



RAeS HAMILTON Branch Meeting for August 2019.

DATE: WED 28th August 2019

START TIME: 19:30 hrs/7.30pm sharp

VENUE: Glenview Club, Peacockes Road. Glenview, Hamilton.

AGENDA: Guest Speaker; Mr. Wally Gee, from Classic Flyers, Tauranga, and assisted by Derek Williams, local Ag/Pilot (with over 30,000hrs). They will be speaking on the " History of the NZ Aerospace Fletcher FU-24-954 " Most of us know the importance of the Fletcher Fu-24 in the NZ Ag scene, but not all know of it's parentage and it's development to deliver fertiliser over the decades. Wally Gee has agreed to prepare and deliver a presentation of his research of this important aircraft type. So come along and hear the story not just from the historical side, but also from the pilot's perspective, from one who knows.

Please note that we will be having a special general meeting at the start of the night's proceedings. This will be short and sweet and should only take a few minutes. The reason for this is, we have had a few changes with our officers and as cheque signatories, they have to be current and valid with the bank's requirements.

Thanks to all those (14) who came to last month's meeting, when Isaac Henderson gave us a very informative talk on the new Era of Airships. This was a very interesting lecture and well presented by our young speaker who was a student member with us back in 2008-2011, so well done Isaac, we will have you back another time. Thankyou.

On Thursday 1st August there was a private function at MOTAT for the 50th Anniversary of Cliff Tait flying around the world in his little Airtourer 115, ZK-CXU. The aircraft has been given a spruce up and sits by the Sunderland inside the main hangar. As usual, we only got 3mins on TV 1, but apparently it all well, so well done guys, good work by all. Apparently Graeme Bethell is going to sell his P-51 Mustang currently residing at Warbirds, Ardmore. He would like to see it remain in NZ, but as always, only if someone comes up with the money, if not then it will go o/seas and we will lose another classic aircraft with only one other Mustang remaining at Wanaka.

Next month, on Wed/25th/Sept, we will be having a very informative lecture by Mr. Kevin McMahon on Challenges of Defence Projects. Kevin has already given this talk to the Blenheim and Wellington RAeS branches where it well received.

Subscriptions are now due - \$35.00

Can you please make sure, especially if you are paying on-line, that you include your name with the payment (in the reference or particulars section) and what the payment is for.

Bank Account number 06-0317-0224109-00.

Cheques are payable to the RAeS Ham/Branch.

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Alan's August Jottings:

With the forthcoming new aircraft for the RNZAF, the C-130J-30 Super Hercules to replace our present C-130Hs at Whenuapai and the P-8 Poseidon (to be based at Ohakea) to replace the P-3 Orions presently at Whenuapai, I am reminded of my association with our current C-130s and my (nearly) 20 years based at Ohakea.

Being based at Ohakea, for me meant hands-on work with jet combat aircraft such as the Vampire, Canberra, Skyhawk and Strikemaster. Although there were highs and lows (and I don't mean in altitude although there was that too) I enjoyed my time there and still look back on Ohakea as THE place to be. The lows included the loss of four (if I recall correctly) Ohakea aircraft and three crew and also the loss of life to other causes like accidents and road crashes. Some of those personnel were known to most of us or were friends.

One of the many highs which stays with me was hearing a Skyhawk in the circuit followed by a very loud "whoosh" and after racing outside, saw Wing Commander Fred Kinvig swinging under his parachute. That demonstrated to us that what we did in the ejection seat bay was very important and gave us a great deal of job satisfaction (and Fred Kinvig was rather pleased too). Other highs were seeing aircraft we had prepared, flying in formation at airshows "wowing" the public or going about their business of practicing for combat. Other highs were getting to fly in these combat aircraft while they went about their business, and with some hands-on flying as well.

Also being at Ohakea on a combat squadron meant deploying overseas to places like Australia, Singapore, Malaysia, Thailand, Indonesia, Hong Kong or the Philippines, and to get there meant flying in (usually) a C-130 Hercules for hours on end. Although uncomfortable and noisy I looked forward to the flights with one very memorable deployment, although not with a combat squadron, being 10 days with 40 Squadron flying to various airports and airbases in the US. A large percentage of my flying time has been in a C-130 Hercules of several air forces and to me they are a great aircraft and I look forward to studying our new ones as well as the P-8 Poseidons.

Roll on summer and airshows.