



Mercury Bay Flyer

July 2025

Editor: Wally Pendray
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Flying Activity:



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Duxford 2015 .

YouTube a bit of nostalgia for Keith Skilling in the yellow nosed Corsair and Stu Goldspink in the desert camo P40. This was a small balbo



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Whiti Flyers have been off to an enthusiastic start to tiki touring between the high rain falls we have been getting as winter descends upon us. If you wish to be advised of its flights, it's now on Whats App so call John Vanderwee 021 185 2409 to ask to be included.

Flying New Zealand has their AGM in Christchurch 26 & 27 July if anyone wishes to register. Click the picture below for details.



[Click to view](#)



Kerry Brew has advised of his unfortunate engine failure at the PONDS reporting point when flying from Blenheim. A very successful emergency landing with aircraft damaged only but two on board safe.

Grass growth to the right is really responding to the rains we have been receiving in late Autumn but it has also been causing very slushy surfaces around the hangars too unfortunately.

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Drone training is also necessary to operate safely especially around aerodromes. Good to know about these to review if people are observed around the beach and aerodrome and need to be chatted to.



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Coro Club Café & Venue 021 0800 2970



Hours **Wednesday to**
Friday 8:00 – 2.00pm
Weekends 9am - 2.00pm



Serving all day brunch,
cabinet food and daily lunch Specials

Notices from committee



A picture of runway 22 in June showing the green green grass of home and showing runway and taxiways nicely.

Three windsocks have been replaced this month of June so we hope you are able to see them easier on your approach and departures.



A few NOTAMs around the Coromandel have indicated aerodromes are very wet and some without windsocks so be wary if you're flying around the Coromandel intending to use our aerodromes.

Security fencing on the new hangar sites is progressing as we go to print to enable new gates to be installed in due course.



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Next Executive Meeting - Friday 11 July 1000 hrs

MBAC Committee 2025-26

President	Keith Skilling	021 333 767
Vice President	Evan Wheeler	021 924 807 – Hangar enquiries
Secretary	Mike Norton	021 667 866
Treasurer	Bruce Turner	021 388 343
Club Captain	John Vanderwee	021 185 2409
Ordinary Executive Members – Alan Coubray, Graeme Spurdle, Steve Chilcott, Damon Barakat		

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The MBAC website allows you to view the pictures within the newsletter in larger sizes on your PC

***Daylight saving is now only three months away! Clocks go forward
Sunday 28 September 2025.... get that winter maintenance done so you
are ready to fly when our longer days return***

Please Support Our Sponsors:

Whitianga Waterways – www.whitiangawaterways.co.nz

Gallagher Insurance – www.ajg.co.nz or bill.beard@ajg.co.nz

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



Whitianga Aerodrome is now on Facebook so check out the recent happenings.... and future events!



New Members

New members have been missing the MBAC this month as they haven't got a spare pair of Red Bands to enjoy our soft surfaces with.

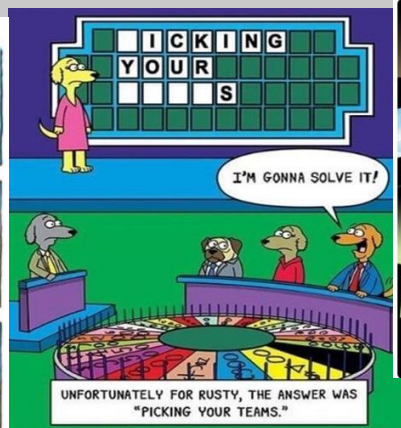
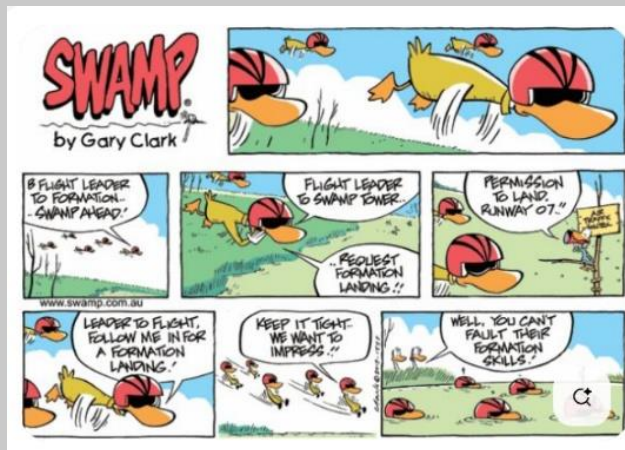
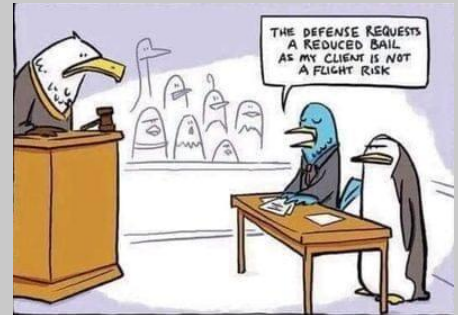


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Flying Events

AOPA NZ – Haast Winter Fly-in 11-13 July 2025

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**Flying is very safe.
We have never left
anyone up there**

**A good landing is
when you walk away
from your aircraft**

after landing. A perfect landing is when you can use the aircraft again.



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Voltaro Cassio 2 Series: The 800 mile range Hybrid Electric Aircraft

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**Bruce Turner has new
caps & polos available**

021 388 343

**\$20 per cap and polo
shirts \$38**



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Mercury Bay Model Club

Wayne is working well in our Coromandel over the excessively Winter weather and has changed from flying to boating in our wet conditions. George and his flyers have been having fun on the windless days too so check out [Whitianga Aerodrome](#) on Facebook to see their models in flight.

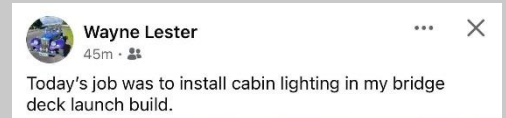


Classic Flyers have introduced a new model in their yard.

CLICK to View



This July 25 Model Show is on at the Whitianga Town Hall so be sure to take in the displays while they are set up right here in Mercury Bay.



[Click to View](#)

Peter Jackson's Military Treasures • FULL DOCUMENTARY

President's corner.

On behalf of the President last seen in Angkor What, I submit Vice President report.

This last two months has given us some interesting weather patterns creating some havoc to our flying activities. We have once again seen some of the heaviest rainfalls over a short period of time in Whitianga. This has saturated the soils at the airfield, especially the taxiway Delta and around the hangars. The work completed on the runway has seen this drain fairly quickly, especially on the centre crown of 04/22 and keeping us open for business.

Grass growth for this time of the year has been quite incredible and keeping the farmers happy. The fertilizer applications programme we have been following over the last two years has proved its worth. With the amount of rain etc, we have left the runway mowing for an extra week, first to prevent tractor wheel damage

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and secondly, slightly longer grass has helped in reducing damage from aircraft landing on the softer soil. Once we get a window of fine weather where the soils have dried sufficiently, the runways will have the roller over them. Doing it when the soils are wet causes unnecessary liquefaction and uneven levelling where there are softer patches, and we do not want that.

Work on the security fencing around the back of the airfield at Abrahamson Road entrance is well underway and should be completed in the next week. There will still be the security gate to be installed after that.

Our rental house is currently vacant with work now being completed to bring it up to the healthy homes standards and have an exterior paint which is long overdue. You will notice the trees have been removed. These were causing damage to the septic tank system and generally just a nuisance in this location. Fencing is to be installed around the house and then it will be ready for renting once again. The access road to the hangars will also be improved to allow access past the house along the boundary so you will not have to do a dog leg turn around the house in the future.

AWIB 130.5 is now operational and providing a great tool for arriving aircraft, advising wind direction and giving plenty of time to plan your arrival.

Irrigation plans are underway now that the consent has been issued by Environment Waikato. (was not easy and took up a lot of time) We met with TCDC staff last week to start planning the connection to their pipeline which passes across our property to the recreational sports grounds. Indications are that they will be able to have us supplied by Xmas this year.

Electricity supply is once again under discussion. We are working on a plan to possibly spread existing supply across the hangar complex subject to some conditions, but this should provide lighting and a couple of power points in each hangar. To date we have been told that the supply to this area of the town is at its peak, however we are putting in an application to have a second supply line into the airfield. Let's see what happens.

We have noticed hangar gutters providing good hydroponic conditions for grass and weed growing. While cleaning gutters is the responsibility of hangar owners, it will make sense if we hire a scissor lift and do all the hangars and jointly share in the cost. This would be invoiced out and should not cost very much at all when spread across 52 hangars. Same could apply to having a contractor spray hangar for lichen and mould control.

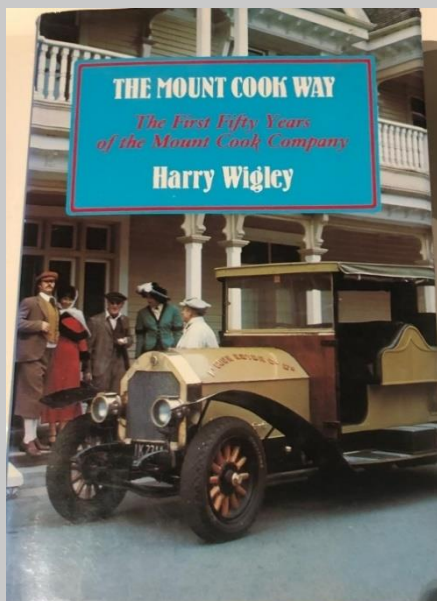
That's about it from me this time round. Fly dry.

Evan Wheeler

Vice President



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A new mural taking shape at OPC can been viewed when leaving the Moewai Road, **Give Way**



Graeme Wilton has hangar T Hangar C5 for rent at Whitianga Aerodrome.

Big enough for a C182 or similar so contact Graeme Wilton

029 419 2371

RODOLPH LYSAGHT WIGLEY: the 'RLW' of this book, was the big man who so loved the Southern Alps that he devoted a lifetime's formidable energies to make them accessible to others.

His was the first car to reach The Hermitage, Mt Cook, forerunner of a service-car enterprise that soon extended to the Southern Lakes. He leased The Hermitage and inaugurated skiing on the adjacent snowfields. With two guides he made the first winter ascent of Aorangi, an achievement that has seldom been repeated since his climb in 1923. In 1920 he formed NZ Aero Transport Limited and flew on the first one-day flight from Invercargill to Auckland. He pioneered the first modern rental-car business in New Zealand. He learned to fly, and bought his own executive aeroplane for communication work. He opened and ran the Chateau Tongariro...

Genial, dynamic, a lover of challenge and adventure, a visionary, his many interests were prospering and expanding right through the Depression of the 1930s.

But war killed the tourist industry stone dead and by 1945 RLW was ageing, his health was failing, and he was thankful to hand over the controls to his son Harry, who had grown up in the Company.

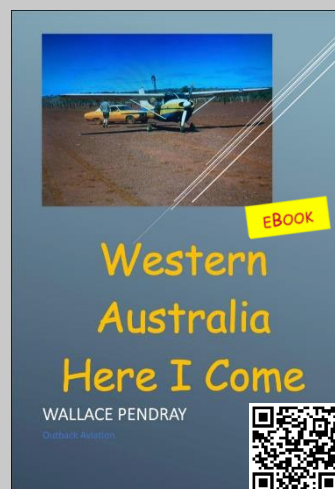
Harry Wigley took over a road-transport concern whose fading fleet of vehicles was obsolete and suffering from the war shortages of spares. Worse, he had to contend with a socialist government hell-bent on converting private transport enterprises to state ownership. But he had one great asset: the loyalty and enthusiasm of staff who had helped RLW found and develop the business from the early 1900s onwards.

The road-transport business and Mt Cook tours were revived despite formidable difficulties. Ohau Lodge was brought into being. The development of the Coronet skifield at Queenstown brought the place to life in winter, and the development of tows and ultra-modern chairlifts resulted in an influx of overseas visitors. Harry Wigley himself designed and developed the ski/wheel undercarriage that has enabled tens of thousands to enjoy 'ski-plane adventure' at Mt Cook and elsewhere, and he founded Mount Cook Airlines, whose HS748 airliners run scheduled services between the main tourist centres and the main cities of New Zealand.

Harry (now Sir Henry) Wigley is a natural raconteur, and he packs this story of a father-and-son enterprise with a great abundance of 'characters' and racy stories. Seventy-three photographs – all but two of them from family and Company archives – recall the highlights of a great enterprise that has been serving the nation for nearly eighty years.

Good wet day reading

I got a new stick deodorant today. The instructions said: Remove cap and push up bottom. I can barely walk, but when I fart, the room smells lovely.



Bush flying was the passion I had aimed for, for many years throughout school and into the work force.

Offered a Flight Instructor position with my original Flight Instructor David Walker, who had started me off on my flying training up until I reached my Private Pilot Licence, was the key to beginning my aviation career.

I had thought I would fly in Africa as I had always enjoyed the African scenes on TV and films so thought being a bush pilot there would be a wonderful career.

David had moved to Perth, Western Australia and had been instructing and flying a Beechcraft Baron for an earthmoving company. He decided to open a flying school in Port Hedland and so asked me to instruct for him if I had obtained my Commercial Pilot Licence (CPL).

With this offer and being in the process of completing my CPL, it was immediately accepted.

Western Australia bush flying for an earthmoving company then parachute dropping in Darwin and onwards to Papua New Guinea gave me the bush flying skills I yearned for.

Upskilling back in Australia gave me increased skills for instrument flying leading to commuter flying in Australia, Papua New Guinea and the Solomon Islands.

This book is continued with **Aviation Adventures in Papua New Guinea** expands on the 11 years spent flying in the tropics.

"Tower, November 1073K is 8 miles southeast inbound to Watchahoochie Airport for landing."

"Roger that, 73K, this is Watchahoochie Tower, report a 3 mile final to runway 30 and verify you have Hotel".

"73k will report a 3 mile final and uhhh, we don't need a hotel, we're staying with friends!"

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Mercury Bay Student Aviation Trust RV12 Project Log

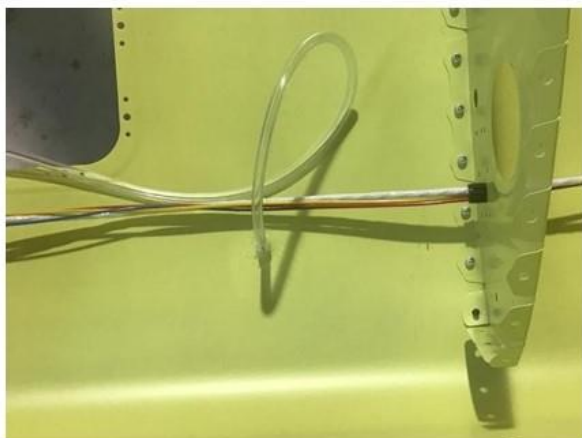


Date
25th June 2025

Hours
12:30-17:00

No. of students
8

Job reference
Wing Construction, Mid Fuselage,



Sorry, No Log Last Week

You may be aware that there was no log sent last week, there was however a build day. The school was closed for parent teacher interviews; however, a number of students volunteered their own time to keep the build running. It's great to see the commitment that our team puts into this project.

Wing Construction

Over the last two weeks the second wing has slowly been closed in. Out the front today we have Isaiah, Toby and Douglas. We have had a steady stream of cleco's going in, rivets going in, cleco's out, rivets in, it's a wonderful process to watch once they get their flow going. Dan and Le Sueur have been finishing up the wiring by fitting terminals to the wires as well as fitting the angle of attack rivet that allows the plastic tube to connect too.

Mid Fuselage Section

Out the back today there is quite a lot going on, Jim and Graham are working with Kane, Reuben and Sam to start fitting the mid fuselage braces, these braces will allow the mid fuselage skins to be attached, ultimately stiffening up this section of the aircraft.

Landing Gear Assembly

Liam has teamed up with Alan today to work on the first landing gear leg, their task today was to gather the parts and start to assemble the wheel/brake assembly. As luck would have it, Liam had time to get the wheels on both gear legs.



It's school holidays for the next two weeks, so we are taking a break and we will be back in no time at all.



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Mercury Bay Student Aviation Trust RV12 Project Log

