



October newsletter 2019

Welcome to this October news letter. This edition is only a few days in the new month so we are improving on the timing! In this newsletter you will find the usual segments of new members, what's going on around the club and a safety segment. Brendon is sharing his thoughts with us and a few club members shared their experiences from the Alpine regionals.

I would like to invite everybody to share stories, pictures or events with me, or the office so we can include them in future newsletters. Please sent whatever you want to share to: info@airkaikoura.co.nz or markjanssen17@gmail.com.

Mark

Club captain



Departures / Arrivals

The club would like to extend a warm welcome to three new members that signed up in the past couple of month.

Hamish Foster has joined the club as a student pilot and plans on working on his PPL here in Kaikoura.

Michael Wilson is a PPL holder from Christchurch who got convinced by Evan to come and fly from our beautiful airport.

Jana Zwillingova gained her CPL in Australia but has been working and living in New Zealand for a few years now. She would like to obtain her New Zealand CPL.

And welcome Back to **Jordan O'Hara** who is back from Nelson and planning on completing his PPL flight time in sunny cheap Kaikoura.

Welcome!

Around the club

New paint

With the regionals approaching, the club wanted to show its most shiny side. So for a few days in September, the office space and the clubhouse had a beautiful but rare smell to it. It smelled like... fresh paint! Turns out Murray and Catherine rolled up their sleeves and got some painting done. The office was equipped with some fresh tints and new pre loved carpet (but less loved than the previous one.) Thank you Paul for the Donation. Also, check out the new couches!



Moving fences

Another crucial bit of maintenance that got done this month is moving the fence. The apron area in front of the hanger proved to be too small for all the aircraft movement and parking. Stu, Murray & Alan ?? set out in the week before the Regionals to create that bit of extra space. Never has the line up of aircraft looked as good! Evan took a picture with all the Kaikoura Aero Club planes lined up and ready to go.

While we're still currently fielding a full team of aircraft, soon both TUG as well as JCT will go for their engines. Thankfully, DUQ is there to carry their work loads. So if you find yourself with some time on your hands, please take this lady out for a little flight!

We hear that the shadow might soon come out of the... shadow again! Bob gave her lots of love over the winter. It would be good to see her take the skies again soon Bob!



Whales!

Air Kaikoura would not be Air Kaikoura if there wasn't some type of whale sighting to report. In the past few weeks we have seen basically all the whales... except the Sperm whale, who went on annual leave. Jeff Brooks supplied us with these beautiful pictures of the biggest whale of them all. Other than that we have had Killer whales right by the field and loads of humpbacks. They even came in the bay to say hi to all the people in town. Seeing the planes do their whale watching from work (at the Pier) was a first for me.



Evan managed to show his passengers a couple of humpbacks that were breaching simultaneously! He did not see it himself though so here is some footage that Mal from whale watch shared of the event. Please use the following link:



Dragging days

This month Murray passed his taildragger rating and is officially qualified to teach people how to fly, and more importantly, land them. Taildraggers have picked up a lot of momentum over the past few years for their short field abilities. So if anybody wants to learn how to fly one, Murray is your man!



Message from the president

Hi All,

First of all well done to everyone who took part in regionals, correct me if I am wrong but I am pretty sure we were very close to having someone in everything and judging by the results I heard on Saturday night you all flew very well, I hope you are all proud of yourselves.

Also a huge thank you to everyone who helped out in some way big or small, once again I was super impressed with the amount of people who came out to help, special thanks to Murray, Catherine and Mark who put in a huge amount of work and also to Alister Matthews who was chief judge. Thanks heaps everyone.

We also had quite a few younger members competing at regionals which was once again a good reminder of what an aeroclub is here for - to serve its members and encourage younger people into flying, it is on this note that I want to urge you all to get behind the young eagles, they are quite a small group in our club but they are a group which is our future and which we can have a lasting impact on.

Graham Orphan from Omaka tells a story of meeting a women steward on a flight from Australia to New Zealand who is also a pilot and was influenced into aviation due to young eagles. This is certainly an area where we can have a huge lasting effect on a young person. I know Mark has been having some thoughts about things we can do with this group and if anyone else has any ideas then please come forward, the young eagles normally meet on the third Sunday of each month and everyone is welcome.

One more thing for the month and since I haven't done any bad landings lately I thought I would bring up airmanship. At the regionals dinner Peter from FlyingNZ's decision to focus on just the good airmanship aspect of a runway incursion was amazing and rekindled my love of airmanship. So I will leave you with the following definition:

*"Airmanship is the consistent use of good judgment and well-developed skills to accomplish flight objectives. **This consistency is founded on a cornerstone of uncompromising flight discipline and is developed through systematic skill acquisition and proficiency.** A high state of situational awareness completes the airmanship picture and is obtained through knowledge of one's self, aircraft, environment, team and risk."*

Perhaps something for us all to think about and try to balance over the next month.

Happy Flying

Brendon

Safety

This month we would like to focus another time on the safety message released by CAA in August. The accident in Masterton earlier this year resulted in CAA changing the wording from “Should” to “Must” regarding following the published circuit direction for unattended aerodromes. And for good reason. These rules are there to help everybody stay safe in the skies. When you fly in the pattern, there is lots going on. It is the moment in flight where pilots have a very high workload. The last thing we want is for pressure to be added because people are flying the circuit both left and righthand for no other reason than a time saving of a couple of minutes. This can be fatal. There is obviously a few thing you can do to keep the workload manageable.

We all know our local airport reasonably well. When you are around here, most of us will have their bearings and a reasonable understanding of where other pilots are when they report their position. Other pilots that are inbound may not be so familiar with our field though. Ultimately, keeping your work load manageable comes down to good airmanship and following your training. Prepare yourself for your flight, and stay on the ball while flying.

Plan your flight:

Make sure you familiarise yourself with the airport you are flying to. Study the chart and the plate, Talk to someone who has been there before and look at google maps! Google maps has an 3D function which allows you to “fly there” so you have an idea of what it looks like from the skies when you go somewhere for the first time.

When approaching the field:

Make sure you are on the right frequency early so you can start building your situational awareness on time. Have a good lookout at all times and sequence your flight in with the existing traffic. The right way to do is obviously to join overhead. Also: make sure you know the right of way rules!

Safety Message

Non-conformance with uncontrolled or unattended aerodrome circuit procedures can be fatal

Issued 12 August 2019

A recent spate of incidents and accidents, including the loss of life at an uncontrolled aerodrome, has prompted the Civil Aviation Authority to issue this safety message.

Pilots operating at an uncontrolled or unattended aerodrome must comply with the published circuit directions and procedures in the NZAIP Volume 4 for that aerodrome.

These procedures are established to ensure the greatest possible safety for pilots when they are joining or vacating an uncontrolled or unattended aerodrome.

Advising local traffic via a radio call that you are joining or vacating ‘non-standard’ is not acceptable and does not absolve the pilot from complying with the published circuit direction. This applies to operations of all types, however, some agricultural and helicopter operations may be exempt under certain conditions.

Adherence to the rules, coupled with the use of standard radiotelephony procedures and a good lookout scan, is essential to ensure flight safety. Never assume that you are the only aircraft in the vicinity of the aerodrome, even if no other radio communications from aircraft have been heard.



For more information, visit www.caa.govt.nz

CAA Safety Message
PROVIDED FOR SAFETY PURPOSES
08/08/2019

1. Aircraft in the circuit have right of way over joining traffic.
2. Aircraft joining overhead have right of way over approaching traffic
3. Aircraft joining straight into the traffic pattern can only do so if they give way and make all turns in the direction of the established circuit direction.

As always, when unsure about anything, talk to the instructors at the club. It is always a good thing to discuss any situation that occurred. Either as a learning moment for yourself, or for someone else.

Alpine regionals 2019

The club had the privilege to host the alpine regionals this year. Congratulations to everybody who participated in the competitions. I believe we had 11 people flying in even more competitions. The results of the competitions are attached at the bottom of this segment, but mostly I would like to point out how cool it is that The Kaikoura aeroclub supplied 1/3 of the people flying! A huge thank you for all the judges both on the ground and in the air and everybody that came out to support and help.

For this part of the news letter, I asked a few participants to share their experiences. Erin talks about her experience as an air judge, Paul as a competitor and Bob wrote us a feature about his day as a spectator. Thanks for your contribution guys!

Erin as an air judge

This will be the 5th Flying NZ competition I've participated in and the 3rd competition I've been a judge for. First of all I would like to say what an amazing day it was. A fabulous job was done in representing our little airfield and I was really proud to be part of the Kaikoura Aeroclub team. The job of judge is really enjoyable for me. Without the nerves the contests have to go through we get to enjoy flying with new and interesting people and in a great variety of planes. Although with weather delays, an extra comp to judge plus scattered contestants the day ended up being a really hectic one. The best contestants are always the ones who are treating the comp as a learning experience. Even if they don't win they are richer for the experience and will come back even stronger next year. It's also a great networking opportunity as a passion for aviation is an affliction we are all suffering. Best of luck for those who are heading to Tauranga to represent us at Nationals!



Pauls experience as a participant

The Sunday before the regionals was one of those perfect days for flying so I took TUG out for about an hour to practice the Jean Batten Memorial Trophy. A preflight inspection and two circuits. Last year at West Melton I really had a limited idea of what I was doing and came 3rd. After 8 circuits and 2 pre-fights using the score sheet I was reasonably confident.

Saturday was the day. Aced the preflight - all the boxes ticked. As the day progressed the crosswind

got more cross and blew harder. Not good! Alistair Matthews was the judge and every time I've flown with him I've stuffed something up. Nervous!



Harnessed in, all the checks done, passenger briefing, run up out of the way, radio calls made. Time to open the throttle and release the brake. Immediately she left the ground and yawed. Get those flaperons and rudder working. Watch that balance ball - so hard in TUG. 65 knots, 200 feet, flaps away and throttle back. Voicing everything I was doing. Downwind checks, radio call. 45° ahead of the threshold, throttle back to 4000, white zone, 1st stage of flap. Base, 2nd stage of flap, 65 knots, 900 feet and onto final. Good looking approach. Dip that wing and balance. Over the fence at 65 and touch down just after the piano keys - keep her straight. Flaps back to half and open that throttle, roll out at 45 and off for the 2nd circuit (turned out better than the 1st one).

Didn't do so well in the Airways Corporation Trophy. Maneuvers for student pilots. Lost height in a turn, inadequate lookout before a turn, all sorts of errors. Did a pretty good Rejoin though.

Prize-giving dinner. They called my name out. 'Oh no, I've stuffed this up again!' 1st in the Jean Batten and 3rd in the Airways Trophy. Stoked!

Look out Tauranga Nationals - here we come.
What a day



2019 Flying NZ Alpine Regional Rally in Kaikoura

Bob Johnston

The Gathering

The forecast was dismal on Friday afternoon for those intending to fly in to Kaikoura, with low cloud dominating the skies. Canterbury Aeroclub must have got away early that morning to beat the weather as by the time I arrived at the Kaikoura airport, there was a row of aircraft lining the runway (*Ed: They arrived on Thursday!*)

The program began with a BBQ in the new Kaikoura Aero Club Hangar, with visitors and club members being served with a scrumptious smorgasbord of hot foods and salads. It was a fitting welcome to both the flyers and those daunted by the weather and who had driven from both the north and the south.



The Formalities

As Kaikoura does, the morning after dawned to clear blue skies and fresh snow on the surrounding mountains.

A 7:30am Judges Briefing began the day followed by the Competitors Briefing at 8:00am. Many old flying acquaintances and competitors filled the hangar with cheeky banter and reminiscent stories from the past until the event director Peter King called the mob to order.

Alistair Matthews the Chief Air Judge outlines the processes for the day, and Murray Hamilton the local Air Kaikoura ops manager detailed the layout of the airfield, the local flying areas, and the field Whale Watch operations and restrictions.



The Competitions

Around 9:00am all is ready with the judges and markers in place on the grass runway that is all marked out with its minimum height threshold fence, and 50m markings for the spot landing competition.

Aircraft begin to maneuver into position in order to take-off, for both the spot landings and crosscountry flights.

Volunteer Kaikoura Aero Club member Paul Threadgill, along with Alan Stevens and Stu Burrows take up their positions beside the cones designated safe landing area for competitors in the spot landing competitions. And they wait, eyes strained for the first sign of a competitor to enter the circuit to land.



The Spot Landings

And here they came, all shapes and sizes, even a couple of Microlights. Success was varied with the breeze swinging to a cross wind causing a few overshoots.

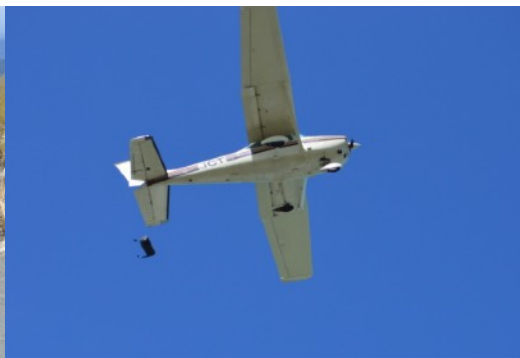
The morning progressed smoothly until cold air from the South formed clouds above the airport reducing the ceiling to around 700ft. The powers to be had decided on an early lunch to then be followed by a start to the Raft and Bombing competitions.

The weather improved, all be it with a cooler southerly breeze of around 10knots pervading over the airfield

Liferaft and bomb dropping

Beginning after lunch the spotters headed to the beach adjacent the runway that was used to drop both the Rafts and Bombs.

The spotters weren't always as calm as in these photos indicate when bombs and rafts landed near to the spotters with people running in all directions while staring skywards.





Belated Spot Landing:

With all competitions complete except for a couple of Spot Landings not completed in the morning, Late in the day, Murray Hamilton takes to the air to show us how the HIGHLANDER does it, and does it well he does.

The Celebratory Dinner:

That just about brings to an end the proceedings of the competitions, and all that is left is to celebrate the day and what better way than a dinner at the Racecourse to wind down and hand out some well deserved trophies.

