

# WINDSOCK

The newsletter of  
Dargaville Aero Club



Autumn 2012

## Flying again

by Rusty Russell



After the crash of RCO the future looked bleak and the bank balance sick, but the need to fly was real.

I talked to anyone that knew anything on

the subject regarding a replacement, and I narrowed my search down to two machines - either a MT03 or a Dominator. My dream of having another side-by-side machine had evaporated with my bank balance.

One machine was in Tokoroa and one was in Tauranga. A friend Jack Maxwell generously offered to fly me down in his Alpi to check them out. The flight started out under an overcast sky and it stayed that way. Clouds getting progressively lower the further south we went was like flying into a wedge!

The Kaimais were well covered and at Paeroa the Waihi gap was clagged right down. We probed a couple of valleys but It was obvious this day wasn't going to end in a gyro flight so we returned to Whangarei, rarely getting higher than 1000 ft. Thanks anyway Jack, a nice try.

The next week Steven Jefferey and I booked Texan TTX and tried again, still a bit hazy but ok. It got a little wet in the west coast transit lane past Auckland then it fined up as we hung a left and made a bee-line for Tokoroa. Steven is a real pro on the radio and got us transit through Hamilton airspace. Seemed simple.

Tokoroa has a lovely seal and grass strip. We landed and met Brett Oswald, who was to give me a fine demo flight in the Domina-



**Steven Jefferey (left) and Rusty**

tor. A tidy machine, a scary looker, but boy could it go! It climbed and turned on a dime, agile and felt safe. Thanks Brett for that - very impressed. Met another RAF owner and swapped a few stories, nice folks.

Back in TTX and over some more tiger country to Tauranga, where once again Steven chatted to the tower and had us in over the racecourse, the hospital, and was on the deck in no time. This radio chat with the control tower is getting less scary all the time.

I met up with Tony Unwin from Gyrate NZ and he took me for an extended familiarization

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flight in the Eagle (MT03) with me in the driver's seat, despite a 20 kt cross wind! We held at Bravo 3, pre-rotated then got clearance to take off. I was expecting a slow roll out onto the runway - you know, sit on the centre line - but no!! We went to full power, shot across the runway and had 50 feet under us by the time we reached the other side of the runway! Impressed I was. The stiff wind helped get us off the deck in about 70 meters!

I flew her around the Mount and up over Matakana. Every now and then Tony would take the controls and show me some tricks, like riding the currents on the side of the Mount, split-arse turns and flying at 0 airspeed. Some emergency landing practices etc. had me sold. This machine was just a delight to fly, effortless and quick. I wish I had the skills to have got RCO to fly like that. Bloody isolation!



While I was out playing, Steven visited the tower and got us permission to fly out over the Rena. So after bidding Tony adieu, we did just that. We had to stay at 2500 ft. but we got a couple of good photos, and got an idea of the magnitude of the job of getting those containers off, a mammoth task for sure. The wheelhouse had completely gone but the two forward sections were still well visible. I hope



they leave the hulks there as dive attractions.

Back into the Control Zone. Thanked the tower boys and off home again, high over the Coromandel hills. And they are impressive. An uneventful trip home to Dargaville where they had a "fly in" by the home-build boys and a flit around the north, so after a quick debrief with Muzz, it was home for a welcome wine and a sleep!

Decision time: I've never been one to piss about. It all came down to \$\$\$\$ and listening to my gut. Both machines flew well, but the MT03 , being new, had the "spanner free" and re-sale appeal.

So after a chat with my very supportive and encouraging wife, I settled on the MT03. After a lifetime of saving and scrimping it was difficult to reverse that mentality and "spend"!!!

The following Wednesday I had arranged the \$ and I was off to Tauranga by Air NZ! Arrived at 11 and I was in the air in the Eagle by 1130! I told Tony about my earlier sad experiences of landing on tarmac so he made it his busi-

ness to rid me of those fears. For the next two days we flew a lot, with a healthy 19 kt cross wind. Around and around, approaching weather-cocked 45 degrees to the runway, coming in fast, 60 -70 mph and steep, flaring at about six feet, straightening, holding the stick slightly into the wind and keeping her straight with the opposite rudder.

During the touch and goes, sometimes Tony would kill the power and I'd have to put her down again, sometimes at 50 and sometimes from 200ft. I did enjoy those. A couple of times the power was pulled and I'd have to pull some quick manoeuvres to get down on some grassy areas on the side, that was scary but fun. Then more circuits etc. with the ever present cross-wind and the unforgiving tarmac present to keep me on my toes. At night I stayed with my sister's family, they have travelled extensively and so my head was cleared of flying thoughts and heard the latest tales of crossing Canada, Bryce canyon, Yellowstone National Park, to mention but a few, and such spectacular colourful photos.

It's so nice listening to people who are passionate and have taken the time to learn the history and have the oratory skills to re-tell the events in a totally entertaining way!

Friday was the "return to Whangarei day" so, suitably dressed, fuelled and prepped, we headed for Matamata over the Kaimais – a wicked waterfall, seeing the Waikato /Hauraki plains unfold as you clear the ranges was spectacular. At Matamata Tony got out while I flew a few more circuits, emptied the bladders, then off north to North Shore aerodrome. Tony got out. He had a friend in a Tecnam to come and pick him up. We said our good-byes, and

then I was alone in my own aircraft, lined up on 03 thinking to myself keep calm, go through the procedures, OK- let's do it. Make the call, pre-rotate to 100, start the roll out, bring the rotors up nice and slow, 200, now balancing on the mains and go to full power.

Without the additional weight of Tony in the back and a half tank of gas gone, she leapt into the air and caught me off guard a bit. I trimmed quick to get her in balance, climbed out and pointed the sharp end north for home. What a feeling! And so many emotions...

Once at 2500ft I saw clouds on the horizon and the closer I got, the more fearful I became. At Waipu I got the AWIB from Whangarei - low cloud and rain, visibility 1000. Crap! I listened to the familiar radio calls from TTX flying in clear skies at Dargaville, and I was in shite!

I was under the cloud at 600 ft at Portland, called right base, but couldn't see the airport. Now what? Back to Leo Johns place? I pulled the nose up and slowed to 30 and waited a minute. Just then the cloud parted enough for me to see the piano keys at 06 and a windsock! That was enough for me. I dropped the nose and shot on in, fleeting thoughts of my last landing here ignored, then executed my best ever landing, and only Josh, the baggage-handler-cum-refueler, was there to welcome me. He was the first on the scene when I rolled RCO, got a tractor and helped me clean up the debris - a good boy that one.

Bobby Foster appeared and let me in out of the rain into Hangar 10 which will be her home for now.

Being an open machine I was a little cold but stayed dry. Full helmets provide warm head and clear communications.

Her birthday was in 2010: 90 hrs on the clock, 64 Litre tank, 3.5 hour range with a 100 HP Rotax, 8.4 meter diameter rotors, solo cruise at 90 mph, and 15 litres/hr. Should provide years of peace. I do miss the side by side seating but beggars can't be choosers can they!

Saturday and Sunday I will have to ignore ZK-KIW as I promised the wife a weekend at

her favourite place for our 40th anniversary, the casino. It turned out well as its forecast to rain! So I get brownie points, then I can fly guilt free when (or if) the sun ever comes out.

So there you have it. I'm still in a bit of a daze and a whirlwind romance with another gyro. I know this relationship will be a long, happy and satisfying stress-free one!

She is called "Bala de Plata" Spanish for Bullet of Silver! and when you see her you will know why. So if you see me around,,come have a look, talk rotors - or come for a ride!

*To find out more about Rusty's need for a new Gyro, follow this link:*

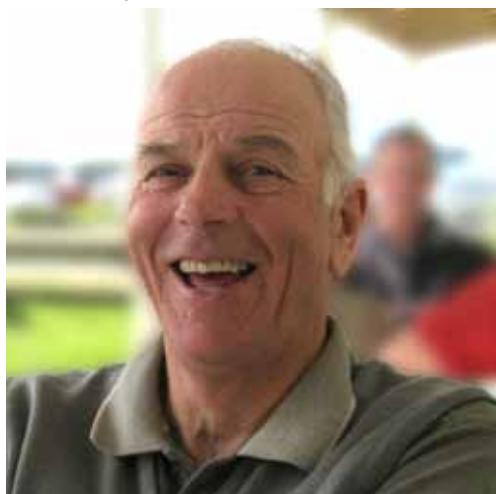
[http://www.nzherald.co.nz/nz/news/article.cfm?c\\_id=1&objectid=10776316](http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10776316)

## President Peter writes:

Autumn is upon us once again after a fairly miserable summer with limited flying time. However as a dairy farmer I am not complaining!

There will be a few of you out there that do not realise that Murray Foster had a stroke recently and is therefore no longer a flight instructor. Murray has however, made a remarkable recovery and is still to be found down the club most days and is available to do theory instruction. Brian Taylor and Dennis Williams are both microlight flight instructors but they are not at the club every day. If you require flight instruction then still contact Murray to book a time and day and he will organise an instructor to be at the club when required.

Graham Walker and his band of helpers from the Whangarei Chapter of the S.A.A. organised a very successful Air Rally at our club on Saturday 25 February. We had a briefing in the morning and then after our usual Satur-



day lunch we set off to find various reference points. Afternoon tea saw us stopping at the Puhipuhi glider strip and then a few more reference points to find on the way home to Dargaville. Landing at Dargaville saw us taking part in a spot landing before refuelling so that our consumption estimate could be checked. A barbecue tea followed by prize giving completed the day. The overall winner was Noel Bailey from Hamilton. My thanks to Graham for organising such an interesting day and also to our willing band of ladies who did all the catering.

We recently held a working bee at the club and extended the decking as well as adding a new ramp onto the concrete we laid last year. A new door was also fitted to the tractor shed. Once again a big thank you to all who helped especially with rescuing one of my heifers who somehow managed to get wire around her foot!

The new tractor is certainly making the chore of mowing the runway and taxiways quicker

and much easier on the driver. Murray has fitted a flashing light and radio plugs on the tractor so that you can monitor aircraft movements while you mow.

The Saturday lunches continue to be well supported even when the weather has not been suitable for flying.

At present we are looking into the feasibility and cost of using Gravel Lock on the lime-stone runway. This we hope would stabilise the surface and suppress the dust. If anybody reading this has had any experience of this product we would be pleased to hear your comments.

Finally I would once again like to thank all the club members who give their time to support the club so willingly. From turning up to working bees to slaving away over the stoves for Saturday lunches to all those little jobs that get done without any fanfare or prompting. The club is in great shape thanks to you all. Fly safe, fly often, Peter Randall

## The demise and resurrection of JES

by Allan Jessop



JES, resurrected

August 28th, 2011. A cloud of dust erupted from the threshold of 04 and, when it cleared, there was JES lying upside down.

A quick check revealed no injuries were sustained by the pilot; however JES looked rather the worse for wear, with considerable bruising around the front end and the vertical stabiliser having separated from the fuselage.



The aircraft was put back on its two main feet, the front foot being rather dislocated, and wheeled into the Hangar. Allan Jessop was advised and next day he contacted Bill Baird, of Avsure, advised him what had happened and Bill said he would have the assessor check the damage out.

A couple of days later assessor Graeme Polley made contact with Allan, and they arranged to meet in Dargaville to discuss whether JES should be considered an economical write-off or whether repairs were viable.

Close inspection indicated that, amazingly, no structural damage had occurred, a testament to the strength of carbon fibre and composite materials, and most damage was cosmetic and confined to component replacement.

After discussion with Brian Taylor, Allan advised the assessor that as JES was the mainstay of the Club's student training program, the priority was to get the plane airworthy once again, and to this end Allan and Brian were offering their time to carry out the repairs, as had been done 6 years previously on damage sustained by Tecnam PKT, in a similar landing incident. The insurance Company agreed and work commenced immediately on removing the damaged parts, numbering and photographing them.

What had actually occurred was that the aircraft had impacted the ground on the front wheel, which had been turned to starboard at the time, and the considerable impact had shattered the wheel rim, aluminium fork and wheel spat, the high-tensile steel Oleo strut stays had then folded up, allowing the Oleo to fold back under the firewall. The carbon prop had then hit the ground snapping all three blades. Fortunately the throttle was at idle and the blades hitting the ground had stopped the engine just prior to the aluminium prop spinner impacting. The plane had enough momentum to pivot on the spinner and the outer corner of the starboard wing, to do a complete somersault with the result that the vertical stabilizer hit the ground and all attaching rivets were sheared off and the stabiliser separated from the fuselage.



On inspection, the assessor made the comment that he was amazed at how little major damage had been sustained, and said if it had been an aluminium aircraft; it would have been almost certainly a write-off.

Allan emailed a list of parts, together with numbered photos, to the factory in Italy and their response was fast, advising that the parts would be dispatched as soon as finance had been remitted to cover the costs. Murray and Rohan Farrand were quickly on the job, the funds were transferred via the Australasian agent, and the factory duly acknowledged and advised the parts had been dispatched per air courier. These duly arrived. However, on unpacking it was discovered that only around one third of the parts had been sent. Thinking that another parcel was floating around the courier office somewhere, extensive enquiries were made to no avail, and it was then admitted by the Factory that a dispute existed between their Australasian agent and themselves, over the settling of outstanding accounts, and the balance of our spares would not be dispatched until some agreement had been reached, despite us having made full payment.

In the meantime, Brian and I could only carry out periphery repairs, such as removing

the damaged wing and carrying out some fibreglass repairs, and then moving it to a local paint shop for touching up work, and other minor rectification work here and there. We also removed the gearbox, and checked this and the engine crankshaft for run-out anomalies.

Almost three months, and hundreds of emails later, the factory finally advised that the dispute was settled, profuse apologies were made, and the balance of our parts were dispatched. These were duly received, and we got stuck into things, with Brian and I doing the bulk of the work, assisted by Stephen Jefferey, who removed and then fitted a new windscreens. Allan took the new tail parts back home, whilst Brian took the new cowls to his place, where we finished them off ready for fitting to JES.

Our goal of having JES back in the air by Christmas wasn't achieved, although we only missed by a few days, and early January saw her back in the sky once again with Brian at the controls. We re-rigged the plane going only by eye, but we must have done something right, or call it a fluke if you like, for the general consensus is that she's flying better than when it was new, and it, once again, looks like new.

***Brian Whiteman was a prolific contributor to 'Windsock'. This is the last entry he sent:***

"You really know that you are operating from a rural airfield when a pilot lands very short on 04 and immediately calls "Back tracking 04 grass". You wonder why? Well it's only Peter Randall back tracking to the threshold of 04 to check on his heifers grazing in the adjacent paddock!!"



# Training Report

**Murray Foster**

Hi all students, pilots and club members. It's good to see all the members turning up on Saturdays for the lunch and for social time together. Even during the week, the Clubhouse is very busy with activities, study lessons, flying, or just people dropping in for a coffee and chat. The Hoanga Road Coffee House is very well used.

It has been good therapy for me and my health, and the support I get from members' visits, phone calls and emails, which I receive every day. I have been grounded for nearly three months (not D.I.C.) and the time is nearly up, thank goodness.

Flying is still busy, and many thanks to Dennis Williams and Brian Taylor, for taking over the instructing, which is great. I feel like I'm in a boat fishing, and all I'm doing is baiting the hooks.

Thanks to Allan Jessop for fabricating a special photography door for the Storch, which has proven a great success for the growing demand for photography work, where there's no obstruction in front of the camera lens. Thanks also to Murray Parkinson and Stephen Jefferey for assisting Allan in designing

quick release door hinges that allow doors to be swapped over quickly when required.

Many thanks to Jill for her time training PPL students in JBA. She currently has seven students under training, five of these being High School students. Most have already gone solo. We do theory lessons every Wednesday afternoon for the High School Gateway programme.

Congratulations to Zac Pickles, Joel Cullen, Blake de Vries, for passing some theory exams which include Navigation, Principles of Flight, Aircraft Technology, Radio, and Human Factors.

The Recreation Training is growing, with many trial flights and new members. George Mitchell, David Ross-Smith, and Roger Gillett are all progressing with their training. Congratulations to David for going solo and George Jarrett for passing his theory subjects with marks between 90 and 100. Also well done to David Wiessing for completing his exams with an excellent pass rate.

We have three new aircraft recently arrived - a Zenair 701 owned by Nikki and Greg van

der Hulst, a Zenair 601 owned by George Mitchell and Brian Whiteman (ex Peter Herrick, whom a lot of you will know), and a Savannah owned by Allan Jessop.

We now have an excellent collection of various interesting aircraft based on the field.

In conclusion, an interesting footnote. We received a phone call from Lyn Fortune of Invercargill, who now owns the Club's former trainer, FlySynthesis Storch aircraft ZK-FOS. Lyn advised that the Storch has just undergone a rigorous inspection of the airframe

and engine, after which the notoriously fussy inspector declared the aircraft was in exceptional condition. The airframe and engine have now done over 1400 hours and there wasn't a single fault identified. Special mention was made of the Rotax engine, which came under close scrutiny because of the hours logged, and all tests carried out, including oil and filter analysis, showed no problems whatsoever, and results were comparable to a new engine. A testimony to the reliability of Rotax 912 engines and the regular maintenance that was strictly adhered to under our Club's ownership.

## Northland SAA chapter rally: 24-26 February

**Greg van der Hulst**

This weekend event was superbly organized by Graham Walker. Aircraft started arriving on the Friday evening, with the more hardy camping at the Aeroclub, while others availed themselves of accommodation in town. Saturday dawned without rain, but with a blustery westerly wind. More aircraft arrived



over the course of the morning and at 11am, Graham called the briefing together for the Air Rally event. A sheet with a number of lat and long coordinates with associated clues was handed out.

Pilots quickly pulled out charts, computers, and most also the GPS! There were seven locations around the mid north that required finding and identification. Some were easier to find than others as it turned out.

Pilots were also required to submit an estimate of fuel to be used for the trip before departure. Tanks were topped off to full. Finally, a spot landing competition was organized on return to Dargaville at the end of the day.

All this was to compete for the Singer Trophy, a substantial silver cup first awarded in 1973 to the pilot with the highest score at the annual Amateur Aircraft Constructors Association fly-in at Dargaville (AACAs being a predecessor to SAA). In earlier years, the event usually consisted of a flight from Te Kuiti to Dargaville via Thames, with fuel consumption prediction, flight time and spot landings being scored.

Following the renowned Dargaville Aeroclub Saturday lunch, aircraft were pre-flighted and the group of a dozen aircraft headed north, some going via Twin Bridges and Kaikohe, while others chose the west coast route for a smoother flight over the coast in the westerly wind. As some of the slower aircraft flying up the coast arrived at the Hokianga Harbour entrance, some of the faster aircraft who had elected to go via the inland route also turned up, making for some fairly busy airspace as the height of the trig at South Head was estimated. Good radio comms and eyes outside the cockpit kept most people orbiting in the same direction and then heading up the Hokianga Harbour towards Rawene without incident.

Overhead Rangiahua, only those with a strong recall of Northland history were likely to recognize the old railway siding and loading ramp of New Zealand's northern-most railway terminus. The tracks were pulled out, never having been used, following the decision not to continue through to Kaitaia in the 1930's. Then onwards to find Kerikeri Marina (the one with all the aircraft circling it), a right turn and overhead Bay of Islands, Opua, and the old wooden rail bridge near Kawakawa on the way to Puhipuhi gliding strip.

#### *Afternoon tea at Puhipuhi*



*Photo: Greg van der Hulst*

*Photo: Greg van der Hulst*



*Eventual winner Noel Bailey, with Sue Walker looking on*

At Puhipuhi the gliding club had put on an amazing spread of scones and pikelets which were well received, despite the fact that most of us had enjoyed a good lunch only a couple of hours prior. After a chat with the locals about the quieter version of aviation, the group headed off again, dodging showers via the Wairua power station near Titoki (first generator installed in 1916 and still going!), and for those who had (vainly) hoped for the wind to die down in the interim, a visit up the valley to Twin Bridges and working out what those coordinates represented (the large waterfall in the hills to the east of the bridge).

*Cliff McChesney, Sally Hill - and Ellie*



*Photo: Cliff McChesney*

## Kerikeri Marina



*Photo: Cliff McChesney*

The spot landing competition was challenging with the gusty wind, but Noel Bailey got his wheels right on the line – beautifully done.

A barbeque dinner with plenty of stories and reviewing some of the photos from the day's

events was followed by presentation of the final scores. Noel Bailey was awarded the Singer Trophy by quite a margin with excellent navigation, a perfect spot landing and an accurate estimation of fuel burn. Notable outliers in the results were the author (30% over the fuel estimate – CH701's can fly at 90kts but they use some extra gas!), and a few spot landing attempts well beyond the spot, with Bill's photographs from the target area as proof. Notable for near perfect fuel estimation was Cliff McChesney in his Pulsar, estimating 20L fuel usage and using 19.98 litres!

A great day enjoyed by all. Many thanks to Graham and Sue Walker and their team of volunteers for organizing and running the weekend events, and the kitchen volunteers who kept us all so well fed. Plans are already afoot for next year...

*Brian Taylor chasing the clues*



*Photo: Cliff McChesney*

# The DAC DFC\*

## Murray and Rohan Farrand



*Photo: Murray Foster*

Rohan is the club's treasurer and her husband Murray is secretary. Both are committee members, and Murray is the pilot in the family, learning to fly at NZDA 20 years ago. "There were two recipients of a flying scholarship in 1993, and I was lucky to be one of them," explains Murray, who maintains currency in JBA. The couple have a dairy farm at the end of Hoanga Road, and recently expanded the future organic operation to a paddock southeast of the field.

Both perform sterling service for the club without seeking the limelight, and thus are worthy recipients of the DFC. Rohan keeps our accounts precise and prepares the monthly invoices that you all settle so promptly. She is also the cleaning lady, so make sure you do not come into the club rooms with dirty boots. Asked why she so enthusiastically and ably supports the club, Rohan answers simply, "Because of Murray—and that other Murray [Foster] could use some help."

### \* **Dargaville Aero Club, Distinguished Flying Characters**



# Angel Flights - New Zealand

## from Allan Jessop's friend Lance Weller

I flew my Cirrus SR20 G3 single engine over from Australia earlier this month so I can use it for Angel Flights. As you can imagine, it concentrates the mind flying single engine over that water.

Brisbane to Lord Howe Island 396 nautical miles in 3.0 Hours, average 132 Knots at 7,500ft. 7 knots of wind on arrival compared with 40 knots just 2 days earlier with Qantas cancelling flights. The runway is 886 metres long with water at each end. As you will see in ERSA (Australian Aviation Information) if more than 12 Knots cross wind may have to divert back to Australia which we would not have fuel to do. Stayed the night.

Lord Howe to Norfolk. 484 nautical miles in 3.7 hours at an average of 131 knots. Lot of cloud, had to descend from 7,500 to 2,300 to breakout of cloud 10 miles before Norfolk Island in case a RNAV approach was required. Runway 11 was almost on edge of 200 ft cliff with water swirling around cliff base and upwards sloping runway so pleased to get down. Big cross runways for B737 operations. Stayed night.

Next morning rain, low cloud in trees on nearby highest hill. Forecast for next 12 hrs: Overcast 7/8 at 400ft; 8000m Visibility; Temperature 20; Dew Point 19c; 1020 Hpa;

wind 107 deg rees; 12 knots, Gust 18knots. So went to very well equipped Met Office to get better understanding of these conditions and likely conditons enroute to NZ. Told we would be in cloud to approx 9,000 but conditions would improve en route and there were good VFR conditions at Kerikeri NZ to clear Customs.

Decided to take off after making a plan as to how we could return if we had to. Auto pilot engaged at 400ft. Cloudbase was almost 600ft and climb set at 95knot IAS so no chance of stall as it was raining. Became clear at 8,200 and remained on top for next hour as cloud became few as we approached NZ. Had tailwinds much of the time. Great to see Cape Reinga Light House at most northern tip of NZ.

Norfolk-Kerikeri 481 nautical miles at 3.7 hrs for 130 knots. Customs were not very friendly. Their opening statement was pay GST of \$28,000 or leave plane at Kerikeri while we sort out importation status. I gave undertaking to leave plane in my newly constructed Hangar at Whangarei 24 minutes flying away. On that basis I was allowed to depart to depart to my home airfield.

LDV is now ready to carry out NZ's first Angel Flight in the months ahead.

*There's more information about Lance's flight, and Angel Flights NZ at  
<http://www.aviationnews.co.nz/mar12news3.html>*





*"Improving lives one flight at a time"*



*Flying an Angel Flight NZ mission and helping someone while you fly  
may be among the most satisfying flying you will do"*

## Pilots Wanted

Angel Flight NZ needs "Angel's in Cockpits"

Angel Flight NZ starts in March 2012, in Northland, flying missions to and from Kaitaia, Kerikeri and Whangarei to North Shore Airfield. Landing fees are waived at NZWR & NZNE for Angel Flights. Missions will also expand into other parts of NZ as Volunteer pilots and eligible passengers become available.

Pilots need to have 250 hours PIC, have current BFR and Medical and be willing to donate 5 – 10 hours of their time and their aircraft per year.

Contact Lance Weller on 09 43443271/0278934587

email: lance747@bigpond.com.



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and click 'Like'**

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## **Sunday 1st April 2012:**

### **The day we lost Brian Whiteman and George Mitchell.**



*Photo by John Wegg*

We were all terribly saddened by news of a microlight crash, somewhere around Kaipara South Head, involving a plane on its way from Paraparaumu to Dargaville. As events unfolded it became clear that the plane was JK-JFN, the Zenair Zodiac 601UL Brian and George had recently bought.

Brian was a long-time pilot, first learning to fly in Africa where he was working; George was more recent into aviation, and had spent the previous few days in Dargaville doing some more training.

We will miss both of them very much. We send our condolences and sympathy to their families.