

SPORT AVIATOR

newsletter of the Sport Aircraft Association (Auckland Chapter) Inc.

February/
March
2011

Mother Hen & her chickens at Ashburton



This Month's Newsletter

Apologies to all;

I have decided that the best way of dealing with last month's newsletter was to combine both into March's.

This Month's Guest Speaker

Richard Parkinson will be here to talk about Live Tracking and answer questions.

I'm doing this with Spidertracks to spread the word on live tracking because I'm passionate about saving lives not only in Aviation but other areas as well.

I have a background that includes being a Chief Crewman and winch operator for a provincial Rescue Helicopter Service some years ago. I hope this is of some help.

Presidents Report

Hi Team

I was sorry to miss out on the fly south. Peter Walton, Mike Crene and I organised our first Gathering of Mustangs fly-in at Matamata March 18-19th. It was our first 51 squadron fly-in. We organised the event to kick off the flying participation of our growing fleet of T51 Mustangs. There are now 9 flying and several close. Thank you for coming down to support us. We had a great day with most of the 32 builders present. 5 mustangs there and the other 4 desperately trying to come only to get grounded in bad weather in Dannevirke. We had perfect weather for both days.

The War Birds Came down with the P40 and Harvard. A big thank you to Gavin, Frank and Peter. Simon and Rob came in the Thunder Mustang plus many others. Will have pics soon of the day. We hope to have our next event in November.

I was in an engineering shop and saw a unique home wind generator off a yacht. The guy was repairing it for the owner who had purchased it 5 years ago. He said it worked well with a daily spray of CRC. It finally packed up with rust

This wild piece of kiwi engineering consists of a F&P gentle anne motor strapped to a wooden block with a wooden propeller epoxied to the shaft. It puts out 12vdc

Presidents Report cont'd

up to 10amps.

After Dons talk on perfect propeller balancing, I was shocked to see a flattened lead head nail it used here. Note the pivot point is a drill bit jammed into the wood.

They need your pitching formula Don.

Sorry I will miss the meeting this month as I will be in OZ. Don has another great speaker for us in Richard Parkinson of Spider Tracks. Great system for all legal operators.

Had to de-nigh getting caught low flying.

We are fast heading for our AGM in May. Please give some thought to standing for office in our chapter. We need to stay strong and energetic.

I'm hoping we will soon have a very exciting field trip.

Warren Sly

Obituary Geoffrey (Ian) Royds

For those of you who have travelled to Sport Avex you would have met Ian. This article was penned by his brother, I include it in our newsletter as a mark of respect. Because of Ian and his team's work our trips to Ashburton over the past years have been made more enjoyable.

Britta and Graeme Weck flew down for his funeral and graciously agreed to represent our chapter during this time.

GEOFFREY IAN ROYDS (Ian) died 25th February 2011 aged 73.

Well known mid-Canterbury aviation identity Ian Royds died on the 25th of February 2011 after a three year battle with oesophageal cancer. Throughout this period Ian remained positive and made the most of what he knew was his "final glide".

Ian was born and grew up in Christchurch, and one of his earliest memories was seeing the intense wartime Tiger Moth flight training activity over Harewood Aerodrome, 2km from the family home in Burnside Road. Being well within biking distance frequent trips were made to Harewood (now Christchurch International Airport), and the Canterbury Aero Club and Airwork hangars which in that relaxed era were open for casual visitors to walk through and marvel at the heavier-than-air flying machines parked in the hangars and on the apron.

Not long after establishing his farming career at Eiffelton south of Ashburton with his wife Almond, Ian started flying training with the Ashburton branch of CAC in Piper Cubs and Cherokees. After gaining his licence, in partnership with Alastair Johnson, Auster J1B ZK-AZU was acquired

Ian Royds cont'd

and found its way around New Zealand with Ian or Alastair at the controls. They had a grading business and the Auster was an important support transport aircraft, invariably landing in paddocks adjacent to the paddock being contoured for flood irrigation with the grader. The Auster frequently found its way with the family of five (including three small children) all over the South Island, and occasionally to the North Island, but the favourite trip was to the old Franz Josef strip by the village, for an ice cream.

Ian and Alastair, both farmers, bought Cessna Agwagons CSE and DPW and for several seasons did their own spraying and topdressing, as well as employing pilots and loader drivers and contracting out. This was quite a successful venture but in particular gave them both the opportunity to pursue their passion for flying. An engine failure in CSE fully laden with Alastair flying was followed by a successful forced landing but it was retired for spares at that point, and DPW was later sold to Australia.

In the early '70's Ian and Alastair had sold the Auster to John Richards and acquired Cessna 180 ZK-BLL. (The Auster was subsequently destroyed being blown over and onto a ski plane at Mount Cook). Ian and family continued to have family trips in the 180, venturing further afield, but Ian later reminisced that they never had more fun than they had in the Auster. Unfortunately Ian's flying was interrupted with an accident in BLL which destroyed the aircraft, in 1980.

Ian was a foundation member of the Ashburton Aviation Museum, established in 1974 with the acquisition of one of the RNZAF surplus Harvards as its first exhibit. After a prolonged period pursuing other interests and commitments, Ian in the late '90's renewed his involvement with the Museum, and became an integral part of its management committee. His most public involvement was in taking on membership recruitment, and few visiting aviators left without being given an enthusiastic reception, a cup of tea, and a membership form to complete. Ian was however much more than a membership secretary, and with a small group of enthusiasts within the museum provided funding guarantees for the Harrier aircraft now in the museum. The large new hangar, known within the museum as the "superhangar", owes its existence in part to Ian's enthusiastic support and promotion.

In 2005 Ian resumed flying, acquiring the Avid heavy hauler ZK-WEN, and thereafter he and Almond flew all over New Zealand, often attending SAA events. With his involvement with the Ashburton Aviation Museum, and his membership of SAA, having heard that the Ashburton biennial SAA Fly In might be lost to Ashburton he made a point of attending the Tauranga Fly In and put Ashburton's case for continued hosting. Having his bid accepted Ian then put heart and soul into the event and under his management the Museum hosted the fly in in 2007, 2009 and 2011. At the last gathering Ian was in the final stages of his illness but didn't let it interfere with the organisation, other than delegating more than usual, and he was particularly appreciative of the acclamation given him at the Saturday dinner and prizegiving.

Ian Royds cont'd

Fittingly, Ian's funeral was held in the superhangar of which he was so proud.

Coming Events cont'd

Is anything happening out there?? If so, please don't keep it a secret.

I have only two coming events for the list for this newsletter, and they are both out of town.

They are:

22-24 April 2011. Classic Fighters at Omaka.

26-30 Jan 2012. SportAvex and Tauranga Airshow at Tauranga.

Gordon Sanders

Around the AKL Chapter cont'd

Peter Armstrong's MCR-4S is on its wheels, wings attached and parachute loaded. Picture of rocket that was loaded onsite - personel are still in one piece.

No other news from anybody



From Jon Farmer.

The situation at Patumahoe airstrip.

Several people have asked me about keeping their aircraft at Patumahoe airstrip and, perhaps, even building a hangar there, and I have had to tell them it is rather unlikely at the present moment. An explanation of the situation at Patumahoe might help them understand.

The airstrip runs alongside the railway and the land is ac-

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This Months Evening Meeting will be held on:

Thursday 31st March 19:30, at the Auckland Society of Model Engineers Club Rooms, Peterson Rd., Panmure Basin, Mount Wellington.

Jon Farmer cont'd

tually owned by whoever owns the railways these days. The surrounding farm has leased the land from railways for many years and Graeme Weck has sub leased it from the farm estate. This situation has been stable for some years, whilst the farm owner was alive, but recently ownership has passed to the extended family of sons and daughters and their children. The lure of a lucrative subdivision may seal the fate of the farm. Just how the railway land will fit into this scenario is not clear but it is unlikely anyone would want to build on it as there are many more trains going to the steel mill than there are aircraft taking off and the noise problem would be ongoing.

Jon Farmer cont'd

Pictures from Mandeville - Sport Avex weekend

Unfortunately, the airstrip is not wide enough to build hangers down the side and so a piece of land has to be leased from the farm which is the case for the hanger I share with Brian and Evan. We built the hanger knowing that the farm ownership would change one day and therefore made the building 'transportable' by using two 40 foot shipping containers as the basis. This also helps with 'building consent' problems ! Graeme's hanger is built on land leased from the neighbouring earth moving company, not the farm.

The future of Patumahoe airstrip may look a bit uncertain at the moment but "hey" look on the bright side – if the farm is subdivided it would only take one million aircraft owners to fork out \$3 each and we could turn the subdivision into an AIRPARK!!!

