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THE M.A.C. FLYER

HEALTHY BASTARDS BUSH PILOT CHAMPS, 2014 SPECIAL EDITION



OFFICIAL MAGAZINE OF THE MARLBOROUGH AERO CLUB INC.

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Contributions to the next M.A.C. Flyer are welcome before 20 March 2014.

FROM THE EDITOR

What a start to the New Year?! We thought it could be a big year for the Healthy Bastards Bush Pilot Champs, but the 2014 comps were massive!

A huge thanks goes out to all of our wonderful members and friends who supported the club and this event - taking part in the comps, manning BBQs and the ice cream trolley, parking cars, running the bar (a very important job!), taking photos, tidying up, marshalling, judging and generally giving a helping hand.

We've had some great feedback from spectators and participants alike. We plan to hold the third Healthy Bastard Bush Pilot Champs on Saturday 30th January 2015 - pencil the date into your diary.

There's a raft of images on our [Facebook](#) page, the [Marlborough Express](#) and [Sarnim Dean has shared his images too.](#)

A weekend of flying comps and a chance to pilot the Anson - what better way to mark Trav's departure from MAC and the start of his new adventure with Sounds Air?! Trav, you'll be missed.

Enjoy, **Zoé Gray**

Our sincere condolences

**It is with sad regret that we inform you of the passing of
Ex President, Ken McGuire, and Honorary Life Member,
Mr A D Clunies-Ross.**

Our thoughts are with their friends and family.

PRESIDENT'S REPORT

Whilst flying activity has been a little quieter in 2014 than the end of 2013, there seems to have been plenty going on to keep everyone busy.

Sharn seems to have settled in to his new role as CFI very quickly, and I have had many glowing reports in the last month. If you haven't met him yet, please make the effort to pop in and say g'day.

There has been a run of maintenance issues this year, some of which have been self induced, and some not so.

- OMR's repair has had some delay with parts from Cessna, however these are all here now, and good progress has been made this week. We may see this aeroplane back in the air sometime next week, which will be great for all.
- OMK was out of the air for a few days with cracking to the tailwheel attach area. Not sure what has caused this, but it may have been brewing for some time. This was well spotted on a pre-flight by Nick, and has since been repaired and beefed up somewhat.
- There have been ongoing issues with DYZ's propeller - all self induced unfortunately. Late last year the engine was started with the tow bar in place, which is not too good for the poor old prop as you can imagine. Then in January we had some prop de-lamination, caused by taxiing through long grass and blue borage. This has been expensive for the club, as the prop can only be repaired by the manufacturer in Czechoslovakia. The freight and downtime alone are tedious, however with the ever helpful Bruce Drake, we managed to have the aircraft back serviceable in only a week or so, after which she has just spent 10 days at Lake Station with the Gliding Club at their gliding camp.

I know it's been said a hundred times before, and I know we are all human, but please be continually vigilant when aviating. Don't skimp on pre-flights. Every now and then you will spot something that will save a lot of money, prevent you a lot of embarrassment, or maybe even save your life.

When taxiing in any club aeroplane, but especially the Dynamic, please stick to the mown taxi ways.

PRESIDENT'S REPORT *cont ...*

On a different subject, we are currently in the early stages of building a new website for the club. It will be the main tool to help market ourselves both here in Marlborough, throughout NZ, and overseas. Zoe will be driving the project, and we are aiming for it to be a modern, vibrant and up to date reflection of who we are, and what we offer in the training scene in NZ. I am very excited about this, and hope for it to be complete and online before the AGM.

At the last committee meeting it was agreed to raise the subs again by a small amount (up \$15 to \$180 per annum) in line with our plan to set these at a more realistic level over a period several years. In recent years, our subs charges have slipped way behind the average for most similar sporting clubs, so what we get for our current membership is very good value for money in my opinion. Landing fees will remain the same this year.

Finally, it's been great to have the odd weekend lately when the weather gods have been generous. On these days, I always get a buzz out of seeing lots of pilots out enjoying the weather in a huge variety of aircraft types, and doing a huge variety of flying. Some in the circuit, some doing aeros, others enjoying the breeze in open cockpits, and yet others venturing further afield. Whatever it is, it's all about getting wind over your wings, and enjoying the sunny Marlborough skies!

Cheers, **Craig Anderson**

FAREWELL FROM TRAVERS

Hello folks

Firstly a huge thank you to all the volunteers who helped out during the Healthy Bastards Bush Pilot Champs. Everyone did such a fantastic job and I didn't hear of any complaints. Only from a few pilots who wished they'd landed shorter. A superb day all round.

As many of you will know by now, that I'm moving on to fly full time with Sounds Air. Like many CFIs on the club board, my time is up and it's time for someone else to have a go.

I began my flying career with the Marlborough Aero Club on Friday the 28th of December 2007. I was a young nervous brand new 'C' Cat, and my first student was Scott Madsen in EQH. Our lesson was standard overhead re-joins. I remember Scott coming in after doing his pre-flight and said "right o, are we going?" I asked Scott to come down the back for a briefing to which he wasn't too enthused about. Before I even got a chance to say what it was we were doing, Scott had his hand in the air and asked "why are we inside when I'm here to fly?" Since that day I have never looked back and through the club I have upgraded my instructor rating to a 'B' Cat, completed various type ratings and managed to work for Ridge Air for a while flying their Cessna 402. I was then given the opportunity to ferry their near new Piper Sceneca from the United States to New Zealand via Hawaii, Christmas Island and American Samoa. Finally being promoted to CFI in 2011 and flying for Sounds Air part time since 2012.

Throughout my time at the club I have come to meet many good people, many of which have become friends. The one thing the club has taught me is that you cannot please everyone. I'm quite a diplomatic person and found out early in my instructing career, having to stand up to a few members (who were students at the time), who weren't too happy the way I did things. As the previous CFI did things differently again.

Anyway, I will miss the club and looking back from with a mindset of leaving, I can speak from experience and see that our club quite simply is awesome. The Marlborough country as our play ground, great weather and the best aircraft to fly in the country - I think so anyway. I will still be around as I have some flying to complete in the C180. As Chief flying Instructor for another five minutes. Thanks, take care and above all have fun with your flying!

Safe landings everyone, **Trav**

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EVENTS

Wellington Aero Club are heading over to D'Urville Island this Saturday (8th March). If any members are keen to join them, you are more than welcome to.

They have five aircraft going and are planning to leave Wellington between 9.00am-9.30am. Please contact Amy on 04 3888 444 for details.



Aerobatic Ground Course - going beyond the steep turn

When: 9th April 2014

Where: Mid Canterbury Aero club, Ashburton Airfield

Time: 17:30

Cost: \$35.00/person (includes a beer or wine and nibbles on conclusion as the aero club have kindly offered to open the bar that night)

Registration and payment is essential prior to 1st April.

A Love

ANZ

06 0851 0080483 25

Please put your name as reference.

A portion of this fee goes to the Aeroclub for hosting us.

Content: While the emphasis is a ground course to comply with the Pt61 requirement for an Aerobatic Rating, this course would be of value to any one whether they want to learn how to roll around a point or simply understand more clearly. There will be plenty of time to bounce ideas around, discuss personal experiences, scenarios and anything else on one's mind.

The powerpoint presentation includes some videos where appropriate.

Please note: While we will discuss competition flying briefly, the emphasis is going beyond the steep turn, recreational aerobatic flying and stall/spin awareness.



Are you ready to fly?

The safety of every flight hinges on the competency of the pilot. If you're off your game, whether it be a cold, new medication, you're tired, got a hangover or worse, then your ability to make important decisions is compromised.

Come along and get the truth about what you are putting into your body, and how you can get yourself as sharp as possible before flight.

At the seminar, you will have access to supporting material such as online tools to check your readiness for flight.

Date: Friday 2nd May, 7:00pm

Venue: Marlborough Aero Club



BAR OPENING HOURS

JUST A REMINDER THAT THE CLUBHOUSE
IS OPEN EVERY SATURDAY AND SUNDAY
FROM 5PM ONWARDS.

ALL MEMBERS ARE WELCOME TO JOIN US.
SUPPER IS PROVIDED ON SUNDAY EVENINGS.

CLUB PRICES – GREAT COMPANY!

SKY ANGLES

We need pilots who have the time to ‘improve lives one flight at a time’.

Flying an Angel Flight NZ mission will probably be the most satisfying and rewarding flying you have done. If you have at least 250 hours PIC and have a current BFR for a 4 seat (or more) aircraft, we would welcome you as a volunteer pilot and encourage you to register with us.

We are asking Pilots who meet our requirements to consider donating 5 to 10hrs of their flying per year and their Aircraft to Angel Flight.

Volunteer pilots donate their time and their aircraft, AFNZ is negotiating with airfield owners for landing fees to be waived.

To date Whangarei Airport, North Shore Airfield, Ardmore Aerodrome, Kaitaia and Bay of Islands Airports have kindly agreed to waive their Landing Fees for Angel Flights.

Your donation of your time and aircraft allows AFNZ to provide all flights at no charge to adults and children whose location and circumstances make it difficult for them to access the medical care they need.

Initially we will begin our operations in Northland i.e. Kaitaia, Kerikeri and Whangarei to North Shore and Ardmore Airports.

We then want to expand our services to other parts of NZ as volunteer pilots make themselves available and Healthcare Professionals become aware of AFNZ. [Pilots click here to register.](#)



WILL AND KATE TO VISIT OMAKA

Is it just me that's excited about the Royal visit to Omapa next month?!!

To mark the occasion The Aviation Heritage Centre are organising a fundraising flying day on Thursday 10th April.

We would like to ensure the airfield is looking tidy for the Royal visit, so we'll be holding a **Working Bee on Sunday 6th April from 10am onwards**. Please join us at the Clubhouse at 10am if you're able to spare an hour or two to help out.



There is also a Fundraising Flying Day this Sunday 9th March. Adults \$10. If anyone is keen to bring their aircraft over, please talk to Mark O'Sullivan 021955710.

Zoe

YOUNG EAGLES SCHOLARSHIP WINNER

Congratulations to Adam Baker on winning one of the five 2014 RNZAC Young Eagles Scholarships. Adam and his family traveled to Tauranga for the National competitions where he was awarded with his Scholarship at the Prize Giving Dinner.

Well done Adam, we're very proud of you and you thoroughly deserve the Scholarship.

The next Young Eagles meeting will be a flying day on Saturday 29th March, 10am onwards.

HBBPC 2014 COMPETITION RESULTS

PRECISION LANDING

Squad	Rego	Pilot	Aircraft Type	Landing 1	Landing 2	SCORE	
1	OMK	Jerry Chisum	C172TD	d	8.4	8.4	
1	BVP	Graham Murphy	C172	17.0	d	17.0	
1	FML	John Neal	PA38-112	22.0	11.1	11.1	
1	SNE	Russell Young	PA28-180	18.1	30.9	18.1	
2	CES	Nigel Griffith	C185	d	d	NS	
2	RLY	John Oswald	Rallye	16.3	2.5	2.5	
2	FDO	Duncan Grigg	C180	16.6	16.7	16.6	
2	CIQ	Peter Anderson	PA25-235	46.5	28.6	28.6	
3	DMF	Peter Bruce	PA38-112	22.4	d	22.4	
3	ERB	Innes Bint	PA18-160	d	5.8	5.8	
3	RJG	Dr Dave	C172XP	19.0	2.6	2.6	
3	OMK	Steve Scott	C172TD	5.1	4.6	4.6	
4	CDC	Dominic Eller	Rans S6S	47.5	17.6	17.6	
4	ZMX	Jock Struthers	Zenith CH701	d	4.2	4.2	
4	CMP	John Low	Citabria	1.9	10.0	1.9	
4	NAJ	Brad Keay	C152	d	46.0	46.0	3
5	BVP	Luke Anderson	C172	d	d	NS	
5	BOY	Jack Griffith	PA18A-160	2.3	d	2.3	
5	BLA	Andrew Johns	PA22/20-160	29.1	d	29.1	
5	CRH	Carlton Campbell	Citabria	d	d	NS	
6	PEE	Don Grant	PA20	d	14.9	14.9	
6	BER	Chris Richards	DH82A	13.0	23.0	13.0	
6	AGY	Mat Bailey	Auster J1	16.2	d	16.2	
6	OMK	Stuart Leslie	C172TD	d	6.5	6.5	
7	RET	Bill Izard	Whittman Tailwind	17.7	23.9	17.7	
7	NCC	Grant Wisnewski	Stinson 108	49.0	29.7	29.7	
7	BVP	Andrew Crawford	C172	d	d	NS	
8	BTX	Bruce Coulter	PA18-160	18.7	4.3	4.3	
8	PZL	Kevin Wisnewski	Wilga	d	d	NS	
8	BLA	David Johns	PA22/20-160	58.7	19.1	19.1	
8	EHP	Howard Smith	C150M	33.7	4.8	4.8	
9	DMF	Karen MacDonald	PA38-112	60.0	47.5	47.5	
9	RJK	Jan Chisum	Minicab	27.0	12.8	12.8	
9	BCR	Shawn Gilbertson	C175	18.3	18.2	18.2	
10	FDO	Marcus van Asch	C180	26.1	8.5	8.5	
10	BJU	Michael Tapper	C180	d	d	NS	
10	RWC	Richard Coop	C180	d	0.2	0.2	WINNER
11	BRQ	Bruce Gibson	PA18-160	11.2	27.0	11.2	
11	CER	Chris Reid	Rans S6S	23.2	14.9	14.9	
11	CSS	Robert Gray	Carbon Cub	1.6	4.2	1.6	
11	ERB	Ryan Southam	PA18-160	3.5	5.2	3.5	2

HBBPC 2014 COMPETITION RESULTS

S.T.O.L. – Microlight Category (< 1325 lb)

Squad	Rego	Name	Aircraft Type	Engine HP	Takeoff 1	Takeoff 2	Landing 1	Landing 2	SCORE	
1	CDC	Dominic Eller	Rans S6S	100	73.2	53.5	114	108	161.5	
1	CER	Chris Reid	Rans S6S	80	73.7	56.6	90	110	146.6	
1	XBO	Bo Nilsson	Rans S7S	100	80.7	59	60	d	119.0	
1	RET	Bill Izard	Whittman Tailwind	160	101	98.3	125	112	210.3	
2	JUG	Deane Philip	Zenith CH701	100	18.7	16.3	27.1	29	43.4	WINNER
2	ZMX	Jock Struthers	Zenith CH701	80	20.8	28.4	d	32.1	52.9	2
2	CSS	Robert Gray	Carbon Cub	180	28.5	45	72.3	49.2	77.7	3

S.T.O.L. – Light Touring Category (1326 – 2550 lb)

Squad	Rego	Name	Aircraft Type	Engine HP	Takeoff 1	Takeoff 2	Landing 1	Landing 2	SCORE	
3	OMK	Stuart Leslie	C172TD	145	97	d	d	d	NS	
3	PAT	Bernard Kennelly	PA22/20-160	160	150	90	123	121	211.0	
3	CHM	Mike Marchant	C150	100	69.4	84	d	122	191.4	
3	AGY	Mat Bailey	Auster J1	145	55.6	51	72.6	70.5	121.5	
4	ERB	Mark O'Sullivan	PA18-160	160	37.6	36.5	67.5	62	98.5	
4	BRQ	Bruce Gibson	PA180-160	160	65.6	46	67.2	76.8	113.2	
4	EBH	John Neal	PA28-161	160	100	93	d	104	197.0	
5	CRH	Carlton Campbell	Citabria	160	54.9	54.5	60.7	d	115.2	
5	SPO	Graeme Donald	Glastar Sportsman	200	77.3	76.2	110	d	186.2	
5	NCC	Grant Wisniewski	Stinson 108	220	68.3	76	75.5	70.8	139.1	
6	OMK	Jerry Chisum	C172TD	145	60.2	51.7	105	44	95.7	
6	CIQ	Peter Anderson	PA25-235	235	68	71.3	101	100	168.0	
6	ERB	Innes Bint	PA18-160	160	35.9	36.4	39.4	d	75.3	3
7	BTX	Bruce Coulter	PA18-160	160	37.1	25.2	43.3	47.8	68.5	2
7	BOY	Nigel Griffith	PA18A-160	160	26.6	33.5	36.7	23.6	50.2	WINNER
7	BSH	Craig Anderson	PA22/20-180	180	37.3	41.9	d	d	NS	
7	OMK	Steve Scott	C172TD	145	69.7	69	d	d	NS	

S.T.O.L. – Heavy Touring Category (> 2550 lb)

Squad	Rego	Name	Aircraft Type	Engine HP	Takeoff 1	Takeoff 2	Landing 1	Landing 2	SCORE	
8	PDM	Willie Sage	C208	675	89	75.5	105	82	157.5	
8	EML	Andrew Whelan	FU24M601D	550	53	68.4	80	76.8	129.8	
9	FDO	Marcus van Asch	C180	235	69.9	62	d	103	165.0	
9	BJU	Michael Tapper	C180	235	49.8	48.3	72.6	57.3	105.6	2
9	RWC	Richard Coop	C180B	235	71.3	58.3	75	77.8	133.3	
9	EEJ	Graeme Prankerd	C180	235	57.3	56.3	d	74.8	131.1	
10	BDD	Frank Prouting	C180	235	59.2	70.6	91	130	150.2	
10	BKG	John Richards	C180	235	50.6	48.3	44.9	d	93.2	WINNER
10	BGI	Scott Dunkerley	C180	235	56	50.7	d	d	NS	
10	BUJ	Richard Davison	C180A	235	78.9	92	89.6	95	168.5	
11	FDO	Duncan Grigg	C180	235	69.5	71.7	120	121	189.5	
11	RLY	John Oswald	Rallye	235	59.8	62.1	89	100	148.8	
11	NJB	Jonathon Battson	Bearhawk	260	43.4	32.4	94	80.2	112.6	3
11	PZL	Kevin Wisniewski	Wilga	260	78.6	84	d	69.2	147.8	
12	DPE	Ivor Yockney	C185	300	61.5	62.8	71.4	98	132.9	
12	DPG	Hamish Shield	C185	300	59.5	64.2	72.5	d	132.0	
12	DOC	Nick Rowe	C185	300	78.9	85	64.7	80.8	143.6	