



Mercury Bay Flyer

October 2024

Editor: Wally Pendray
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Flying Activity:



The coffee group has been winging around the greater area looking for the best taste and aromas that can be found in the air and now the Police are to be found chasing them around the countryside too!

Richard Milne has had a lucky escape and excellent outstation landing beside the new Solar Farm to the west of runway 22 after an engine failure on takeoff. His MAYDAY call was

heard by John Vanderwee while he was on approach at the 22 threshold so he went around and tracked the emergency then followed up with a pickup of Richard & friend, in his car after landing his own aircraft back at Whitianga.



Richard has written his account further in this newsletter to keep you all in the know about aging aircraft problems.



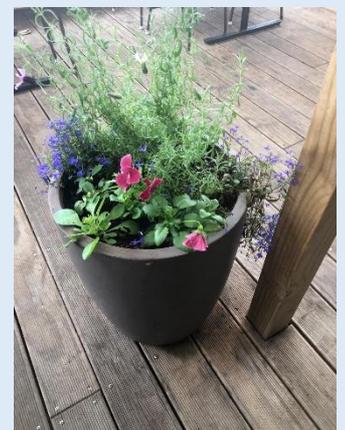
The flying pace is picking up with fine weather school holiday days getting our young 'uns out in the air.

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Coro Club Cafe & Venue



Coro Club Café Team are back on duty to help you celebrate the days getting longer, dryer and warmer...Please call ahead if flying in for food and beverages.



Notices from committee:

MBAC Committee 2024/5

President	Evan Wheeler	021 924 807
Vice President	Keith Skilling	021 333 767
Secretary	Mike Norton	021 667 866
Treasurer	Bruce Turner	021 388 343
Club Captain	John Gemmell	027 498 5381
Ordinary Executive Members – Brian Wigley, Alan Coubray, James Andreae, Graeme Spurdle		

MBAC Hangar Rental Contact Bruce Turner 021 388 343

A recent quick post maintenance check flight had us observing the tractor in action harrowing the moved earth that was spread in the low areas beside the highway. It even gave us an *inside* look at the new



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windsocks that are gradually being refurbished on our 'drome. While the fencing team attend to weed destruction along the highway and signage areas ready for weed spraying when the weather permits.



PRESIDENT'S CORNER



Spring is finally here but still a bit cool. Grass growth on the new taxiway has been a bit slow but now just starting to pick up. A good drop of rain this weekend followed by some sun should give it the boost we need to open taxiway up. Any of you flying in over last two months will have noticed new signage for the taxiways and several ground level barriers marking ends of drains and the access points from 04/22 to taxiway D.

HANGARS

Block E is about to have two more hangars constructed on the Abrahamson Drive end becoming E15 and E16. Profiles are being set up this week with boxing to be started 7th October. Concrete is booked to be poured 16th October leaving two weeks for it to cure. Warner construction are planning to start the steel work installation on 7th November. Fabrication of the metal work is currently underway. Most of the groundworks and levelling has been completed in this area ready for under sowing as soon as the contractor is back working in this area. Once the hangar construction is completed, we intend to install security fencing around this area and to have a proper driveway access installed from the roadway so you are not driving over a curb.



RUNWAY IRRIGATION.

The club has engaged Harrison Grierson to get the necessary resource consent from Environment Waikato allowing us to discharge processed wastewater from the TCDC treatment station nearby the airfield. The Council has an easement under the airfield for pipes to irrigate the playing fields on the other side of the highway from the airfield. Council will also be applying to EW for a variation to their existing consent to be able to supply the aero club with water from the existing pipeline. This will be a

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major benefit to MBAC when it is all consented but not without the bureaucratic rigmarole to obtain it. There is a significant cost involved but necessary for the club to be able to do what we need to do to keep the runway in as best condition as possible over the dry summer months. It will also help minimize dust over the residential areas.

SOLAR FARM

Again, for those having flown in recently, you may well have noticed the work going taking place on the farm at the end of the downwind for runway 04 where steel posts have been post rammed across the paddocks. This is the site of the new 200-acre solar farm being constructed. Solar panels will be installed on these posts in the coming months along with a new substation.

That's about it for this month with our next committee meeting Friday 4th October.

Evan Wheeler

Next Executive Meeting – Friday 8 November at 1000am -



The **MBAC website** allows you to view the pictures within the newsletter in larger sizes if you are not receiving them on your tablet. Remember to check your *browser view* if you are unable to download the newsletter on your tablet.

Daylight saving is here Sunday 29 September 2024!

The new flying season is underway!

Whitianga Aerodrome is now on Facebook so check out the recent happenings!



Please Support Our Sponsors:

Whitianga Waterways – www.whitiangawaterways.co.nz

Avsure Insurance – www.avsure.co.nz

Hart & Associates Ltd – Chartered Accounts – www.hartal.co.nz

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New Members

New members are Dan Retief, Else Klein, Cathy Creed, so you may see them chatting over a coffee at the Coro Club.



Flying Events

This is a good list of the must do s this flying season

ZK BAZ with Barry Payne & Bob Bates

www.pngtours.com/tours/bobnbaz.htm

The three objects of the flight were achieved, namely.

- 1) Operating the flight as closely as possible to the first flyers who did it in Air Cruisers 100 years ago.
- 2) The first around the world flight starting and finishing in Mount Hagen, Papua New Guinea.
- 3) The two pilots being UFO (United Flying Octogenarians) members with an average age of over 80.

We can only suggest that no matter what your age, if there is something that you would like to do or achieve, then just go out and do it.

It has been wonderful to hear from many of you during our around the world flight and to receive your words of encouragement. We can assure you they we enjoyed hearing for you and we felt that you were all with us all the way on our journey.



Some technical details of the flight were as follows.

Total flight time: 153 hours
Total number of flights: 40
Distance covered: 22,350 Nautical Miles
Number of days: 72
Countries visited: 10.

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<https://www.rafclub.org.uk/new-portraits-unveiled-churchill-bar>

This is the function Keith Skilling and Geoff Furkert attended in London.

It was a prestigious and wonderful function and a great tribute to Sir Keith Park.

The presentation included several very interesting speeches, one from a noted historian who said Dowding and Park must be seen as the air force's equivalent to the Navy's Nelson and the Army's Wellington.



Dave Homewood
Administrator
★★★★★
Sep 7, 2024 at 1:35pm

Tiger Moth Club Taumarunui Spring Fly-in 2024

For those new to the club, the fly-in is permanently scheduled for the weekend before Labour weekend each year. This year will be the weekend 18th to 20th October 2024.

Saturday is competition day with results and winners announced at a dinner on Saturday night.

Sunday normally has no planned activity except members departing for home.

The weekend will always be held regardless of the weather.

If you are interested in joining the Club and attending, please email tigermothclub@gmail.com

tigermothclub.co.nz/

Steampunk The Thames
Fri 8 November 2024 - Sun 10 November 2024

[CLICK to View](#)

COLD CHISEL
The 50th Anniversary Tour

ICEHOUSE
BIC RUNGA
everclear

WHITIANGA SUMMER CONCERT
SUN 26 JAN 2025
WHITIANGA WATERWAYS ARENA
AUCKLAND ANNIVERSARY WEEKEND

[Click to View](#)

Whitianga Summer Concert 2025, 10:00am, Sun 26 January, 2025, Whitianga Waterways Arena,



Heck what about this for a new T shirt design, eh?

That would suit most of us who are members driving our tractors, mowers flying equipment wouldn't it?

Rear of the shirt!



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Mercury Bay Model Club

Modellers have quietened down over this wet and windy September so we are waiting for longer days and quieter weather to prevail to allow them to spread their wings again.



Stop Press

1976 Cessna 150 - EFATO Incident on 1 September 2024

“A Father’s Day surprise I really wasn’t expecting”

I have written this article as I want to warn others of the inherent dangers of aging wiring on legacy aircraft and the dangers hidden chaffed or perished wiring can cause in the hope that others can avoid what happened to me last Father’s Day. In Aviation, we tend to spend a lot of time focusing on corrosion and timed life components but there is often little or no focus on aircraft wiring.

On the 12th of August this year I borrowed a friend’s aircraft, as a Cirrus SR22 I co own was in for a 100 Hr inspection. I needed to get to Whitianga to fly my uncle’s aircraft back to Auckland for maintenance. The borrowed aircraft had just come out of maintenance. I did all the usual run ups & pre take off checks at NZNE and she ran beautifully. As the engine had recently been removed, I did some circuits at North Shore airfield before departing for Whitianga just to be on the safe side. I then flew the aeroplane over to Whitianga with a friend without incident.

A little over two weeks later on Father’s Day, I headed down to Whitianga by road to fly the aeroplane back to North Shore. After completing all the usual run ups and pre-take off checks, I lined up on runway 22 at NZWT and rolled. At around 200-300 feet up wind and well past the runway end, the engine started to run rough over very unfriendly terrain below. I tried several trouble checks including cycling the mags, carb heat and different throttle settings, ensuring the mixture was rich and the fuel cock on which it was but nothing made a difference.

Thru 400 feet the aircraft was barely climbing and the engine started to run extremely rough. At that point I had already started a turn back towards NZWT thinking I could execute a low-level circuit however at 525 feet indicated the engine abruptly stopped. I remember looking down at the throttle and mixture knobs which were both fully in. It was such a surreal moment of sheer disbelief for a split second before the training kicked in.

At this point I was on a crosswind leg with no suitable landing area directly in front given the topography, paddock shapes, wires and a new solar farm under construction with hundreds of steel eye beams which had been thrust into the ground. I took the decision to continue the crosswind leg with a steep orbiting left turn and land into wind in a small paddock. It was a relatively unorthodox approach into the paddock,

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but I really had no other option so I went for it. I was not keen on wrapping myself and my passenger (my daughter's boyfriend) around steel posts.

Fortunately, it was a successful landing and there was no physical damage to the aeroplane, my passenger or anyone else on the ground. We were very unlucky and somewhat lucky at the same time! On the way into the paddock, I managed to get a Mayday call out, a fellow MBAC club member John Vanderwee was joining overhead at the time and responded immediately by which point I was already on the ground. He very kindly got in his car after landing and drove out to farm to find me, what a legend. John, thanks again for all your help on the day, it was very much appreciated. We had landed quite close to a farmer's house and he was most helpful too for which I am so grateful.

There had been a huge amount of rain the night before so the paddock we landed in was rather wet. I was relieved to be in a light C150 with no wheel pants, the wet ground really slowed us down and we did not dig into the soft surface.

Action taken

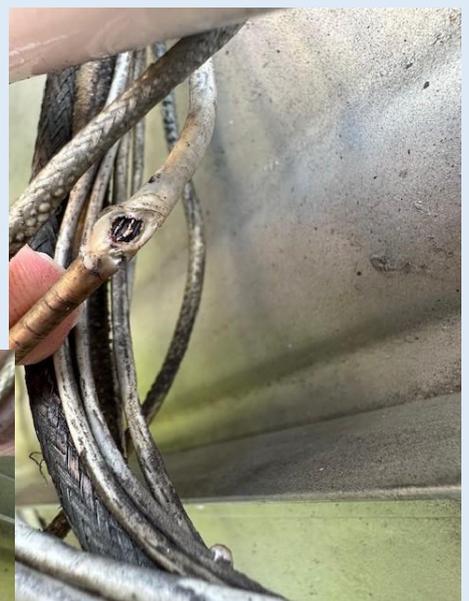
The Aircraft was recovered from paddock by Hiab and taken back to my Whiti hangar where P-lead wiring can be replaced.

An engineering investigation as to the cause of the engine stopping followed. Various fault finding was carried out on the engine with inspecting induction, Carburettor, Magnetos, valve train, fuel system and fuel flows carried out with no defects found other than left hand exhaust muffler had the rear end of the muffler missing/blown off. This was caused by a back fire.

With ignition switch selected to both magnetos the P-leads were found to have continuity to ground. The Ignition switch was dismantled and found both P-leads still having continuity to ground. All cable ties around wiring bundle on the firewall were removed, P-leads segregated from wiring bundle and found right hand P-lead no longer grounded and Left-hand P-lead grounded when moved around/in-out of firewall area.

Magneto P-leads are shielded MIL-DTL-27500 wire with the shielding providing the earth between ignition switch and magnetos. The P-lead wire insulation had chafed/broken through its insulation and contacted the grounded shielding causing the magnetos to be grounded which provided dead cut magnetos.

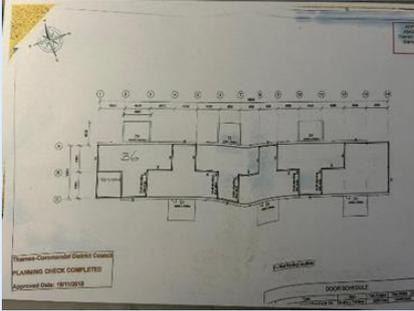
The wiring appeared to be original aircraft wiring and when segregated from wiring bundle the condition of wiring was brittle/chafed in some areas. Bottom line, be very careful particularly on aging aircraft to ensure all wiring is checked regularly, particularly P-Leads from Ignition switch to your magnetos.



Richard Milne

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Tee Hangar B6 For Sale. Whitianga, North facing. Power and lights. Water. Painted floor. By negotiation. Contact Peter 021747404 peterthepilot@gmail.com



Headgear and shirts - available from

Bruce Turner 021388 343

Shirts: \$38 Polo & T Shirts \$25 Caps \$25
(Sizes available T Shirts (2XL, XL, L, M))



Hangar house FOR SALE Pauanui 5 BR, 3 bath, Open Plan living, double garage and hangar (12.8m x 11.6m) Contact Pete: 0224035320 or jenorpete@hotmail.com



Sierra Echo Echo
Yankee Oscar Uniform
November Echo Xray Tango
Mike Oscar November Tango Hotel



Happy Spring Season

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Mercury Bay Student Aviation Trust RV12 Project Log



Date	Hours	No. of students	Job reference
11th September 2024	12:30-17:00	10	Wing Construction, Mid Fuselage Section, Parts Perparation



Wing Construction

Today is the day that we start to build the first of our wings. Most of the students are out the front of the workshop today helping out in the build in some way. The day started out by sorting out the wing ribs and then figuring out which ribs go where, this is crucial as they all look very similar; however some have very slight differences. Once sorted the ribs were then cleced to the main spar. The shape of the wing takes shape rather quickly at this point.

Mid Fuselage Section

Casey and Liam are working with Graham on the mid fuselage section, this week they are continuing to work on the firewall section. Liam has also started work on the tunnel channel section of the aircraft, this requires the parts to be prepped in the same manner as all the other parts, so Liam is on the files and de-burbers for a while this afternoon.



Parts Preparation

The work continues in the parts prep department, our goal is to get as many parts prepared as we can as we get closer to the end of our senior school year.

Thanks for following our progress.



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Mercury Bay Student Aviation Trust RV12 Project Log

