

Winter 2012

74

That's the answer, now what's the question?

"What age was our oldest student when our youngest student was born?"

That's right! Tom Shepherd was 74 when Liam Sanford was born.

Tom is a regular at the club, is coming on well with the learning and will soon be taking his first solo flight. A battle with cancer in 2006 brought Tom to Dargaville and after some time convalescing, Tom embarked on a life change.

"I found I was wasting my life so I made two decisions. One was to gain my recreational pilot licence; the other was to buy a yacht and learn how to sail. Of course, I've been told that I'm a fool and an idiot," says Tom. Tom now lives on his new yacht in Whangarei Town Basin, is learning to sail and plans to circumnavigate New Zealand.

Liam became interested in flying when he

met a friend's father who is an engineer for Air New Zealand. "He enjoys taking off and landing the aeroplane, and flying over our dairy farm at Ruawai," says Liam's mum, Jane Sanford.

"It is a pleasure to have a youngster learning to fly. Liam is competent in handling the aircraft and finding his way around the area, and his technical knowledge is good," says instructor Dennis Williams.

Also learning to fly at the club is Bill Lambeth, who flies once a week and will be well known to most readers. "It's relaxing and keeps your mind and senses sharp – good therapy when you're getting older and the cost is well worth it," says Bill. The last time Bill flew before coming to the club was in a Tiger Moth in 1945. "With a little push from Murray I decided to take it up again after 50 years, and it's one of the best decisions I have made."



Tom Shepherd (Left) and Bill Lambeth

Photo: Murray Foster

If I tell you that Liam is 9 years old, and Bill is one year younger than Tom – you can do all the sums yourself!

(Parts of this item appeared recently in the Kaipara Lifestyler newspaper)

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Liam Sanford

Photo: Murray Foster

Saturday lunch news:

“Shall we go to Dargaville on Saturday for lunch?”

If you’re coming to the lunch, you might like to pop a few coins in your pocket as well as some bank notes.

After all this time, the cost of the lunch is going up to \$12 each.

The rise happens from August 1st. It’s still a bargain, and a great opportunity to catch up with other fliers. See you there!

President Peter writes:

It is with great satisfaction that I present my annual report to the members of Dargaville Aero Club, knowing that the club is in good heart and as you will see from the annual accounts in a very sound financial position.

Murray Foster continues to be down at the club most days doing what he does best i.e. getting everybody enthusiastic about flying and drumming up new members that are keen to fly.

Due to Murray's illness he has had to call on Brian Taylor and Dennis Williams to do the flight training. We are very lucky to have such capable flight trainers as Brian and Dennis to call on and our thanks go to both of them. Murray has concentrated on the theory tuition and organising flight times. However I am pleased to be able to report that Murray has regained his medical and will now be involved in limited flight training.

JES our Storch microlight trainer suffered a nose wheel collapse on landing and flipped over on its back. This resulted in it being out of action for repairs for about 3 months. A big thank you must go to Allan Jessop and Brian Taylor for the many hours of repair work and organising parts. Waiting for the parts to arrive proved to be very frustrating as some of them took a long time as they had to be made to order. JES is now back in the air and by all accounts is flying better than ever.

TTX our Texan microlight has seen a lot of extra flying this year with flight



Photo: Dave Evans

training while JES was out of action. However recently it has had a tidy up with the tail plane removed so that the stone chips could be taken out and then repainted.

JBA our Cessna is getting well used. Jill Mortensen comes down to Dargaville on Sundays and Wednesdays, weather permitting, to instruct our PPL students. We are looking at replacing the radios and intercom in JBA as one radio does not work and the intercom is unreliable.

During the year with the help of funding from the Lion Foundation we replaced the tractor that we use for mowing the runway. This has made the task much easier and quicker.

Graham Walker and helpers organised an excellent Air Rally with participants competing for the Singer Trophy. I am hoping that we can turn this event into an annual one. In November this year we

will be hosting the regional competitions for Flying New Zealand.

Saturday lunches seem to be more popular than ever, with up to 20 planes and 50 people arriving on good days. Grateful thanks must go to all the people on the lunch roster for doing such a tremendous job.

ATC has to be congratulated on moving into their own building which will be used for storage and provide an office facility. They will continue to use our Clubrooms for their parades.

We have a large group of enthusiastic members who work tirelessly for the benefit of the club. From catering, working bees, runway mowing, aircraft maintenance, instructing, cleaning, keeping the financial accounts in order etc. etc. etc. –the list just goes on. To all of you, I offer

my sincere thanks for your commitment you have shown in making the club run so successfully.

I would like to make a special mention of our two club members, Brian Whiteman and George Mitchell, who tragically lost their lives in a plane accident flying back from the air show at Ohakea. Our sincere sympathy goes out to their families and friends for the sad loss of their loved ones. Brian's wife has very kindly loaned the club one of Brian's paintings as a memorial to them both.

To those other members of our club that have suffered a bereavement during the year, on behalf of the club I would like to take this opportunity to extend our sincere condolences

Best wishes to all members and their families.

John Wegg has been making good use of the camera window in JES

This is Tokatoka (as you probably know)

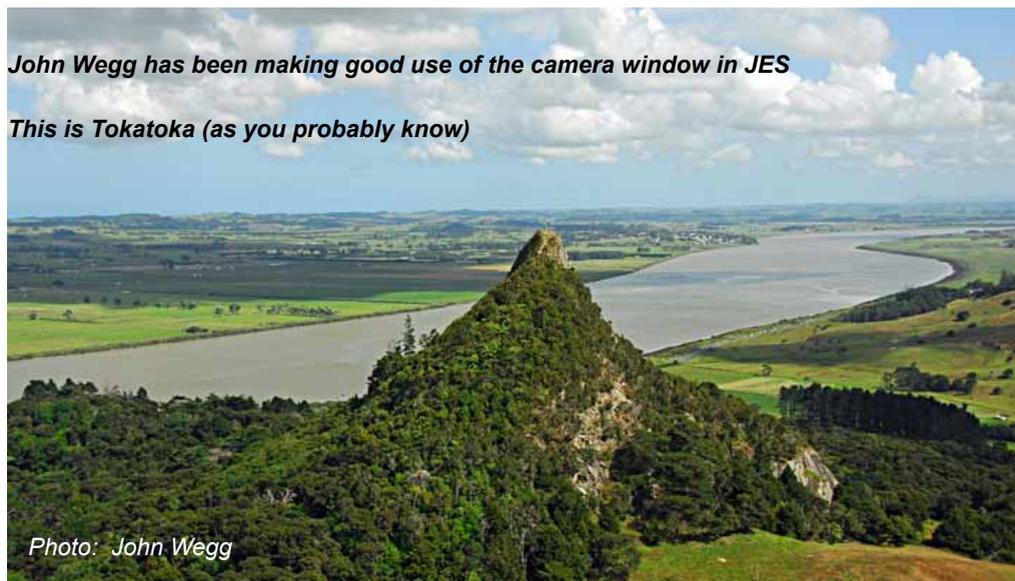


Photo: John Wegg

The DAC DFC *

Tahi Morton

As an 18-year-old early in the Eighties, Kaikohe-born Tahi was drawn to flying after hearing about the experiences of a cousin who had gone solo at Taieri Airport. Around that time, Tahi noticed an Invercargill Aero Club advertisement and decided to take lessons. "My instructor was Jenny Frame [NZ's first female chief flying instructor], who appeared to be an expert at landing 'smooth-as' in tricky crosswinds. I soloed in a Piper Tomahawk." After 25 hours, the 1984 Southland Flood struck and Tahi drifted away from the area and flying.

"Feeling I had unfinished business, I took up flying again in 1996 with Air Gisborne on a Grumman American AA-5A Cheetah, and in March 1997 I passed my PPL flight test with CFI John Reid," Tahi explains. While in Gisborne, Tahi won the most improved pilot award.

Since then, the majority of Tahi's flying hours have been on the Cessna 172 Skyhawk, which he finds "so enjoyable to fly."

The demands of raising four children pushed flying to the back burner, while

Tahi also gained an environmental health degree and wife Carol completed a NZ 'back to nursing' programme.

Now that their Whangarei nest is (almost) empty, flying has resurged and become a key part of Tahi and Carol's lives. "I have been with NWAC/DAC since 2002, and to this day Cessna 172 JBA has been our airplane of choice," Tahi says. "The Saturday club lunches are a 'must attend' item on our weekly agenda."

Asked if he has ever had a scary moment in the air, Tahi smiles. "I was in the Cheetah on a solo x-country training exercise over 'tiger country', between Tokomaru Bay and Matawai, feeling cocky. The Lycoming O-320 lost revs, so without looking I pulled the carb heat. Turned out I had selected the mixture knob, and the engine went to idle. I trimmed for best glide speed and my brain froze for about ten seconds as I admired the amazing terrain from an increasingly closer viewpoint. Then training kicked in, and I steadily worked my way through the engine-out procedure until power was restored. Whew, what a lesson never to forget!"

Story by John Wegg

* Dargaville Aero Club, Distinguished Flying Characters





VFR into IFR...

Les Marinkovich sent in some information from "Skybrary". There's a lot of interesting stuff there, and pilots might like to have a look at the article Les suggests about "VFR Flight into IMC". http://www.skybrary.aero/index.php/VFR_Flight_Into_IMC

In case you'd like a translation, "VFR into IFR" is unqualified flight into instrument meteorological conditions - also known as, "Oh ****, it's all turned to custard". Click the link, have a read, and maybe browse through some more of what's on offer.





Training Report

Murray Foster

He has picked up the effect of controls and is remarkable in his flying skills. All you need is patience and our instructors have plenty of that. We have 3 doctors training to fly, and 4 nurses in our club – if you're going to get ill, this could be a good place to do it!

We are going to revive our club flying competitions again, with five different competitions and a cup for each event. All will be able to take part in these events with an instructor. If those who are interested let me know so I can get this started. Greg is planning to have a Saturday morning or afternoon flying to farm strips, all within the local area. So those who want to take part please let Greg know.

It is good to see large numbers of visitors and aircraft on Saturdays for lunch. We average from 40 to 60 each Saturday. It would be good if you could give us some warning if you intend to come, this would greatly assist the caterers. It is great to see members and non-members calling in during the day for coffee, a chat and a social time. Sometimes it's hard to find a space in our parking area. I find it a privilege to be associated with such a great bunch of people.

Photo: Dave Evans

Hi pilots and students, the shortest day has passed and the weather has been quite good for this time of the year and the flying training has been good too. Congratulations to the new students – John Askew, Scott Davidson, and Bill Callwood, and Baiden Bickers who is going for his Private Pilot Licence. They are settling down to their training routine. Welcome to Greg van der Hulst on becoming an instructor. There has been a number of trial flights and most have to apply to the petticoat government for their approval before they get started.

Tom Shepherd has just celebrated his 83rd birthday and is flying regularly each week (when he is not sailing) and is not far from being solo. We have a large range of ages, the youngest being Liam Sanford, who is 9 years old. His mother brings him up each fortnight with a large cushion so he can see out front.

Jill Mortensen

We have had a number of successes recently – congratulations to Marty Hargraves on gaining his Private Pilot Licence and thank you very much for the printer you donated to the club. We wish you all the best for your studies for your Commercial Pilot Licence. Congratulations go out to Joel Cullen for passing his Private Pilot Licence navigation a while back. Joel is currently down in Hamilton on work experience with Pacific Aerospace. Congratulations also to Blake de Vries for passing his principles of flight/aircraft technology and navigation exams. He is now working to get the

funds for flying. Rebecca and Tyler are both working on circuits with their flying; Rebecca is soon to sit her radio exam.

It was great to hear that 18 of our club members made an effort to attend the recent CAA “Plane Talking” lecture in Whangarei. If it is anything like the one I attended in Kerikeri, it was worth while going to. Blake was the lucky boy who won the spot prize, two walkie-talkie radios. JBA is currently in Hamilton having two new VHF-Communication radios fitted. It should be back by the time you read this.

All ground handling is to be carried out on the gravel surfaces, the grass is far too soft. Till next time, happy flying. Jill.

Bye for now!



Photo and news: Greg van der Hulst

ZK-DBC was built by Bryden Crawford at Tangiteroria, a wood and fabric take on the classic Piper Vagabond. DBC has been in storage at Dargaville, engineless, for a number of years. Here Alan Falconer is preparing to depart for the Waikato, one wing on the roof, one on the trailer. Might be a while before she flies, but Alan will make a tidy job of it. Hope to see it on a flying visit up here again one day.

TLH receives new TLC



Photo: Gail Taylor

TLH was built by Tom Horn to his own design. Intended to be a three-quarter scale P51 Mustang it, was quickly finished when Tom contracted cancer. Tom used the plane for a few years before passing it on to his cousin Graham Horn at Taupo in 1999.

Brian Taylor bought TLH in 2004 and flew it back to Waitotira near Dargaville. After making a new cowling, turbo charging its Subaru engine, and many other less noticeable changes, he has been thoroughly enjoying himself flying it around the north. During this time his brother Derek has acquired his taildraggers rating and has been flying TLH occasionally. Figuring Brian doesn't need two planes, Derek has bought it to fly more often.

Seen at Dargaville



Photo and news: John Wegg

Cross-country training visitors are almost daily sights at DA, although most are orbits, touch-and-goes, or brief stops to check the route for the next leg. Some do take advantage of the famed Murray & Co. DAC hospitality, and Ben from Switzerland enjoyed a flight in the DAC Texan during his visit in July, returning to North Shore in Robin R2120 ZK-TZG.

David Wiessing takes advantage of magnificent weather on July 9 to take a break from work on the family's avocado orchard at Whangarei, arriving for an afternoon coffee in Eipper Quicksilver GT400S ZK-FVZ borrowed from his father, John Wiessing. A week earlier, David passed his microlight flight test at DA with flying colours. Congratulations David!



Photo and news: John Wegg

A Saturday in May, and the crowds are gathering for lunch



Photo: Bill Lambeth

Club news:

The following officers were elected:at the club AGM on 19th June 2012

- President:** Peter Randall
Vice President: Alan Bailey
Secretary: Murray Farrand
Treasurers: Rohan Farrand, Phil Trappitt, Murray Farrand, Peter Randall
Club Captain: Brian Taylor
Committee Members: Murray Foster, Derek Taylor, Graeme and Joanne Hales, Greg van der Hulst, Tahi Morton
Editor Windsock: Dave Evans



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