

Manawatu Microlight Club Newsletter - August 2006.

Editor: Barry Nolan Ph 06 326 8907

Hi Folks,

The recent dismal weather and a paucity of donated material means that there's little to print this month. However, I did get a member profile which appears below and thank the mystery person for the submitting this.

Barry

Condolences.

It's sad to report the recent death of Paul Svendsen's father. I'm sure that all Paul's friends and associates join me in sending our sympathy to him and his family at this difficult time.

Fisherman

We're likely to see yet another aircraft in the circuit when 'JJ' (John James) gets his recently acquired Fisher (or is it Fischer?) sorted out. JJ bought the aircraft from 'up north' and is busy coming to grips with its starting peculiarities and the intricacies of its folding wing arrangement. This isn't all, though. He tells me that the PIC must control the aircraft whilst sitting in the rear seat! Different!

Who is it?

I was born in the latter half of the last century in Kent, England, the eldest of four children. As a family, we emigrated to New Zealand, taking six weeks on a boat, because that was the most common form of transport at the time; flight was considered an improbable luxury, and cost 'way more than 6 weeks on a cruise boat! However, it was during this trip that I experienced my first flight - across Australia, on a visit to some relatives. While I completed growing we lived mostly in Wellington.

Over the years we have returned to England a couple of times, and the first time we became gypsies, and travelled the length and breadth of the country in a caravan for six months.

When I married, we moved to the inner Kaikouras and worked on the farms in that district for a couple of years - shearing, stock handling, pest management, all the farm jobs. Again, I met up with flying, working with the top-dressing pilots, and often flying out with them while on the job. The strips we flew off were some of the most challenging in NZ, often short, steep and/or with cliff-drops at the end of the airstrip. I have seen a laden plane taxi down the strip and drop off the end, only to reappear moments later, using the lift from the cliff to assist it to fly. My most interesting memory of this time was of a particular afternoon when we had been loading the plane, but the weather was breaking up. The pilot called a halt to proceedings with a very small window of time in which to return to base. He collected the loader driver, and, because the wind had changed, taxi-ed *across* the airstrip to take off for the trip home. Apparently the loader driver refused to ever fly with him again!

During that time, we did a great deal of night shooting, chasing rabbits from the back of a truck; they were particularly easy to see against the snow. We have some superb memories and photos of that time, but for having grown up in the middle of the capital city, it was certainly a change in lifestyle. We moved north in time for the birth of the first of our five children; living with them and watching them grow has been utterly amazing.

We're both self-employed (now in separate businesses), and mostly have been since 1990 when we bought our first business, a dairy. We're also staid; a couple of years ago, we sold a business we'd set up and run for 11 years, and we've been in our current one more than 6 years. We've been in Feilding six years, and in our current home 3.5 years. It won't be long before we're registered as a Feilding Fixture! So Who Am I?

Come on, folks! How about sending me your profile for inclusion in a future edition. If you don't want your identity revealed, I promise to respect your wishes.

Barry

Long Distance Flying

I hear that JBR recently clocked up his 3,000th flying hour. Not sure if this is all in Microlights, but it's still quite an achievement. I think I'll be about 250 before I reach that milestone! Congratulations, John.

Long Distance Cooking

A new young bride calls her mother in tears. She sobs, "Robert doesn't appreciate what I do for him." "Now, now," her mother comforted, "I am sure it was all just a misunderstanding."

"No, mother, you don't understand. I bought a frozen turkey roll and he yelled and screamed at me about the price!" "Well, the nerve of that lousy cheapskate!" says her mom. "Turkey rolls are only a few dollars." "No, mother it wasn't the price of the turkey, it was the airplane ticket." "Airplane ticket? What did you need an airplane ticket for?"

"Well mother, when I went to cook it, I looked at the directions on the package and it said - '*Prepare from a frozen state*,' so I flew to Alaska."

Virus Alert

There is a dangerous virus being passed electronically, orally and by hand.

This virus is called Worm-Overload- Recreational-Killer (WORK).

If you receive WORK from any of your colleagues, your boss or anyone else via any means, DO NOT TOUCH IT. This virus will wipe out your private life completely.

If you should come into contact with WORK put your jacket on and take two good friends to the nearest bar. Purchase the antidote known as a Work-Isolator-Neutralizer-Extractor (WINE) or Bothersome-Employer-Eliminator-Rebooter (BEER).

Take the antidote repeatedly until WORK has been completely eliminated from your system. You should forward this warning to 5 friends. If you do not have 5 friends, you have already been infected and WORK is controlling your life.

Events Calendar

The Monthly Barbecue will be held at noon this Sunday (20th August)

Dawn Raid at Bridge Pa, Hastings - also on Sunday. Spot Landing on arrival. *Be back in time for our BBQ!*

AIRCRAFT (and other things) FOR SALE & Wanted

Wanted.

Smiths Chrometric rev counter as fitted to early British motor bikes.

any condition.

Ph: Shorty 06-3545657 or 021-682-151

For Sale

Part Share

A share in the Feilding based Hovey Hawk. This is a delightful, extremely well built Bi-Plane, which is a delight to fly. It is a low hour machine, and in excellent condition.

Please contact Shorty on 021-682151

Radio

As new, Icom Navcom V H F Airband transceiver IC - A22 fitted with rechargeable nickel metal hydride batteries, together with an operation manual. I paid \$600-00 for it and will sell for \$500-00. Contact Rex Thompson. rex.thomo@inspire.net.nz

Rans S-6ES Coyote II, tricycle undercarriage, Rotax 503DI, DC electric start, 430hrs. Roomy comfortable & good visibility, 4+hr endurance, surprising performance for 52hp engine. \$37,500 Contact Peter Kernohan 021 804 733
kernohan@actrix.co.nz

CGS Hawk.

I am selling this aeroplane because I am not able to fly it as often as I would like. The aeroplane was built in 1999 and has two owners, one of them being me. It has flown 310 Hrs (airframe and engine). The tail feathers, ailerons & flaps all have been recovered and painted and the wing sails are in good condition. The fuselage is fibreglass and in good condition. The engine is a Rotax 503 with dual ignition and has just been overhauled (300 hrs). It is fitted with a ground adjustable Ivoprop. Asking \$15,000 but offers considered. For any information call Roger on 06 363 5175 021 433 477

rogerchris@clear.net.nz

Club Officers

President / Treasurer	Stan Hyde	323 9072	rshyde@extra.co.nz
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Secretary	Shorty		
Committee Members	Peter Gene, Pete Donald, Bill Steel.		

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Club's web site:	http://www.manawatumicrolightclub.org.nz/		