

PROP TALK

NORTH SHORE AERO CLUB BI-MONTHLY MAGAZINE // DECEMBER 2022



INSIDE:
WHERE ARE THEY NOW?
THE HUMAN BOOMERANG
AVIATION MUSEUM AT NORTH SHORE

PROP TALK

DECEMBER 2022

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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CONTENTS

NORTH SHORE

DIRECTORY 3

PRESIDENTS

PUBLICATION 4

NSAC AT FLYING NZ

REGIONALS 8

WHERE ARE THEY

NOW10

THE HUMAN

BOOMERANG 16

WINGS DINNER 24

CFI REPORT 30

OBITUARY - ARNOLD

HAYMOND 32

MARKETTING

MATTERS 36

IN FLIGHT ENGINE

FAILURE 40

MANAGERS MEMO..... 46

AVIATION MUSEUM

NORTH SHORE 48

MEET THE TEAM..... 52

MILESTONES 54

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PRESIDENTS PUBLICATION



DAVID
SAUNDERS

Crikey, where has 2022 gone! Two weeks and it will be Christmas and 2023. It was a year ago on the 2nd December 2021 that we were allowed to go flying again. What a difference a year makes.

It was great to see an excellent turn out to the Wings Dinner 2022. Rodger and Anton arranged another great event at a beautiful venue.

Congratulations to all the members who gained a First solo, PPL, CPL, C-Cat and other ratings as well as the beautiful trophies for the skills competitions. The Wings Dinner is an excellent time to praise and reward members for all the hard work that has been put

into achieving these awards, especially considering that most of the hard work would have been interrupted by the Covid lockdowns over the past couple of years. Congratulations to all the achievers, for their perseverance to successfully attain their goals.

I would also like to congratulate Tim Marshall on behalf of all the club, for his achievement of an A-Cat instructor rating. Tim has been with the club since he was a little kid, and it is so fitting that he has achieved this premier rating at the NSAC. Tim is a great instructor and a natural teacher, and it is a just reward for his talents, skills, and hard work. The Club is so privileged to now have 3 A-Cat instructors to lead and provide a premium flight training service to our members.

As we look back over 2022, it has been a very trying year to say



the least. The year started off really well after the traumas of 2021 with the Covid response, and the GNAR was successfully held at the end of January. Then, it looked like history was going



to repeat itself as the Omicron variant brought lockdowns back on to the table. We were still able to fly, although under new restrictions, but inevitably these caused the cancellation of both the Regional and Nationals competitions and other flying events. Despite the regs we were still able to get through most of the club's social calendar and finally the Covid regulations were removed in September.

As the year progressed it became clear that not only had the Covid pandemic messed with normal business life, but the flow on effects from inflation, the Ukraine invasion, supply chain issues and productivity were

going to continue to increase prices and hit the discretionary spending of our members. It also happened that the La Nina weather pattern continued unabated causing many, many lost hours of flying due to the inclement weather through the middle to end of 2022. This has caused the club to be very watchful of our finances.



The opening up of the travel restrictions meant that the airlines were hiring again, and we had a big changeover of instructors as they were now able to move on with their careers and get back into the airlines, but we have replaced them with new homegrown talent to continue to provide an excellent instructional team and service at the club.

It was dis-heartening news that we finally learned in August,

after nearly 2 years, that our application for the Airport Authority Status was declined. We will continue to pursue this and other avenues to protect the aerodrome from the encroaching urbanisation. The aerodrome is a very important piece of infrastructure that we believe has the potential to be of great benefit to the local community for transport, employment and recreation.

The Club has continued to focus on youth activities with visits from local youth organisations and schools. The Young Eagles programme was again a great success and very ably managed by Nicole. It is really awesome to have an active commercial pilot running the programme and bringing aviation to life for the Yeagles. And of course, the 5 Sqdn ATC are fully utilising the Club facilities for the youth of the Hibiscus Coast. It was very pleasing to have had the Rosmini College aviators come and visit and then to receive an award from the NZ Airports Association for the day that we held.

The social programme for 2023 has been drafted and there are some interesting events planned as well as our continuing efforts to connect with the community and especially the youth so that we can introduce the world of aviation to them.

I would like to say a big thank you to all the members that have helped in so many different ways at club events throughout the year and made them the great success that they were, and it has shown that the club spirit is alive and well at the NSAC. Without members' support, these events and get togethers would not be possible and it makes the club all the stronger for it. Our membership is currently at the highest level I have seen for a very long time.

Finally, I would like to wish every member a Merry Christmas and a Happy New Year and I hope that you have all managed to get in all the flying that you have wanted to.

See you all in 2023.

Happy Skies.





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NSAC AT FLYING NZ REGIONALS



IAN
COUPER

Congratulations to Team North Shore on the excellent results achieved in the Regional Competition hosted by Whenuapai Aviation Sports Club on 3 December at RNZAF Whenuapai.

The National Championships will be held in February hosted by Marlborough Aero Club, at Omaka Aerodrome, Blenheim.

Our Northern Regional Rally winners:

**BLDISLOE AVIATION
TROPHY – 1ST TWAN VAN
DUIVENBOODEN**

**G M SPENCE TROPHY – 1ST
ANDRZEJ JAKIMIUK**

**NEWMAN CUP – 1ST
CHRISTINE GRAHAM**

**SIR FRANCIS BOYS CUP – 1ST
CHRISTINE GRAHAM**

**AIRWAYS CORPORATION
TROPHY – 3RD JAMES
HARRISON**

**JEAN BATTEN MEMORIAL
TROPHY – 2ND JAMES
HARRISON**

**AIRWORK CUP – 3RD
CHRISTINE GRAHAM**

**IVON WARMINGTON
TROPHY – 2ND TWAN VAN
DUIVENBOODEN WITH
CHRISTINE GRAHAM AS
DISPATCHER**

**WIGRAM NON INSTRUMENT –
3RD GEOFF CROWLEY**

**WIGRAM INSTRUMENT FLYING
– 3RD CHRISTINE GRAHAM**

**WIGRAM SENIOR LANDING –
2ND ANDRZEJ JAKIMIUK**

**WIGRAM JUNIOR LANDING –
2ND JAMES HARRISON**



WHERE ARE THEY NOW....?

JAMIE
DAVIS

Hi all. I'm writing this after my first three days working on the line in a Beech 1900D for a small Canadian airline called Central Mountain Air. It's certainly been a long time coming. For those who remember, I left the club in mid-April, with a plan to come to Canada, convert my licence and find work in the post-covid pilot shortage. Essentially, all that has happened, although not always as smoothly as a single sentence can convey. I suppose the big question is why go through all of this?

“I’M WRITING THIS AFTER MY FIRST THREE DAYS WORKING ON THE LINE IN A BEECH 1900D FOR A SMALL CANADIAN AIRLINE CALLED CENTRAL MOUNTAIN AIR”

Everyone's dreams are different, especially in aviation. Some people dream to be in the airlines, flying at 37,000' in a Boeing 777. I'm not one of those people, I never have been. I fly because I enjoy the feeling of freedom it gives me. Those who know me well know how grumpy I get when I haven't been flying in a while. What this means is that my future in New Zealand was always limited. I wanted to explore, fly something bigger and faster, but not be bogged down into strict SOPs with no ability for creative thinking. Whatever I put my name to I wanted to be able to put my own flair to it. So how did Canada come into this? Wide open space, interesting weather, mountainous terrain, Arctic flying, float flying, easy to get a Work Visa for, the list continues. It sounded perfect.



There are some people who know I already tried this once-back in March 2020, For covid related reasons, this didn't work out to be the best decision I had ever made. But I still had the resolve and the want to follow this Canadian dream, so when the opportunity opened up again, I took it. Although not immediately. I stopped working for the club just before Easter then spent a week flying around the South Island with a group of club members- the Warbirds over Wanaka trip without the

air show. The weather was glorious, the company was perfect and it was the perfect aviation send off -the best flying NZ has to offer.

**“THE WEATHER
WAS GLORIOUS,
THE COMPANY
WAS PERFECT
AND IT WAS
PERFECT”**



From the mountains to the plains, I did my conversion training in a small town called Cornwall, it's about midway between Ottawa and Montreal on the St. Lawrence River. The fields around were large enough to land a 747 (so forced landings weren't exactly a worry) and the highest peak in a 25 mile radius was only 131' higher than the airfield (so not exactly awe-inspiring terrain). But the people were friendly and the training was efficient so no complaints. I was lucky enough to use a mostly-glass, turbo Seminole for the multi-instrument portion of my

training, the turbo time and learning to not overboost when reacting to an engine failure being especially useful. In terms of the syllabus and flight tests, there are some differences, some good, some less-so, but I'll leave those for a future article. The most time-consuming part of this process was waiting for Transport Canada to analyse and accept that my New Zealand hours met their requirements. They did and there were no issues, but it did take a few weeks of waiting for them to approve my licence.

“EVERYONE’S DREAMS ARE DIFFERENT, ESPECIALLY IN AVIATION.”

From here it was all about finding a job. I met the requirements to work for some of the medium airlines, but as I've said, that's not why I went to Canada. Talking to the other pilots training at the same time as me, the type

of work I was after was most prolific in New Brunswick, Northern Ontario, Alberta and Northwest Territories into the Yukon. The temperature aspect did reduce the number of applications I sent to the northly based companies, but there were still plenty of them. Eventually I got an email from Central Mountain Air, interviewed and got the job, the only problem was it was in Calgary and I was not, nor had I ever been. But that's the part where the adventure aspect was important. It didn't matter because it was new and exciting.

The company itself has been great to work with. They work with both scheduled flights and charters, so there's a good variety of destinations and the weather means there should be no two days exactly the same. In terms of training for the job, I had 2 weeks of ground school followed by 6 days in the sim experiencing every possible failure, usually multiple times. And now I'm in line indoc. As I said in the introduction, I'm fresh off my first three

days flying the plane. In those three days I've done 21 hours in the Beech and it's all been a lot of fun. My first flight with passengers had me flying an ILS close to minima. The next day I had a 115kt tailwind hitting a groundspeed of 390kt (so we're going just a squeeze quicker than a Robin) then on another leg having to play with altitudes to avoid mod-severe turbulence. The challenge has been immense, but the satisfaction of getting through it all has been extremely gratifying.

“THE CHALLENGE HAS BEEN IMMENSE, BUT THE SATISFACTION OF GETTING THROUGH IT ALL HAS BEEN EXTREMELY GRATIFYING”

As for the aircraft, it's been a dream to fly. Stable, yet responsive, over powered, yet manageable. I will admit that all 187cm of me does struggle to squeeze into the cockpit, but I'm sure I'll become nimble again. Hell, I spent 3 and half years squeezing into Robin's multiple times a day. In the sim we got it airborne single engine and once both engines were running it looped fairly well – probably not something I'd get away with in the real thing, but it's nice to know it can do it.

For those who are interested in more, Anton has convinced me to write another couple of articles, these will be coming up in future Prop Talks. The first of which will be talking about

flying in other countries and the license conversion process, the other talking about true winter flying.

I'd like to take this chance to thank the Club for the opportunity it gave me. From the good times, through the tough covid times, the time I spent working with the club were overall thoroughly enjoyable. Without their belief I wouldn't have been the instructor I was or the person I am now. To my students who have seen success since I've left- congratulations. And to my students who haven't got there just yet- I know you are all capable, just keep working at it. For now, that is all from me, I'll try have something for the next issue.

**“TO MY STUDENTS WHO HAVE
SEEN SUCCESS SINCE I’VE
LEFT- CONGRATULATIONS”
- JAMIE DAVIS**



THE HUMAN BOOMERANG - TIM MARSHALL



IAN
COUPER

Many of you would have flown with Tim Marshall, one of NSAC's Senior Instructors and newly minted A-Cat (A-Category Instructor). Tim has been involved in the club for many years and this year returned to a fulltime instructor position and to the role of Safety Manager for both NSAC, and the North Shore Airport.

We thought now would be a good time to reintroduce you to Tim and ask him some questions about his aviation career.

When did you first become involved in Aviation?

Dad was always passionate about aviation, and one of the reasons we moved from the UK to NZ was so that he could learn to fly (it was cheaper here). So we arrived here back in 1975 (we were easily recognized as the 'pasty pale poms' sitting on the beach at Long Bay, in June, enjoying the warm weather). Within a year of our arrival dad had found NSAC and started on his PPL.

As young kids my brother Simon and I were strapped into the back of aeroplanes, enjoyed club dinners and participated in 'Dawn Raids'

Dad always had the intention of touring around NZ and I vividly remember our first

cross country as a family. Dad hired a PA28 with the intention of taking us to Whangarei for lunch. Mum was not a great fan of aeroplanes and half way there, decided she had enough and tried to get out. Luckily dad managed to stop her, but it was at this point he realized that family touring was probably not going to happen. This was when he decided to move into aerobatics. He became a talented aerobatic pilot and was passionate about ‘Pitts Specials’ of which he owned a couple. I guess this is where my passion for aerobatics came from.

So when did you become a Pilot?

I actually didn’t become a PPL until 2003. After a messy divorce was finalized and I had some spare cash, I moved back to NZ and got back into flying here at NSAC with dad as my instructor.

Where did you move back from and what had you been doing?

One of my other passions is ‘the underwater world’. I learnt to

SCUBA dive as a teenager and became a dive Instructor when I was eighteen. After having worked in the NZ Dive Industry for a few years I headed off to Queensland to work on the Great Barrier Reef. I ended up buying a Dive business which I owned for four years. Once I sold the business I moved to Perth and managed a large dive operation and became heavily involved in Instructor Training. This led to being offered a position working for PADI (The professional Association of Dive Instructors) as a PADI Instructor Examiner. Before I started with PADI, I popped back to NZ and that’s when I started working on the PPL.

Working for PADI was great, I was able to travel all over South East Asia and the Pacific, got to go diving in some amazing places and met lots of interesting people from many different cultures.

So how did you end up working for NSAC?

After travelling full time in the PADI role for a couple of years I

moved back to NZ to get started on CPL (while still contracting to PADI).it was then onto my Instructor training where I become a qualified C Category Instructor in 2007. I was then lucky enough to get offered a job by our CFI at the time, Tim Maynard.

What were things like when you started as a C Cat?

Teaching flying was, and still is an awesome job. The Robin fleet was a bit younger and the aircraft were still in their original factory colours. The Office area was on the other side of the building and we still had our old hangar, rather than the huge hangar we have now.

In those days we were still teaching using overhead projectors and our simulator was a simple desk top with rather old MS Simulator Software.

So things have changed a bit since then?

For sure, there has been many changes over the years. Tim Maynard moved onto to Air NZ, replaced for a while by Andrew Schooler and then by our current CFI Daryl. Unfortunately Tim Maynard passed away a few years later which was such a loss, he was an amazingly knowledgeable chap and absolute gentlemen.





The new hangar was built, we moved onto digital training tools, the reception area was refurbished, the fleet was repainted, we got our own multi engine aircraft (ZKCGW) and we now have some really good Simulator Technology available.

But some things have stayed the same. Every day I get to come to work and deal with amazing people and get to go flying in an amazing location.

Have you done much flying elsewhere?

In 2018 I was accepted into a pilot position working for the ‘Royal Flying Doctor Service’ (RFDS) in Australia, based originally in Darwin and then Port Augusta. With the RFDS I was able to get experience flying a Pilatus PC12 all over the Northern Territory and through South Australia.

What was the PC12 like to fly?

They are an amazing machine. Fast, pressurized and with great take-off and landing performance. They are the ideal machine for the type of flying we were doing.

How did the typical day look while flying at the RFDS?

There were two main roles that we performed. We were either providing transport for Doctors and Nurses who needed to run Clinics in remote locations, or we were providing an Aeromedical Evacuation Service and Hospital Transfers.

What was the longest and shortest flight you did?

The hospital transfers from Alice Springs to Adelaide were the longest, about 3,3 hours, and the shortest was a clinic run

from Darwin to Snake Bay and Garden Point which was 0.5 if you were lucky.

What altitude did you cruise at?

A PC12 has a service Ceiling of 30000ft, so most of the time you are in the cruise between FL200 and FL260. On the very short flight you were typically at 10000ft. The PC12 was powered by a Pratt and Whitney PT6 which is a very reliable gas turbine engine, but being equipped with only one, you always wanted to be high enough to glide to an airport



if required. At FL220 you were able to glide 70nm which would get you to an airport in most situations.

How fast is a PC12?

Take-off speed was 82kts with a climb speed of 130kts, best glide speed was 115kts. Above FL240 you would typically fly at about 240Kts TAS. The fastest ground speed I ever saw was on a descent going into Elcho Island with a descent tailwind and that was 330Kts.

What was the weather like compared to flying in NZ?

When I arrived in Darwin it was the middle of the wet season so there was a great initiation to dealing with tropical weather and the accompanying CBs. I had to get used to using weather radar rather smartly. We had a late season cyclone come through the Gulf of Carpentaria so we had to evacuate medical crews from Borroloola which provided for some interesting conditions. It was also the first aircraft I had flown with deicing boots, and in the

wet season icing was pretty common.

In the dry season in Darwin and working out of Alice Springs the weather was mint, not a cloud in the sky most of the time. Except for dealing with the occasional dust storm.

How did you get the Job with the RFDS?

I saw it advertised and simply applied. I had a chat with a mate who worked there (David King) and was lucky enough to have enough hours to meet their requirements. I did a couple of zoom interviews and then they flew me to Adelaide for a PC12 check ride which involved a flight from Adelaide to Port Augusta and return. Luckily I was nice and current IFR and the flight went very well. They actually offered me the job while I was waiting at the airport for my return flight to Auckland

What was the organization like to work for and how was the training?



The training was awesome. It started with a ground course in Adelaide, to become familiar with the PC12 and how the organization operates, luckily I had another Kiwi training alongside me. We completed IFR proficiency checks (I already had an Australian CPL through the Trans-Tasman Mutual Agreement) and then it was off to Darwin for line training. I was checked to line and operating within 8 weeks of arriving.

All the flying you do is Single Pilot IFR and they have an excellent check and training team pointing you in the right direction.

The RFDS is an excellent organization and they look after you very well. The machines you are flying are

well maintained and the remuneration packages are pretty good too.

Was there anything you didn't like?

The toughest part of the job was dealing with living remotely and working shifts. It was always hard to get to sleep during the day, in tropical heat, and then having to be on standby all night, especially when you got called out late and didn't finish work until the morning.

So why did you leave?

For some personal reasons I needed to return to NZ, and based on COVID turning up when it did I was glad I did.

Luckily I was able to secure a role with PADI again as the PADI Regional Manager for NZ and the South Pacific, I was also working part time here at the club. Then with COVID becoming less of an issue, and with the club needing a Safety Manager, I returned to full time in February this year.

So what are your plans now?

Well as you have heard, I have been involved with the club for many years and plan to continue. I have learnt just how much I enjoy instructing and that's why I recently completed an A Category Instructor Flight test, which now puts NSAC in the enviable position of having 3 A-Cats on staff.

I really enjoy teaching IFR, Multi Engine and aerobatics so I will keep working in those areas all while fulfilling the role of the NSAC Safety Manager.

Many years ago I got approval from the CAA to run Instructional Techniques Courses (ITC's) for Flight Instructors. The course has become really popular with other organisations who choose to have their instructors attend our course. This year we have run 6 ITCs and I would love to see that number grow.

One of the perks of becoming an A Cat is being able to get a Flight Examiner Rating and conduct flight tests, so that will

be an exciting thing to become involved with.

The last few months have been chaotic, we have been very busy and I have been doing lots of study, so now I am looking forward to relaxing a bit and getting more involved with the fun activities the club offers, I plan to do lots of aerobatic flights in the Yak52 and take time to fly the family Cub for fun a bit more often.

As the NSAC Safety Manager I would like everyone to know that they are always welcome to approach me with any safety concerns. You will continue to get information from me in the fortnightly safety bulletins, moving forward there will now be a safety article in each of the Prop Talks.

Tim has come and gone a few times over the years, but like a boomerang he always returns and it's great to see him back here at NSAC.

If you haven't had the chance to meet him, pop in and say hi.

2022 NSAC WINGS DINNER

IMAGES COURTESY OF JEREMY HILL













CFI REPORT



DARYL
GILLETT

Well, the silly season is here. As a rough year comes to a close, it's not difficult to suspect next year will be similar, if not even more challenging. Although nothing is ever easy, is it! But we'll all keep forging ahead, because you know what? After everything that has happened, at least we can still go flying!

Despite the trials and tribulations of daily life, it's important when you do go flying that you forget about everything else, and focus on being the best Pilot in Command that you can be. As we move into summer the skies will be bustling with aircraft, and so it is vital you remain vigilant at all times. Remember to keep your eyes outside, listen carefully to radio calls, and be

predictable. For the safety of all of us, you must only fly standard procedures in accordance with the AIPNZ and Civil Aviation Rules.

It was fantastic to celebrate the success of our members last month at the annual Wings Dinner, and to catch up with many of you. It was a short 'achievements' year this time around, given the preceding Wings Dinner was held in February (delayed due COVID), and the abysmal weather hasn't helped either, but our members still accomplished plenty. We recorded 7 first solo flights, 7 PPL's, 1 CPL, 3 Single-Engine Instrument Ratings, 1 Multi-Engine Instrument Rating and 2 C-Category Instructor Ratings. Well done and congratulations everyone!

The regional competitions were held at Whenuapai

on 3 December, hosted by Whenuapai Aviation Sports Club. Team NSAC did a fantastic job – well done! The National Championships will be contested in February, hosted by Marlborough Aero Club, at Omaka Aerodrome.

Many will have noticed a couple of new faces wearing instructor uniforms at NSAC. In late October Tegan Knightbridge and Josh Jensen joined the flight instructor ranks as full time C-Category instructors. It is a pleasure to have them on the team, and I know those of you who have had or will have the opportunity to fly with them will really enjoy it.

In other exciting news, and as you may have probably already read about, a huge congratulations to Tim

Marshall on achieving his A-Category instructor rating!!! I can attest to that fact it is a massive achievement, and given there are only 50 active A-Cats in NZ, Tim joins a very exclusive club. We're truly fortunate at NSAC to now have 3 A-Cat instructors on staff – 6% of all of them in NZ! Congratulations again, Tim, job bloody well done mate – you deserve it.

Well, that's pretty much all I have for you this month. I hope you all get to spend plenty of quality time with your family and friends over Christmas, and that Santa brings you everything you have been hoping for!

Please stay safe everyone.

OBITUARY - ARNOLD HAYMAN

SUE CAMPBELL &
DAVID HAYMAN

I am sad to report that former long-time NSAC Club member Arnold Hayman passed away unexpectedly on 1st October. There was a large crowd of family, friends and colleagues at his funeral service on 7 October, including current and past members of the Club.

Arnold started a flying at the Taieri-based Otago Aero Club, where he completed his PPL and then CPL during the early 1960s. He completed the licences under the instruction of the highly renowned WWII Spitfire pilot Hugh Skilling. Arnold flew Austers, Tiger Moths and Chipmunks along with various Cessna aircraft in the 600+ hours of flying he logged.

Around that time the family understands that an aeroplane may have been used in the courtship of their mother... a clever ploy that may have been replicated by the next generation!

Arnold continued his flying when he settled on the North Shore of Auckland and began a long association with the then newly formed North Shore Aero Club. During his time at NSAC he owned two aircraft, firstly a Piper Cub and latterly C150 ZK-CTD.

Not only was he a keen flyer himself for many years - but Arnold got his children involved too. All five of the Hayman children had flying lessons at North Shore, with four achieving PPL or CPL. Many current members will



know William, Mike and David Hayman who have all been long-term NSAC pilot members. William flew charter out of NZNE around the Hauraki Gulf and further afield. Mike and David became NSAC instructors and are now airline pilots.

Son David Hayman has commented: “Dad started my aviation journey with a flight in ZK-CTD as an 11th birthday present. A special memory for me was when it was my turn to accompany him on a trip to the Wanaka Air Show. The air show was great but the journey to and from was particularly

special. When Dad’s own flying became limited due to age-related medical restrictions, he always enjoyed any flight in any machine offered with my brothers and me. Our last flight together was this year’s Father’s Day in a C150. As we pre flighted the aircraft I asked Dad where he wanted to go.....city scenic, the west coast perhaps, but I knew the path he would take. This particular day the intercom wasn’t working but it didn’t matter as we had flown together enough that simple hand signals were sufficient. We took off and turned about before making our way towards

one of his favourite boating anchorages, the Mahurangi Harbour.....we then flew over Kawau and then made our way towards Milford for an orbit overhead home and his beloved marina before we returned to NE. “

Arnold served in the NZ Army in his younger years and was particularly proud of his role in ‘K Force’ in Korea, making several trips to Korea later on. He later trained to become a member of the legal profession and practised law on the North Shore for many years. Apart from aviation his other major interests were sailing and road trips of any kind – especially travelling by motorhome around many parts of NZ.

I was privileged to know Arnold and to work with him on the Aero Club Committee for 3 years from the year 2000 until 2003. In the year 2000 Arnold was in fact Vice-President. Arnold continued on Committee for another year in 2004.

The Club has experienced great change in the last 25 years and its Committees needed foresight and experienced members with good leadership and business skills to navigate some trying times in the early 2000s. Arnold’s legal mind brought discipline and a good dose of common sense to debates around the Committee table.

Arnold was also a great asset to the Club in helping to steer members on Constitutional issues and meeting protocols at AGMs. I had a great respect for his detailed knowledge of the Club’s Constitution and his efforts to make sure that Committees upheld it for the benefit of all members. If not for Arnold standing up and clarifying what the Constitution really said, and not what some members thought it did, many a wrong path could have been taken.

I take my hat off to Arnold for his excellent contribution to the North Shore Aero Club.

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MARKETING MATTERS



ANTON
RAMENSKIY

Good morning/day or evening dear fellow members. Another couple of months passed in a blink of an eye, the Christmas tree is set and waiting for presents to appear underneath, and we are ready to say goodbye to 2022 and welcome 2023.

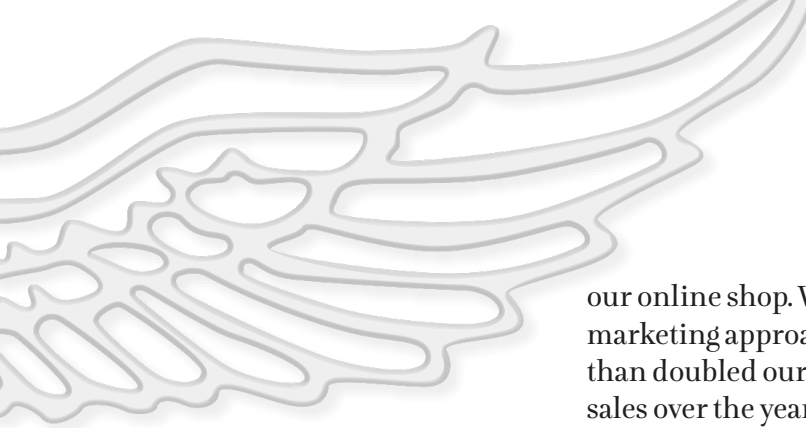
Since the last Prop Talk, we had our Quiz Night – a very fun night with a lot of laughs, we had a Pilot’s Night dedicated to An Authors Journey with three brilliant authors who shared tons of interesting stories, and of course, we had our annual Wings Dinner. Even though the weather was not on our side that night we had an absolutely amazing night in the great company – great people, a beautiful place, delicious food,

nice live music, and interesting conversations all around, if it is not a success, I don’t know what is.

At the time you will be reading this article we already will know the results for the Northern Regions Rally – no matter what the results are, we are sure our competitors showed their best and made us proud.

Also, on Saturday 10th of December, we had our first in a while, Fly-in and Open Hangar Day – or how we called it at the Club – an ideal way to open the summer season.

The last event of the year, as usual, will be Christmas morning Fly-over Sky Tower! We already have several aircraft signed up for it and expect to see even more.



The end of the year is a time to share the results we have managed to achieve throughout the year and I want to share with you two big achievements I was part of. At the end of November 2021, we presented rebranded trial flights in the form of You Fly Trial Flights and alongside it, we launched

our online shop. With a new marketing approach, we more than doubled our trial flight sales over the year. In May 2022 we also added ground courses to our online shop and it also doubled our enrolments compare to the previous year. Currently, more than 90% of all our trial flight sales and ground course enrolments are coming through the website. Next year we want to introduce a couple of after-pay options that should help our online shop to grow even more.





If you missed that, we already presented a 2023 Study Plan so if you are in the process of getting your licence it should help you to plan your next steps and play with your time wisely. Full-time, Part-time in the form of Night classes - all dates are available on our website.

Together with the study plan, we have also announced the 2023 Event Calendar. Next year will be very intense, each event will be better than another, it is a 60th anniversary year after all.

We tried to plan the events

for 2023 in a way so we will have as many outdoor/fly-in activities as possible during the summer months and more indoor events during the winter (except for the South Island Trip of course, which we hope will be going ahead after 2-year break at the end of August).

Three Fly-in events will be held in the first quarter of 2023 – Great Barrier Okiwi airfield fly-in on the 7th of January, New Plymouth Fly-in, which will be combined with the DC3 trip on the 18th of February, and Waiheke Island Fly-in on 11th of March.

Traditional Great Northern Air Race will take place over Auckland's anniversary weekend the – 28th to the 30th of January – more details are available at the GNAR Facebook group.

On Saturday the 25th of February we scheduled to have round 1 of Club Circuit Competitions.

And of course, the event that we have been spoiling a lot in the past couple of months – NSAC Open Day. A separate announcement will be released together with the promo



campaign at the end of this month.

All events are already published on our website and will be getting more and more details every day.

As usual, if you have any feedback, ideas or suggestions about anything marketing related, I am more than happy to hear them out to discuss. You can find me in the club Monday to Friday 8 am to 5 pm or drop me an email at anton@nsac.co.nz.

See you around the club!

IN FLIGHT ENGINE FAILURE

FRANK
WARNOCK

During my many years of instructing, students often asked me “What are the chances of the engine stopping in flight?”. I would answer by comparing the modern aircraft engine with that of the family motor car which is one of the least maintained engines around. The oil and water are never checked and most of the time, you just get in it and drive. Now how often I would ask, have you been driving along the road and the engine has just stopped? Don't include running out of petrol and your answer would probably be Never. Now compare that with an aero

engine which is built heavier than a car engine, has twin ignition systems, is inspected by the pilot before every flight and by an engineer at regular intervals and mostly run at a constant speed and loading.

I remember talking to Ross Mc Williams, Ross joined the RNZAF and flew there before joining Air NZ where he finished his flying as a DC 10 Captain, “Never had an engine failure and never had to shut down an engine in flight” he told me in over twenty thousand flying hours and this is the normal answer you will get as the modern aero engine is a very safe and reliable piece of machinery.

And what about you Frank they would ask, have you ever had an engine failure in flight? Well yes, I have had seven plus one on take-off from Thames aerodrome.

The first three were all in DH82 Tiger moth BCO, which was the last of the club's fleet of Tiger Moths. In the first one I was not the Pilot; the aircraft was being flown by a private pilot member of the Auckland Aero Club and I was seated in the front cockpit holding my 8mm Yaashika movie camera filming a session of aerobatics. We had done a loop and a roll and were

now in a spin, I could see the ground going round and round through the view finder when suddenly I saw the propellor blade!! I stopped filming, grabbed the Gosport (intercom) tube and said "It's Stopped" and he replied "I know" We were at around three thousand feet above the ground and from that height we had one chance of restarting the engine. At this point I should explain that the Tiger moth does not have a self-starter, the engine is started by hand swinging the propellor. He dived the aircraft and after what seemed an eternity the propellor started to windmill





and he soon had it going again. We gave up on the Aero's and returned to Mangere airport and landed. I still have that film somewhere.

My 2nd. In flight engine failure was also in ZK BCO. When I joined the Auckland Aero Club in 1959, they gave us the option of learning to fly in their new Piper Cub aircraft or the Tiger Moth and my two friends Brian and Bruce and I chose the latter. We all drove to Hamilton and visited Valentine's shop where we bought war surplus clothes. We all bought a set of flying

overalls, a helmet and goggles, a Gosport lead, Gloves and a fur lined leather jacket. I was at the "Check and Solo" stage with my flying training and was doing circuit and landings. We were taught full glide approaches, when you turned base leg, you closed the throttle and if you had to open it between there and the ground you had mucked up your approach and landing. We all used to turn on to base leg a little sooner so that we were high on final and could sideslip the aircraft to lose height, we thought that this was "Cool" and used to

enjoy the experience. Well on this occasion I turned Base leg, closed the throttle and the motor stopped and so did the propellor. I was mortified but carried on and successfully dead stuck the beast on the grass at Mangere aerodrome. Everyone came rushing over asking what had happened and Douglas Bader would have been proud of me as I climbed out of the aircraft obviously very annoyed and said “The bloody engine stopped” and I walked off. As soon as I was out of sight I just collapsed because I was very very frightened.

The next weekend my regular instructor Russell Coulter said to me “I hear that you had an engine failure in the Tiger last weekend” and I answered yes and he said “well I had better take you up and show you how to restart them” so off we went in BCO and at about 3000 ft over the aerodrome we stopped the motor and propellor. Now said Russell, set the throttle and dive the aircraft which I did. We reached a God Almighty speed and everything started shaking but the propellor never moved. We pulled out of the dive at about 1000 ft and





under Russell's expert tuition I dead stuck the aircraft back on Mangere aerodrome for the second time in two weeks. Apparently, it depends whether the engine stops on a high or medium compression as to whether the propellor starts to windmill.

That was it for me, I decided that BCO was trying to kill me and I completed my flying training in the Piper Cub gaining my PPL after 42hrs and 35mins flying time in October 1960 just before they closed our aerodrome and started to build it into Auckland International Airport. The club moved to

Ardmore aerodrome an ex-wartime facility.

By the time that I got my PPL the club had sold its last Tiger but the Waikato Aero Club still had one so I joined the club and during 1961 I completed my type rating on it and did an Aerobatics course. ZK-BBV was a much nicer aircraft to fly than BCO. A couple of interesting things happened during my time with the Waikato club, My Girlfriend Margaret and I drove to Hamilton on Saturday morning and I had a flying lesson in the afternoon, we stayed at the Commercial Hotel Saturday night, I would have

another lesson on Sunday morning and we would drive home Sunday afternoon. The CFI Ken Fenwick was teaching me Barrell Rolls, set the throttle at 2000 revs, roll and dive to the left then pull up and move the stick into the right-hand rear corner and around she would go, a little rudder as we went over the top and the job was done. "Make the nose scribe a circle around that lake up front" said Ken through the intercom, I could not see any lake and over subsequent years during many trips south I have searched for that lake but never found it.

Dick "Schnee belie" was an ace on the Tiger Moth and one afternoon taught me inverted gliding and flick rolls. Inverted gliding was really something, you rolled the aircraft inverted, closed the throttle and set the speed to 70 MPH which was 10 MPH faster than the normal gliding speed to keep the prop windmilling and there you were hanging on your straps with the wind whistling past you. Thrilling!!! A flick roll

was something else and I would never have believed that a DH82 Tiger Moth with all its appendages could rotate through 360 degrees as quickly. The next time I flew I tried both these exercises but after doing a flick roll the aircraft did not seem to fly as well so I landed and told the CFI what I had done. Ken Fenwick became very serious and told me to never flick roll a Tiger Moth again which I haven't done. Apparently, I put the wing dihedral out and the aircraft had to be taken into the hangar and re rigged. Tiger Moth ZK BBV met its Waterloo when a club pilot forced landed in a paddock just south of Hamilton, a fence was in front of him but he saw a farm gate that was wide open so he drove the aircraft through it leaving the wings etc. behind. Interesting enough I read in Aviation NZ this year where ZK BCO had changed owners somewhere in the South Island so she was still flying 60 plus years after I flew her.

To be continued....

MANAGERS MEMO



JOHN
PUNSHON

Well, the silly season is here already! It's so cliché to say but oh my goodness where has the time gone? On that basis, it is traditional to reflect on the year that has been 2022 and that seems especially apt this year in particular.

The club has seen some amazing growth and financial results since the last dark days around the time of the GFC. We began to hit our stride around 2015, and through 2019 we were really firing on all cylinders. Then came COVID! The assumption was that we were all in trouble but lo and behold, despite the lockdowns, business continued to boom. June 2020, was an enormous month, one of the biggest we've ever had despite it being winter. No doubt the weather helped that year too, indeed we were about to enter a period of drought over the coming summer.

Fast forward 2 and a bit years and what have we got? Suddenly, mortgage interest rates are touching 3 times what they were in 2020, inflation is through the roof, AVGAS has increased in price by over a \$1 per litre, oh, and the weather is crap! This all adds up to fairly lacklustre performance.

I probably don't need to talk a lot about the economic situation except to say, it arrived a good 18 months later than we all expected and has really started to bite the last 6 months. A lot (but not all) of what we do here falls under the discretionary spending umbrella so when the economy starts to take a turn, we see it show in lower numbers of flying hours pretty quickly.

However, the problem has been compounded significantly by the weather. In July, 42% of days we were completely unable to fly due to the weather. In hindsight it makes sense considering it

was the wettest July on record! No drought to worry about this summer I suppose... And it seems like it has just kept raining ever since. The La Nina cycle we are currently subject to carries a good chunk of the responsibility for this continuing rain. Indeed as I write this, it is early December and the news has just broke that we have also had the wettest November on record. However, La Nina isn't just about rainfall. It also brings these grey, overcast, low stratus cloud days we have seen so many of that make it very difficult for us to get our programmed array of flying done even though it's not raining or blowing a gale. It really feels like a lose lose at the moment!

That brings me onto the aerodrome. With rainfall this winter and spring at 150% of normal levels, the ground is soaked. I mean SOAKED! It is so bad, there are massive areas we can't get the mower onto still. Then, just as they're starting to firm up a bit and it looks like we might be able to, the heavens open and we're back to square one. I'm doubtful it will dry out

enough before the start of the new year to really be able to get into it. In the meantime, we will do the best we can to try and get it looking presentable, but you'll have to forgive the various overgrown areas that we are struggling to get to.

So, have I got something positive to say? Of course, it's Christmas! That wonderful time of the year where we get to spend time with loved ones, friends, family, laugh and joke about all the good things in life, and eat and drink too much. I know the lead up to Christmas can often be a bit frantic but I trust the majority of you will find some time in between Christmas & New Year, or early in January to have a well-earned break.

Although I have little doubt that 2023 is going to be a tough year financially, let's make it a cracker in all other respects. Merry Christmas everyone and a very Happy New Year filled with fun laughter and of course lots of flying!

Happy flying everyone.

AVIATION MUSEUM AT NORTH SHORE



IAN
COUPER

It was the discovery and saving of a discarded TEAL Solent flying boat service manual from a rubbish bin that started Don Subritzky on a lifetime collection of veteran aircraft and parts. Today his collection has the makings of an Aviation Museum often talked about for North Shore Airport.

Starting as a first year apprentice with TEAL in 1965 at Mechanics Bay, Auckland, Don's work in the engine and propeller shop entailed working on RNZAF Sunderland flying boats followed by the introduction of the P-3 Orion and C-130 Hercules.

The name change from TEAL to Air New Zealand came about with the introduction of the DC-8 followed by the DC-10, Boeing 747, 767 and 777 all of which Don worked on as an aircraft engineer servicing all airlines until his retirement in 2008.

Joining MOTAT in 1965 further enhanced his Labour of Love for collecting and today his collection includes a Hawker Hind, Blackburn Boffin, Vickers Vincent, Percival Proctor, Avro Anson and the very last surviving Airspeed Oxford, of the 299 operated by the RNZAF. Two Spitfires, an Mk5c and Mk16 were also part of the collection for a short period before being sold. The Mk5c is now flying overseas and the





Mk16 is on non flying display in China.

Joining the collection is a de Havilland Vampire now owned by John Scott. Not being able to acquire one in New Zealand the Vampire was originally imported by Sir Kenneth Hayr with the intention of flying it in New Zealand .The Vampire complete with ejector seat was originally flown by the Swiss Air Force and is still resplendent in their markings. Regrettably Sir Kenneth was killed when the Vampire he was flying in

formation with a Sea Vixen at a UK air show was caught in the much larger Sea Vixen's wake and crashed.

Reluctant to see any old aircraft turned into scrap metal Don's most recent acquisition is a Britten- Norman Trislander formerly operated out of North Shore by Great Barrier Airlines. When asked about the long term intent for the collection Don's response was he wanted to see all the aircraft finish up in a good home so that future generations can appreciate them.

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CEO



Daryl Gillett
CFI



Tim Marshall
Safety Manager

Finance



Tania Rameka

Ground Staff



Anton Ramenskiy



Lynn Packer



Tim Mahar



Angela Competente



Misha Underwood

B Cat Instructors



Paul Ryan



Dawson Boles



Chantel Strooh



Andrew Fisher

C Cat Instructors



Brendon Frame



Josh McKoy



Brendon Sheehan



Caleb Norrish



Abi Evans



Josh Jensen



Tegan Knightbridge

NEW MEMBERS

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

Riki Heta
Stephen Bowden
TJ Panapa
Kevin Brodien
Matt Gaylord
Nick Hyland
Will Reid
Chris Eggleston
Mike Macnarmara
Larry Mitchell

Matthew Abbott
Jim Lyver
Lance O'Sullivan
Hilaire McDonald
Alex Popinga
Cam Bone
Brendon Mahoney
Christopher Ward
Andre Sidler

Katie Gwozdecky
Antonio Macias Ojeda
Charlotte Oliver
Todd Dickens
John Colinson Nesfield
Larry Mitchell
Chris Dick
Jack Flewett
Chris Eggleston
Twinson Chau

COMMITTEE MEETINGS

All committee meetings start at 7:15pm

Upcoming committee

meeting dates: 24th January 2023
21st February 2023

DRAFT AND APPROVED COPIES OF ALL MINUTES ARE PUBLISHED ON THE 'MY NSAC' SECTION OF THE NSAC WEBSITE ; THE DRAFT MINUTES WITHIN 7 DAYS OF THE MEETING AND FINAL MINUTES AFTER THEY HAVE BEEN APPROVED AT THE NEXT MEETING.



MILESTONES



Anirvan Bhaduri - First Solo
23rd October 2022



Finlay Hayes - First Solo
14th November 2022



Tim Marshall - A-Cat
25th November 2022



Jiayuan Yang - First Solo
12th December 2022



NORTH SHORE AERO CLUB

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