!

Please stay safe everyone.



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AON
15

FLYING... ITS HIGHLY ADDICTIVE

AIDEN
WRIGHT

The year was 2015. I had an interest in flying but no idea where to begin.

**“I DIDN’T KNOW
IF IT WOULD BE
A HOBBY OR
A CAREER ALL
I KNEW WAS I
WANTED MORE”**

My 21st birthday came around and my parents booked me in for a trial flight at NSAC with Paul Ryan. I had never been in a light aircraft before so had no idea what to expect, and part of me doubted the knowledge and

experience of the instructors. I was filled with a mixture of excitement and nerves as I showed up to the reception and before I knew it we were airborne. I remember gripping the control column like I was strangling a chicken – just like we’re taught not to do. Paul



checked in, “Feeling alright Aiden? I’m fine,” I reassured him, but my stomach was filled with butterflies. Back on the ground he asked if I had any plans to further my training. At this point I didn’t know if it would be a hobby or a career all I knew was I wanted more.

“BEFORE I KNEW IT WE WERE AIRBORNE...”

Fast track to today and I have achieved my PPL, CPL, and currently working towards my C-Cat Instructor rating with all of my training being here at NSAC. The aeroclub is a great environment with friendly staff and there are always plenty of things going on such as club trips, air races, competitions, BBQs and social events. Some of the most memorable and valuable experiences I’ve had are on club trips such as the annual South Island trip where members can spend time flying



around the beautiful snowy mountains and staying in different locations each night.

You might be feeling hesitant about learning to fly especially now with the spanner that Covid-19 has thrown in the works. Rest assured that people have a need to travel whether it’s for business or leisure and the industry will recover just as it has in the past. If you have an interest in aviation, come along for a trial flight. It’s the best way to see if it’s for you. But be careful, it’s highly addictive.

INTRODUCING ANTON

ANTON
RAMENSKIY



Hello, most of you already know me, but just in case, let me introduce myself – my name is Anton and I am a new Marketing and Social Coordinator for the club. One of many things I am responsible for is club events – planning, managing and bringing them to life. I joined the club in August, and the week after we went into lockdown (just a coincidence). This lockdown messed up a lot of plans, as the Club’s Event calendar was developed already, but at the same time we had more time to get prepared for some of them and I hope you will enjoy them all. Now I want to introduce you to some of those events, at the same time they will be published

on our website and of course, you will get reminders about the upcoming events in our Slipstream twice per month.

**“MY NAME IS
ANTON AND I AM
A NEW MARKETING
AND SOCIAL
COORDINATOR
FOR THE CLUB”**

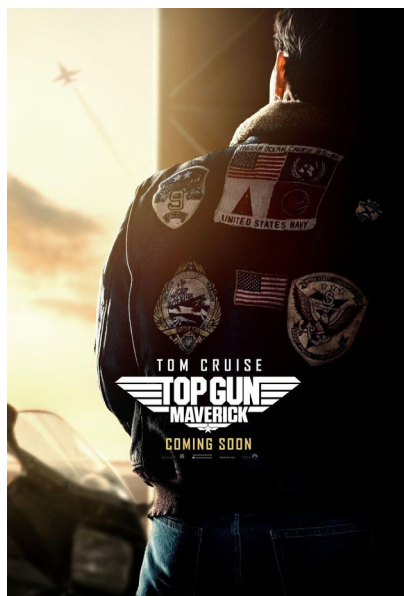
And this spring we will start with the South Island Trip, the second time in two years Covid

is trying to cancel it, but we are happy to announce that again it won't happen. Our South Island trip will start on Saturday, 16th of October, and with the good weather in their hands, our adventurers will come back home on the 23rd of October. The trip will go through Karamea, Wanaka, Mt Cook and St Arnaud. We will be sharing a lot of pictures and videos from the trip through our social media alongside Slipstream. If you missed the trip this year, good news for you, we are planning to make the South Island Trip 2022 in August, so you can send your expression of interest to us.

Another event we will have in October is the Club Competitions 2021 – they will be committed on Saturday 30th of October. For this year Competitions we have invited Whenuapai Aviation Sports Club, so there will be definitely something to watch. The Competitions will begin at 0900 hours and will be finished with a big BBQ at 1730 hours. Registration for the Competitions is open. Please

note: all guests and supporters must be registered as well.

Our annual Wings Dinner has been pushed back to November and now it will happen on Saturday 20th of November. A couple of planes



on display, delicious dinner, fancy outfits, acknowledging the success of our students and giving the trophies to the Club Competitions winners, charity auction, nice music and a great company of your fellow club members – could it be any better? Tickets are on sale now

and if you are looking for a great deal, don't miss the opportunity to save some money and buy the tickets for the Wings Dinner alongside 'Top Gun: Maverick Premiere screening' tickets — this event has also been pushed to 28th of May 2022 - but tickets are limited.

**“A COUPLE
OF PLANES
ON DISPLAY,
DELICIOUS DINNER,
FANCY OUTFITS,
ACKNOWLEDGING
THE SUCCESS OF
OUR STUDENTS
AND GIVING
THE TROPHIES
TO THE CLUB
COMPETITIONS
WINNERS, CHARITY
AUCTION, NICE
MUSIC AND A
GREAT COMPANY
OF YOUR FELLOW
CLUB MEMBERS”**

The only week after the Wings Dinner we will have another big event. Together with Whenuapai Aviation Sports Club, we will organise the RSA day. Last year that event had a massive public effect, we want to make it bigger this year and show our gratitude to our veterans. We are planning to bring 100 RSA members who have seen active duty in the past to our club for the morning tea and tour around the airfield, later, with help of our and WASC members we will fly to the Whenuapai base where we will have a tour around and lunch, and then we will fly back.

Moving another week forward, on the 4th of December we will have a big event organised by Flying NZ, as we will face the Northern Region Competitions hosted by Rodney Aero Club.

The last event of the year we want to make as casual as possible, so we want to invite all club members for the Fly around the city on Christmas morning and a glass of Champaign afterwards.

We are also planning fly-in visits to other clubs, fly and eat trips, BBQ through the summer, movie nights, quiz nights and more - on monthly basis.

The first big event of 2022 will be the Great Northern Air Race which will be organized over the Auckland's anniversary weekend starting on 29th January.

I am very excited about all upcoming events and saying more, we've already scheduled plenty of amazing events for each month of 2022. If you don't want to miss any of them please make sure that you are following our social media pages and subscribed to our Slipstream newsletters.

As usual, I am more than happy to see and hear your feedback and suggestions in regards to events and our social media, so do not hesitate to email me at anton@nsac.co.nz or just pop in for a chat in the office (as soon as the lockdown will be lifted of course).

Request to all Members

Your Archives Sub-Committee looks after club historical records. We are currently looking for printed copies of club financial statements (as issued at the AGM) for the following years: 1978, 1979, 1987, 1988, 1996 and 2000. We are also interested in obtaining copies of the President's Report and Treasurer's Report to the members for those years. If you have a copy of any of these documents for any of the years mentioned and are happy to donate them to the Archive or allow copies to be made, please contact Sue Campbell at; suecam@xtra.co.nz or ph 021 972895 or 09 4145399.

MANAGERS MEMO



JOHN
PUNSHON

It would seem appropriate for this article to start off with something like ‘so, back in lockdown again...’! Well, there you go, I’ve mentioned it.

Many of you will have seen the emails, Facebook and Instagram posts about the vaccine centre we have been hosting for the District Health Board under Level 3 & 4. I’m really pleased we were able to assist the community in such a good way and provide the DHB with an excellent facility to conduct the vaccinations at.

They certainly were pleased at being able to use the hangar for the actual vaccinations and overall, the main apron and hangar combination made it a pretty sizable operation with a lot of capacity.

Perhaps the disappointing bit is that it didn’t really see the level of utilisation it could have. Don’t get me wrong, there were some busy days but there was easily more capacity, a lot more! I hear this is a common problem around the traps and that a lot of vaccination centres are seeing the same thing. I listened to Adrian Littlewood, who is the CEO of Auckland International Airport, talking to Mike Hosking on ZB the



other day and it was the same situation there. But despite the reach of Prop Talk being more limited than the reach of Mike Hosking and Newstalk ZB, I am going to take the opportunity to appeal to everyone who has not had their vaccine. Please, please, please go get your vaccine if you haven't already. With a decent vaccination rate, maybe we will never have to see level 3 or 4 again... fingers crossed.

While we've been in lockdown, we have run a raft of additional courses which have been very well attended and we've looked really closely at what else we can offer moving forward, under what structure and via what medium. Next year's ground course schedule is going to look a little different with the introduction of CPL & IR night

classes as well as redesigned PPL classes and everything will be available over Zoom. We're also working hard to bringing you some amazing new study materials too, but I can't say too much about that for now. It'll have to be a surprise.

I'd like to think that by the time you read this, we might be pretty close to, if not back in Level 2. Obviously, that's terrific news for the club and its members because we can get back to doing what we do best. Under level 3 & 4, most activity hits a wall and although we've got plenty to do behind the scenes, we're all looking forward to getting back to flying.

So for now, eyes skyward and keep dreaming!



NORTH SHORE'S CONFEDERATE AIR FORCE

PART THREE

BRIAN
CLAY

There is a temptation to get bogged down in the detail of how this vibrant society was stripped of its assets but the story of how the complex plan was executed would take a book to explain, even though it is a story worth telling. Suffice to say that it involved skulduggery, dishonesty and the Confederate Air Force Incorporated (the CAF) in America, without whose involvement the whole mess wouldn't have occurred. The fact that the Americans wound up acquiring the aircraft for a dollar each I think speaks volumes.

Soon after I rejoined it became obvious that something was seriously amiss and if the organisation was to survive, let alone progress, dramatic action was going to have to take

place. The name of the society had been changed from the Confederate Air Force New Zealand Wing Incorporated (the Wing) to the Confederate Air Force Pacific Wing Incorporated, a nondescript name with no appeal. What was needed was something different that could be promoted and expanded upon. At this stage, the Wing was still associated with the CAF but this was to change when the CAF demanded that the Wing stop using the CAF name. The Wing no longer has any connection with or affiliation to the CAF.

One night I was at Paul Neave's place and, as usual, we were discussing what needed to be done to revitalise the Wing. Paul had been my instructor at the Aviation Sports Club and had joined the Wing soon after I had rejoined. We had been trying to

think of a name for the Wing for a couple of months without any success. During the discussion Paul looked at me and said, “You realise we’re going to wind up the black sheep of this outfit.” The Wing had a new name.

At that point all I knew about the Black Sheep was that it had been an American squadron led by an alcoholic called Pappy Boyington. I set about researching why the Black Sheep had become the most famous American fighter squadron in history, becoming a legend even though it had fought for only three months in the War in the Pacific. What I discovered was an amazing story that, if I didn’t know it was factual, I simply wouldn’t have believed.

I wanted to be sure we could use the Black Sheep name so I wrote to the Commanding Officer of the squadron (it is one of the few squadrons that flew in the Second World War that is still operational) who replied full of enthusiasm for what we wanted to do and keen to get involved with us.

The Black Sheep is an amazing story about how ordinary people do extraordinary things when they have to. The squadron had only two members who were professional military men – Boyington and the squadron Executive Officer. All the rest were people off the street who signed up when the Japanese attacked Pearl Harbor. Some had had a tour of duty with the squadron before it became the Black Sheep while some came from other squadrons. Yet others came direct from training. One of them had never even sat in a Corsair. Boyington had a month in which to turn this unlikely bunch into a fighting force capable of taking on the cream of the Japanese Imperial Navy. It’s a story worth telling.

Following are two excerpts from books on the squadron. The first is the epilogue from the squadron’s Intelligence Officer Frank Walton’s book “Once They Were Eagles – The Men Of The Black Sheep Squadron”. The second is from Bruce



BLACK SHEEP WING INCORPORATED

Gamble's book "Black Sheep One – The Life of Gregory 'Pappy' Boyington". They very graphically show how the squadron differed to a "normal" combat unit.

These were the Black Sheep, a cross section of America. In response to our country's call, the 51 young men came from 23 states across the nation, from Vermont to California, and . from Washington to Florida. From a variety of backgrounds, they meshed into a smooth, deadly combat team that wrote a glorious page in Marine Corps and American history.

It was a time of high adventure. The Black Sheep had the support of the American people. No Jane Fondas and Ramsey Clarks carped in the background or gnawed, ratlike, at that support.

The key word that keeps coming up in all our

recollections about those days is "camaraderie": loyalty and warm, friendly feeling among comrades. Founded on our unique beginning, forged in the crucible of battle, our loyalties were firm; our desire to achieve intense.

Friendships formed during those 84 days of combat, when the Black Sheep spearheaded the drive that broke the back of Japanese aerial opposition in the Solomons, have remained steady for 40 years. Black Sheep memorabilia adorn the walls of most of our homes or offices.

Some of the Black Sheep gave their lives; others their blood. All gave something of themselves.

The survivors became a part of the warp and woof of our country. They went on to become a; doctor, lawyer, merchant, chief, airline pilot, printer, architect, banker, artist, professor.



Today, they have blended into the fabric of America. But once they were eagles.

The boisterous pilots had barely finished debriefing when Frank Walton announced that VMF-215 was going to relieve them. That night, most of the Black Sheep moved out of their sloppy tents and into a newly erected Quonset hut. "We drowned out the lizards and tree toads," wrote Walton, "as we sat, on our canvas cots, babbling about the day's action, singing, and talking about Sydney." Doc Reames was persuaded to break open his footlocker of Le Jon brandy. In no time, a raucous party got under way.

A rude awakening came far too early. John Begert, having finished a "rat-holed" bottle of scotch by himself to celebrate his survival of the combat tours, was shaken to semi consciousness by a shape bending over him in the darkness. "They want planes to strafe Kahili and it's your division's turn," grumbled Boyington. It was 4.00am, and Begert was still drunk. So was Boyington, who watched as Begert wrestled with his mosquito netting and struggled to get up from his cot. "You're in no condition," he said. "I'll take it, I'll take the flight." If anything he was even drunker than Begert, but flying in that

condition was nothing new to him.

The unexpected wake-up had developed after someone at the command level decided Kahili needed a dawn strafing. The Black Sheep were not officially off duty yet, and their replacements had never seen Bougainville in broad daylight, let alone in the darkness. Meanwhile the party in the Quonset hut had lasted until two o'clock. Boyington had slept for only a couple of hours before he was roused by a runner from operations. Reames groaned that the pilots needed rest. "Never mind, Doc," Boyington said sourly. "They want Kahili strafed, we'll strafe it."

He asked for volunteers. George Ashmun, Chris Magee, and Bob McClurg agreed to go along. They put together a simple assignment – the first two would hit Kara while Boyington and McClurg strafed Kahili. There wasn't room for all of them to strafe one target in the tropical night.

Wearing his sweat-stained

flying clothes, Boyington crawled into a truck for a ride to the flight line. He was shuffling around a Corsair to preflight it when a flashlight shone on his feet – still clad in slippers. "Hell, Greg," said Reames, "you don't have any shoes on." "I don't need shoes to fly an airplane," growled Boyington, but the doctor took off his own and held them out. "You'll certainly need them if you go down."

Boyington laced them on. It was still pitch black and raining lightly as the Corsairs were fired up and warmed, then moved toward the strip. An hour earlier Boyington had been passed out; now he was in a high performance fighter, preparing to take off in detestable weather and strafe a dangerous enemy base that he had to locate in the dark. No one else would have been crazy enough to try.

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



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photo by
LEVI DANIEL

A BIT OF... BOLKOW HISTORY

FRANK
WARNOCK

Looking at the cover picture on last month's Prop Talk reminded me that one of the Club's first aircraft was a Bolkow 208, similar to the one on the cover. It was owned by a guy that I only ever knew as Mike and I was checked out in it by the Club's first Instructor whose name I cannot remember. It climbed like a missile, glided like a brick and if you bounced on landing it was full power and go around again as the nose wheel strut tended to fold under the aircraft quite easily.

During the first winter we had it our grass surface became too soft so we took it to Ardmore where the Auckland Aero Club looked after it. There were only about six club members rated on it and we used to wheel her

out of the hangar and fly her and one flight in particular I well remember.

The guy who drove the laundry van and bought the clean smocks and overalls to work was an ex RNZAF pilot who told me that his party trick in a Harvard was to do a vertical upwards roll, a stall turn followed by a 360 on the way down, so I decided to try this in the Bolkow.

In those days we had to fly



south near Maramarua to do aerobatics and use the railway line as a guide to keep straight on. I dived the Bolkow to near red line speed and pulled up using full power and did a 360 degree vertical climbing roll watching the wing go round the sky as the wings were in the middle of the fuselage. I then stopped the roll and applied full rudder for a stall turn but nothing happened. I had run out of forward motion. I closed the throttle, centralised everything and waited for the inevitable as I knew that I was in for a tail slide or hammerhead stall so I braced and what seemed like

three years later it happened. The nose dropped through the vertical and I found myself inverted, then the nose dropped to the vertical and the speed increased rapidly.

I got one hell of a fright and forgot to do a 360 on the way down. I flew back to Ardmore, put the aeroplane to bed and had a strong cup of coffee in the clubhouse.

A few years later when I was a Flight Instructor I did this exercise many times in the Victa Airtourer T3 but I have never forgotten my first attempt.



MEET THE TEAM

Management



John Punshon
CEO



Daryl Gillett
CFI

Finance & Admin



Tania Rameka



Lynn Packer

Ground Staff



Anton Ramenskiy



Claudine Allen



Abby Burkhardt



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

NEW MEMBERS

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

John Key
Tyrone Zeller
Hayden Mackenzie
Carlton Corbett
Cameron Wise-Maas
Paul Eichler

COMMITTEE MEETINGS

All committee meetings start at 7:15pm

Upcoming committee meeting dates: 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.



FROM THE ARCHIVES 1969

AIRCRAFT HOURLY HIRE RATES:

Piper Super Cub.	\$10.00 solo	\$11.80 dual
Victa Air Tourer 100	\$10.60 solo	\$11.80 dual
Cessna 172	\$13.60 solo	\$13.60 dual

ANNUAL SUBSCRIPTIONS:

Pilot member \$10.00	Associate member \$6.00
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As there was no security at the airfield the Club office manager took the takings home with her each evening for safekeeping.



MILESTONES



Oliver Barnfather - First Solo
4th August 2021



AROUND THE CLUB

A collection of images taken by Aiden Wright



NORTH SHORE AERO CLUB

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