



**The newsletter of
Dargaville Aero Club**



Foxbat



John Wiessing

Aeroprakt A22 Foxbat ZK-FBT



Photo: John Wegg

After seven years of flying the club planes the yearning to get my own two seater became stronger. The idea of walking out the door and flying it from my own strip appealed. But as with everything there are positives and negatives. I had a lot of conflicting thoughts such as it's cheaper to hire club planes than to buy, but they are

not always available and the drive to Dargaville takes half an hour. Having my own plane at home meant that I would have more opportunities to fly. Questions arose as to whether there was enough room for a strip, what kind of plane would be suitable and what were the options for building a hangar.

So the first thing to do was to decide where the airstrip was going to be. After a lot of thought it was decided to put it at the end of the orchard which had an uphill slope and an existing metal race. Avocado trees would have to be taken out from either side (about 60 trees) to allow a width of 25 metres between the trees and the strip would be only 300



Photo: supplied by John Wiessing

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metres long which brings us to the next decision, what type of plane should I get. It had to be able to take off and land in a short distance in the hands of a pilot with moderate ability (only 120 hours)!

After many hours looking at different planes on the internet and talking to lots of owners I decided to have a closer look at the Foxbat. So down I went to Pukekohe East for a test flight with the NZ Foxbat agent Doug King. There are two control options, stick or yoke and this flight was in one with a stick. My first impression was the Foxbat was well built, roomy in the cockpit and had great visibility. The take offs were short, about 70 metres and the handling was great but heavy on the aileron which is not unexpected considering the full wing length flaperons. I found the flap control

lever which is situated in the centre on the ceiling difficult to adjust with my left hand keeping my right hand on the centre stick.

Several weeks later I went for my second test flight which was in a yoke control Foxbat and this felt more ergonomic as the left hand is kept on the yoke and right hand for throttle, brakes, trim and flaps. I got Annemieke to go for a fly with Doug and when they came back I got the thumbs up.

As the terms of sale were a non-refundable deposit of half the full price up front and the other half on delivery (10 weeks) and Foxbats are built in Kiev, Ukraine where there is ongoing conflict, I was reluctant to risk placing an order thinking it safer to delay until

The Foxbat's new home



Photo: supplied by John Wiessing

things settled down. Due to a drop-off in demand the manufacturer cut the price for orders placed in June. This enticed me to hop off the fence and order. Now it was time to start building the hangar and constructing the strip which required 60 avocado trees to be transplanted and some levelling to be done. Annemieke and I built a Kiwi Span kitset hangar 14 metres x 11 metres with sliding doors of my own design.

Fortunately there were no glitches in the delivery but I must admit to being a little nervous when watching the TV coverage of the escalating conflict! Also I had a bit of ribbing from several club members such as, "You are going to have patch up the bullet holes!"

Doug organised the wing assembly, certification, registration and test flights in early August and FBT was ready for collection soon after. Dennis Williams kindly agreed to accompany me on the flight from Pukekohe East to Dargaville as I didn't have a rating and also for a bit of moral support! We flew up the west coast enjoying the stunning scenery and FBT did everything I asked her to do.

For the next month I was fortunate to be able to hangar FBT at Dargaville, giving me the opportunity to get confident flying her on familiar ground. Finally, the day came to fly her into the home strip which is only 15 miles east of Dargaville and my whole thoughts during the flight were, "Is the strip long enough?????" Well..... it was! There was at least 100 metres to spare. After many take-offs and landings the strip has proved to be suitable, but as it is

essentially one way due to the slope, tail winds of more than 15 knots prove to be challenging!

Having now flown the Foxbat for 20 hours (early days yet!) I am very happy with its performance which is stable and predictable, the view out is great and most of all I am really enjoying being able to fly it from home.



JAN comes home

Dave Evans

You may know that ZK-JAN was damaged in an accident while landing at Reefton. (No, not me - and nobody hurt!) That happened in February 2014. Six months and two weeks later the repairs were finished and the mid-winter weather eased up enough to offer a day in which to fly back home to Waihi Beach from Taieri, just outside Dunedin. My friend Cliff and I hopped on an afternoon Air NZ Boeing from Auckland to Dunedin, arriving in time to ready JAN for an early start the next morning.

It would be corny to say the morning dawned bright and clear. It didn't – it dawned gloomy, with drizzle and low

cloud over the hills. But at least there were some patches of sky visible here and there – and it wasn't snowing. We had all the gear stowed, maps ready, bladders emptied and engine started by 8 am. Then we made some interesting discoveries. While taxiing down to the holding point before take-off, JAN's AvMap GPS failed to find any satellites. Cliff's Garmin GPS, borrowed from ZK-KFC, failed to find any satellites. Cliff's iPad with Air Nav Pro failed to find any satellites. Good job we had a map with us.

Plan A was to head out to Dunedin harbour and enjoy the scenery before



following the coast north towards home. But the low cloud put paid to that. Plan B was to pick our way through the valleys to the north of Taieri, staying below Dunedin's controlled airspace. Plan B worked, in the process giving us some beautiful cloudscapes stretching out towards the coast on our right and land in sight on our left. Clear of cloud, in sight of the ground, just what the Visual Flight Rules require.

Once clear of Dunedin's airspace we were able to climb a little higher and set some sort of heading, even though we didn't know exactly what that should be. Cliff was familiar with the area from Alexandra to Ranfurly and out to Palmerston. This is known as the pig route and is where the Otago Rail Trail runs. So with a line of mountains on our left and the sun to guide us, we made our way north. There was no way back to the east coast as it was shrouded in fog and

low cloud. It wasn't until Waimate that we could see the cloud starting to break up and we were able to dive under it and follow the coast. Our three GPSs were still not working but this was when we discovered something surprising – both our phones were picking up the GPS signal.

There's a really neat phone app called "Real Time GPS Tracker" (find it at www.greenalp.com). Cliff and I had both installed it on our phones before leaving. Around this time Cliff checked his phone – and there was our position showing on the moving maps. More of that later.

Cliff takes over the story for a little while: *"Just north of Timaru the cloud finally disappeared. So it was a good exercise for Dave to have to navigate without all the modern instrumentation that we have come to rely on so heavily. I gave him a little airfield to find called Rangitata*

Cloudscape...



Photo: Cliff McChesney

Island. It is not on an island, which makes finding it all the more confusing, but it is called an island as once in a 50 year flood it has water right round it. So using only his watch to time where the airfield might be he was able to locate and land there without any difficulty at

all. A good friend of mine owns this airstrip so we had to have a coffee before we left. We thought we had the GPSs working on departure but they all fell over again within 5 minutes. Navigation on the next part of where I was to take him was all very easy as it just involved following the Rangitata River into the high country.”



“As you will see from the photos this would have to be some of the most picturesque countryside anywhere. I got him to find Mesopotamia, which is a huge station up one of the valleys and then we flew on to Lake Clearwater and Lake Heron. Before leaving home, he had thought he was just going to fly the plane straight back from Dunedin, but I said you can’t miss what I have to show you. He was just in awe of everything he saw. After joining the Rakaia River we then followed that back toward the coast but before reaching the Rakaia Gorge I took him to Lake Coleridge. This



Lake Clearwater, Lake Camp in background



Photo: Cliff McChesney

Fuel tanker at Rangiora



Photo: Cliff McChesney

The welcome sight of Cape Campbell



Photo: Cliff McChesney

is just another one of many stunning lakes which seem to be everywhere in the back country.”

Next stop was Rangiora to pick up some motor fuel, sparing the Rotax engine the issues that come from burning aviation fuel. Cliff's friend Jerry and his drums of fuel turned up in a rare and very well presented red convertible Citroën Traction Avant, dating from the 1930s. A lovely looking car. The club house fridge had a couple of very welcome pies to microwave for lunch. Then it was back in the air, reach Kaikoura and hug the coast up to Cape Campbell. The 20-knot headwind persuaded us that 500' above the surface would be a way to help the ground speed a bit.

Wellington Control used their radar to keep an eye on our crossing Cook Strait, which went smoothly with clear air and beautiful views. Landfall at Ohau Point was welcome, though. From there navigation is not difficult – keep

the beach on the right and you won't go far wrong. Just remember to stay out of Paraparaumu's circuit and Ohakea's airspace and stop when you get to Wanganui.

The last stop was at Wanganui for some fuel. Pity, we did have to feed the Rotax some avgas, but only one tankful. Some quick sums on air speed, wind speed and distance suggested that if we didn't hang about we could be in Waihi Beach before the end of civil evening twilight. So off we went, first following the Whanganui River valley before setting course direct to Waihi Beach. A straight line from Wanganui would take us over some tiger country, keep us to the west of Mount Ruapehu and its siblings, out of Tauranga's controlled airspace, be the shortest distance – and that is what we chose.

The GPS satellites had showed up again, at least on the iPad, at some point travelling up the South Island coast



**Screen captures from the GPS tracking
web site www.greenalp.com**



near Kaikoura. That meant we could use Air Nav Pro to give a track and bearing display to get us to Waihi Beach along the shortest line, much more accurate than trying to keep the compass pointing to one particular degree marker. And as you can see from the picture of the track, we managed a pretty straight line! And you'll also see that the phone's GPS didn't miss a single location point all the way from Taieri to Waihi Beach.

Several friends were following our progress via the tracking web site which meant that each time we landed, we had a succession of texts, emails and phone calls because folks knew we were on the ground. We were home ten minutes before the end of civil evening twilight, with friends who had come to the airfield to see us land because they could tell exactly when we'd be there. And all the GPSs have worked properly ever since.



More Flying Tigers

John Askew

Way back in 1961 when I went back to Massey as a student I put my Tiger Moth AIE on the market and left it at Stratford Aerodrome. Neville Worlesly, a school friend who trained for his PPL at the same time as me, was keen to hire it to build up hours for a Commercial Pilot Licence and to use it to fly to a farm strip out beyond Whangamomona Republic to visit his girlfriend. The club wouldn't let us land their planes on farm strips. One turbulent Saturday he set off to visit his girl friend and on the return trip, when only a few miles from Stratford and not very high, the engine stopped. Without

an electric starter the only way to get the prop turning again was to go into a near vertical dive – impossible in this situation. Fortunately for Neville a farm strip was just below and he landed safely and left AIE there for the night.

I had gone home for the weekend (girlfriend again) and on Sunday after consulting with the New Plymouth Aero Club engineer drove out to the airstrip with tools and a can of avgas. The fuel tank was low but not empty. After checking the fuel flow at the carburetor – good - swung the prop for a normal

Photo courtesy of Ed Coates Collection - <http://www.edcoatescollection.com/>





Photo courtesy of Ed Coates Collection - <http://www.edcoatescollection.com/>

start, warmed up, ran up for a longer period, taxied the length of the strip, ran up again and took off for an uneventful trip to Stratford. The only reason I could think of for the engine failure was the low fuel level, and this fuel being bounced around by the turbulence causing an air lock in the fuel line without a fuel pump to draw the fuel to the carburetor.

One cool, turbulent day I was flying over the Patea River valley when the Tiger dropped suddenly. No problem, but I could not find my watch. On longer, cooler flights in that open cockpit I wore leather motorcycle gauntlets. These covered my watch so I would take it off and hang it on the trim lever alongside. After this flight I searched the fuselage but found no watch. Maybe it's in the Patea River.

Neville obtained a commercial licence, went into the topdressing industry and

was flying a DC3 for Fieldair at Gisborne. When the DC3s were retired he, with others, set up White Island Airways at Rotorua where they did charter work including flights out to White Island in a Dragon, as well as training. That was the last place I flew in a Tiger Moth with Neville at the controls.

My Tiger sold quickly to the storekeeper at Waimana, inland from Whakatane. The new owner used it to fly onto river flats in the Urewera to go hunting. My flying ceased until 1964 when I renewed my PPL in a Rallye at the old Dargaville aerodrome. Then I had a long break from flying, apart from hang gliding in Hokianga, until I started power flying at Dargaville in 2012. Now I'm happy to cruise comfortably around, with wife, in the Texan with its electric start, fuel pumps, flaps, brakes, radio, and a closed cockpit. But I did enjoy flying the Tiger.

Some history of ZK-AIE:

NZ662

83492

Previously T5763.

- Built at Cowley, UK and assembled in NZ.
- Shipped to New Zealand on 05 July 1940 on "Rangitikei".
- BOC Unit 18 Rongotai 04 October 1940.
- With No.4 EFTS Whenuapai 1941-1942.
- With No.2 EFTS New Plymouth/Ashburton 1942-1943.
- Issued free to New Plymouth Aero Club from No.42 Squadron on 29 January 1946.
- Entered the New Zealand Civil Aircraft Register as ZK-AIE on 18 January 1946.
- To Aircraft Services NZ Ltd., Auckland on 04 September 1951 for use as topdresser named "Doh Doh".
- To D. Freeth 27 August 1956 and restored to normal configuration.
- To R. Simpson 22 September 1958.
- To S. Askew 11 April 1960.
- To A. Bell 08 April 1961.
- To W. Christofferson 25 August 1965.
- Registration cancelled 10 September 1965 as exported to Fiji.
- Registered as VQ-FAG on 24 August 1965 and first flown in Fiji during early October 1966.
- Grounded in October 1970 and stored at Nausori until 1973.
- To G. Kingsbury, Mid Canterbury in 1973 and imported into New Zealand but not restored to register.
- To RNZAF in early 1985 for restoration to NZ662 as part of RNZAF Historic Flight.
- First flight after restoration was at Wigram on 08 January 1987.
- Currently airworthy in that role with RNZAF Historic Flight.

There's some information and a colour picture of ZK-AIE as it is today on this blog page:
<http://nzcivair.blogspot.co.nz/2012/04/ohakea-civilian-aircraft-1-from-aaron-m.html>



A Storch's Tale

Allan Jessop

Once upon a time the folks at Te Kowhai had a Fly Synthesis Storch that they were using for training. Unfortunately there came a time when it was no longer fit for service. Something to do with the ground arriving a bit sooner than planned during a landing, apparently. That left the insurance company with a wreck to dispose of.

Brian Taylor is a chap who likes a challenge so the remains of that Storch were soon his, with an eye to returning the aircraft to service. Allan Jessop always likes to join in for some fun, so the team started to come together. Allan obtained some parts from the factory, which was fortunate as the aluminium wing is now redundant, but they still had a few bits lying around. He received a

cabin structure and basically transferred all the good parts off the old plane. Brian manufactured other bits too. The biggest part of the job was re-building the aluminium framed wings, which required repair or replacement of a lot of the frame components.

Brian had considerable assistance from other guys, in particular Club members Dennis Williams and Mark Norgate, who joined Brian in head-scratching their way through a minefield of ignition problems, which are now all sorted. Some of Brian's neighbours also contributed to the project, in a number of ways.

And the result is – ZK-SAQ is now flying again. The photos are from the first test flight on 17th September 2014.





Photo: Allan Jessop



Photo: Allan Jessop

Gyronauts

Rusty's first student - Penny - making her first landing



Dargaville club stalwart Allan Jessop prepares for his lesson



Theunis Van Loggerenberg has imported his own gyro from South Africa, where he flew General Aviation aircraft. Since joining the Dargaville club he has gained a type rating on the Texan under Murray's instruction, and is now flying his gyro solo under Rusty's supervision. His gyro is an Italian-built Magni M16 with Rotax turbo engine



Photo: Rusty Russell

The gyronauts toured the north, passing Bob Syron's strip on the way



Photo: Paul Shaw

Seen at Dargaville

AutoGyro Cavalon visiting from Parakai



Photo: Bill Lambeth

Peter Robinson's Celier Xenon gyro visiting from Whangarei



Photo: Bill Lambeth

Rebecca Davidson was on hand to greet the arrival of Cessna 172N ZK-JBA at Dargaville on 14 November, when it was flight tested then flown in by Brian Taylor after its lengthy and extensive SIDs (Special Inspection Documents) overhaul at Whangarei. With JBA set to be offered for sale, Rebecca is keen to resume flying her award-winning mount and gain her PPL without delay.



Photo: John Wegg

Off to the races! Ardmore-based De Havilland Canada DHC-2 Beaver ZK-CFH visits Dargaville twice a year bringing punters for NZRacing's meets at Awakino Point Racecourse. Built in 1948, this Beaver came to NZ in 1964 after working in Africa and flew as a top dresser out of Masterton, Kaikohe, and Hamilton. It is now owned by a 25-member syndicate.



Photo: John Wegg

President Peter Writes...

Peter Randall

I am pleased to report that JBA our Cessna 172 is back on line at Dargaville after getting its SIDs programme up to date. This was an expensive exercise as a lot of panels had to be removed so hidden areas could be inspected for corrosion. They found the tailplane to be badly corroded which meant that replacement was cheaper than a fix.

The SIDs programme is ongoing and is on top of the ordinary maintenance such as the 50 and 100 hour checks. It is clear that JBA needs to do quite high hours in order to spread the costs. The committee, after much discussion and soul searching, has therefore decided to sell JBA and we have advertised it on Trade Me. There is a possibility that Graeme and Joanne Hales Piper Archer KCC could be available for hire at Dargaville.

In the New Year I am hoping to organise a working bee to clear up a few of the jobs that need doing at the club. For instance, the hangar needs a spring clean as it just seems to collect more and more rubbish, the old water tank needs cleaning out and refurbishing and there are also a few fencing jobs. If you are willing to participate then please let me know.

We are looking at filling some of the areas beside the taxiway handy to the club rooms. This will be done with rotten rock from the local quarry or some other hard fill material depending on what is the most economical. We are doing this so that we have more plane parking areas for the winter. This past winter saw the taxiway getting blocked with planes which meant the last to arrive had to be the first to go.

Our next event at the club, apart from our normal Saturday lunches, is the Singer Trophy which Graeme Walker is starting to organise. This is set down for the weekend of 6,7 and 8 March 2015. The rally on the Saturday will start after lunch and will be north of Dargaville stopping for afternoon tea at Kaikohe. It will then return to Dargaville where an evening meal will be provided followed by a speaker. This rally is open to all recreational flyers—come on the Friday afternoon for a barbecue tea and you are welcome to camp at the club or find a motel in Dargaville.

I would like to take this opportunity to wish all members and their families a merry Christmas and a happy and healthy New Year.



The Chief Flying Instructor Writes...

Murray Foster

Hi Team! The year 2014 has come and is almost gone. Much has happened in the last 12 months, some sadness but much happiness. Let's all keep smiling, remain positive, and take life as it comes.

The flying programme has been very successful. Both training aircraft have been kept very busy with no incidents or breakdowns. This is due to modern and reliable aircraft and engines, flown within their envelope, and which require very little maintenance.

Unfortunately, our Cessna 172 Skyhawk (JBA) has been out of the air for many months undergoing an extensive corrosion check. Although the aircraft has been repaired, the cost to the club was \$35,000. Now that JBA is recovered fully, the Committee has decided to advertise it for sale because of the overall decline in PPL training demand and by members. When it is sold we have another project in mind to restore our fleet strength.

Congratulations to Rusty Russell who is now a certified gyrocopter instructor. He is currently using his own KIW to train three students, and is teaching two others in their own gyros.

Welcome to new microlight students Stewart Norrie and Doug Shanks. Congratulations to Steve Williams for gaining his Advanced Microlight Certificate

and Passenger Rating, and to all those who have passed their exams with flying colours.

Let's all keep the aircraft in top condition. Brian Taylor is available to inspect any concerns and repair when necessary. Thanks to Brian and Allan Jessop who take care of ordering parts as required. I do the regular 50-hour maintenance checks. All in all the team works well.

I have given the Storch and Texan two good coats of 'A Glaze', a specialist protective polish, which is claimed to last up to five years. To assist in this longevity, would pilots please wash down the aircraft at the end of the day to remove bugs and salt. Thanks to those who already do this.

Congratulations to Dr Greg van der Hulst who has become a Designated Medical Examiner to the Civil Aviation Authority. After extensive research, Greg and the Committee have raised the medical standard for Dargaville Aero Club instructors to the equivalent of the NZTA Class 2 (commercial motor vehicle) license in the interests of maintaining the highest levels of flight safety.

Thanks to all the instructors for their work, and to the students who apply themselves to the enjoyable task of learning to fly. Let's all do our best to keep the club on a sure footing and progress to new heights in 2015.



Santa!

A Little Helper



A large percentage of the area's children must have turned out to see Santa. We had a job to contain them on the lawn as they waited for Santa to arrive. Rusty arrived in his gyro and circled overhead with Penny waving frantically in the back. The kids were all screaming as they thought it was Santa. Thankfully Santa soon arrived more sedately in the Storch and was soon seated in an armchair ready to hand out all the presents. This was full on for about 40 minutes!!!! We almost needed two Santas for the workload.

Many thanks to Santa (Allan J) for a job well done.

After the kids waved Santa off in the Storch they tucked into jelly and icecream.





And finally...



The late Captain Mickey Munn – an all-round fine fellow, highly experienced pilot and, at the time, Sergeant in the Red Devils (UK Parachute Regiment display team) - was piloting a Britten Norman Islander to jumping altitude with a full load of paras crammed into the rear of the aircraft. With no warning at all, a bang and a flash of flame, the port engine blew itself to pieces. Mickey's hands flashed around the cockpit as he brought the aircraft under control.

As soon as the aircraft was straight and level he turned to his passengers and said: "Phew. I think you chaps should..." But his words tailed away as he gaped at the empty passenger cabin. At the first sign of trouble, the paras had leaped from the aircraft and were at that moment floating serenely towards the earth. Mickey landed safely to tell the tale.

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at dargavilleac.weebly.com



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and click 'Like'

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