

PROP TALK

NORTH SHORE AERO CLUB BI-MONTHLY MAGAZINE // OCTOBER 2019

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SOUTH ISLAND TRIP 2019

ACROSS THE DITCH: PART 3

WAITEMATA VINTAGE CAR RALLY

FAREWELL TO VAX

Contact the office if you would like to receive a mailed copy of Prop Talk

PROP TALK

OCTOBER 2019

Prop Talk is a bi-monthly magazine published by North Shore Aero Club. Views expressed by contributors are not necessarily those of NSAC.

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Front Cover:

Crossing the Tekapo Saddle looking across into Lake Tekapo

Rear Cover:

WKT on the ground at the picturesque Milford Sound.



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FROM THE EDITOR

The Club's annual pilgrimage to the South Island is often for many a highlight of their flying careers. This year was no exception with 10 aircraft and 22 members taking part.

For this issue of Prop Talk we invited student pilot Briana Wilton to write about her experience on the trip. In her excellent article Briana highlights the difference she experienced of learning in the NZNE classroom to learning on the trip where many things happen at once. Like having to map read in strong turbulence while having to maintain a certain altitude with updrafts and downdrafts all around and having to identify where other aircraft are positioned.

Being able to apply all the skills Briana learned so early in her training at North Shore helped her to adapt quicker to her new environment and become a more confident and, we would add, a competent pilot.

And from vintage planes to vintage cars Gilly Smith reports on the Waitemata Vintage Car R'Oil Car Rally which commenced with a very early morning breakfast hosted at the North Shore Aero Club.



NORTH SHORE DIRECTORY

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President: David Saunders
Vice president: Brent Hempel
Treasurer: Andrew Crowhurst
Secretary: Candice Gillett
Club Captain: David Wilkinson
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Patrick Sheehan
Patron: Stan Smith

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CFI (A-Cat & Flight Examiner): Daryl Gillett

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Paul Ryan

C-Cat Instructors: Matthew Walls Jamie Davis
Rob Graham Ming Zhang
Brendon Frame Hamish McGill
Pierce Hargreaves

Office Manager: Lynn Packer
Office Staff: Claudine Allen Stacey Olsen

Bar Staff: Brian Clay

Groundsman: Caleb Hanham

NS Helicopter Training: Roy Crane

Daylight saving has arrived and with it, the start of the summer flying season. With ECT now around 2000hr there is plenty of time to get into the skies and enjoy our happy place.

The committee has settled into its work. The Activities Sub-committee, under the direction of new Club Captain Dave Wilkinson, has setup an excellent calendar, full of activities for the coming year.

It was with regret that the committee accepted the resignation of Christoph Berthoud as Club Captain. Christoph felt that due to a change in work circumstances he could no longer give the time necessary, but he is not lost to the club and will be helping wherever he can. Christoph has given so much and the committee and members are very appreciative of his passionate dedication to the club.

The new members Doug, David, Patrick and Rodger have been working hard on projects with the first being a fun competition day that was held on Saturday October 12th. We had a great afternoon of competitions and another excellent Christoph BBQ and Burgers meal. Thank you to all the competitors that came along and I hope you all enjoyed yourselves. There were some tight scoring and this will help us choose a team to compete at regionals on Saturday the 23rd November. Thanks to the 7 Young Eagles that came along and setup the grid and then manned the grid and bombing target.

The Wing's Dinner is all set to go on Saturday November 16th and is to be held at the beautiful new Wainui Golf Course, and there will be a Christmas Club BBQ on Saturday December 7th.

PRESIDENT'S PU



PUBLICATION



Future social events will be announced via the Club's Facebook page and by email. The website will also have all the dates. An exciting new format GNAR is being developed by club members in association with the Borneo Pirates. The route this time will be around the middle of the North Island and will include Ohakea. It will be run over the Auckland Anniversary weekend in January 2020, so get your team ready, book your planes and don't forget to organise your team costumes.

The Finance and Admin sub-committee have been working on proposals to develop sources of passive income for the club to be used to develop and improve the club's facilities and aircraft. In conjunction with this, the Airport master plan is nearly complete and will be used in our application for Airport Authority status. This status is part of the club's strategy to make the airport a permanent piece of infrastructure in the area's transport plans.

The Young Eagles programme has seen another successful year. The Top Gun Award and scholarship was awarded to Joe Carter, a very talented and passionate young man. This year we have 9 Young Eagles working diligently on applications for the Flying NZ scholarships. We wish them all a successful outcome to their applications, so that they can continue their flight training and aviation careers with a little extra financial help. I personally would like to thank all those club members who have helped with the programme this year, and look forward to new members helping out in future years. Young Eagles is a great way for the club to introduce young people to the word of aviation and we already have 10 applications for next years programme.

Happy Skies

David Saunders

Manager's P

Ah Spring, longer days, trees blossoming, short sleeves, short trousers... and wind, oh and rain... lots of rain. Yes, this year, Spring hasn't been that kind to us. It's normally a very windy time of year, or at least it can be but this year we seem to be plagued with endless rain too. That said, as I write this, the sun is streaming through the office window and feeling the heat on my back, my thoughts are turning to putting the air conditioning on.

The flying hours haven't been amazing over the last couple of months and it's not because of lack of demand, it's because of all that wind and rain. So to all of you out there feeling a little frustrated with the weather, stick with it, it can only get better!

A few weeks ago, we welcomed ZK-TZI into the fleet. Some of you may feel a sense of familiarity when you fly it and there's good reason for that but I'm not going to elaborate just now. TZI is looking marvellous in it's shiny new livery the same as all the other Robins and is blending into the fleet well and proving very popular with pilots so if you haven't flown it yet, get a booking in and see what all the fuss is about.



Nemo



Some of you may have read in the Green Book that we were going to convert one of the spare rooms in the old Great Barrier building (actually still the Great Barrier building) into a new classroom. Sometimes it feels like the ground floor of the Club House is going to burst with all the people in it and all the classes going on so we badly needed some more space. This new room will also be advertised to the outside world as a conference facility, lecture room & general purpose meeting room to make use of it while we aren't using it. Spread the word if you know of anyone that may be interested in using it.

Tim Dunn has left us to go and work at Air New Zealand. Tim has been a great instructor at North Shore and as someone well loved by all the students, we will sorely miss him. Wishing you all the best at Air New Zealand Tim!

The Wings Dinner is now just around the corner and is shaping up to be a good event. If you haven't got your tickets yet, give the office a call and reserve your place as tickets will be limited.

Lastly, it was with great sadness that I learned of the passing of long time Club Member Tim Ridge. Tim was a fantastic man and he and I spent much time over the years chatting endlessly about various topics. As a Master Mariner, I was very interested in Tim's past work and he very kindly offered to take me out a few times on some ships and super yachts while he was performing compass swings on them. A wonderful opportunity that I jumped at and I enjoyed every minute of it. Thank you Tim, we will miss you.

Happy Flying

John Punshon

CFI REPORT

The start of spring also marked a change to our instructor line up. Tim Dunn left for Air New Zealand – as many of our instructors eventually do. Tim's departure is a big loss, and we're all sorry to see him go. However he does reckon he'll be back to do some real flying from time to time – and I think I might hold him to that! Either way we wish Tim all the best as he embarks on a new chapter in his aviation career.

Now that the clocks have rolled forward an hour, evening flying is definitely on the cards. During the month of November instructor Rob Graham will be working the 'late shift' between 12 noon and 2100hrs on Mondays and Tuesdays. We hope this will enable a decent amount of after work flying lessons. Rob will also be able to facilitate limited dual night flying on those days. As always solo flying is available by arrangement after 5pm, and with an instructor present this includes student pilots.

The clubs annual South Island Trip was a great success, and I'm given to understand that there will be plenty written about it in this edition of Prop Talk, and numerous photos to boot I'm sure. Thanks to all those who lent a hand in its organisation, the instructors who attended in particular who did a fantastic job. If you've ever thought of doing a South Island Trip trust me, it's well worth it!

As instructors one of the eternal issues we're faced with is a lack of prior preparation. In that regard we provide every student with ALL of the information they need to succeed in their flight training. This information is contained within the *Private Pilot Training Manual*. Upon opening the folder, the first words written are: **Very important information, please read.** From there on in every piece of information required is provided – from



administration matters, to the health & safety orientation, the PPL lesson syllabus including prerequisites for each flight, copies of each lesson briefing, and detailed explanations of how to access and read critical NOTAM and weather information. We've even provided a photo of the Robin instrument panel with each instrument and component clearly marked. Also contained in the folder is a small checklist with can be used during the early stages of training, and the aforementioned photo can be used to practise those checks.

Back to the first sentence (it's very important information, so please read it), I appreciate that in the early stages, much of this information will feel quite complex – and by its very nature, a lot of it is! But the only way to learn it, is to read it, to understand it the best you can, and given time it will become totally normal. This is what we refer to as study in your own time, and when coupled with dual flying lessons, you will most effectively learn the necessary knowledge and skills. But without studying in your own time (after, in-between, and before flying lessons) it will not be possible to progress in accordance with the syllabus, and revision of ground and flight lessons will be required.

It's like anything really – **Prior Preparation Prevents Piss Poor Performance**. This is what we call the **Six 'P's**, and it is an extremely important concept. The difference in performance and the progression of a pilot who has properly prepared, vs one who has not, is like night and day.

Throughout a pilots career in aviation proper planning and preparation is a constant necessary, so forming good habits in this area from the very beginning is a key contributor to future success.

Stay safe out there people.

Daryl



THE WAITEMATA VINTAGE

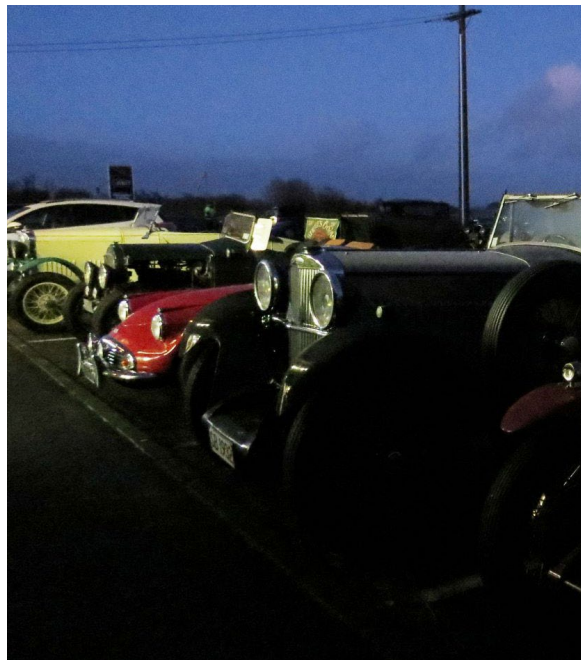
This year the starting point for the Rally was the North Shore Aero Club. Stan and I were the winners of the Rally last year and duly presented with two Oil Cans. Along with those winnings we soon found out that as "winners" it was a requirement that we organise the next one. Mmmm!

Now this particular Rally is not for the faint hearted as the rules require that the cars must be vintage, no tops are allowed to be up on the cars and it must be between 180 and 200 MILES (290 & 320kms) in one day with 50% of it on gravel, and farm and forestry tracks.

Quite unexpectedly Stan decided that he also was going to enter the Rally in our Sunbeam but he had to find another navigator which, of course, he did with alacrity. This left me as the sole organiser.

So first we had to decide whether to go north or south which, of course as pilots, that made for some vintage flying to view the various terrains. Well that's our excuse anyway.

We opted to go north (in the vague hope it might be slightly warmer than going south). Route planned and test driven, quite a few times, having discovered that the roads/tracks/surfaces become quite different from time to time according to the weather.



THE CAR R'OIL CAN RALLY



The day itself, Saturday 13th July arrived with a very early start for a very long day and night.

Knowing this we made the decision it would be great if everyone could have a warm nourishing start to the day so approached the Club and were delighted to hear that we could use the Clubrooms for nearly 70 people and have the use of the kitchen to feed them all a hearty breakfast.

Many, many thanks to not only the Club for making this available to us and our large party but also my wonderful son, daughter-in-law, granddaughter and grandson who prepared and cooked a warming breakfast (nothing quite like the aroma of bacon & eggs) for everyone ready for 0600 which was well before dawn.

The sound of all those vintage vehicles arriving at that hour of the morning may have piqued some of the neighbour's interest as a few came out to see.



Breakfast eaten, briefing done, official start given and it was time for the OFF just as dawn was hovering.

On the first leg many corners were rounded only to have sunstrike causing fogged up windscreens, drivers trying to stay on course whilst navigators frantically wiped screens inside and out.

We should perhaps explain that the drivers and navigators do not know where they are going or what their destination is. They are merely given a set of instructions saying turn left in 1.5miles then turn right in 2 miles etc. Note it is all in MILES not KMS so can involve some mental maths depending on the cars gauges.

A little over 2 ½ hours later the first leg was completed at Tomorata Primary School where the PTA put on an amazing morning tea for everyone including the much longed for hot soup. Boy it gets cold out there in the wind and cold of an open car. Refreshed by the amazing morning tea put on by the PTA of the school it was now off again on Leg 2 with another set of instructions. Some more interesting terrain to encounter along with the odd kamikaze intent sheep that had complete disregard for safety rules. Now with everyone suitably cold came the arrival for lunch which was at Maungakaramea hosted by the Northern Rugby Club. This again proved to be a veritable feast laid before us.

Stage 3 beckoned but one could see the drivers girths were ever increasing in size and some had a little more difficulty in boarding their vehicles. Now to head further north up to near Kawakawa and looping down to Hikurangi and along the Dyke wall built to drain the swamp in the early 1900's and which once caused black lung and swamp fever.





The end of this stage was the arrival at the Discovery Settlers Hotel on the outskirts of Whangarei for the night stay. All arrived in daylight, as planned, bar one. You know the one, the one that gets lost.

The management and team were great, everyone met for a refreshing drink in the bar dressed to the nines for the formal dinner and prize giving. The guys were outstanding in their evening clothes complete with top hats, long white scarves etc. and the gals did well too.

A small sigh escaped me as Stan announced the winner and I was able to present the two oil cans to them... now it's their turn to organise the next one!

The breakfast, morning tea and lunch were all fundraisers for the hosts.

The breakfast for Highbury House Early Learning Centre, morning tea to fund a sandpit cover and shade sail for Tomorata Primary School and lunch for the Maungakaramea Rugby Juniors.

The weather turned out to be brilliant blue sky for the whole day but the following day for the return home was.....well that's another story.

Footnote: It was unanimously decided that vintage things (aeroplanes and cars) together with pilots and drivers go well together so watch this space.

Article & Photos: Gilly Smith



SOUTH ISLAND TRIP

2

After a week of continuously looking at maps and flight plans, watching bad weather reports and many YouTube videos of flying into Milford Sound, Mother Nature decided to go all out and impress us all with beautiful clear skies. Although our longest leg became even longer as we fought a 30kt headwind down to Kaikōura, it gave us plenty of time to practice our navigation skills, while taking photos of the coastline gently rolling into the sea. Other breathtaking scenery included crossing multiple saddles including the Tekapo Saddle, where blinding white snow-covered peaks were out one window, and a turquoise blue lake fed by glacial rivers out the other.

Milford Sound was stunning! The entire ride was above where the ridges and mountains held onto the clouds. Until St Anne's Point where the cloud seemed to clear, and after an orbit in the bay to take photos, we ventured into the mouth of the sound. With many a waterfall on one wing and a cliff face covered in trees on the other, we danced around the ridges until the very last minute where we were lined up with the runway, then the narrow track opened up into a beautiful bay with the sun shining down the centre line. This was one of many highlights on the trip. We were buzzing, even as we tracked to Greymouth we were still talking about the landing onto the most beautiful runway in New Zealand.

Mt Ruapehu was a delightful detour on the way back, flying over Crater Lake. They say a picture is worth a thousand words, and these ones were priceless. The cloud cover disappeared at the



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foot of the mountain to expose the grey lake nestled in the heart of the cone, which stood out and shone against the pristine white throwing bright rays into the sky. After flying around the cone we continued on to the Tongariro Crossing, which continued to leave me breathless. Or maybe that was the altitude.

Who wouldn't want to spend a week with their head in the clouds, soaring through postcard worthy mountain ranges, and floating down peaceful valleys? This trip had far too many highlights to mention all of them. Learning about navigation and actually putting it into practice are two very different things.

Learning in such a different environment to NZNE has made me realise just how much I still have to learn. In the classroom I had never thought about having to deal with doing everything all at once. Reading a map, while dealing with turbulence, trying to identify where others are positioned and hold the plane at a certain altitude with up and downdrafts all around. Sounds easy right? Being able to use all of the skills taught so early in training has helped me to adapt quicker, making me a more confident pilot.

I want to thank everyone involved in the trip. A special thank you Josh, Alan and Michael who taught me how to prepare for a cross country leg, more than once. Thank you very much to the instructors: Rob, Tim and Jamie, for taking time out of their busy schedules to sit down and help us students out as we did navigation plans and discussed routes on inconveniently large maps over coffee early in the morning. Everyone involved has made my once in a life-time trip even better. Thank you to all the amazing people I met on the trip. I would recommend that everyone goes on this trip at least once to experience an entirely different world to that of which we are used to here at North Shore.

Article: Briana Wilton







ACROSS THE DITCH: PART 3

An adventure by four plane nuts in Home Built planes into the Aussie outback

By Don Wilkinson - Auckland

After taking off we retraced the previous day's 4WD adventure along the track to Sillers Lookout before setting course for an interesting stop off on the way. Flying over the Strzelecki Desert with not much to see but FLAT, we headed for Dig Tree on the Coopers Creek. Dig Tree is a very historic place where an attempted rescue of explorers Bourke and Wills, who left Melbourne in 1869 in search of the Northern coast or the inland sea were lost.

Instructions by rescuers were carved in a tree describing where food and supplies were buried. The tree is still there for all to see on the bank of Coopers Creek. Nothing but the tree, the stash site, a memorial and the airfield exists on Coopers Creek at Dig Tree.

Airborne again we headed for Birdsville which pretty much typifies "The Outback". On the way to Birdsville, we diverted to discover the Birdsville Track, now a developed main dirt road. It is one of the iconic stock routes of the past. We had no sooner turned off our intended route when David's cell phone rang. DCM (David Campbell-Morrison) watching on Spider Track, wanted to know why we were straying off course. Nice to be looked after but one can't hide these days. We found "the track" and followed it for the last 60 miles into the town, landing just after Bill and Peter.



We loaded 90 litres of avgas each and tied the planes to a cable stretched in the parking area for this purpose.

Birdsville consists of little more than the airfield, big wide and sealed, the pub immediately adjacent, a circular sports field, the bakery, and a few houses. We were hungry and so headed towards the Birdsville Bakery for a Camel Pie. We had only had a light lunch so the pies tasted pretty good though we did ask them to leave the humps out. Though it was supposed to be "road kill" we didn't find any gravel in them.

Met a bunch of bikers who had ridden from Alice Springs that day on 10 dirt bikes, They were accompanied by a support crew in a military type truck complete with workshop and a spare bike. Bill was in bed by 8.30 and was snoring by 8.31. He's the fastest when going into a deep sleep.



Tuesday 31 May

Huge breakfast at the Birdsville. Three eggs on toast, bacon, tomatoes, hash brown, everything, maybe even camel pie, though can't be sure. Then packed up and out to the planes. Bill with Garry Spicer got away quickly followed by Peter, then David and me.

Still very flat up through the Channel Country. The odd storm in the distance dumping big time. The desert is even getting a green tinge. We ran into very heavy rain over Longreach and had trouble locating the field except on the maps. Darting and ducking round at about 300 ft we finally stumbled on the sight of a sealed runway. We were in guided by the sight of the towering tail on the 747. Peter arrived on an opposite runway about 10 minutes later. In those situations, you take what you can.

We just sat there while the rain poured down. It was almost a half hour before we could open the cabin. Leaving the gear in the plane, we found refuge in the café with the others.



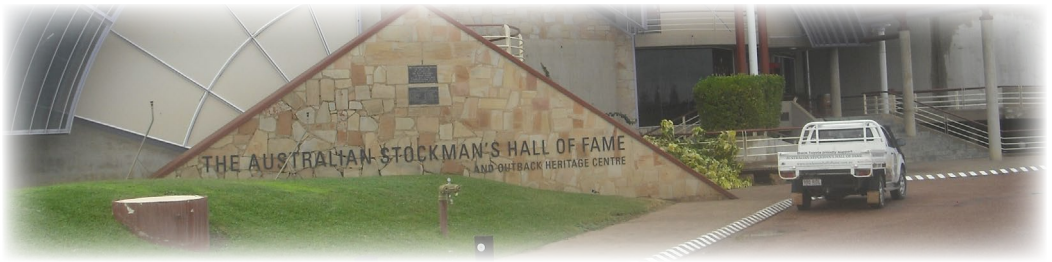
Took a very brief look in the Qantas museum, retrieved the gear, tied the planes down and got a cab to the Ascot Hotel, just 300 metres away. There was a hiccup with the bookings but we eventually got rooms.



Wednesday 1 June

It was raining still when we got to bed about 10 and it rained all night. This was apparently, the most rain they had seen in Longreach for 9 years. We were thanked for bringing it. We told them to expect our bill.

With soft mud everywhere we headed to the Australian Stockman's Hall of Fame just 300 metres away. It was an interesting history and a tribute to the tough old folks of bygone years including acknowledgement of the Aboriginal contribution as stockmen. Quite a museum with shows, café and shops.



It was back the Qantas Museum, lunch and another look round the history of the airline and the original workshop preserved as a time capsule. A visit and look through the 747-200 and one of the original 707s, now decked out as a luxury mahogany "play pen" for some rich Arab. This completed our tour and so we returned to the hotel and then the RSL downtown Longreach.

The first of the State of Origin matches was on this night and we found ourselves in a somewhat biased crowd. They were justified through the 6 – 4 win was not convincing.

The weather gradually cleared after 50 mm of rain. Again we were thanked. A passenger train, due in at 3.00 PM had broken down in the remote expanses and the passengers who were booked in finally made it by bus at about 10.30PM. Tomorrow we are off south to Charlieville still in Queensland



Thursday 2 June

We got airborne after breakfast and headed out to the next stop. For a while, we stayed on top of cloud at about 4000 ft but as it thickened we descended to be under it. Charleville was a defence US bomber and fighter base set up for the defence of Brisbane.

The complex held some 3000 US personnel in 1942 – 43. The original US hangar still sported the original basic air conditioning ducting. It is used to house the Royal Flying Doctor aircraft. Gary had arranged a very interesting tour of the RFDS base and the Pilatus single P & W 1150 HP propjet.

Mark, the engineer praised very highly, the quality and design of the plane which was equipped with some 2 million worth of medical equipment. Everyone loved it. The pilot Roger, well I don't know how he gets in. He must have been 6' 10 and 140 kg.

We all walked down the road to the Charlie Cosmos Centre and Observatory for a bit of interesting star gazing.



Friday 3 June

With a worsening forecast predicting seriously deteriorating conditions ahead we re-programmed to make a run for Port Macquarie leaving out Lightning Ridge. Got away about 7.15 AM in clear weather but encountered thickening cloud and lightning ahead on track.

We diverted to the East with St Georges and Roma as new alternatives. We continued on keeping NE of the weather which showed lightning in heavy cloud.

After a half hour in top at about 5000 ft we cleared the worst of it and picked out way towards "The Port"

Crossing the main divide in broken cloud we emerged on the coast a bit South of Kempsey.

David and I flew over Cameron and Libby's farm in behind The Port, got some photos and made Port Macquarie at 1.00 PM



Having phoned ahead we had arranged hangarage at the airfield and finished up at the beach apartments. We watched a Blimp circling overhead and wondered where they would put that during the threatening storm. We felt very secure with the planes safe and ready to tackle the Tasman when it all cleared. Davis and I were picked up by Cameron and watched his boys Rugby practice before going to their place for the night.

Saturday 4 June

Steady rain on the roof all night. There is some concern that the road in may be closed by flooding and we have to have our emergency gear near the planes so we got Cameron to take us and the gear to the Airport. We were to watch the under 10 boys rugby against Coffs Harbour but because of the weather, that was cancelled.

David had arranged for a rental car which we picked up and met Peter and Bill at the Apartment. Gary had already left for home at Southport. We had an early lunch and met Bill brother-in-law who had driven up from Sidney. Steven is a retired Medical Scientist and a fitness fan. An interesting character with plenty to talk about.



Now with two cars, we all headed for Kempsey to see the recently completed reconstruction of the Corby Starlet prototype completed by Barrie Bishton.

Weather is now wet as hell.

We crossed the street from the apartment in the pouring rain. The seafood café was cosy as the storm has intensified more in the last hour.

Steven joined us for dinner though he's staying elsewhere.

It has now got very stormy in a big way. Strong NE winds and very intense rain.



ACROSS THE DITCH WILL CONTINUE IN THE NEXT PROP TALK

Milestones



Marcus Bekker - PPL
27 May 2019



Stacey Olsen - First Solo
19 June 2019



Johnie Hussona - First Solo
25 August 2019



Mackenzie Brock - First Solo
28 August 2019



Cameron Holm - First Solo
29 August 2019



Janus Grove - First Solo
29 September 2019



Ben Prosser - First Solo
13 October 2019



Alan Thompson - PPL
13 October 2019

Farewell to Tim Ridge



It is with sadness we report on the passing of club stalwart Tim Ridge. As a Master Mariner, sailing was Tim's first passion and for many years he served as a relieving master on the sailing ship "Spirit of New Zealand."

The club's C-152, rather than Robins, was Tim's choice during training though he changed his allegiance to the C-172 after getting his PPL.

As a regular attendee at the club's AGM he could always be relied upon to keep the committee on their toes with his probing questions of their performance.

Tim was never backward in offering his support and help to the club and despite getting on in years made himself available every day as a ground judge during the Flying NZ National Competition earlier this year.

Thank you Tim, you will be missed.



AIRSHOW TRAVEL

WORLDWIDE AIRSHOW PACKAGES

UK Group Trip July 2020

- *Duxford - Flying Legends Airshow
- *RAF Air Force Museum - Hendon
- *RAF Base Coningsby - Battle of Britain Memorial Flight Visitor Centre
- *Royal International Air Tattoo Airshow



Join me on a group led tour taking in the ultimate UK airshow experience of a lifetime! From the WWII heavy metal fighter & bomber favourites to the latest military hardware. VERY LIMITED SPACES AVAILABLE!

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Meet The Team

Management



John Punshon - Manager



Daryl Gillett - CFI

Ground Staff



Lynn Packer, Claudine Allen, Stacey Olsen, Caleb Hanham

B- Cats



Dawson Boles, Chantel Strooh, Paul Ryan

C- Cats



Matt Walls, Brendon Frame, Jamie Davis, Rob Graham



Ming Zhang, Hamish McGill, Pierce Hargreaves

PASSING

THE

TEST


Hi everyone

I wanted to write an article to not only introduce myself to the greater club, but also to try help students out where I can. First off, I am a full time B-Cat instructor with the club as well as being assigned the newly created role of student liaison officer. To explain what that means I like to see the role of liaison officer as one where all students can contact someone at the club in relation to matters other than just flying. Are you struggling with exams and would like to know how best to study for you? Other students may be studying the same subject, we could organize a study group. The role of the liaison officer incorporates assistance another source that may not be your managing instructor.

Now on to the other side of my role as a B-Cat instructor, as you will discover, I am relatively new in this area. I thoroughly enjoy the role with the added responsibility and reward it brings. I would like to share the process' involved in getting to this stage and the trials and challenges associated with it. In this I hope to show that we instructors are humans too and encourage anyone coming up to any sort of challenge to just keep working at it.

Discussions around becoming a B-Cat began late last year and honestly the thought was quite daunting. "Am I ready?", "can I commit to this?", "what if I fail?" The questions and self-doubt began. The first big reassurance I had was that I would not be going through this alone, my colleague Tim Dunn, was also going to do it at the same time. Phew! Someone to share thoughts, ideas and concerns with! The second reassurance was the support from the club. However, what was clear early on to both Tim and I was that tutoring from senior staff was not going to be enough by itself. We were definitely going to have to put in the hard work ourselves and in our own time. Again the doubt crept in, "I am working full time as an instructor, have a 3 year old at home and dogs to walk," life is





always there to get in the way. However, if you want something badly enough you find the time, you find the energy and you find the commitment.

My white-board from my C-Cat training days was brought out and dusted off. Late night reading was "Principles of Flight and Performance", family members got briefings on wing-drop stalls, explanations on how lift is produced and what the forces in a descent are. My poor family! I did flights by myself and took other students/instructors along as guinea pigs to practice my "patter." I did flights and briefings with Tim so we could learn from each other and of course flights and briefings with Daryl and John to get that extra feedback and reinforcement. Everything was building up to the big day.

The nerves! They got worse once the date was booked. I had to have a chat with myself, "you have been here before." "You know your stuff, just relax and do what you do best." I finally felt ready, I felt good, I felt confident. The big day came and went very quickly, very quickly indeed. I stumbled at the final hurdle. I failed! I couldn't believe it. This hadn't happened before and I was unsure what to do or how to feel. The rest of that day was a blur. Late that evening having relaxed at home with my 3yr old for a bit my mind cleared and I made a plan. All I could do was correct the error and put it right. I put in more work and doubled my efforts ready for round 2. Another 2-3 weeks later the day came around again and I was rewarded for my hard work. I passed!

The journey I have described is the process I went through. As each test rolls around the expectation gets bigger, the reward gets sweeter but the process is still the same. Put in the work, put in the effort, make the sacrifices, pick yourself up if you fail, and you will succeed!

Paul Ryan



NEW MEMBERS

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

Sun Ju
Adrian Jenkins
Rick van Swet
Tharnthip Kumjumpol
Luke Hanson
Shaun Stewart
Chris Blake
Primoz Juvan
Iain Anderson
Ivan Sanders
Guy Mawer

Michelle Zhu
Scott Kelly
Vincent Leow
Joshua Reilly
Walt Kerkmeer
Trung Le
James Chapman
Keaton Somers
Aaron Knight
Antoine Neveux



COMMITTEE MEETING DATES

22 October 2019
26 November 2019
21 January 2020
25 February 2020
24 March 2020
21 April 2020
26 May 2020
23 June 2020

**Constitution Review
Meeting**

**Thursday 24th October
7:30pm**

All committee meetings start at 7:15pm

AIRCRAFT HANGAR FOR SALE!

OPPORTUNITY TO PURCHASE AN IN DEMAND AIRCRAFT HANGAR

Hangars G1 & G2 (Northern Hangars)

The large hangar has an impressive 18.5 metres door opening with 5.5 metres door height.

A massive 604.5 m², of floor space is also supported by an additional 30 m², of workshop, toilet facility + stand alone annex.

Plenty of room to park multiple aircraft or just give yourself plenty of space!

The stand alone annex could be used for further storage if required or renovated as an office or other use?

The hangar sits on a total site of 1555 m², much of which has potential to be developed to complement the hangar complex.

Asking price: \$300,000 incl GST

Private or Commercial Lease with North Shore Aero Club available.

Contact: Andrew Schooler (devon21syndicate@outlook.co.nz)



Around the Club

FAREWELL TO VAX

Saturday 24th August was a sad day for former Club Manager and President Joe Smith as he took his beloved Robin DR 500 President – ZK-VAX for a final flight.

Purchased in the United Kingdom in 2006 with only 200 hours on the clock and shipped to New Zealand in a container, VAX has flown the Tasman eight times with Joe at the controls and toured Australia extensively, including across the Nullarbor Plain to Perth.



Despite spending most of the year in Bundaberg, Australia, and not having flown VAX for many months Joe, much to his delight, made a faultless landing in inclement weather and a strong gusty wind.

VAX will still be based at North Shore having been acquired by North Shore member Andrew Jakimiuk

BROWNS BAY AIR SCOUTS VISIT

Judging by the enthusiastic response to questions posed by C-Cat Instructor Brendon Frame it would not be surprising to see many of the scouts joining the club and learning to fly in the next decade.

The scouts and many of their parents were treated to a Club visit which included a tour of the hangar, and for many of the scouts, a hands on controls sit in a Robin.



Photo: Ian Couper



Tailored insurance for your aircraft

A fresh approach to insurance and risk advice for your aircraft

Aon are the trusted risk advisor and insurance broker for North Shore Aero Club. As a new or existing member of North Shore Aero Club Aon can offer you specialist aviation insurance, tailored to your needs. With the buying power of the North Shore Aero Club and its members, we can guarantee competitive rates on your aircraft policy.

Claims

Claims handling is one of the most important areas of our operations. At Aon, we recognise that it is a vital part of our responsibilities to ensure that claims are paid quickly and efficiently.

The effective management of both major and routine losses is ensured with our claims team working closely with our brokers to ensure a prompt and accurate claims settlement.

Aon can also provide insurance solutions for:

Aon is more than just an aviation insurance broker. We can offer solutions for your hangar insurance, personal insurance and business insurance.

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- Personal Accident
- Home, Contents and Motor Vehicle
- Health, Life, Trauma and Loss of Income
- Risk Consulting Advice
- Agri Business
- Professional Indemnity
- Cyber Security
- Liability
- Commercial property
- Travel (personal or business)
- Employee Health and Benefits

Why choose Aon?

- Tailored insurance policy
- Dedicated local client manager
- Competitive premiums
- Specialised claims experts
- Club buying power
- Prompt turnaround using Pacific insurers



North Shore Aero Club

Aon is the approved Insurance Broker for North Shore Aero Club

Contact us

Get in touch with Aon's Aviation Insurance team to discuss your aviation and non-aviation insurance needs.

Sam Gunn - Account Manager
t 09 362 9071
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