



**The newsletter of  
Dargaville Aero Club**



**Autumn 2014**

# **NZ Association of Women in Aviation**

**Jo Hales**



*Jo at Milford Sound*

My being treasurer required me to be in Wanaka at the NZ Association of Women in Aviation (NZAWA) Rally held Queens Birthday Weekend 2013. Owning aircraft ZK-KCC enabled me to fly there, so we set off in good weather one week prior, to make sure we arrived in good safe time.

After a flight plan/sarwatch was filed, we headed off to Wanganui first. Refuelled, we tracked to Paraparaumu, obviously letting the Fiscom know we were there, continued to Mana Island, and from there we tracked straight across the strait for Cape Campbell at 2300 feet. Wearing life jackets, I must add, and nervously checking off the miles as we crossed the 30 NM distance.

From Cape Campbell we tracked along the coast for Kaikoura, all paths we had done before. After refuelling and further map consultation, we headed direct for Wanaka. This track was new for us. The track took us along the foothills of the Canterbury Plains at 4000 feet. We asked for Controlled VFR which was granted. The controller advised us of parachuting at Pudding Hill.

At Burkes Pass we climbed to 4500 feet to cross the MacKenzie Basin, then we climbed up to 6000 feet to cross the

Lindis Pass, a tad too high as we then had to descend overhead Tarras before turning to right to enter the valley for Wanaka, with the sun straight in face – great. Progressive glasses are not advised if you tilt head back to see, blurry vision is all you get.

After safely landing we picketed the plane for the night. Sue Telford the current President of NZAWA was there to meet us. We stayed with Sue and Gerald for two nights before heading in a car for Milford Sound.

The weather was forecast for snow further south, we thought, "That's okay". As we passed Kingston we encountered snow flurries - yippee we don't get those at home. Yippee changed as the snow progressively got heavier, to the point we were following the tyre tracks of the vehicles in front. Luckily they too turned at Five Rivers for Te Anau, so on we followed blissfully unaware of how

## **What's in this issue**

NZ Association of Women in Aviation.....	1
President Peter writes... ..	6
Sportavex Hastings .....	7
Training report .....	8
Jill's message .....	9
The new Storch .....	10
Dargaville Coastal Rally – 2014 .....	13
A flying Visit .....	16
Learning to fly at Dargaville .....	18
Seen at Dargaville .....	20
Flying Tigers .....	22
Singer Trophy 2014 .....	23
Mandatory Service Bulletin.....	24



deep the drifts would get. Thankfully we arrived safely in Te Anau no worse for wear, without chains!

Long story short, we didn't get to Milford by road, due to the weather and a fallen tree, so we had a magnificent day at Doubtful Sound with the snow down to 300 feet above sea level. The highlight was when the boat cut her motors in a side arm, and we drifted in silence listening to the sounds of the birds and water falling – awesome.

Next we headed back to Wanaka in time for the NZAWA Rally. We stayed at the Edgewater Resort, which was a perfect venue.

On Saturday we started our flying competitions. I competed in Non-

Instrument Circuit and Forced Landing, coming second place in both, much to my surprise.

Sunday brought with it rain, so it was opportune that Sue had arranged guest speakers after our AGM in the morning. The first speaker was Pauline Hickey, who competed in the World Balloon Champs in 2013. The second speaker, Christine Walsh, a Test Pilot from Boeing, was very entertaining as she recounted her stalls in 737s. Both speakers were very interesting.

Monday should have been our departure day, but the rain was still falling. That meant that by the time the front had tracked north it was Thursday before we left Wanaka.



In the meantime we had wonderful clear weather. We decided to drive over to Haast the next day. The Haast Pass was beautiful with misty forest views. We enjoyed lunch at the Tavern with Pamela Adams and Pauline Leech.

Wednesday in perfect conditions we flew into Milford Sound. I flew following Sue, who has many hours flying commercially into the area. Awesome but very scary flying so close to the terrain. We entered the Sound from the coast, through a very short period of turbulence at the Sound entrance after which we landed on Runway 11 with a direct headwind of 8 knots. Everyone tucked into a hot drink and a snack before piling back into the two planes to fly off the runway downwind. The

sun was straight in my face but soon we were turning in the Milford basin to climb up along Arthur's Valley towards McKinnon Pass and head back to Wanaka.

I am very grateful to Sue as my guide, and GPS and maps, and my intrepid passengers, who had faith in me. Thank you.

Home came on Thursday. We flew up along the West Coast to Motueka, refuelled, then flew direct to Whangarei at 9,500 feet Controlled VFR, with a small descent at Auckland under their zone.

This year's rally is here at Dargaville. Do come along.....

### ***Queens Birthday Weekend Programme***

#### ***Friday 30th May***

***13.00 Arrivals and registration begins***

***15.30 Executive Committee Meeting (in ATC building)***

***18.00 Welcome and evening meal (Thai - \$12)***

#### ***Saturday 31st May***

***08.00 NZAWA Judges briefing***

***08.30 NZAWA competitors briefing***

***09.00 Competitions begin***

***12.30 Iconic Dargaville Aero Club lunch***

***13.30 NZAWA competitions conclude***

***Model aircraft display***

***18.00 Social and Theme night***

***Lamb on a spit (\$15)***

***Dress in "Rural Kiwiana"***

***Noel Hilliam presentation - Wrecks of the Wild West Coast***

***Dargaville Club members - please register and pay Joanne Hales in advance***

***Bank transfers to NZAWA Rally Account 03 0399 0078431 01***

***gjhales@xtra.co.nz***





NZAWA

presents

The Dargaville Rally

Rural Kiwiana

at

Queens Birthday

Weekend

30 May - 2 June

Dargaville Aeroclub

Contact Jo

[gjhailes@xtra.co.nz](mailto:gjhales@xtra.co.nz)

Spot prize for competitors  
proudly sponsored by



# President Peter writes...

**Peter Randall**

By the time you read this our new Storch DAQ should have been assembled and have passed all its inspections. It will be good having 2 club microlights back in operation. Many thanks to Allan Jessop for all the organising and work he has put into procuring a replacement for our old Storch JES.

Unfortunately it sounds like our Cessna JBA will be out of action for at least a month during July. This is due to the new requirements for maintenance inspections requiring the removal of many internal and external panels for the inspection of load areas for corrosion. Depending on what is found we could be facing a considerable expense.

We had a good turnout of members going to Hastings (Bridge Pa) for the 50th Annual Fly-in for the Sport Aircraft Association Sportavex. Four planes flew down, two Jodels, a Sonex and an Alpi. We had excellent weather except for low cloud on the Sunday when we were trying to get out of Hawkes Bay. Everybody thoroughly enjoyed themselves with plenty of fly arounds and of course plenty of talk. The Hawkes Bay Chapter of the SAA should be

congratulated on a very successful event. Brian Taylor was the only one from our club to receive a presentation---next time you see him you can ask him what it was for!!!

Everything at the club is ticking over nicely thanks to Murray Foster and all our helpers. Saturday lunches continue to be very well supported and we have a steady flow of new members.

At the end of May we are hosting the Annual Fly-in and AGM of the New Zealand Women in Aviation Association. We are hoping the weather gods will look down kindly on us as this will be a busy weekend. We will require plenty of helpers for meals and on the grid etc. Please let us know if you are willing to lend a hand.

The club has several copies of Theory books out on loan. However Murray is running short of them for new members and would welcome the return of these books. So if you do have such a book then please drop it into Murray so new members can swot for their exams at home.

Fly safe, Peter.



**1936 Aeronca 100, one of only 21 of these British-built variants of the C3**



*Photo: Dave Evans*

## **Sportavex Hastings**

There was a large turn-out for Sportavex 2014, celebrating 50 years of the Sport Aircraft Association and its forerunners. Almost 100 aircraft were on display. One of the oldest aircraft was this blue Aeronca. And no event would be complete without Brian Taylor's Jodel. The Aeronca was for sale on TradeMe in 2007; Brian's Jodel is [for sale on TradeMe](#) in 2014!



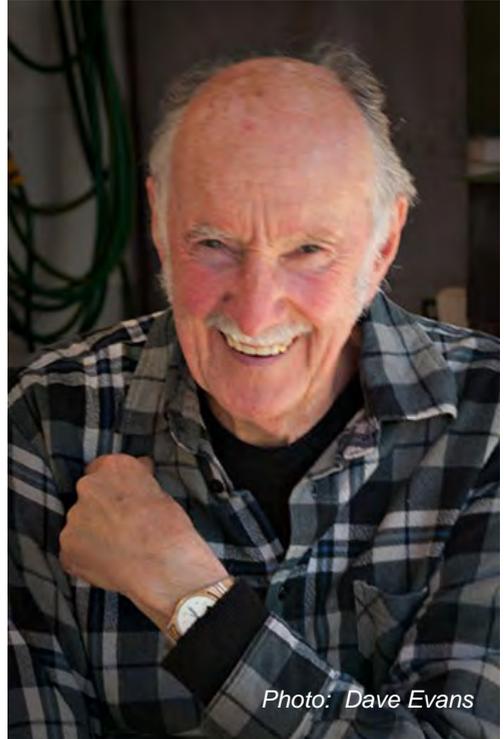
*Photo: Dave Evans*

# Training report

## Murray Foster

Christmas and the busy season have come and gone, the days are getting shorter but we have had a dry and windy summer. The flying has been excellent. The new fuel-injected Texan is performing very well. Engine management is different to the normal Rotax motor but once you get the hang of it the system is very simple. We have done over 340 hours in the last four months, all with student training. The new Texan is really well used. The new Storch will be on line soon, just as soon as we get the CAA approval. It will be a great asset to have two training aircraft available again which will give the students a better choice and not much waiting time. Just a caution – avoid long idling times to warm up the motor, they overheat very quickly in this hot weather. Taxi and take-off checks will be ample for the warm-up time.

Welcome to new members of the club, Tenuis van Logereubere (Tennis for short) who has just gone solo. Tennis and his wife stay with me for two days at a time so he can get as much flying as possible. Also welcome to Steve Williams who has also stayed a couple of nights with me and has gone solo as well. Both these guys are clocking up their hours. Tennis has bought a gyro and is doing his flying training with me before training on the gyro in Tauranga with Phil Hooker. And congratulations to Bill Chou who has also gone solo. Despite his busy work schedule he



*Photo: Dave Evans*

comes up most days when he can. Colin Thomas has completed his BFR. Chris McComb, Roger Gillitt and Mike Locheare are not far from going solo. Luke Gillingham has completed his cross countries, dual and solo, and is ready to sit his licence. Tim Barnaby has done his introductory flight and is ready to get stuck into training.

The club is going well with members and students admiring the club house and the well-manicured lawns and runways, and the very good food. It's all very peaceful and relaxing, enjoying the friendly

family that are the members. Saturday lunches have become very popular. Since January 1st we have done over 590 lunches – thank you to all the hard working team. Over 150 aircraft visited for those lunches. It's important for the lunch roster that we have numbers at least a day ahead of any large numbers arriving for the lunch – we haven't run out of food yet, and would hate to do so.

It's good to see visiting pilots calling in for a break for free coffee, and no landing fees. All appreciate the hospitality, even if they are taken aback when informed of the novel landing fees we charge - a dollar a metre. But it's always taken in good humour.

Our motto is “do it well, but let's do it better”.

## Jill's message

Hello again from the G.A. sector. We have some congratulations to go out to several people this time. Firstly congratulations to Rebecca for passing all the PPL written exams and for completing the first of the cross country flights dual and solo.

Congratulations also go to Dale for completing his first solo. Also congratulations to Zach on completing all the CPL written exams, and being nearly halfway through the CPL cross country syllabus.

JBA is out of the air at present for maintenance, hopefully back towards the end of next week. It's a bit of a shame with the good weather still hanging on, though farmers would appreciate some decent rain. Maybe it will arrive with the ending of daylight saving, we certainly could do with some water for some

## Jill Mortensen

serious aeroplane washing, poor JBA looks as though it could do with some T.L.C.!

Well, until next time, safe flying, Jill.

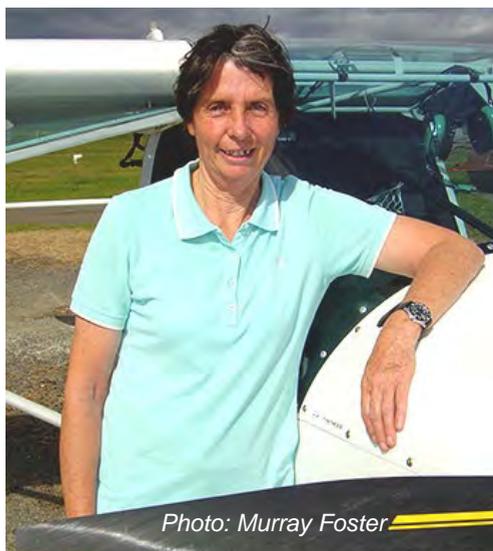


Photo: Murray Foster

# The new Storch

## Allan Jessop

Tuesday the 11th of March dawned. The weather looked O.K. and it was an 8am kick-off for the Mount Wellington container yard to unpack and load the Club's new Storch trainer onto the 30ft trailer that I had collected from George at Cowley's hire the evening before. I had arranged to collect the other three guys from outside the Otaika Valley school at 8-30, and everyone was there - except Bob Syron, who eventually arrived with the story

of heavy traffic, road-works, you know the usual excuses instead of admitting he had slept in.

The Boss of the Container facility had requested we arrive at 11am as they apparently run a "just on time" concept like Toyota, and owing to Bob's having slept in, we missed out on our en route cup of refreshment in order to arrive on the dot, as instructed. At that time of the morning, as expected, traffic started

*Allan, Bob, Brian's cuzzy from Oz and Brian*





*Photo: Allan Jessop*

to build up on approach to Auckland and I turned on my pre-programmed GPS to ensure we were going in the right direction, and told Bob to keep his lip buttoned as on the previous occasion, when we had gone down to collect the Texan, Bob had insisted I turn off the GPS as he knew a better, faster, route, which resulted in us becoming hopelessly lost, and repeatedly returning to the same roundabout which we negotiated 5 times, before finding the hidden exit.

Anyway, amazingly, we arrived on the dot of 11am and the guys were there waiting to open the container. After cutting a forest of tie down tapes, yanking out a copious quantity of large nails etc., someone found a large steel plate we could use as a ramp and with the assistance of a forklift it was manoeuvred into position. The fuselage was wheeled out and the wings, tail, and various boxes of bits and pieces were decanted. I spied Bob ferreting around in the back and asked him what he was up to and he said

he was hoping there might have been an Italian bird hiding amongst the packing. However, no such luck, and I said, "Never mind Bob, we'll compensate you with a decent lunch at my special place in Wellsford on the way home.

It was a bit of a mission shoehorning everything onto the trailer, and we finally solved the problem by strapping the horizontal stabiliser onto the roof of the Ute. We negotiated the heavy Auckland traffic once more, with the essential assistance of the lady hiding in the GPS, found the Northern Motorway, and it was off to Dargaville. A stop in Wellsford as promised had ourselves some well-earned nosh and then a straight run through to DA.

On arrival, we unloaded all the bits and pieces into the Helinorth hangar and then it was off to Brian's to drop the guys off, and, as it was too late to return the trailer it was me for home. First thing next morning, it was return the Trailer to Cowley's, with an apology to (club member) George, a very understanding chap.

When we placed the order for the Texan "Club", FlySynthesis gave us a wide choice of colour combinations we could use for the striping. We left it to the ladies to decide on a colour scheme and green/black was the final choice. With

the new Storch we had no choice, and if we opted for another format it was going to cost an extra \$1100. I asked the factory if they would consider giving us the standard stripe format but in the same green/black combination as the Texan, so they would be a match. After due consideration they agreed and there would be no extra charge. As the photo (Page 21) shows, I think most people will agree that they look good together.

All the assembly work's been done, the avionics have been installed and are all working, and we're just waiting now for the CAA Inspector to visit (hopefully this coming week) and do his checks. Brian will then do the flight test and, if all goes well, Murray will have his line-up of students back in the air.

As a footnote, the Texan "Club" is New Zealand's first aircraft fitted with the new Rotax 100hp injected engine. While the power is similar to the carburetted model, the fuel consumption is outstanding and Murray tells me the plane has been averaging 10 litres per training hour. Rotax advise they are shortly releasing an upgraded fuel intake system for this engine, combined with a new computer chip, which will give a considerable increase in power and reduce the fuel consumption even further. Needless to say, we have put our name down for this upgrade.

# Dargaville Coastal Rally - 2014

**Bob Syron**

For a long time now, I have been aware that under the wonderful stewardship of our spiritual leader, Murray and the team of hard working members that have supported him, the Dargaville Aero Club has a special status. It is reflected by the wonderful Saturday lunches that have become one of the best entertainments in Northland. One is often alongside, or across the table from other aviators from far flung north island destinations.

Always given to animated and interesting conversation, sometimes educational, sometimes humorous, sometimes crude, but never boring. I realise that through special leadership and excellent teamwork, Dargaville has set a standard and example for other clubs throughout New Zealand to follow.

I compare our good fortune with the sad decline of my Auckland clubs that, without an airfield anymore, struggle with membership and much positive activity. Other clubs are dominated by strong and dogmatic personalities.

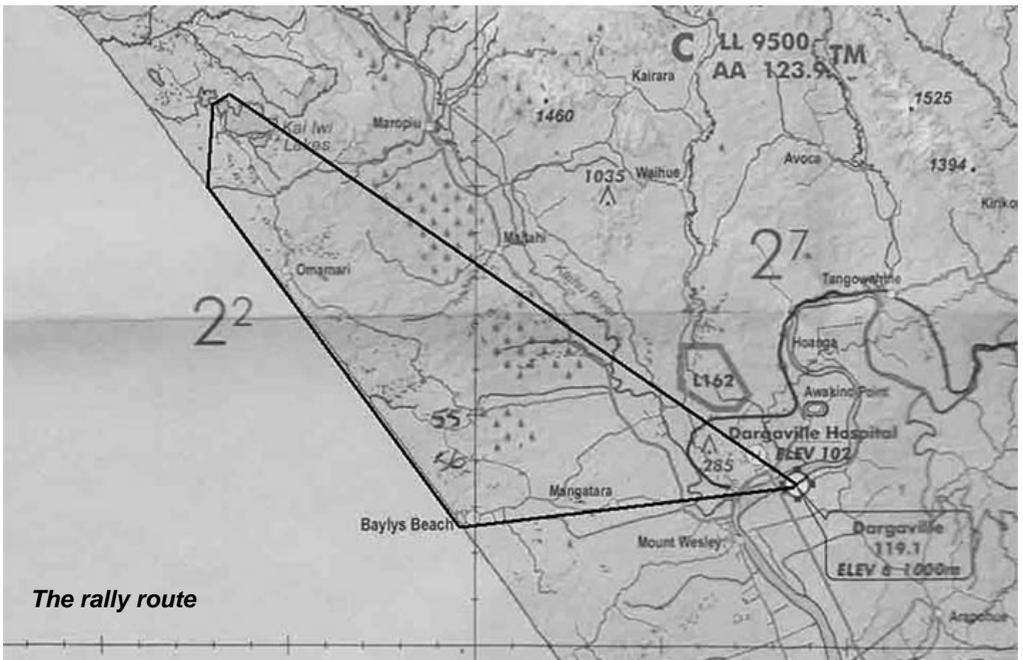
Through so many years the Dargaville club has had successful functions and activities. It has encouraged my always growing interest in flying in the humble aircraft that I own. The question has to be, how can I contribute?

The Dargaville Club is a one and a half hour drive from our Whangarei coast home. Because I retain responsibilities in Auckland, I am often summonsed to that end on a short notice and irregular basis. All this makes it difficult for me

**Bob Syron's Ragwing Aero Special**



*Photo: John Wegg*



**The rally route**

to be on a lunch roster. Also, although I love eating and am surrounded by wonderful cooks, I don't seem to be suited to the kitchen environment. I am sure I would be castigated and excommunicated if I burned hell out of the Dargaville lunchtime fare.

In fact I have had previous nightmares of our spiritual leader abusing me in a loud voice in front of the assembled lunchtime guests, then throwing me down the front stairs, yelling at me to replace the ruined food with K.F.C. for 60 hungry people. His very large lady friend coming in with the final punch, and beating me with a broom, "No, the kitchen isn't my forte".

Following Graeme Walker's very successful re-starting of the "Singer Trophy", I wondered if we could contribute

in that sort of way. What aviation in New Zealand needs is a speed event. I had previously been advised by people of low intelligence and dubious character that if we persevered with that for 3 years, the competitive element would ensure ongoing annual activity. Commencing with a timed speed event and gradually developing to a New Zealand version of Reno. Probably not possible in an increasing P.C. world of OSH and BOSH etc. I mean a long way down the track, 400 mph plus may result in injury, but Dargaville has a well-managed hospital and we have Dr Greg on standby. Frankly I can't see the problem.

Appreciating his communication and organisational skills I contacted the well-known Mr Millett of the Northland Microlight Club. As usual he did a

superb job. As in the past, he overtook my thinking in detail. Of course we had phone and meeting disputes that gave me sleepless nights. Inevitably I was left with a belief in half the things he said of me being true and I developed a strong inferiority complex until the day.

And what a day. Everything went in accord with Mr Millett's usual attention to detail. All went well – for the start anyhow. Then due to my natural incompetence my things went astray. Firstly my G.P.S. was not functioning and Bayly's Beach had shifted. I connected with the beach well south of the settlement. Fortunately Richard Jowsey, who was going to fly in company, made better plans. He said later that he thought I had made other arrangements and was off to Auckland. I believe the word "lunatic" was used when I was out of earshot. After rounding the lake we were beaten up. At one point the biplane was sideswiped over a metre by a gust of wind. I began to wonder if, like Bayly's settlement, they had shifted Dargaville. However my target eventually came into view.

With no volunteers available, I ignored the big discussion taking place about timing and concentrated on putting jam on the muffins. I realised that if disputes had erupted, I might have caused them and would get the blame anyway. Much better to hide with the bikkies and act as

if I was innocent of any wrongdoing.

It was then I learned that my associate Mr Millett had left with Paul Hopper to attend another function – for goodness sake! Right at the critical time! I was advised that for good reason Mr Millett was mad with me, but by that time most people were! Fortunately Derick Taylor and John N. Wiessing finalised some times. Prize-giving was late and incomplete, but the muffins and bikkies were well received in the chatterboxing that took place. Like most things I attempt these days, there has to be an element of chaos. Of course in that some were quite fed up and not having headlights on their aircraft, went home.

After all the stress of the day, having to cope with my inferiority complex and other shortcomings, I teed up with Derick Taylor for a quick de-brief drink in the Tangiteroria pub. When we arrived some polo party was in full swing. The bar lady served me double gins instead of singles requested. We met other acquaintances. En-route back home to my woman at a later hour I was so lucky to miss a roadblock and booze bus. While a night or two in the "big house", confiscation of my van and having to hitch-hike the long way home might have been the basis of another yarn, I had quite enough excitement for one weekend.

#### **Provisional results:**

***Rex Swenson, Alpi - winner Class 3 and overall speed section***

***Tom Brian, Texan - second (10 seconds)***

***Steve Moor, Taylor Monoplane - winner Class 5***

***Rusty Russell, Eagle MT03 Gyrocopter - winner Special class***

Much appreciation to Brian Millett and all helpers who contributed to the very big day.



# A flying Visit

**Rusty Russell**

At Dargaville last month I got a call from Mitch, who flies a Dominator Gyro. He was calling from Hangar 10 in Whangarei with a couple of Austrian Couch Surfers, Tom and Heidi, They are flyers and had been in NZ just one day. They wanted to go fly in a gyro. "Give me half an hour" said I. It rained all the way back, the cloud was low and we arrived looking a wee bit damp. The conditions were not what you would wish for if you were trying to impress - wet and 28 knots blowing from the North-east, and cloud down to 100 feet.

After introductions I ask who wants to be first. Tom said, "Heidi".. and pushed her forward. I found out later he was more than a little afraid of this open machine! I tied Heidi in and off we went, out over the low flying zone, over bush, lakes and farms to Waipu. Heidi was buzzing, arms out, breaking into German when struggling for words. But a lot of "Wows" and "beautiful". The tide was out, so I did several circuits off the beach (thankfully no nudies on the beach at Uretiti. Stopped for photos, then off up and over Mt Manaia and the old woman, it got bumpy but definitely didn't scare Heidi.

After 40 minutes we made it back. Heidi's bubbling excitement was contagious. Tom's fear was displaced by the promise of "A ride that you will never forget". He was soon tied in and whooping like a pom at the footy. Go-Pro

and camera, beach, cliffs, cloud, rain, all made for a memorable trip. He did agree that that wet and wild ride was the highlight of their world trip.

They stayed on at Puhipuhi and went solo in the glider, staying with us for a couple of weeks off and on, gliding and gyro flying at every opportunity. Penny was happy with their easy company and easy going natures. She also played nurse when Heidi got an infection, needing doctor visits, blood tests etc.

The last flight was from Whangarei to Kaitaia, over Mary's place, to the Bay of Islands, and east coast around the cape, back to Dargaville and home. Nearing the lighthouse, Tom's battery went flat. He cursed (in German, but the tone said it all), "Land and change battery please". There was a beach just south of us, so I cut the power and whispered on down. As we got closer to the beach I could see someone standing in the shallows. The closer we got the more I saw. A girl was kneeling in front of the man. Then when we were very close, it became obvious what was happening in the surf at the Cape. Lucky fella!!!!

He was past caring, but when she heard us, she scooted behind him to cover herself, leaving him somewhat exposed. He did have the presence of mind to flick us a salute, with a silly grin on his face. Tom was spitting, the things you see when you have a flat battery. On



FaceBook it would go viral. Posted on the net you could make a fortune. Anyway we landed, re-battered and flew back to check out the lighthouse. It was cool, riding the updrafts, hovering. Good photos will follow.

Playing in the sandhills, watching the tourists surfing the hills, down 90 mile to the bluff, landed, met locals with a big catch of huge snapper! Onwards south, Tom flying and landing - a natural. Refuelled at Kaitaia then back to Dargaville via the west coast, playing at

Ahipara, Whanagapae, Hokianga and the Maunganui Bluff and my beautiful Baylys Beach. Had a cuppa and a catchup with Muzz, then home.

A good 5 hour trip, mostly on the deserted beaches. I was bugged, been in sensory overload since the cape. Nevertheless, I was pleased to show our beautiful country off to appreciative travellers. After a bottle of red, a good feed and some story telling I slept like a log, but not before visions of the day were replayed and savoured.

### ***Another of Rusty's many passengers***



*Photo: Rusty Russell*

# Learning to fly at Dargaville

**Steve Williams**

Since a boy, I have had a keen interest in flying. My earliest recollection what when at the age of about 12, my brother Andrew and I built our first plane. So one school holiday break, we started our project. My dad had some old angle iron that was used for shelving in his garage, some 2 x 2 planks and a roll of cloth. In no time we had whipped up a fuselage and set of wings and tail plane. The next issue on hand was what to use to power the beast. I had a brain wave; my dad had an electric motor in the garage, a grey one I can remember. It had a pulley attachment on the front and a gauge. Ideal I thought. (It ended up being a generator). Ok so all was set and on we proceeded. However a few days later, we had a "project meeting" and got into

a discussion on how we were going to test the bird. No problems I said. We will hoist it up onto the garage roof, I will climb in and Andrew would push me off. Now I will mention that he is 2 years older than me so effectively about 20% wiser at the time. Hence he accepted my voluntary role of test pilot. Well to cut a long story short, mum overheard these plans and when dad came home he made us break up the plane. I suppose he just couldn't afford the hospital bills.

Anyway, 45 years on I am well on my way to living that dream. I started flying at another club last May. My progress was slow and without going into any details as to why, my wife, Martha, was chatting to an old friend Peter who lives



in Whangarei, and he said I should call the Dargaville Aero Club and speak to Murray. Well I did and arranged an intro flight. I will say that at that stage I had about 15 hours dual training and none solo. I set up a day with Murray in December last year, did a runner from the office and drove up to DAC with Martha, daughter and grandkids in tow. The day was a good one for flying and after some technical problems with TXN, we got her all fired up ready to go. Someone had left the Master Switch on the day before and flattened the battery.

Eventually we got airborne and headed off to Baylys Beach area for some drills. I suspect Murray was seeing how much I had learnt from the other club. Anyway, after about 45 minutes and some touch and go's we landed. It was quite strange as Murray let me do all the flying and there was none of this, "let me show you how" type of thing. I could see he had his hand ready low down on the stick (just proves my peripheral vision is still good) but never did anything. A huge confidence boost for me. I did another 4 hours of circuits and exercises before Murray said he needs to get out and kick me out of the nest. This is a great moment in one's training and I didn't

want to mess it up so opted to come back another day. I did soon afterwards and Murray said we should do a circuit. The wind was from the east and most my training it was from the west so that day we used 04. We did just one circuit and I though it wasn't all that good but Murray knew better, he said he needed to let me go and do my own thing. I said I first needed to have a pee. Then I was off. Once airborne, I just didn't want to come home again. What a great feeling and what was most important, I didn't sense Murray wasn't in the cockpit and that is because his style of instruction is not over powering. When I landed, Murray came out to me to shake my hand, I took it and then gave him a bear hug. Big day for me and Murray, as I didn't break the plane.

Anyway, here I am - passed 3 exams, just done Navigation so could be 4 soon and one to go, about 35 hours with 12 solo and some cross country's so trucking along quite nicely. What is important is that when you learn to fly with certain instructors, there is more to flying that one learns. I have learnt some life skills from Murray which is just as important as flying. Thanks Murray and DAC.

# Seen at Dargaville

*Super Air has rotated its resident Fletcher at Dargaville with ZK-DZM, and Miles from Tauranga is the new pilot*



*Photo: John Wegg*

*Mark Norgate's Sonex*



*Photo: John Wegg*

***A frequent visitor is Syd Ujdur with his RANS Coyote II, which is based at Peter Flood's airstrip near Ruawai.***



*Photo: John Wegg*

***The club's Texan and Storch sharing the family colours***



*Photo: Allan Jessop*

# Flying Tigers

**John Askew**

I went solo in Tiger Moth ZK – BCI at Stratford Aero Club back in April 1957 when I was still at High School, and flew Tigers plus a Piper Cub before getting my Private Pilot Licence the next year. Then I went to Massey University and took my mates flying in a Champion at Palmerston North. After completing a year there I was sent to work on a dairy farm near Paeroa. With no prior knowledge of the farm I was most surprised to find the owner had a Moth Minor with its wings folded in a garage and the airstrip was the Paeroa airstrip. What I enjoyed most about working there was when the Boss said “Let’s get the machine out!” I never flew the Moth Minor but it was great to fly in with its 90 HP Gipsy Minor motor in this low winged monoplane, although it was prone to ground-loop.

We had many visitors flying in and one day an aircraft engineer from Ardmore flew in with an ex-topdressing Tiger Moth which he had rebuilt and wished to sell. I was saving up to buy a small second-hand car and with a little help from my father - with a cautionary letter and at a price less than the car - bought ZK-AIE, painted black and white. I had great fun following the Moth Minor around eastern Waikato, Coromandel and Bay of Plenty as well as trips to see my parents in Taranaki.

However the good times came to an end and I had to return as a student to Massey.

But at this stage I met my wife Lorraine and discovered Tiger Moths were not suitable vehicles for courting. So I sold the Tiger and replaced it with a second hand small car – same money. That was the end of the flying trips like Stratford to Muriwai beach via Paeroa to dig for toheroa – it was legal.

Amongst all the good flying I had two engine failures after take-off. First one was at Paeroa and I was able to get down and ground-loop at the end of the strip. We never found the cause. Second one was at Stratford and I was a bit higher when the engine stopped. I was able to turn to a cross runway and dragged the wingtip through the long grass as I completed the turn on to the runway. Nil damage. This time we found the cause of the engine stopping.

The fuel tank on the Tiger is mounted above the fuselage in the middle of the upper wing. Directly under the tank is the fuel cock, with a sliding plate cut-off. It was connected by a series of rods to the fuel cut-off lever in the cockpit. The problem was when the lever was pushed forward, the sliding plate jammed closed and the rods in between bowed to absorb the movement of the lever. Enough fuel was in the line and carburettor to start up, warm up, and get into the air. After that the pre-flight checks included looking up to see if the fuel cock was open.



# Singer Trophy 2014

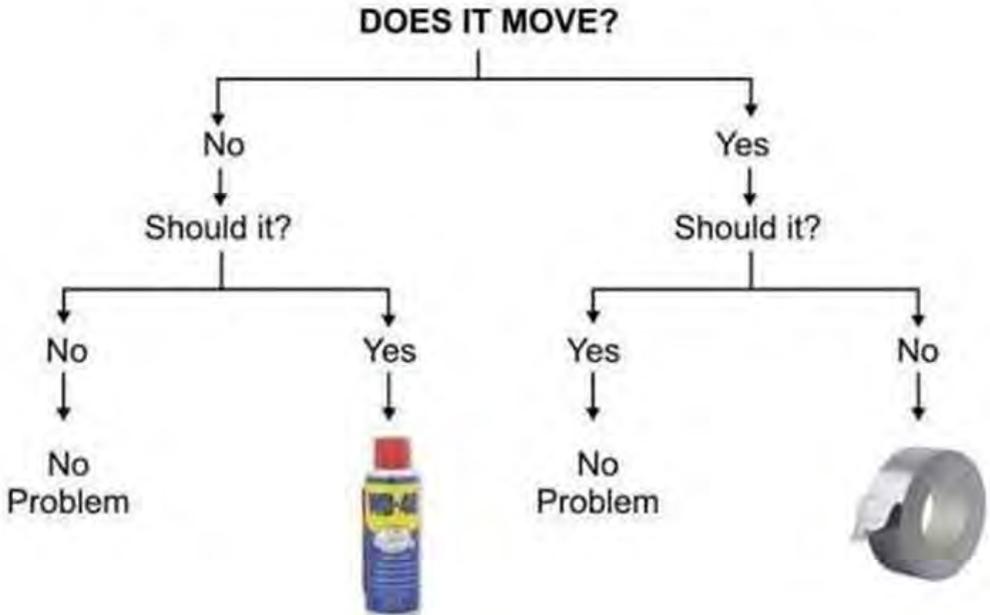


***The winners were Doug Nilsson and Murray Farrand.  
Runners up: Peter Randall (and Stephen Jeffery, not pictured)  
Third place: Alan & Jan Bailey***

The Singer Trophy rally began in the 1970s, but took a break until a re-start in 2010. The aim is to provide a simple, fun event that tests airmanship and flying ability. There was a stop at Puhipuhi glider strip, for afternoon tea, followed by bombing and spot landing competitions back at Dargaville.

# Mandatory Service Bulletin

## Aircraft Mechanic Troubleshooting Chart



Find us on  
**Facebook**

[facebook.com/dargavilleaeroclub](https://facebook.com/dargavilleaeroclub)  
and click 'Like'

Windsock is edited by Dave Evans for the  
Dargaville Aero Club Committee.

Dave welcomes any comments on layout, and  
always welcomes your stories and photos!

Email: [dargavilledave@gmail.com](mailto:dargavilledave@gmail.com)

Home: 07 863 5987

Mobile: 021 059 3040