



Mercury Bay Flyer

April 2025

Editor: Wally Pendray

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Flying Activity:



Our refurbished entrance is really looking good now that the warehouse units have been sold and new owners have spent time and money on their refurbishment. The MBAC has contributed to the cost of the concrete resurfacing so that the Go Fuel tanker can pass over their driveway to top up our AVGAS pumps as it is the only way into the aerodrome for the tanker.

One blue sky and windless morning

recently a large group of Whitianga aviators took to the air to venture into the south eastern hills in search of adventure and a wonderful breakfast. Check out their destination to the right



The Tiger Moth Safari that some of our members flew around the South Island with was well run yet again and weather played a part this year..... Alan Coubray had a significant extra fuel bill while enroute to Karamea....see page 7

Those of us who remained in Whitianga during the Blood moon when the earth passed between the sun and a full moon, had a few evenings of very colourful skies as the sun went over the horizon.



Dave Paterson was 'happy as' after his first solo flight on 4th February in Cessna BUD at Whitianga. Congratulations Dave



Sorry we missed this in last month's newsletter Dave.



Wolfgang and Karen's Hangar Party coincided with Gavin's SAA Fly In to Whitianga to inspect his Camel build project so really revved up the aerodrome activities before the month ended. A great day out for a bunch of aviators.



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Coro Club Café & Venue - Flight Club Ball Room



Phone 021 0800 2970

Hello@coro.club.

Specials

Phone ahead to see what delights are on offer



Phone ahead

Serving all day brunch, cabinet food and daily lunch Specials

Notices from committee:

Committee 2024-25

President	Evan Wheeler	021 924 807 - Hangarage enquiries
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		

President's Corner

Runway Watering

We are still waiting for our Environment Waikato sign off for our watering of taxiway and runway which is taking more time than expected to reach this approval status.

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Hangar Concrete

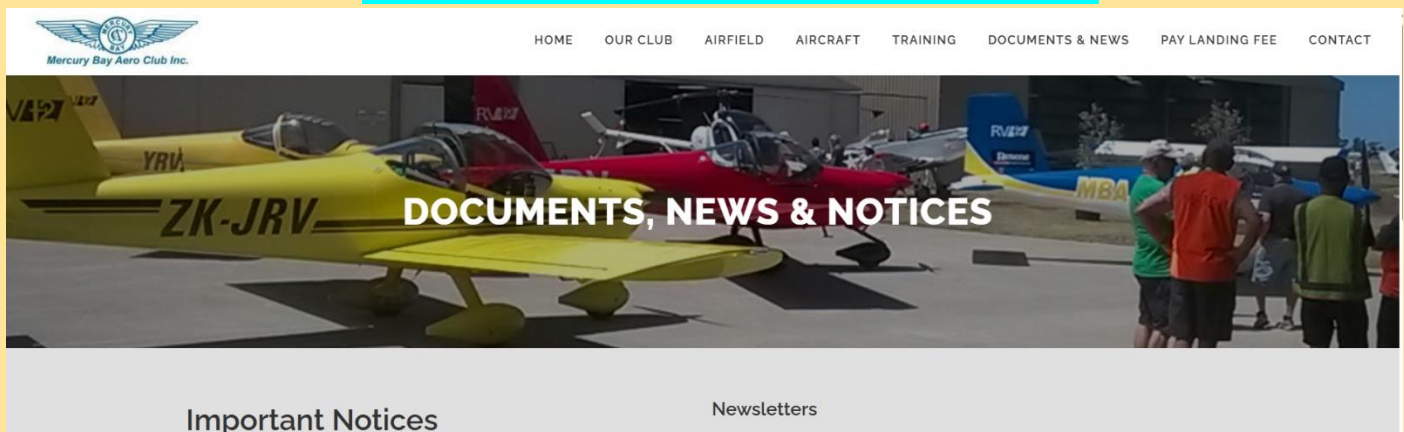
This week is expected to have the concrete laying completed so hopefully this occurs before wet weather arrives.

That's all for this month.

Evan Wheeler

The **MBAC** website now allows you to see the latest newsletter online by clicking this link.

Daylight saving finishes 6 April 25 at 3 am!



Let's get out there in our flying machines before the changes come in!

Next Executive Meeting - Friday 11 April 2025 at 1000 am

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

New Members

New members are missing at the MBAC this month so please all visit our aerodrome and enjoy Coro Club coffee, food, relaxation, and chatter.

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Mercury Bay Model Club

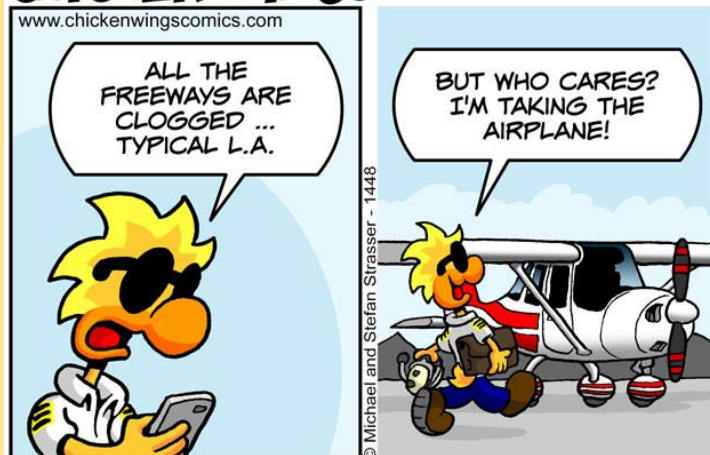
George has loaded these and more on the Whitianga Aerodrome Facebook site to show you what the calm conditions have allowed this month



Stop Press

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BY MICHAEL AND STEFAN STRASSER



UH-OH.

SCREECH!

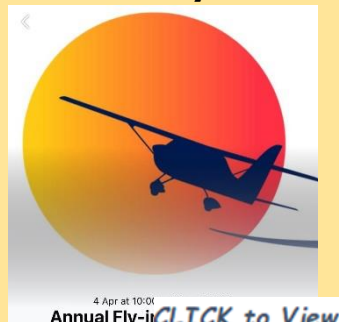
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New Headgear T shirts & shirts now available from Bruce Turner 021-388 343

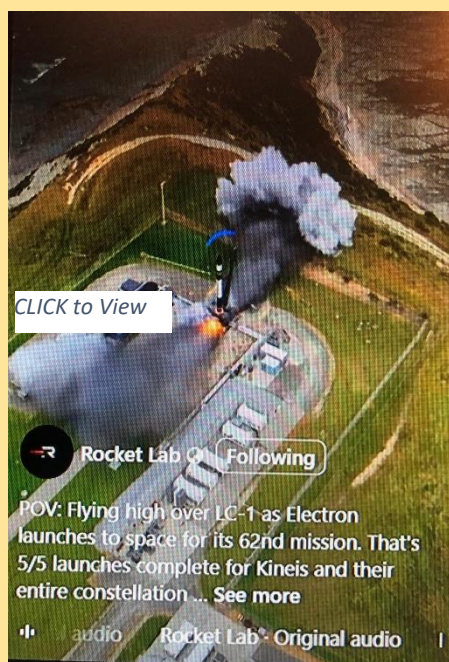
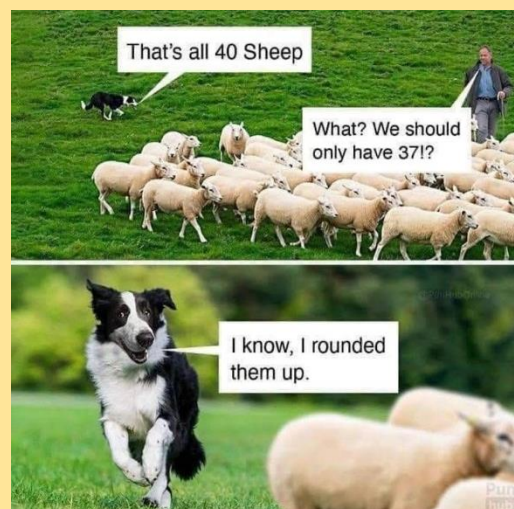
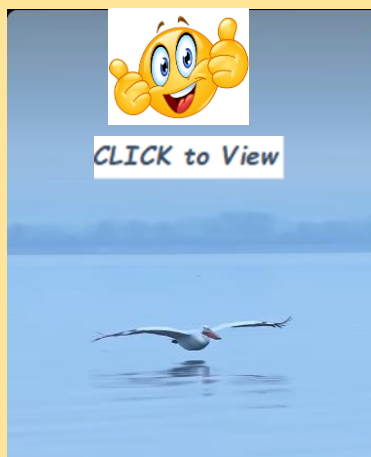


Our summer activities are getting fewer ... now its Autumn

RAANZ Fly-In Waipukurau 4-6 April 2025



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20 litres

Tiger Moth Club of NZ Summer Rally 24/25

The Tiger Moth Club of NZ has a strong following in Whitianga with several members of the MBAC being members of both clubs and three Tiger Moths being based here. Every year the TMC holds its AGM and

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competitions at an airfield where the locals are friendly, where there is a lot of grass (Tigers have tail skids) and is far from controlled airspace. This year it was held in the delightful West Coast township of Karamea.

Every year prior to the AGM a "tiger camp" is organized as a week's flying tour around interesting spots planned to arrive at the AGM and finish a few days afterwards. This year it started and finished in Omaka and flew around the South Island coastline via all of the lighthouses.

So on the 27th Feb five aircraft from Whitianga met at Omaka to commence the "Grand South Island lighthouse tour" and what a grand trip it was. Two Tiger Moths, Pete and Donna McVinnie in BFF, Alan Coubray and Kim in ATM, Rob and Martina Llewellyn in C172 EJU, Keith Skilling and Bobbie in C180 AMK and very importantly Hawkeye and Stephan two Swedish pilots who had travelled out from Sweden especially for the trip. They were flying Rex de Bettencor's Glastar CDP. Ace and Jeannie Edwards joined us at Karamea for the AGM in the Beaver. This year the Camp consisted of six Tigers and six GA aircraft of all types, vintage and modern, you don't have to have a Tiger Moth to have fun, but it helps! Participants came from as far north as Kerikeri and south from Gore.



Tiger Camp is entirely social carried out only in very fine weather with some interesting flying included. First lighthouse was Cape Campbell and on down and around the coast stopping for overnights at Balclutha, Mossburn, Haast, Greymouth, Karamea and Motueka. All lighthouses were inspected and photographed, and there are lots of them, along with numerous visits to various farm and seaside strips on the way, all in excellent weather. Puysegur Point lighthouse was the only one missed by the Tiger's due to strongish winds (reputed to be above 10 knots), but bravely photographed by Rob and Martina who reported "some down draughts!".



Everywhere the Tigers went they caused great excitement with the locals who came out in droves and treated all participants to excellent hospitality. Lots of joyrides were given and excited school children got to touch a piece of history and were entertained by tales of daring-do by their equally historic pilots!

A great few fun weeks away were had by everyone involved so why not join in the fun next year by joining the TMC, it's only \$30 and you don't need to own a Tiger Moth.



Safety Spot

A question was asked of me recently as to why we had not notified club members that the threshold markers at the end of Rwy 04 had been moved.

When the runway works were carried out over the last couple of winters the end markers were moved and unfortunately not replaced in the correct position. Recently when Brian Wigley was looking at updating the landing chart, he was concerned that the position of the markers did not agree with the CAA landing chart. We looked at the most recent survey of the runway that was carried out by the council and it became apparent that the markers were too close to the SW fence line. The runway end position is defined by a 1:40 upward slope from the ends of the runway with a fan that extends sideways from the runway which must clear all obstacles in the approach path. We measured the correct distance from the corner fence and placed the markers there.

The most noticeable change is on runway 04 where the markers were moved down the runway about 50metres, but the markers at the end of runway 22 have also been slightly re positioned to comply with the survey. The end markers, white markers, define where the landing runway starts and are depicted on the chart by the displaced threshold. The take-off run can start before the markers, as shown by the difference in take-off versus landing distance, but I would suggest extreme caution if you are planning to start your take-off run before the markers as the gap between them is quite narrow. If anyone has any questions about the runway position or the information on the landing chart, please feel free to ask.

On another matter we are noticing an increase in aircraft turning left crossing the shoreline after take-off on runway 04. Just a reminder a turn to the north must not be commenced until you are 2 miles, abeam Simpsons Beach, from the runway or through 1500ft. A radio call does not make a turn acceptable. This is particularly of note at Whitianga due to aircraft letting down on the non-traffic side. Check out

https://www.aip.net.nz/assets/AIP/Aerodromes-ADI/AERODROME/HELIPORTS-INTRODUCTION/AD_1.06.pdf.

NZ CAA are currently running roadshows in an attempt to improve operations around uncontrolled airfields so let's all make sure we know and abide by the rules."

Steve Chilcott
MBAC

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Mercury Bay Student Aviation Trust RV12 Project Log



Date	Hours	No. of students	Job reference
19 th March 2025	12:30-17:00	10	Rudder Pedals, Horizontal Stabiliser, Wing Light



Rudder Pedals and Brake Lines

This week the students found themselves in a position where they could fit the rudder pedal assembly to the firewall shelf. As well as fitting the pedal assembly, Toby and Alan were working on the brake lines, this involved fitting brass fittings to a high-pressure tubing. To get the tubing to fit, the end of the tubing needed to be put in boiling water to soften it, making it easy to slide over the required fitting. We have found that it is much easier to do these tasks at this stage of the build, rather than doing them when they are inside the aircraft.

Horizontal Stabiliser and Wing Tips

Our RV-12 requires mounting points for fibreglass wing tips to be fitted to the ends of the horizontal stabiliser. Today Douglas was working with Cameron and Euan to start this process. The main skill that they were learning today was how to use fluting pliers to form a curve on a piece of angle. The curve that they produced was done carefully and bit by bit to get the curve just right. Once the fluting is completed, the angle then needs to be attached to the end of the horizontal stabiliser.



Landing Gear Preparation

This week, Reuben finished his toolbox and is now teamed up with Andy to start the assembly of the nose landing gear. Reuben's first job was to split the rim assembly apart so that the tube and tyre could be fitted. A little bit of talcum powder goes a long way to make this task easier. This is Reuben's first actual task on the aircraft, its great to see him underway with his learning.

More next week, thanks for following our progress.



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Mercury Bay Student Aviation Trust RV12 Project Log

