



## NORTH SHORE AERO CLUB INC.

Postman Rd., RD4 Albany.

ph: 09 426 4273

fax: 09 426 5912

email: office@nsac.co.nz

<b>Patron:</b>	Allan Roberts	09 473 9183	
<b>President:</b>	Ian Couper	09 478 6351	
<b>Vice president:</b>	John Eaton	09 420 3331	
<b>Treasurer:</b>	Michael Wood	09 620 4801	
<b>Secretary:</b>	Margaret Stewart	09 426 6418	
<b>Club Captain</b>	Alan Hull	09 426 4886	
<b>Committee:</b>	Alister Blake	09 449 1924	Alister Leggat 09 828 6030
	Paul McSherry	09 419 1228	Tony Payne 09 410 4116
	Rudolf Struyck	09 426 9762	
<b>Manager:</b>	Richard Ussher		
<b>CFI:</b>	Tim Maynard		
<b>Office Manager:</b>	Trina Lyon		
<b>Bar manager:</b>	David Stent		
<b>Instructors:</b>	Daryl Gillett	Richard Bateman	Jol Joynes
(Full time)	Tim Hawkes	Tim Marshall	
<b>B-Cat Instructors:</b>	Allan Roberts	Dawson Boles	Ruth Nisbet
(part time)	Stan Smith		
<b>C-Cat Instructors:</b>	Paul Marshall	Peter Jeffries	Alistair Blake
(Part time)	David Hayman	Judith Grant	Jed Melling
	Scott Nicholas		
<b>NS Helicopter Instructors:</b>	Roy Crane	Anne Robertson	Steve Clarke
<b>Flight Office Staff:</b>	Toni Radojkovich	Brian Pattemore	
Part time:	Jenny Rollinson	Liz King	
<b>Safety Coordinator:</b>	Daryl Gillett		
<b>Bar staff:</b>	Angela McLaggan	Brian Clay	Brian Pattemore (part time)
	Liz King	Matt Lee	
<b>Groundsman/Caretaker:</b>	Graeme Cossgrove	John Ross	

### HOURS OF OPERATION:

The club is open for flying 7 days per week from 8.00am until dark, and after dark for night flying on request.

Office hours are 8.00am to 5.00pm.

We are closed on Christmas Day and New Years Day only.

The bar is open from 5.00pm Thursday through to Sunday.

“PROPTALK” magazine is published monthly by NSAC. Circulation appr. 730.

### Advertising rates:

Quarter page:	\$20.00 +GST/ issue
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Publication of late contributions cannot be guaranteed.

**EDITOR:** Rudolf Struyck rstruyck@clear.net.nz , 09 426 9762

**COVER DESIGN:** Chris Rarere, Designsmith Ltd ph: 09 307 6830

**COVER PHOTOGRAPHY:** Front: Tim Hawkes, Back: Doug Burrell

Neither the editor or the North Shore Aeroclub are responsible for opinions expressed by contributors to “Proptalk” magazine.



## From CFI Tim

### July 2008 – The last year

Time seems to have flashed past this year. Christmas, with all that great weather, seems like only weeks ago, and the Wings Dinner

- from which my Aero Club Year really starts  
- seems similarly recent history.

Normally, in any one year we, as a club, achieve a range of qualifications which are recorded in the Achievements Book. Comprising First Solos, PPLs, CPLs, MEIRs, Instructor Ratings etc the clutch is normally around the 90 mark and hopefully this year will see us break the magic one hundred for the first time. As we stand today – the number is 79 – so with a bit of a push over the next three months we might just do it.

If you get a chance it is worth having a look at the Achievements Book – there are some interesting names in it. People who achieved their First Solo or PPL back in the early 1990's, when the book was started, are now ploughing backwards and forwards across the Pacific and Asia in various Boeings and Airbus variants. People who I helped teach to fly when I first started instructing in 2001 are now with companies like Air Nelson and Great Barrier, and a number of instructors who we trained, and who have passed through North Shore in the past seven years, now have commands on twin turbo props, or are looking at their first jet job with the likes of Air New Zealand and Pacific Blue.

It is a good healthy environment to be in where pilots are moving through the system – but it is equally important that North Shore retains a good base of long term members. Having been part of the club for the last eight years – which hardly seems possible – there are a lot of people that I know who have been, and continue to be involved with the club and who have contributed so much to it's continued well-being and development. Some of them have been members since the club started in the early 1960's and it is that lineage back to the clubs early days which it is so important.

### It's Windy, Rainy and Cold ....

..... but the swallows have returned, so Spring is on the way ! Normally when we get back from the South Island Trip – which is only a few weeks away - in early September the first leaves are appearing on the willow trees and

it is normally becoming noticeably warmer. Hopefully this recent spate of cold weather and rain will be the last of the winter and we can all look forward to some summer flying.

Why not make a plan for next year and progress that PPL to CPL, or gain an extra rating or two. Any flying training that you embark on will enhance your skills in all other areas and it will give your flying and added dimension.

So go on, make a plan and give something new a go .....

### Aircraft Starting and Hangar Precautions and the Doors

And just a thought from one of the flying instructors: when you jump into an aircraft that's parked in front of the hangar, and before you start up and move off – check that the hangar doors are shut – so that you don't blow dust and debris into it. There is also the risk of damaging aircraft that are parked in the hangar if their controls are allowed to flap around in the slipstream. Just a thought .....

That's it for this month .....

Tim



# SAFETY MATTERS

## Taxiing Speed

Although it has been mentioned many times before occasionally pilots still seem to be taxiing too fast, especially around other aircraft, people and obstructions i.e. the hangar. Aircraft were designed to fly, so ground handling characteristics are usually poor – not nearly as good as your car for instance! So care needs to be taken whilst taxiing to ensure your safety and the safety of others around you. Please keep your taxi speed down on the apron areas and to a maximum of a fast walking pace elsewhere.

## Grass Areas and Runways

As you all know, all grass movement areas have been closed for some while now due to the soft surface condition and after the recent amount of rain the condition of the grass areas has been deteriorating. If you run off onto the grass you will get stuck. So be very careful while taxiing, taking-off and landing. If you get stuck, STOP and ask for assistance. Do not try to free yourself as you will only get deeper into the mud and damage the aircraft.

While the grass areas are full of water, flooding occurs at times on the concrete portion of runway 03 / 21. Last year we closed all runways for a short period of time due to surface flooding – so watch out for it. Usually

this will occur after a period of heavy rain. Care needs to be taken as standing water can pull your aircraft sideways and cause aquaplaning.

## High Winds

Luckily we have had no major incidents or damages to club aircraft after the recent storms and I think we can contribute most of that to the club hangar.

If you are away on tour or an overnight somewhere, you need to make sure your aircraft tied down properly with the control locks in. If you own an aircraft that is kept outside drive up to the airfield and make sure it is secure, don't rely on someone else to look after it for you. Although we will do our best to help make sure aircraft are secure, ultimately it's your responsibility.

If high winds can cause so much carnage on the ground, imagine what they can do to an aircraft airborne! Before you come out to the club for a spot of flying, be sure to check the weather (and not just precipitation and cloud base, but the as wind as well). Check it is within your personal limitations and if the wind is favoring runway 27 – use it.

Daryl

## VNO? VA?

In this safety article I thought I would remind people of the importance of operating in accordance with VNO and VA.

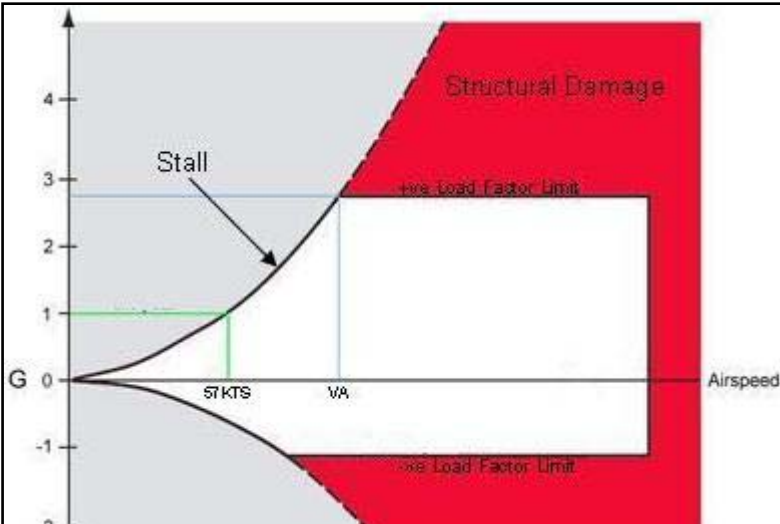
Firstly VNO.

By definition VNO is the Maximum Structural Cruising Speed or the Velocity of Normal Operation. In other words this means the maximum speed to be used in turbulent conditions.

To find out VNO for the aircraft that you fly refer to the flight manual or note the top of the Green arc (bottom of the yellow) on the airspeed indicator. Many aircraft types will operate very close to or over VNO in normal cruise flight. When you are flying it is important that you only ever exceed VNO and operate in the Yellow Arc in smooth air, if you exceed VNO in turbulent air then the aircraft may sustain structural damage.



VNO



exceeding the aircrafts load factor limitations. Like VNO many aircraft will operate above VA in normal cruise flight. When manoeuvring the aircraft it is important that you note your air-speed in relation to VA and make your control inputs accordingly. VA also becomes important in moderate to heavy turbulent conditions because of Gust Loading.

Take a look at the 'V-n' diagram above. If you are operating above VA and you experience

So in short, if you are operating in turbulence, even if it is light and occasional, operate the aircraft inside the GREEN ARC.

Now VA.

By definition VA is the Design Manoeuvring Speed. Above this speed if full and or abrupt control movements are made the aircraft will sustain structural damage.

Below VA if full and or abrupt control movements are made the aircraft will stall before

a gust or turbulence, the Load Factor may exceed the limitations of the aircraft, in which case the aircraft may sustain structural damage.

So if you are flying in moderate to heavy turbulent conditions you should operate below VA. Because of its importance VA will always be placarded on the instrument panel in view of the pilot.

Daryl



Proud new owner of Jodel D11 ZK-MAU, Richard Ussher, being checked out by Tim, who is also a Jodel (D112D) owner.



# ***PRESIDENT'S REPORT***

## **The 2008 Committee**



Left to right: Ian Couper, Alan Hull, Alistair Blake, Allan Roberts, Alistair Leggat, Margaret Stewart, Tony Payne, Rudolf Struyck, Paul McSherry, John Eaton, Michael Woods.

Despite inclement weather and a late power cut which threatened postponement, the Annual General Meeting of the Club proceeded as planned.

The well-attended meeting was fortunate in having its Solicitor and Life Member Colin Parker in attendance as an interpretation and a ruling on the Constitution was sought on several occasions.

Vice President and Committee positions were keenly sought and the following Officers and Committee elected to serve the Club this year:

Patron: Allan Roberts

President: Ian Couper

Vice President: John Eaton

Treasurer: Michael Wood

Secretary: Margaret Stewart

Club Captain: Alan Hull

Committee:

Alistair Blake  
Alistair Leggat  
Paul McSherry  
Tony Payne  
Rudolf Struyck

Committee meetings will be held monthly on the fourth Monday at the Clubrooms.

The Special Resolution seeking to change the Annual Audit to a Review was narrowly defeated.

Safe and happy flying

Ian Couper

## ***From club captain ALAN HULL***

Not a lot to report on regards club trips during the last month due to the weather as almost all weekends have been wet and windy.

This month we are planning a trip to either Keri Keri or Raglan for lunch, Sat 23 August. The destination depends on which direction looks best on the day, so if you are interested plan to be airborne at 10.30 am.

If you are a student you may like to treat your friendly instructor to lunch and also have a change from the training.

If you are a new PPL you are most welcome also, meet at the clubhouse at 10 am.

It helps with planning if you place your name on the list on the notice board at the front entry.

Sat Aug 30 sees the start of the annual NSAC South Island trip, this year is looking to be well attended by the look of the list on the notice board.

Our first night is intended to be Kaikoura. Please enquire about spare seats.

AGM is all over for another year and I take this opportunity to welcome new members to the new committee.

Our next working bee is looking at improving the front entry and removing the old painted paneling.

Regards Alan Hull



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# From manager **RICHARD USSHER**

Well despite the bad run of weather late last month we managed to fly 583 hours which compared to July 2007 398 hours is a great achievement, so a big vote of thanks to all Instructors and staff for your efforts.

We have at last now got ZK-TZK back on line so our Robin fleet is once again at full strength, five Robins now available.

We also have two new part time instructors, Brian Pattemore and Jon Punshon so you should not have any problems booking aircraft and Instructors.

We suffered some minor damage during the recent storm, the southern gate damaged the automatic closer but that has now been repaired, One of the BBQ area posts was lifted out of the ground (concrete and all) and some damage to the spouting on the Clubhouse. Our new Hangar with all of our aircraft inside however didn't suffer any damage at all. Thanks to Allan Hull and Tony Payne for coming out and checking our Clubhouse roof during the storm.

We are about to begin some repairs to the end of the crosswind runway, over the next couple of weeks we will spread and roll some metal and do the same to the northern entrance and taxiway.

A welcome to the new Vice President and four new committee members, the staff and I are looking forward to working with you all over the next twelve months.

Finally please take some time to visit [www.northshoreaeroclub.co.nz](http://www.northshoreaeroclub.co.nz) this is what our new website will look like, it is live and almost ready to be linked directly to [www.nsac.co.nz](http://www.nsac.co.nz). A big thanks to Barry Clarke for his efforts bringing our website up to date, we have already had enquiries from it, I am sure you will all agree it is much more modern, user friendly and will act as an efficient marketing tool and information centre for members.

Richard Ussher  
Manager

## AMERICAN EXPRESS® IS PROUD TO PARTNER WITH NORTH SHORE AERO CLUB

American Express has launched a marketing campaign featuring several merchants including the NSAC to increase acceptance awareness.

The direct mail piece will be sent to New Zealand American Express Cardmembers enrolled in Membership Rewards® to encourage them to use their Card at selected merchants for a chance to win one of two prizes of 250,000 Membership Rewards points.

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For your chance to win, simply use your American Express Card between 1 June and 31 July 2008.

### The North Shore Aero Club



If you have never flown a light aircraft, a 30-minute trial flight with North Shore Aero Club is a wonderful experience. During your flight you will have the opportunity to fly the aircraft yourself and experience first-hand the thrill of flying. You will also be able to discuss with your instructor anything you wish to know about learning to fly.

The introductory flight is \$95 for 30 minutes in a Robin 2120U or Cessna 152. Vouchers are available from the Club for that "gift with a difference".

To make an inquiry or booking, please call (09) 426 4273 or visit [www.nsac.co.nz](http://www.nsac.co.nz)  
Postman Rd, RD4, Albany



[www.americanexpress.co.nz](http://www.americanexpress.co.nz)

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# ***MLESTONES***

**First Solo**



**Thea Lyle**

**First Solo**



**Prateek Swaroop**

**First Solo**



**Michael Topolsky**

**First Solo**



**Don West**

**First Solo**



**Ben Presling**

**PPL**



**Michael Redgrave**

**PPL**



**Raghavendra Singh**

**C-Cat Instructor  
rating**



**Brian Pattemore**

# ***CONGRATULATIONS!***



# NEW MEMBERS

We welcome the following new members to our club\*:

Robert Cawthorne  
Amrit Kaur  
Deena Cardon  
Christopher Dunne

Max Hanna  
Gustaf Sternegård  
Nat Every  
Benjamin van der Sande

*We look forward to seeing you at the club at one of our social occasions!*

\* subject to approval at the next committee meeting

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# KOMPETITION KORNER

Tena koutou - have a great day.

And I thought last month was bad weather wise, as I write this it is even worse. And the All Blacks lost to the Wallabies oh woe and betide! On the good news front the competitions did happen on the 19th as scheduled. Andrew

Fisher did get married in spite of the weather in Taupo. All in all a good day for most. My THANKS to Doc Leggat and his team of Ground Judges – Ian Couper, Stan Leiko, Rick Walter, Lester & Rhonda Dredge. THANKS also to the Air Judges – Tim Hawkes, Tim Marshall, Brian Pattemore & Daryl Gillett for getting the comps done in a tidy fashion.

## RESULTS

<b>LIFERAFT DROPPING</b> Air Judge: Tim Hawkes 1st Lester & Rhonda Dredge 2nd Rick Walter & David King 3rd Raghavenebra Singh & A Soni	<b>FULL CIRCUIT</b> Air Judge: Tim Marshall 1st Rhonda Dredge 2nd Steven Perreau 3rd M Spies
<b>BOMBING</b> Air Judge: Brian Pattemore 1st Lester Dredge 2nd Steven Perreau 3rd Raghavenebra Singh	<b>FULL PANEL INSTRUMENT</b> Air Judge: Daryl Gillett 1st Alastair Leggat 2nd Steven Perreau 3rd Raghavenebra Singh
<b>LOW FLYING – PPL</b> Air Judge: Allan Roberts Results pending	<b>FORCED LANDING</b> Air Judge: Tim Marshall Results pending

The June Circuit Comp was won by Alan Hull followed a close second by Daryl Gillett.

### Regular Comps:

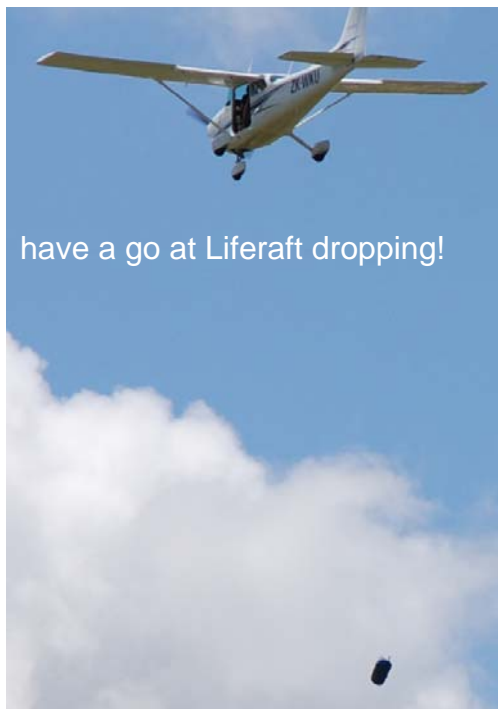
Don't forget SATURDAY AUGUST 16th is Competition day set down for a string of comps that we know you will all enjoy. Be in to fly the might Senior Landing & Basic Panel Instrument with Daryl Gillett, the Non Instrument Circuit & Scott Long with Tim Hawkes, the Tailwheel with Alistair Blake and the Lynne King Memorial with Allan Roberts.

### Ground Judges:

There are not too many places were on the job training is given in all weather conditions. So come on folks be in quick to assist Doc Leggat with this most necessary of activities. Absolutely crucial to the successful running of the competitions.

### AIR BP NAVIGATION:

Yes folks the booking sheet is out. Now we are cooking up a bit of a treat for this one and giving it a bit of a MYSTERY twist to be fair. Alistair Blake & Doc Leggat are looking forward to seeing LOTS of names down so they can then



schedule which teams are going in which direct when and how. Yeha this will be the most fun a group of people can have in a plane this side of the Great Northern Air Race. So be in quick to get your Team name down and Alistair and Doc will be in touch. Now you student pilots don't be shy – all you need to do is get three of you in a plane with an instructor (who has to sit there quietly unless you are about to head into danger) and boy what a great hour or so of fun navigation flying you will have. We are also relaxing the rule's this year and allowing two person teams. (Note that for students that's a two person team plus the instructor to keep you safe)

#### NIGHT FLYING COMP:

Hello Hello Hello, no names down on the list. Does this mean no one is interested in this tidy number? Come on folks step up to the booking sheet and get your name down to do this competition.

I look forward to seeing you round the club for

a cuppa and a chat on any given Saturday. And come competition day I look forward to seeing how you all do and who will be part of Team North Shore for 2008/09 Regionals and Nationals



**Haere ra**  
**Mother Goose**  
**Ph 444-5733 evenings email:**

**lizking@**

**clear.net.nz**



Lineup of aircraft showing the variety of types operating at the field, now including the Grand Caravans of Salt Air.

DATE	COMPETITION	Regional Competition	AIR JUDGE	Ground Judge
20/9/08	r/spl-ppl	NSAC Junior Trophy	Tim Hawkes	
20/9/08	r/spl-ppl	Sir Kenneth Hayr Memorial Trophy	Alistair Blake	
20/9/08	r/ppl-cpl (r/s)	The Pitts Special Syndicate Trophy	Tim Maynard	
20/9/08	cpl-p	NSAC Senior Trophy	Paul Marshall	
Completed	r/spl-ppl-cpl r/s	Bombing	Rotorua Trophy	
Results pending	n/spl-ppl	Low Flying		
Results pending	r/spl-ppl-cpl r/s	Forced Landing	G M Spence	
Completed	r/ppl-cpl r/s	Liferail Dropping	Ivan Warmington	
Completed	r/spl-ppl-cpl r/s	Full Circuit	Sir Francis Boys/Newman Cup	
16/8/08 am	w/ppl	Senior Landing	Wigram Challenge	Daryl Gillett
16/8/08 pm	w/spl-ppl	Basic Panel Instrument	Wigram Challenge	Daryl Gillett
16/8/08 am	w/spl-ppl	Non Instrument Circuit	Wigram Challenge	Tim Hawkes
Completed	r/ppl-cpl r/s	Full Panel Instrument Flying	Oscar Garden	
20/9/08	r/ppl-cpl r/s	Senior Navigation	NZ Herald Challenge	
20/9/08 – am	r/cpl-p	Low Flying	Wanganui Trophy	
20/9/08 – am	n-cpl-p	Bombing	Rick Walter (tbc)	Yes
20/9/08 – pm	n/cpl-p	Proficiency	Andrew Schooler (tbc)	
20/9/08 – pm	n/cpl-p	Full Circuit	Steven Perreau	Yes
16/8/08 pm	n/spl-ppl-cpl r/s-cpl	Tailwheel	Alistair Blake	Yes
16/8/08 am	n/ppl-cpl r/s	Lynne King Memorial	Allan Roberts	Yes
	n-anyone	Pre Flight with Defects	tba	
16/8/08 pm	n/spl-ppl-cpl r/s-cpl	Scott Long	Tim Hawkes	
october	w/spl	Junior Landing	Wigram Challenge	Yes
october	r/spl	Airways Corporation	Airways Corporation	
october	r/spl	Junior Navigation	Bledisloe Aviation	
october	r/spl	Jean Batten Memorial	Jean Batten Memorial	
by 5/10/08	n/team	Air BP Navigation	Doc Leggat & Alistair Blake	
by 5/10/08	n/ppl-cpl r/s-cpl	Night Flying	Dawson Boles	
	r/team - ppl only	Formation 2 ship	Tim Maynard, Lester Dredge, Daryl Gillett	
	r/team - ppl only	formation 3 ship		



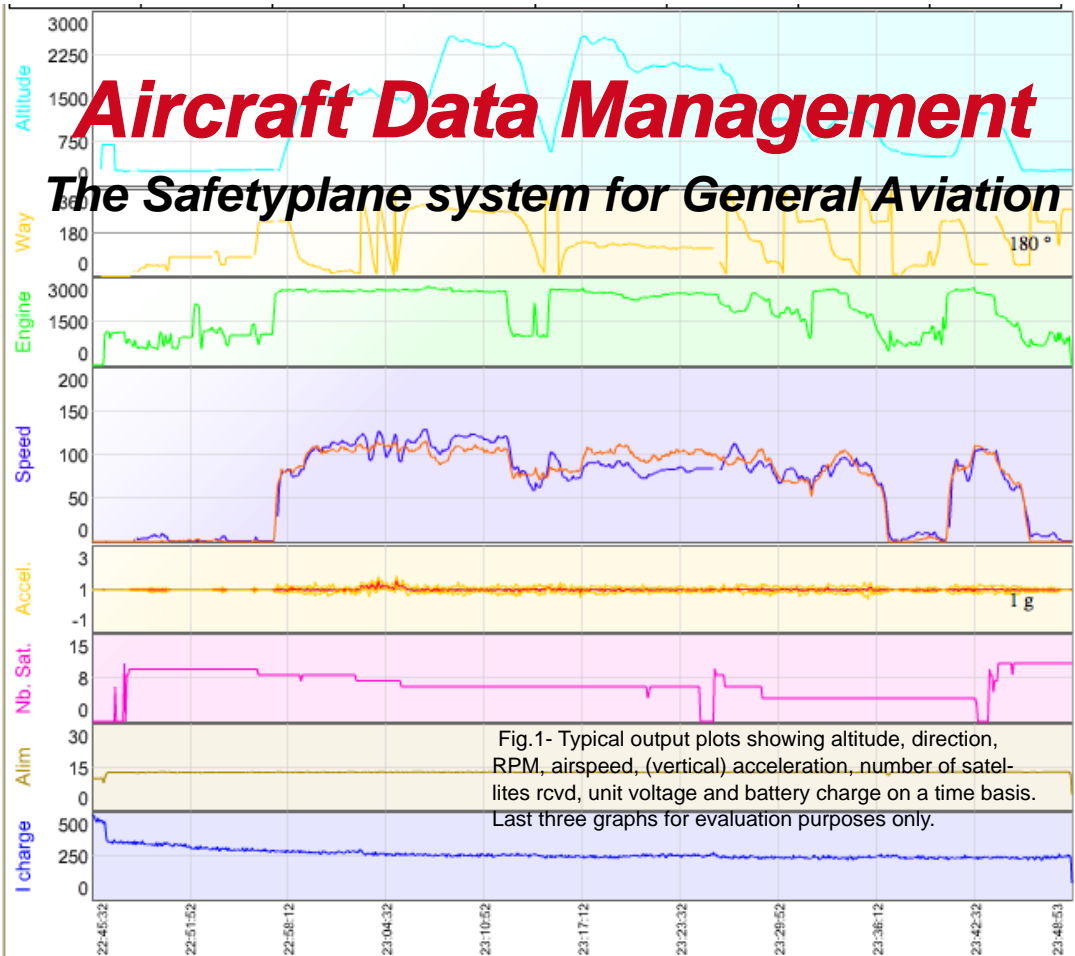


Fig.1- Typical output plots showing altitude, direction, RPM, airspeed, (vertical) acceleration, number of satellites rcvd, unit voltage and battery charge on a time basis. Last three graphs for evaluation purposes only.

Aircraft Data Management (ADM) systems for transport category aircraft have been around for a long time. They are generally in the form of QAR's (Quick Access Recorders) which are used to record data during flight which can be downloaded on the ground and read on a PC. A large number of selected parameters, most of them common with those for the Digital Flight Data Recorder (DFDR), are recorded on an optical disc which can be used by airline flight operations for performance analysis and engineering departments for troubleshooting, trends monitoring and other maintenance information.

A much simplified (and much cheaper) version of such a system for GA aircraft is now marketed in New Zealand and Australia by NSAC member Samuel-Adrien Bailey through his company France Aviation ([www.franceaviation.co.nz](http://www.franceaviation.co.nz)) .

The Safetyplane ADM system offers much

more than recording of data as it also has administration functions which can be used for maintenance control, aircraft bookings, rental invoicing, logbook updates and control of access to premises and aircraft keys. It is designed for fleet operators, including aeroclubs, as well as individual owners and syndicates providing more accurate information about each flight than what is normally filled into the logbooks by the pilots.

A demonstration system has been installed in ZK-KAT and NSAC members can access the KAT data for a 30 day period starting at publication date of the August issue of Proptalk at: [www.safetyplane.co.nz](http://www.safetyplane.co.nz) using user name: nzdemo1 and password: NSAC. The web-based software manual is available by email on request: [enquiries@franceaviation.co.nz](mailto:enquiries@franceaviation.co.nz)

France Aviation NZ has decided remain compliant with the strict French data privacy

law, even though it would have been easier to use NZ law. Access provided for the demonstration is limited to the operator so that it is possible to see all the features and all the flights that have been done by the KAT since the system was installed and is normally set up in the following manner:

- Each authorised person is given a personal

Flight price

VFR

Common part (service invoicing)

#adfin

VOL00

0

\$ /

flight

+0

%VAT

Flight charge

Flight from #addeb to

☐ Hide if zero

VOL07

0

\$ /

Hour

+0

%VAT

Engine time

Engine time

☐ Hide if zero

VOL08

0

\$ /

Hour

+0

%VAT

Bloc time

Bloc time

☐ Hide if zero

VOL09

0

\$ /

Hour

+0

%VAT

Airborne time

Airborne time

☐ Hide if zero

Optimized invoicing

VOL51

50

\$ /

Hour

+0

%VAT

Pre-flight / Heat

Heat pre-flight

VOL52

70

\$ /

Hour

+0

%VAT

Pre-flight / Rolling

Rolling pre-flight

VOL53

100

\$ /

Hour

+0

%VAT

Flight / Stand by

Flight < 1900 Rpm

VOL54

110

\$ /

Hour

+0

%VAT

Flight / Economic

Flight 1900 to 2200 Rpm

VOL55

120

\$ /

Hour

+0

%VAT

Flight / Cruise

Flight 2200 to 2500 Rpm

VOL56

130

\$ /

Hour

+0

%VAT

Flight / Full speed

Flight 2500 to 2700 Rpm

VOL57

150

\$ /

Hour

+0

%VAT

Flight / Overspeed

Flight > 2700 Rpm

VOL58

70

\$ /

Hour

+0

%VAT

post-flight / Rolling

Rolling post-flight

VOL59

50

\$ /

Hour

+0

%VAT

post-flight / Stop

Stop, engine stop

Normal invoicing

VOL11

50

\$ /

Hour

+0

%VAT

Pre-flight / Heat

Heat pre-flight

VOL15

130

\$ /

Hour

+0

%VAT

Bloc

Bloc

VOL19

50

\$ /

Hour

+0

%VAT

post-flight / Stop

Stop, engine stop

Fig.2- Typical ground track sample (not related to graphs on previous page)

- purposes, and only for the aircraft they are in charge of: dates, flights time and maintenance data. No names, no ground tracks etc.
- They can access the booking system to reserve a maintenance slot.
- Secretary/Treasurer: Can access only the data that are relevant for administration purpose: names, dates, flight time, airfields (for landing fees), booking sheet etc. No maintenance data, no ground tracks, etc.

- Each authorised person has to fill in “Registration Form”, to indicate which data he allows ISEI to gather and store. At this stage, the pilot can opt to refuse the Safetyplane to record its ground track. This decision is definitive, it is not possible to enable or disable the tracking functionality on each flight as it is written in his/her microchip card.

- Once the form is received by France Aviation Ltd, the personal identification microchip card is issued to the pilot or other user. This card is inserted into a slot in the Safetyplane before the flight, so that the crew is identified (for automatic filling of pilot's logbooks, invoicing etc.) If the pilot has refused

login and password

- Each authorised person has a specific operator defined profile; the data accessible depends on that profile. The philosophy is that one can access only the data he/she is allowed to view (and interested in)
- Pilot: Can access all data but only for the flights he/she has done as a crew member. Instructors can access only the flights they have done themselves, so when a student is flying solo, they can't see the flight and would have to request it from the pilot.
- Operator: Can access all the data, but can't modify the settings of the web-based software (for instance the CFI's)
- Administrator: Can access all data and modify some functionalities of the web-based Software (Dick Ussher is currently the administrator).
- Owner: Can access only the data that are relevant for him. Only the dates, flights times and maintenance data. No name, no ground tracks, not other airplane than his etc.
- Maintenance Organisation: Can access only the data that are relevant for maintenance

the safetyplane to record its ground track during the flight, Safetyplane disables that functionality when the card is inserted.

- The card can also be used to access the premises and an electronically locked box to release the key of a booked aircraft.

## Data recording and management

The system consists of an electronic box, installed in the instrument panel, interfaces with the GPS and other aircraft systems such as pitot/static and engine rev. counter or FADEC system and it has a built in accelerometer. Installation on the aircraft can be done in 2 hours by a LAME using a CAA Form 337 for approval.

Data are recorded on a solid state memory and after the flight transmitted to a central server via the local GSM network by a built-in mobile phone unit with antenna. The recorded information is then available to the subscribed user as a webpage over a secure internet

connection. The flight's information is presented in graphical form on a flight time basis as well as a plot of the aircraft's track on a web based chart or Google earth image. From September the track can be plotted on a current NZ aeronautical chart.

Examples of typical flight records of KAT are shown in fig.1 and Fig.2. (not the same flight)

Other clubs which have this system installed on their aircraft have found out that aircraft flight or block times were not always accurately recorded or sometimes not recorded at all and were able to recover the outstanding rental rates owed.

Insurance companies have also shown interest

Flight price

VFR

Common part (service invoicing)

VOL00

0

\$ /

flight

+0

%VAT

Flight charge

Flight from #addeb to

Hide if zero

VOL07

0

\$ /

Hour

+0

%VAT

Engine time

Engine time

Hide if zero

VOL08

0

\$ /

Hour

+0

%VAT

Bloc time

Bloc time

Hide if zero

VOL09

0

\$ /

Hour

+0

%VAT

Airborne time

Airborne time

Hide if zero

Optimized invoicing

VOL51

50

\$ /

Hour

+0

%VAT

Pre-flight / Heat

Heat pre-flight

VOL52

70

\$ /

Hour

+0

%VAT

Pre-flight / Rolling

Rolling pre-flight

VOL53

100

\$ /

Hour

+0

%VAT

Flight / Stand by

Flight < 1900 Rpm

VOL54

110

\$ /

Hour

+0

%VAT

Flight / Economic

Flight 1900 to 2200 Rpm

VOL55

120

\$ /

Hour

+0

%VAT

Flight / Cruise

Flight 2200 to 2500 Rpm

VOL56

130

\$ /

Hour

+0

%VAT

Flight / Full speed

Flight 2500 to 2700 Rpm

VOL57

150

\$ /

Hour

+0

%VAT

Flight / Overspeed

Flight > 2700 Rpm

VOL58

70

\$ /

Hour

+0

%VAT

post-flight / Rolling

Rolling post-flight

VOL59

50

\$ /

Hour

+0

%VAT

post-flight / Stop

Stop, engine stop

Normal invoicing

VOL11

50

\$ /

Hour

+0

%VAT

Pre-flight / Heat

Heat pre-flight

VOL15

130

\$ /

Hour

+0

%VAT

Bloc

Bloc

VOL19

50

\$ /

Hour

+0

%VAT

post-flight / Stop

Stop, engine stop

Fig.3- Sample setting of chargeout rates and other parameters for invoicing at various stages of flight and on the ground. (For TVA read GST.)

A vertical line can be dragged over the graphs to provide text data of all parameters at a particular moment.

The operator can set AFM limits in the system to allow reporting of exceedences of airspeed, engine RPM and acceleration. The recorded data are useful for various purposes especially for maintenance where the limit exceedences records and hard landings will show up as high vertical acceleration figures.

Such records can be very useful for debriefing of training exercises or going over a cross country flown track again when the pilot might not have been sure of his or her position at some point.

Owners and operators can see what has been happening to their aircraft when and where.

and one French insurer offers a EUR1500 discount on aircraft insurance if the system is installed.

Administrative functions.

The Safetyplane system can also perform many of the administrative functions required to manage a fleet of aircraft as used by flying clubs, syndicates or commercial operators and could save considerably on administration time costs normally incurred in this area. It functions as a stand-alone system but it cannot be integrated with existing administrative systems as the software is based in the central server, but some data can be exported as csv file and uploaded into other software such as Datahawk.

Personal data, including contact details, licences, ratings, BFE and medical examination dates, are entered on a secure page on the website. The system will flag due dates for BFE's and medicals examinations.

Aircraft availability can be viewed on the website and bookings can be made remotely, including bookings for headsets, emergency equipment and instructors. Overbooking reservation can be done through automatic management of cancelled flights and notification of aircraft availability using email or text message.

Post flight invoices may be created automatically and direct debited after the flight, improving cash flow for the organisation.

A very attractive feature in these times of high fuel prices is that different chargeout rates can be set for different sectors of a flight, see Fig 3. This means that rates can be set for different engine RPM's so that if a pilot decides to fly at a cruise RPM setting for 65% power, he or she will be charged less than if he or she decides to cruise at a 75% RPM setting or higher. These rates and times are recorded separately from those required for logging of airframe and engine hours.

Various option packages for services provided by the system are available and can be tailored to fit in with existing management and administration systems used by the operator.

The manufacturer, ISEI, is certified to EASA Part 21G for the production of aeronautical

equipment. Further details of compliances and certifications can be found on the Safetyplane website.

A comprehensive installation manual (in english) is available with the system. The



website still contains a few minor details in French which are expected to be translated within the next few weeks.

NSAC has recently installed a new computer system which fulfills some of the functions of the Safetyplane system, but has none of the Aircraft Data Management functions which could be useful for training purposes and more accurate maintenance recording.

And of course that could be very useful for aircraft owners who have rented their aircraft out to the club.

Rudolf Struyck

# proptalk

## REMINDER 1:

The full colour issue of Proptalk in .pdf format will be emailed each month to all members with an email address registered at the club.

If you have not registered your email address yet and wish to do so, please contact the office.

If you wish to receive a printed copy as well, please contact the office.

Members who do not have a registered email address will continue to receive printed copies.

## REMINDER 2:

Proptalk needs stories, photographs, cartoons etc. each month. If you have anything you would like to share with the other club members this way, please contact the editor:

Rudolf Struyck, 09 426 9762, 021 75 45 97, rstruyck@clear.net.nz



# Keeping our fleet clean

John Slater has been keeping the club's aircraft looking clean and shiny for many years now. Here seen just completing another great job on DXI and looking as pleased with the results as we are.



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# Aspiring to become an Airline Pilot?



See if you can handle the long haul pilot's life by doing this home simulator course

For those aspiring to become "ultra long haul" Pilots, increase the time prescribed below by at least 60%!!!!

Here is a home study simulator course for those who still hunger for the romance and adventure of long-haul flying.

It will all come to you if you practice the following at home:

1. Stay out of bed all night
2. Sit in your most uncomfortable chair, in a closet, for nine or ten hours facing a four foot wide panoramic photo of a flight deck.
3. Have two or three noisy vacuum cleaners on high, out of sight but within hearing distance and operating throughout the night. If a vacuum cleaner fails, do the appropriate restart checklist.
4. Halfway through your nocturnal simulator course, arrange for a bright spotlight to shine directly into your face for two or three hours, simulating flying an eastbound flight into the sunrise.
5. Have bland overcooked food served on a tray midway through the night.
6. Have cold cups of coffee delivered from time to time. Ask your spouse to slam the door frequently.
7. At the time when you must heed nature's call, force yourself to stand outside the bathroom door for at least ten minutes, transferring your weight from leg to leg, easing the discomfort. Don't forget to wear your hat.
8. Leave the closet after the prescribed nine or ten hours, turn on your sprinklers and stand out in the cold and 'rain' for twenty minutes, simulating the wait for the crew car.
9. Head for your bedroom, wet and with your suitcase and flight bag. Stand outside the door till your wife gets up and leaves, simulating the wait while the maid makes up the hotel room.
10. When your spouse inquires, 'Just what in the hell have you been doing?' just say, 'Recalling the allure of all night flying to romantic places.' as you collapse into bed.
11. If you are a purist, do this two nights in a row.
12. To make this "flight" more realistic find a stranger with gas, body odour, who you dislike, is boring and keeps falling asleep to be your Captain.



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3 X Peltor Aviation Headsets 7004  
1 X Pilot Cadet Headset  
1 X Flightcell Portable Mobile Phone Hands-Free Kit

PH Kay Baldwin 4267890 or 021 558565

## Place your small advertisements here

Please contact the editor:

Rudolf Struyck

09 426 9762  
021 75 45 97

rstruyck@clear.net.nz

## Flying hours for JULY

CTA	7.20
DGH	4.53
DOQ	9.00
DSN	41.86
DWU	3.00
DXI	26.70
FEL	1.34
JAZ	18.10
KAT	9.96
MDO	17.50
MDS	71.80
MDV	22.75
NAA	46.30
NSA	64.50
SSG	3.10
TZG	55.20
TZH	62.40
TZL	39.90
TZX	5.20
UWZ	29.40
WKU	43.40

## Total aircraft hours:

**July 2008: 583.14**

**July 2007: 419.95**

(Aircraft with zero hrs flown in  
this month are not listed)

# FLY THE KAT



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## PPL Night School Syllabus 2008 – Rotation 2

Timetable is subject to change – please call NSAC in advance to confirm that classes and start dates are as detailed.



Subject and Contact	Start Date	Hours	Duration
	<b>Please call NSAC to confirm start dates</b>		
<b>Air Law</b>	<b>Monday</b> 7 <sup>th</sup> July	<b>18:45-21:30</b> <b>Monday and Wednesday</b>	<b>2 Weeks – 4 Sessions</b> <b>Exam date 3<sup>rd</sup> August</b>
<b>Aircraft Technical Knowledge</b> Peter	<b>Monday</b> 4 <sup>th</sup> August	<b>18:45-21:30</b> <b>Monday and Wednesday</b>	<b>3 Weeks – 6 Sessions</b> <b>Exam date 31<sup>st</sup> August</b>
<b>Navigation</b>	<b>Monday</b> 15 <sup>th</sup> September	<b>18:45-21:30</b> <b>Monday and Wednesday</b>	<b>3 Weeks – 6 Sessions</b> <b>Exam date 12<sup>th</sup> October</b>
<b>Meteorology</b>	<b>Monday</b> 13 <sup>th</sup> October	<b>18:45-21:30</b> <b>Monday and Wednesday</b>	<b>3 Weeks – 6 Sessions</b> <b>Exam date 9<sup>th</sup> November</b>
<b>Human Factors</b>	<b>Wednesday</b> 10 <sup>th</sup> November	<b>18:45-21:30</b> <b>Wednesday and Monday</b>	<b>1 Week – 2 Sessions</b> <b>Exam date 23<sup>rd</sup> November</b>
<b>Flight Radio Telephone Operator</b> Adam Lawson (AA Air Traffic Controller)	<b>Monday</b> 24 <sup>th</sup> November	<b>18:45-21:30</b> <b>Monday and Wednesday</b>	<b>1.5 Week – 3 Sessions</b> <b>Exam date 7<sup>th</sup> December</b>

## CPL Night School Syllabus 2008

Timetable is subject to change – please call NSAC in advance to confirm that classes and start dates are as detailed.

Subject and Contact	Start/Finish Dates	Hours	Duration + Exam Venue(s)
	<b>Please call NSAC to confirm start dates</b>		
Principles of Flight Tim Hawkes	Tuesday 1 <sup>st</sup> Apr / Thursday 24 <sup>th</sup> Apr	18:45-21:30 Tuesday and Thursday	4 Weeks – 8 Sessions Exam dates – North Shore – 01/05/07 Exam date – Auckland – 07/05/07
Aircraft Technical Stan Smith/Richard Bateman	Tuesday 6 <sup>th</sup> May / Thursday 19 <sup>th</sup> Jun	18:45-21:30 Tuesday and Thursday	7 Weeks – 14 Sessions Exam Date – North Shore – 03/07/07 Exam Date – Auckland – 09/07/07
Meteorology Tim Marshall	Tuesday 1 <sup>st</sup> Jul / 12 <sup>th</sup> Aug	18:45-21:30 Tuesday and Thursday	6.5 Weeks – 13 Sessions Exam date – North Shore – 04/09/07 Exam date – Auckland – 20/08/07
Air Law Daryl Gillett	Tuesday 19 <sup>th</sup> Aug / 4 <sup>th</sup> Sep	18:45-21:30 Tuesday and Thursday	3 Weeks – 6 Sessions Exam date – North Shore – 03/10/07 Exam date – Auckland – 10/09/07
Navigation Marc Nicholas	Tuesday 9 <sup>th</sup> Sep / 2 <sup>nd</sup> Oct	18:45-21:30 Tuesday and Thursday	4 Weeks – 8 Sessions Exam date – North Shore – 07/11/07 Exam date – Auckland – 30/10/07
Human Factors (To Be Confirmed)	Tuesday 14 <sup>th</sup> Oct / 16 <sup>th</sup> Oct	18:45-21:30 Tuesday and Thursday	1 Week – 2 Sessions Exam date – North Shore – 07/11/07 Exam date – Auckland – 30/10/07

# PILOT PROFICIENCY SCHEME

For some years this scheme has been run by Flying NZ (RNZAC) and we at North Shore would like to see member up take of the scheme. If you are interested in more information or would like an application form, please do feel free to talk to Liz King (Mother Goose) any Saturday at the club or give her a ring in the evening on 444-5733 to discuss in more detail. We envisage a co-ordinated approach to obtaining badges and certificates for everyone from the RNZAC. Whilst final details of how we will run this at NSAC are still being finalised between myself and Tim Maynard we are keen to see this up and running.



The Royal New Zealand Aero Club (RNZAC) is the national body for Aero Clubs and Flying Clubs in New Zealand. As the New Zealand representative of the Fédération Aéronautique Internationale (FAI), the RNZAC is the National Airsport Commission for New Zealand. The prime objectives of the RNZAC are to foster aviation in New Zealand, encourage and develop competition flying in light aircraft and protect the rights and interests of pilot whose main interest lies in sport flying.

## The Objectives

To recognise and record defined levels of pilot experience.

To encourage the improvement of pilot skills.

To foster the concept of continuation flying training in a manner which will present a reasonable challenge to pilots of all experience levels. To identify and bring within reach of all licensed pilots a sequence of recognised standards of achievement toward which their efforts for self-improvement may be directed.

To recognise gains in piloting skills through participation in other RNZAC activities (competition, record flying etc).

## The Rewards

The Blue Badge and Certificate marks the achievement of attaining the Private Pilot Licence. It is issued free of charge if the application is received from the Aero Club. In ascending order, the Red, Bronze, Silver and Gold Badges and Certificates provide worthwhile objectives for the improvement of piloting skills.

### Requirements for the Rewards:

#### Blue Badge and Certificate

Minimum Licence = PPL

#### Red Badge and Certificate

Minimum Licence = PPL • Minimum Hours = 80

- Any three options

#### Bronze Badge and Certificate

Minimum Licence = PPL • Minimum Hours = 110

- Any two further options (total 5)

#### Silver Badge and Certificate

Minimum Licence = PPL • Minimum Hours = 200

- Any three further options (total 8)

#### Gold Badge and Certificate

Minimum Licence = PPL

Minimum Hours = 350 Total 200 PinC

- Any four further options (total 12)

## Options

### Experience

#### 1 Cross Country

- 1.1 20 Hours Cross-country PinC including a flight greater than 100nm in a straight line from the aerodrome of departure and incorporating a landing at two other aerodromes.
- 1.2 40 Hours Cross-country PinC including a flight greater than 300nm and incorporating a landing at three other aerodromes.

#### 1.3 Landing at 10 different airfields

#### 1.4 Flight into 2 International Airports

### 2 Instruments

- 2.1 10 hours including demonstrated competency in the use of ADF or VOR to the satisfaction of an instrument-rated instructor.

### 3 Night

- 3.1 2 Take-offs and landings PinC.

### 4 Multi-engine aircraft

- 4.1 50 hours PinC

### 5 Licenses/Ratings

- 5.1 Log book type rating in at least 2 aircraft
- 5.2 Tail wheel aircraft rating (additional to 5.1 above)
- 5.3 CSU rating
- 5.4 Night VFR rating
- 5.5 Retractable undercarriage rating

### 5.6 Multi-engine rating

### 5.7 Seaplane rating

### 5.8 Helicopter solo

### 5.9 Helicopter licence

### 5.10 Instrument rating

### 5.11 Commercial Pilot

### 5.12 Instructor (power)

### 5.13 Instructor (helicopter)

### 5.14 Instructor (glider)

### 5.15 Instructor (microlight)

### 5.16 Formation rating

### 5.17 Aerobatics solo

### 5.18 Aerobatics rating

### 5.19 Glider solo

### 5.20 Glider passenger rating

### 5.21 Glider tow rating

### 5.22 World Record Flight

### 5.23 Twenty "Young Eagles" Flights

### 6 Competitions etc

### 6.1 Competitor 2 Area Rallies

### 6.2 Competitor National Championships

### 6.3 Competitor International Championships

### 6.4 Competitor 2 Area Precision Flying Contests

### 6.5 Competitor National Precision Flying Contest

### 6.6 Competitor International Precision Flying Contest

### 6.7 Judge 2 Area Rallies

### 6.8 Judge National Championships

### 6.9 Judge International Championships

# AVIATOR SELF TEST

A selection of brain teasers by James Allan, published by 'Pilot', Britain's most widely read GA magazine. With kind permission of the author and Pilot magazine.

[www.pilotweb.aero](http://www.pilotweb.aero)

**1** While piloting a transponder equipped aircraft you become aware of the fact that your VHF COM radio has failed. Which code should you select on the transponder?

- a 7000
- b 7700
- c 7600
- d 7500

**2** When you are flying straight and level while reducing speed, as the airspeed decreases below that for maximum lift/drag ratio (best L/D speed), what will happen to the total drag of the aircraft?

- a it will decrease because of lower parasite drag
- b it will remain unchanged
- c it will increase because of increased parasite drag
- d it will increase because of increased induced drag
- e it will decrease because of lower induced drag

**3** While piloting at night you notice, near your twelve o'clock position at about the same level as you are flying a flashing red light and a steady green light. Which of the following is the other airplane's position in relation to you?

- a an aircraft crossing from left to right
- b an aircraft flying towards you
- c an aircraft flying away from you
- d an aircraft crossing from right to left

**4** Which aerobatic manoeuvre can be described as 'a series of opposing 180 degree turns combined with climbs and descents, accomplished slowly and methodically'?

- a stall turn
- b lazy eight
- c chandelle
- d barrel roll

**5** The percentage of water vapour contained in the lower region of the earth's atmosphere is which of these?

- a variable
- b 7 percent of the composition of dry air

- c 14 percent of the composition of dry air
- d 19 percent of the composition of dry air

**6** To which factor concerning aviation do the terms BRAN, BRAP, BRAF and BRAG refer?

- a drag
- b visibility
- c friction
- d atmospheric pressure

**7** Which of these simple addition sums will give you the QDM?

- a relative bearing + magnetic heading
- b relative bearing + true heading
- c true track + true bearing
- d magnetic bearing + true track

**8** Which of the following groups can all be component parts of what is known as 'parasite drag'?

- a skin friction drag, flap drag, wingtip vortex drag
- b drag from antennas, undercarriage and air gaps between control surfaces and the airframe
- c induced drag, engine cooling drag and interference drag
- d skin friction drag, induced drag and drag caused by wing struts and bracing wires

**Check your answers here:**

- 1 c  
2 c  
3 a  
4 b  
5 a  
6 c (These are NOTAM abbreviations telling pilots that braking action on a runway is nil, poor, fair or good respectively)  
7 a  
8 b (Parasite drag normally consists of form, interference and skin friction drag. It is caused by the disturbance of airflow around the airframe by such items as its skin, antennas, undercarriage and the air gaps between control surfaces and the airframe. Induced drag by contrast is a product of lift.)

# **EVENTS CALENDAR**

***please check the notice board for details***

## **August 2008**

**Aug. 23.** : Lunch trip to Raglan or Kerikeri. Destination dependent on weather conditions- to be advised. Airborne by 10.30 am. Meet at clubhouse at 10.00am.

**Aug 30- Sep. 6:** Annual South Island trip. First night in Kaikoura.

## **September 2008**

**Sep 27-28:** Lunch trip planned. Destination and other details to be advised.

**Any parties interested in participating in a club trip to these events, please contact:**

**Alan Hull:**

**09 426 4886**

**alan.hull@xtra.co.nz**

**Information on events is also posted on the information board in the clubhouse and on the Forum website.**

## ***Places to see***

### **Moturekareka island**

S.W of Kauwau island

This island is joined to Motutara by reefs. It was once the home of the renowned hermit Charles Hanson, who purchased the steel sailing ship "Rewa" and had her towed to the island by tug and sunk as a breakwater.

Unfortunately the hull settled in the wrong place leaving a rather small harbour but the remaining hull today makes for interesting snorkling.

Please send us photographs and descriptions of your favourite or other interesting places you recommend our members to fly to or over. Email to the Editor, [rstruyck@clear.net](mailto:rstruyck@clear.net). Your contributions to Proptalk will be much appreciated.