

LIFT



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EDITORIAL

“GET HOME ITIS”

a stressor we need like a.....

The weather at departure time from Rotorua was overcast and threatening rain, the horizon to the west obliterated with rain squalls. Both pilots and crew who called Ardmore home yearned to be there.

It is a pleasure to report that the dreaded “Get homeitis” did not rear it’s ugly head. The pilots involved were looking forward to another night away from home. The crew took a differing direction and headed home in a rental car.

Both decisions were correct and at no time was flying in the prevailing conditions considered as a viable option.

In fact the pilots spent quality time in the Control tower with the duty controller discussing various aspects of his job.

Eventually the weather cleared to allow a safe departure for Ardmore that afternoon.



Photo -Martina Wildberger



Chairman Phil’s Corner

Greetings fellow flyers. The Lift Bulletin was meant to be quarterly and because I am a useless bugger to pin down and do paperwork it hasn’t been. Sorry. So much has happened since our last newsletter and various articles have been written in this bulletin about them. Thanks fellows.

A few IFFR’s got together at Harry’s Hanger for the Ardmore Airshow in March and I assure you a 747-400 making an approach on 03 and going round from 127 feet (yes 127 feet) is impressive, if not a little noisy. In April, Judy and I travelled to Sydney to be the guests of Alan and Maisie Grady and accompany them on the Aussie Branches Flyin at Broken Hill. Our first time flying over the outback and realising just how big and how flat Australia is.

We arrived at Broken Hill in Alan’s Bonanza on the Friday afternoon to massive heat and flies that you actually breathed in. A good selection of aircraft 182 – 206 – 210, Crusaders – Dakotas (Piper) – Airtourers – Bonanza – Navahoe to name a few.

Check out the Aussie website for the full story. Highlights for us were definitely riding into town in a big red convertible Ford Galaxy and the visit to Silverston where all the Mad Max Movies were made. The Rotary meeting in a big marque on at cattle station in the middle of the driest country on earth, guess what – it rained.

We also had the company of Graham and Carol Gimblet who came with the McClures in the 210 so New Zealand was well represented.

At the end of the weekend Alan took us to a town(?) called White Cliffs where 85% of the population live underground, some in disused opal mines. To get there

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Student Notes : Any pilot who does not at least privately consider himself the best in the business....is in the wrong business

ROTORUA RAVINGS

By Roger Leadbeater



Midday Friday **Martina Wildberger** (Swiss FX student), Glenys and I had landed at Waihi Beach awaiting the arrival of **Phil & Judy Pacey, Ian Jenner and Julie Sobiecki** and **Shaun O'Malley** for lunch. A surprised working **Howard Vosper** made a cameo appearance before heading back to New Plymouth. Glenys and I departed for a wedding in Tauranga whilst the rest headed off in fine weather for Rotorua. We rejoined the team early next morning but in the meantime had missed a truly memorable Friday night function. Phil assisted by **Harry (Denise) Maidment** reported on the evening's event – Bus trip to "TAMAKI TOURS" – for an amazing world class entertainment. A Maori cultural extravaganza in a superb setting with talented performers – made us proud to be "Kiwis". All fully participated even down to singing whilst the three coaches drove round and round and round the traffic island in the CBD. Our chosen Rangitira for the evening, **Peter Christie**, accepted the challenge with decorum on our behalf. A truly splendid night.

Peter Baas and his RC of Rotorua team maintained this well organised and seamless theme throughout the weekend's events. The hilarity of the Rainbow Springs Farm Show saw our Exchange Students featuring – Martina riding a large bull and **Sarah** (France) enticing lambs to feed from her bottle. Met **Ian & Rosslyn Hope** (Sydney) whilst viewing the rainbow trout with fellow IFFR NZ members, **Brian & Jeannette Souter, Marlene & Roy Marsden, Chris & Vicky Snelson** and **Colin & Jan Kay**. Then on to the Buried Village for lunch followed by a guided tour of the site – a step into history for all. A stroll round Thermal areas' Geyser and mud pools completed the daylight activities except for the youngsters of the team who headed for the Hot pools for energy release.



Martina Wildberger

A brief respite then on to **Tony (Chairman of NZ's IF –Motorcycle fame) and Baker's** home where we enjoyed the hospitality of fellow Rotorua Rotarians. A superb B-B-Q type meal followed by a brief meeting. We thought our stand-in Sargent, Marlene, did an excellent job extracting funds in a humorous manner then we were introduced to local Sargent, who took the flying theme to its limit. All our efforts to land "Gliders" in a basket were surpassed by the "balloon pilots" who were awarded points for the biggest. Some also scored points for the volume, size and flight duration of their "bubbles". Exhausted we headed back to the Motel and bed.

Late start Sunday morning for our breakfast meeting where future Flyin plans were hatched. Ian reported on Post Convention Australian Fly-Away and Colin Kay on our pre Convention Flyin. The inclement weather delayed any thought of an early departure. Three Bombay north partners headed home in a Rental whilst their pilots filled in time till the weather lifted and permitted departure. The aircraft arrived Ardmore Airfield just ahead of the "rental" which saved a person (who shall remain nameless) who had the house keys. All participants arrived home safely having experienced a unique weekend. Our thanks to Peter Baas, Tony Baker and their team. The seamless and well organised event a reflection of all the effort and thought for detail.

Pre-convention Fly-In New Zealand

penned by Wayne Scott



Right from the start this Fly-In had the makings of being weather affected. Realistically in New Zealand you cannot plan well in advance for a week-long flying trip, VFR, in the south Island in mid winter and expect to carry it off... unless your name is **Colin Kay** and **Michael Bryant**. These two had the confidence to do it **AND** they did pulled it off.

International aviators began to arrive in New Zealand a few days before the Fly-In was scheduled to begin in Fielding with some taking the opportunity to see a little of the "Big Smoke" before departing Ardmore for places further south. While several of the 'partners' took in a garden tour with Judy Pacey, Robin Treadwell, and Glenys Leadbeater providing guided tours of the valley, the 'guys' had a tour of Ardmore taking in the Warbirds facility, some local maintenance hangers and some private hangers were some of Ardmore's treasures are hidden away for fine sunny days. The coup was probably a chance to visit and talk with Robin Campbell who has not only a great Staggerwing but the best hanger anywhere. Most fell silent when they realised they needed to remove their shoes before entering Robin's hanger!

Following a bite to eat at the on-field café many went onto visit the MOTAT aviation park in the city while jet lag caught some others from behind and sent them back to hotels to rest up in preparation of the evenings dinner.

The Rotary Club of Downtown Auckland hosted a dinner meeting at the Auckland Club where well over 100 people attended a great meeting. We heard from the guest speaker Mark Goodall of the Airways Corporation just how advanced the control services are for the Pacific oceanic region and how these services, developed by Airways Corp, are being adopted by many other parts of the world. Comforting to know that we are leading the world and somewhat disconcerting to learn how it is still done in some other parts of the world!

Saturday 24 May was the mass departure from Ardmore for Fielding. Several overseas members had hired aircraft locally and along with the PBY Catalina, with a full compliment of crew and passengers, and some local aircraft, the fleet managed to find there way south along the coast between some heavy rain falls. New Plymouth tower had not had any pre-warning of the 'gaggle' heading their way and sounded a little 'eager' when ten aircraft ranging from Michael Graves in his very fast Aerostar N7542S to the Catalina in formation with a C180 called to get clearance through their zone south!

The arrival in Fielding and Palmerston North went without a hitch until the Catalina found that the fuel car didn't work. In typical '*no fuss - nothing is a problem*' attitude, Chris Snelson and his crew resolved the issue and eventually everyone met at the required location in Palmerston North for dinner and a briefing on the South Island Tour. As I have previously mentioned, weather limitations were big on the minds of the '*north of the Bombay*' lot but again didn't appear to be an issue to Michael and Colin. Well come Sunday morning and the first leg to Omaka we had to endure fabulous weather, scenery that could only be described as magic, and some great fellowship as we toured wineries and Peter Jackson's vintage aircraft collection. The leg after lunch was from Omaka to Hamner Springs and the lowering cloud base was beginning to look like a factor we didn't need right then however as most aircraft approached Kaikoura, Michael Bryant did his magic and a clearing 'occurred' at the right time allowing for a direct route to Hamner.

Now Hamner can be cold and to prove it she made it cold that night just so we got to adjust for



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Student notes : Takeoffs are optional. Landings are mandatory

we flew through pouring rain with the outback being

Chairman Phil's Corner (cont)

transformed to a big swampy lake.

Next morning mostly dry again, an amazing sight. Ian and Rosslyn Hope and friends accompanied us and we all stayed in an Underground Hotel.

World Annual General Meeting

The AGM of the world wide fellowship was held in Brisbane during the World Convention. IFFR Vice President Brian Souter and myself attended along with representatives from Europe, USA, Canada, Jersey and Australia. The Americans in particular don't appear to do Flyins as we do and tend to do them around AOPA and like events. After the success of the Australian and New Zealand versions they are going to try our style.

With the resignation of the World President Elect Luis Henriques from Portugal, Angus Clark from England was voted to that position and a fine fellow he is going to be for the job.

To follow Angus our own **Brian Souter** has been elected so **World President 2006-2008** will be Brian, a man most deserved of the position. Congratulations from us all. (I feel a major NZ Flyin coming on).

Following the AGM there was a most interesting general meeting held with all IFFR members present in Brisbane attending.

That is it from me. A full report on the outback Fly-Away will be in the next Lift.

Safe flying. See you in Kaikoura.

Pre Convention - Cont

things further south. There are no taxis in Hamner and despite the cold, the fractured accommodation due to small motels, fellowship prevailed and most made it to the hot pools for either a soak and a meal or both. The following morning Charles Strasser was heard to say as he walked a couple of kilometres to breakfast at 6:45 "I wasn't aware until now that there was a 6:45 before lunch until today!" That story kept most people amused for several days!

Wigram is always a treat to return to. I had spent many years on the camp in the early 70's and arriving back there from Hamner Springs with the PBY and 11 other aircraft made it even more so. By this time several of the PBY passengers had swapped seats with other people in lighter aircraft and everyone was having a great time changing their experiences of the fly-in on almost every leg. From Wigram south I had the pleasure of flying with me Immediate Past World President Sam Bishop. How here is where the story is almost too embarrassing to repeat! I'm in KRM ('68 C180H) with not one but two moving map GPS's. One of panel mounted and the other, full colour and yoke mounted. I'm TEC (Tailed End Charlie) following the flight south and formatted neatly in the 5 o'clock position of the PBY. Now the PBY, with two Kiwi crew on the flight deck (and the significance of 'Kiwi' will become apparent!) and also guided by a GPS are keen to establish weather conditions ahead of us as we didn't want to end up a valley that we might struggle to turn around in. The cloud had been lowering although with no wind the conditions were great for valley flying.

As the PBY and KRM over-headed Fairlie the crews of each craft happily reported our position as "overhead Cattle Valley and continuing for Burke Pass". It took the steely eye of Sam Bishop, reading one of the very new style VNC's to notice that in fact we were not over head Cattle Valley but overhead Fairlie! Sam, straight out from California and never flown VFR with Kiwi VNC's before rightfully claimed three beers on that one... one from me and two from the PBY crew!

Our destination was Wanaka however the lowering cloud had closed the Lindas so Michael directed all aircraft to land at Omarama. Now to see the look on our overseas guests as we taxied to with metres of the bar of the hotel at the Omarama airfield, walk into a grand establishment with 50 rooms ready to be occupied, a large log fire going and real southern hospitality was all the reward one could ask for when organising an event like this. Before anyone could get a picket in the ground Sam had his beer and was out supervising the late arrivals as the evening light faded. This unscheduled stop required a change in plans, which everyone took in their stride. Before the some of us knew it, and long after others wanted it, a bus arrived from Wanaka to transport everyone over the hill to keenly awaited beds. Weather is was the late hour, the lack of heating in the bus, the total blackout due to overcast conditions and excessive condensation on the windows, or truly funny jokes I not sure but there were many long almost uncontrollable outbursts of laughter as we travelled from Omarama to Wanaka that night.

The next day we were treaded to a wonderful day of fellowship on the Earnslaw and a visit to the Walter Peak Station where a few hungry sheep and a common old sheep dog doing the only thing it knows how to do won the hearts of all our foreign guests! The boiler room on the Earnslaw became a popular place to gather for obvious

reasons and many a good aviation story was told while we thawed out on the return trip to Queenstown.

Early the following morning that same old bus gathered us all up and returned us to our waiting wings at Omarama. At this stage the organisational skill of Jan Kay became very apparent. While the bus ground its way over the Lindis Jan organised the following days activities for those interested in fly fishing, jet boat rides and wind generation farm tours. How she did this while being thrown around in a bus on a winding road with no cellphone coverage 90% of the time, and with no breakfast, I'll never know but she did. Full marks go to Jan for this outstanding effort. Hopefully Colin refunded her bus seat ticket because she never used it!

The brilliant sunshine finally melted the heavy layer of ice off our wings by about 1000hrs and after a hearty breakfast at that wonderful pub beside the field, we all headed back to Fielding via the Waitaki River valley to the coast then north to Wigram for lunch and fuel. Ian Wood topped everyone on this leg climbing his C172 to 10,000ft in less than 5 minutes at 75% power and no... it did not have a PT6 conversion! Ian, ex military and with extensive glider experience, read the conditions and took advantage of them. I could have followed his example but choose to stay low in a vain attempt to keep warm (and there is no truth in the story about your nose growing longer when you tell a whopper... I've just proved it!).

We all arrived back in the Palmerston North area at about the same time under very strong easterly winds that almost saw a mass diversion to Wanganui. This mass arrival caused the Palmerston North controller a few problems, and that caused our President a few problems along with those that chose to follow him. They were kept in an orbit in the lee of the Manawatu Ranges while the controller attempted to figure what the invasion was all about and how he could handle it. Begs the question "What does he and the controllers at KOSH that handle 11 thousand arrivals in a couple of days have in common?" Anyway all credit to him for getting us all back to our chosen airfields in one piece even if it was the first time I'd seen our President a little green around the gills from being beaten into submission by rotors from the Manawatu Ranges!

An evening of quite reflection occurred that night in the bar (eh.. right!) before everyone collapsed exhausted from a full days flying and fellowship, but more was to follow! After those activities arranged by Jan Kay had ended we boarded a bus for a visit to Hallett Griffin's airfield on the outskirts of Palmerston North to talk with Hallett about topdressing. Hallett was asked at one point what his altitude was during a spraying run to which he replied "1 metre" then went on to show us this during an impromptu aerial spraying demonstration. If one assumes the average farmers fence is 1.2 metres high then when Hallett said 1 metre he meant 1 metre as we all saw him climb and descent each time he approached a fence mid-way through the spraying run! This was truly a breathtaking demonstration of flying skills.

From Hallett's the bus drove for some 45 minutes through typical Manawatu countryside to end up outside the milking shed of Mike and Lynn Hogg where the farewell dinner was to be hosted by the Makino Rotary Club. The "theme" was appropriately "Rotary" as dinner was served on the milking floor of the rotary platform in the milking shed! It was very unique, very well done, and if the degree of talk afterwards is an indication of the entertainment value then this dinner must rank among one of the best ever Rotary dinners many had attended ever.



And the final comment must be directed at Colin Kay and Michael Bryant... well done and thank you. Your belief that the weather was "going to be ok" had many doubters and as it turned out the weather was ok. Without doubt every fly-in or fly-away could do with better weather... whatever that is! If we had had clear skies the whole time we wouldn't have had enough sunscreen... without the wind we may never have seen the top of the Alps, without the low cloud we wouldn't have seen the nesting habits of Southland Quall and Sam would not have got that beer 2 minutes after landing at Omarama!

WEBSITE
WWW.IFFR.ORG.NZ
CHECK OUT THE UP TO DATE PROGRAM
VIEW THE PHOTO GALLERY
REGISTER AND PAY YOUR SUB
FUTURE FLY-IN (AWAY) DATES

Student Notes : Takeoffs are optional. Landings are mandatory

Welcome to our new members :-

Bruce Sinton - Drury
David Cho - Wanaka
Fred Bain - Pukekohe

We note the resignation of Bruce Hoskin - due overseas commitments

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NEXT ISSUE - Due December - Closing date for articles and notices 20 November 3003

Will feature – Report on Post Convention Aussie Fly-Away
- Report on Kaikoura Fly-in
- Future events - etc.