

NEW ZEALAND DIVISION



Hamilton Branch

Please read our [Description of the Society's activities in New Zealand](#)

MONTHLY BRANCH MEETING November 2018

DATE: WED 28 November 2018

TIME: 19:30 hrs/7.30pm

VENUE: Glenview Club, Peacockes Road, Glenview, Hamilton

Speaker: Mr Paul Vickers, CEO Vickers Aircraft Company

Paul's company is out at Hamilton Airport and makes the Vickers Wave, an amphibious a/c with folding wings and a cross-over landing gear powered by a single engine with a pusher prop. Now, they are also looking at electrical powered a/c with a concept called the Wave Evtol. Even though the Wave a/c has not flown yet, as it's still in development, Paul has already been to Oshkosh and given a series of presentations to outline to the aviation fraternity and the public just what the company has to offer.

We look forward to another chapter in the aviation heritage that has carried on at Hamilton Airport over many years and put the Waikato in the history books.

Thanks to all those (15) who came to last month's meeting, when Hugh McCarroll gave a very interesting talk on "1942 Australia's Greatest Peril" when the Japanese invaded Darwin in the NT and the country was in a state of confusion and uncertainty.

Armistice Day/Open day Sun 18th Nov Warbirds at Ardmore.

Over 5000 people attended this spectacle of aviation, and although it was overcast with a light breeze it was a more comfortable outing for all the families that turned out to witness a great day of flying activities. Notably absent was the Avenger and Texan 2 unable to leave Ohakea due to bad weather, and the Catalina, Tiger Moth and Fox Moth. The WW1 a/c were represented by the BE2, Bristol Scout and Fokker triplane

and these performed a graceful scene to the delight of the crowd. The other usual Warbird line-up were there with the Spitfire TR9, the P-51 Mustang, P-40 Kittyhawk and 7 Harvards, Yak-52, 2 Birddogs, DH Chipmunk, 3 RV's, Miles Messenger, Ryan PT-22 Strikemaster, L-39 Albatross and MXS of Doug Brooker who gave his usual gut wrenching aerobatic routine, along with the Roaring Forties Harvards. On static display were all these a/c when not flying along with a T-28 Trojan, Nanchang CJ6, Titan T-51 Mustang, P-39Q Airacobra and the DH Mosquito FBv1 which did an engine run-up much to the delight of the crowd. Both these a/c are a work of art with their detail and a testament to the expertise and dedication of Avspecs and Pioneer Aero. Both these a/c are due to fly in the near future (next 2-3wks). And last but not least was the DC-3 which gave joyrides all day to many happy customers. All in all, another great day at the office!!

Xmas Dinner, okay the GVC have said this year it's a minimum of 40 @\$30/hd, so seeing we struggle to get 25, I think we will have to cancel it this time.

SUBS: A reminder that payment of subs (still only \$25/yr, \$30 1st year for new members) are due.

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 NOVEMBER Jottings

Is technology getting too far ahead of pilots' ability to recognize when their aircraft is not flying correctly when it is under the control of a computer? Or is it that pilots' training is concentrating too much on teaching them how to manage the technology in their aircraft and not the ability to detect/feel when an aircraft needs a helping hand? In other words, have today's pilots got the training and experience to feel (seat of the pants flying) when their aircraft

isn't flying the way it should be and what to do to correct it? Take for example the Air France A330 crash off the Brazilian coast in 2009 and the more recent Lion Air B737 crash off Java, it seems in both cases technology gave confusing and differing data to the pilots who didn't seem to sense/feel what their aircraft was doing. From what I learned in flight training and study was that when a problem occurs, the **first** and most important thing, is to **fly** the aircraft, and then sort out the problem if you can. In the case of a two-pilot crew, my way of thinking is that one pilot flies the aircraft while the other sorts out the problem. But then, it's easy for me to write these things from the safety of my office!

Recent news is the Air New Zealand B777 damaged while parked at the gate at LAX by an aircraft being towed past behind it. By looking at a photo of the damage it looks like the winglet or sharklet of the towed aircraft has sliced into the elevator of the B777 which had to be replaced. The towed aircraft type or airline has not been identified as far as I am aware, but such carelessness should not happen; was anyone watching that wing-tip - and if not, why not? I have recollections of incidents during my time in the RNZAF where damage to aircraft occurred because personnel were careless and not following laid-down procedures; tsk, tsk!

Christmas is fast approaching so take extra care out there and stay safe.
