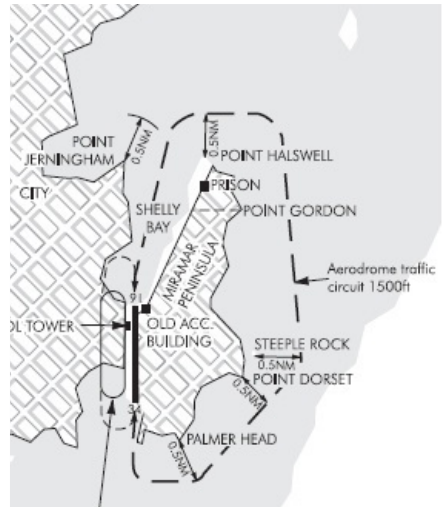


History in the Wellington Circuit - Part Two

So, here we are holding mid-downwind in our circuit that is looking at the history under our wings as we fly the Wellington Circuit.

For those who might not have read part one, we are on a left-hand circuit from runway 16 and so far we have looked at Māori legend, coastal defences, a Gallipoli memorial, Barrett Reef and the Beacon Hill Signal Station. When we reached Seatoun, we were instructed to hold mid-downwind and have been orbiting ever since.



[“Whiskey Alpha Charlie, report sighting Boeing on five mile final”](#)

Looks like we’re back in business – with the Boeing in sight, it’s time to continue our circuit. As we roll out of the orbit a head towards Point Gordon, off to our west is Fort Dorset.

Fort Dorset

Fort Dorset was built around 1900 in order to defend Wellington harbour. During the Second World War the fort was fully operational and consisted of observation posts, searchlights and four different batteries of four and six inch coastal artillery guns. Along the southern ridge line were numerous fire control posts and observation posts as well as guns.

Downsized after the war, by the 1980’s Fort Dorset was providing accommodation for military personnel as well as transit accommodation for members of the Air Force, Army and Navy. The fort also provided

regimental mess facilities and personnel administration support for the Army General Staff and Defence HQ.

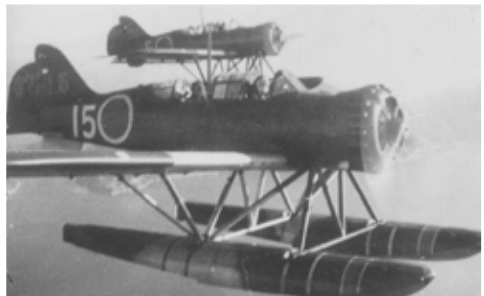
Fort Dorset was officially closed in November 1991 and is now the site of Seatoun School and residential subdivision “Dorset Cove”.

“Whisky Alpha Charlie – Continue approach number two following the Boeing”

Anti-Submarine Defences

As a part of the defence of Wellington Harbour during World War Two, anti-submarine measures were installed to protect vessels in the harbour from submarine attack. Across the shallow water between Eastbourne and Ward Island a wooden pole structure was erected as a fence. Across the deep water of the main shipping channel a steel mesh suspended on steel floats was installed between Ward Island and Point Gordon, which could be opened to allow allied shipping to enter and leave harbour. At the cessation of hostilities, the defences were sunk and the remains of the boom are still in the area.

A submarine incursion into Wellington harbour was not that far-fetched – there are records of a Yokosuka E14Y floatplane (pictured) from the Japanese submarine I-25 carrying out reconnaissance flights over Wellington in March 1942 and the German submarine U-862 sailed down the east coast of New Zealand in January 1945. The E14Y was designed such that the wings and floats could be easily detached for stowage in a submarine.



Fort Ballance

The northern end of the Miramar peninsula is the site of several old gun emplacements, including Fort Ballance, Kau Point and Point Halswell. As with many of Wellington’s defences the building of

these gun emplacements commenced in the 1880's in response to fears of a Russian invasion. Of note, there was a number of six and eight-inch "disappearing" guns in this vicinity. This type of gun was normally completely underground or hidden in a bunker, but could be swung above ground using compressed air to be aimed and fired. The recoil from the firing would throw the gun back into its shelter and the energy of the recoil would also re-charge the compressed air supply for the next shot. Of course the first shot of the day required the compressed air cylinder to be charged using the two-man "Strong-arm" method. The hidden gun had the benefit of remaining unseen by enemy ships, who would not know where a shell had come from, as well as providing cover for the soldiers reloading the gun.

The guns may have been able to hide from ships, but the advent of the aircraft neutralised their advantage and by the 1920's this type of gun had been superseded and the battery on the peninsula was gradually de-commissioned. Local stories tell that when the gun pits were filled in the 1970's the gun barrel was simply pushed down the hill and was buried where it lay.

There's a restored six-inch disappearing gun in Dunedin at Tairaroa Head (pictured) that is open to the public and well worth a visit if you're down that way. The photograph gives some idea of the size and how the gun functioned.



["Whiskey Alpha Charlie, Hold mid-downwind"](#)

Looks like we have some orbit practice ahead.

The Massey Memorial

If you've ever had to extend downwind for runway 16 and skirted the end of the peninsula, you may have noticed the large white monument at the very north end. The Massey Memorial is the burial place of Prime Minister William Ferguson Massey.

Massey, of Irish origin, came to New Zealand at the age of 14 and became a farmer. He entered Parliament in 1894 and became known as “Farmer Bill”, due to the particular support he showed towards rural interests. By 1903 he was the leader of the opposition and he became Prime Minister in 1912 and led New Zealand throughout the First World War, remaining Prime Minister until his death in 1925. He remains the second longest serving Prime Minister in New Zealand’s history.

At the time of Massey’s death, the gun emplacement at Point Halswell had been decommissioned and it was decided to build a public memorial to him there. The fort buildings were incorporated into the design of the crypt and the gun pit itself was lined with marble to serve as the vault.

Wellington Prison

As we cross the peninsula above the concrete water tanks, to the right we can see Wellington Prison.

Wellington Prison, also known as Mt Crawford Prison, is a 120 bed male prison that was built in 1927 to replace the Terrace Gaol in central Wellington. As an aside, the Terrace Gaol was located at the south end of the Terrace and the site was transferred to the Ministry of Education becoming the site of what is now Te Aro School. With both the old Terrace Gaol that overlooked to city and Mt Crawford with its stunning 360 degree views, the politicians of old seemed to insist on giving prisoners the best views in the city! Were it residential real estate, Mt Crawford would demand top dollar!

Wellington Prison is said to be years if not decades past its obsolescence and in 2008 the prison was mothballed for a year, however it commenced operating once more in mid-2009 in response to the demand for prison beds and continues to operate today.

[“Whisky Alpha Charlie – Runway 16 cleared to land”](#)

Shelly Bay

As we descend towards runway 16 for landing, on the left-hand side is Shelly Bay. Originally owned by the Navy, the land was transferred to the RNZAF after the Second World War, who retained use of the facilities, mainly for staff accommodation, until 2009 when ownership was

transferred to local Iwi as part of a Treaty of Waitangi settlement.

There has been much speculation regarding the future use of the land, but we're getting ahead of ourselves.

Originally a naval base built to act as an anti-submarine mine facility (which was never finished), it became a munitions storage facility during the First World War with facilities and quarters for personnel as well as workshops, shipwrights shop, and a small hospital. The base was again expanded during the Second World War and eventually handed over to the RNZAF in 1946 when, in addition to staff accommodation, it became a base for flying boats and air-sea rescue craft.

Air New Zealand's predecessor TEAL (Tasman Empire Airways Limited) also operated flying boats from Evans bay. In fact, in many respects, Evans Bay might be considered to have been New Zealand's first international airport as flying boats had been landing there ever since the late 1920's

Many of you will remember the aerial photograph from the old clubhouse depicting a four-engine flying boat on takeoff in Evans Bay.

Not all take offs were smooth though, as this rather waterlogged Catalina demonstrates.



And for the movie fans, most of the scenes depicting "Skull Island" in Jackson's movie "King Kong" were filmed at Shelly Bay.

Patent Slip

Now we're on short-finals and off to the right, just south of the NIWA building is the Wellington Patent Slip. The Patent Slip was invented as an alternative to a dry dock for servicing large ships. In a patent slip, the ship is brought close to shore and above a set of railway lines under the water on which a wheeled cradle is mounted. The ship is attached to the

cradle and pulled up the railway lines by a steam engine onto dry land for repairs or maintenance below the water line.

Opened in 1873, the slip serviced more than 50 ships a year, initially wooden sailing ships, but by the turn of the 20th century the customers were almost all coal-powered steel steam ships. By this time, the Union Steamship Company had acquired ownership of the patent slip and was using it to service its growing fleet of trans-Tasman ships. In 1906, in a deal struck between the Company and the Harbour Board, land at Greta Point adjacent to the slip, where NIWA currently sits, was given to the Company to build a coal handling facility and shipping laundry plant. In return, the Company built a second patent slip to service smaller ships. The second slip was completed in 1922.

Operations continued until the late 1960's, but as rail replaced the majority of coastal shipping, and the slip was too small to service the larger international ships that were now visiting New Zealand, operations ceased. The laundry facility was closed and one of its storage buildings was converted into the Greta Point pub, which itself was moved by barge to the Wellington waterfront at the beginning of this century to become the Foxglove Bar at Queens Wharf.



Today the rails and large gear wheel remain and have been preserved as a heritage site.

A smooth landing and our historical circuit is over.

As with the first part of this two part article, every location on this “circuit tour” can easily be visited by ground, but if you decide to fly this sightseeing circuit, take an Instructor or another PPL along with you and have clear agreement on who is flying and who is sightseeing.

Andrew Braddick

And So To Night Flying

If you want to join a privileged and exclusive group think about night flying out of Wellington. After getting your night flying sign off, here are some thoughts of mine about you joining this group.

Really, there is one night of the week (Saturday) for this exercise that fits nicely for all. It is the best night for the least airline traffic in and out of



the capital after about 9:15 pm. There are international arrivals after 11:00 pm, which gives a generous time slot to wander about the skies above Wellington free of conflicting traffic. It can be done other nights of the week but you will undoubtedly have to modify your flight path to fit in with ATC requirements

What's the plan? To take some friends and on a controlled VFR flight over Wellington and Paraparaumu above 7,000 feet minimum, for at least 40 minutes. You may well have to wait some

weeks to get the right weather with little cloud and little wind on a Saturday night but what is in prospect will blow your mind and make it all worthwhile.

Imagine doing gentle orbits and seeing the lights of Blenheim, Brothers Island lighthouse, Cape Campbell lighthouse plus Greytown, Masterton perhaps Palmerston North and all the other towns of the Manawatu and the Wairarapa. The stars above and imagine the crew going about their routines on the International Space Station. The ISS is the brightest light in the heavens. Magic, absolute magic and a special privilege for you and your passengers. Below the orange streetlights of Wellington are the bus routes, the black patches are the parks and the shoreline might show the white surf outline. A dying Southerly usually gives the best weather.

I hope I've whetted your appetite. Now, to the nitty gritty. The logbook sign off requisites are not particularly onerous with a total of 5 hours night flying for passenger carrying privileges. There is nothing to stop you completing your instrument flying requirements at night thus killing two birds with one stone. (See AC61-3 under PPL Night Flying for details.) Use your dual flight time requirement to fly and explore the route if traffic permits on other than a Saturday night.

You are now qualified to fly at night so a plan for this special night flight is required. There is quite a bit to do to ensure there are no problems and everything runs smoothly to ensure there are no surprises. I hate surprises whenever going flying. It is a given that the weather will be superb. You'll want to enter controlled airspace so the polite thing to do is talk to Wellington tower tell them what you have in mind and that you will talk to the terminal controller in Christchurch (03 358-1694) to ensure that he/she knows what you hope to do. In that fashion you will all be aware of any possible problems areas and what may be required to step around them, both from your point of view and that of the controllers.

What considerations should you think about?

- A decent torch for your pre-flight walk around
- Headband torch is really ideal in the cockpit – with the option of incandescent bulbs as the LED's tend to be too bright and are not good for protecting your night vision.

- Spare batteries. You just might have to plan for a longer flight than originally intended.
- Wellington's single runway could close with an aircraft accident or incident.
- Know about your circuit breakers positions i.e. the autopilot CB is not with the others.
- Know that a white pencil beam is available for map reading in the overhead red cabin floodlight unit.
- Note the frequency and how to turn on the aerodrome lights at Paraparaumu (118.3 MHz)
- Do the same for Woodbourne
- Sick bag location (black cockpit makes them difficult to find in a hurry.)
- Your flight path (more on that later)

I hope I haven't scared you off but really it is this sort of thinking you should be contemplating on every flight. The "*what if*" game?

No reason not to go.

I would suggest you do not take-off until you are assured you can get a continuous climb into controlled airspace because mid downwind you plan on turning West to cross the aerodrome while continuously climbing maintaining your best angle of climb speed VX. (78 knots for the ARROW) and when passing about 2,000 – 2,500 feet transition to best rate of rate of climb speed VY. (90 knots for the ARROW). Following this flight path to altitude will ensure that you have good terrain clearance even if it is moonless night. From 7,000 feet you can glide 12 nautical miles in still air.

Hopefully this planned flight path to 7 or 8,000 feet or more will ensure that in the event of an engine failure you'll be in a much better position than

sculling around to the Wairarapa at low altitude. With a little planning it is possible to answer all your passenger questions. In fact Woodbourne and Palmerston North can be included as possible alternates if ATC require.

The runway in use at Wellington does not matter providing you get an ATC clearance for a continuous climb from the mid downwind position West bound.

Up at altitude you are not in a hurry to go anywhere so pull the power way back, say 2,100 rpm and full throttle if above 7,000 feet. It is much quieter and you can dream you are suspended in space in the triangle above Wellington – Paraparaumu – and Upper Hutt. Very few people have had these sorts of views. Can you see the lights of Whanganui, Ekatahuna or Seddon? Soak it all up and drift back to Wellington descending quietly into the circuit with the plan to overfly the city without making too much noise using low rpm, overfly the runway with a gentle dumb bell turn, turning 1800 for your final approach to land.

You, Captain will have given yourself and your passengers what very few Wellingtonians will ever see in their lifetime.

Well done!

- Brian Souter

Remembrance Day Airshow Debut

Two new additions to the Hood Aerodrome Vintage Aviator collection got their first public outings at the 2011 Remembrance Day Airshow held at Hood Aerodrome on 12 November. The Sopwith Snipe and Fokker DVIII.

The Sopwith Snipe superseded the more well known Sopwith Camel, but entered operational squadrons in the summer of 1918, too late to have much of an impact on proceedings. Powered by a 230hp Bentley rotary engine, the Snipe was the last RAF aircraft to be powered with a rotary engine. This example is based on a reproduction airframe and an original engine and is the only airworthy model in the world.

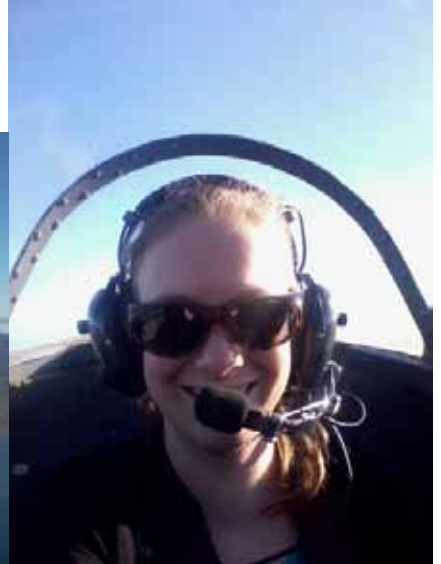


The Fokker DVIII also entered operational service very late in the war and differed from the designs of the day in its high-wing monoplane design (actually a parasol as the wing is suspended above the fuselage on struts). Powered by a 110hp Oberursel rotary engine, the DVIII gained the distinction of being the last fighter in World War One to record an enemy air kill. This example is a reproduction with airframe and engine being manufactured from the original design here in Wellington by the Vintage Aviator.

The workmanship on both aircraft is fantastic and they both put on good displays in a wet and cold southerly, as did the other aircraft in the airshow. The Vintage Aviator has plans for two more airshows this season, January 21 and April 28, both at Hood Aerodrome. If you haven't been to one of these afternoon airshows before, they are well worth the visit, either by car or flying up there.



Photo Gallery



Mariana recently escaped the office for a quick spin around the Wellington circuit in the Nanchang, with Derrick as PIC. If you're a PPL or CPL, out there in the circuit and want some company, give Mariana a nudge - she'd love to go along.



The Young Eagles

The Young Eagles have continued to meet every 2 weeks at the club, midafternoon Sunday, with numbers remaining constant at 7-8.

The Young Eagles went on a tower visit with Marc, have started learning to read the weather, been on a flight (THANKS RODNEY) and learned a lot more about our aircraft, especially the mighty Tomahawk, they've also had a quick go in the sim.

The last meeting for the year will be held on Saturday 19th November, at the old clubrooms. The Eagles have been asked to help out for the sausage sizzle, and their families have also been invited which will be a good chance for them to meet each other. At this stage I don't have a date for the YE will start again next year, however it will be after the new school year starts.

- Emma Homes



China Aviation Museum

12 August 2011

I was fortunate to have the opportunity to visit Changping in China recently, which is an hours drive northwest of Beijing. With a half day to look around the area and I discovered that as well as the famous Ming Dynasty Tombs, which are well worth visiting, there is also the China Aviation Museum close by.



The Chinese Aviation Museum opened to the public in 1989, to celebrate the 40th Anniversary of the Founding of the People's Liberation Army Air Force. The museum is founded on Shahe airbase and is connected to runways which are about a mile to the south by a long taxiway. You can see the taxiway on the left photo above which now serves as the road and museum entrance.



Above is a Russian Li-2 aircraft near the entrance, the sign claimed it was “referenced” to the DC-3. The photos are taken with my phone so apologies for the low quality.

The location of the Museum to the north of Beijing and to the east of Changping.



The Shahe airbase was built next to a mountain inside which is a large cavern and tunnel, originally part of the underground bunker system used to hangar and protect the aircraft stationed at the airbase. It is about 500m long and could easily hold 100 aircraft or more.



If you look on the aerial picture above you can see the road that leads to the two ends of the cavern through the mountain, it is quite an incredible construction.

This is a YAK-18 which was produced in China as the Nanchang CJ-5, notice the intriguing and unique pentagonal cylinder layout and cowling.



This very interesting helicopter is a Russian Mil Mi-6 (NATO reporting name Hook) it was large and had wings !



In the same area were a number of jet fighters, mainly Chinese F-6 variants with very interesting noses.



Behind those aircraft is the entrance to the tunnel and cavern under the mountain. The first half of the tunnel has museum displays of chinese aviation history. The second half had more aircraft on display.





Early Chinese aviation



A lot of models of military aviation



And here in the "Development Forever" section they even had a picture of the Martin Jetpack.



Here is the second half of the tunnel, hopefully you get a sense of just how big it was and how many aircraft they had on display.



At the other end of the cavern and tunnel were lots and lots of MiG fighters lined up.



And a few more of Cj6 Nanchangs



After the rows of single seat jet fighters there was a field with a mixture of larger aircraft, mainly transport



A few of the more interesting ones.



Finally there was a lake with a large seaplane with the gull wings, the BE-6.



It was quite amazing the range and number of aircraft that were collected here, although a little sad to see so many of them slowly degrading outside in the elements. Given the aeroclubs' CJ6 it was neat to see a few more here. The photos here only scratch the surface of what there was on offer to see. It was a very enjoyable and interesting place to visit.

- Andrew Coy

Club Trips

Club members and students have given a clear message that the preferred social activities are definitely flying related. With more Club Fly-Aways and Trips coming up, to meet that demand, it is timely to highlight the benefits and general protocol relating to these activities.

Who can participate?

Everyone. Student, PPL, CPL. Even those who don't fly as often as they would like.

What does it cost?

On official Club Fly Aways and Trips, Student Pilots can usually fly with an instructor at SOLO rates.

On most trips it has become standard procedure for passengers to contribute towards the cost of the flight on a share basis. As a guide, this will generally work out at \$50 per hour regardless of whether you are a member or non-member. This works very well where non-flying friends or family would also like to come along.

There may however, be instances where a plane load of individuals (ie pilots sharing the flying) decide to split costs evenly. That is something that should be determined before the trip.

Is a Deposit Necessary?

We generally require a non-refundable deposit to be made, upon confirmation, where a trip is going to

entail accommodation etc. This may be around \$100, depending on the nature and destination of the trip.

Can I bring a friend?

Most often YES. Sometimes seats on the one day Fun Fly-Aways get a bit full but we always try to ensure there is room, and especially on the longer trips.

Competition Fun Days really are for Everyone!

If you are at all worried about making an ass of yourself on one of these fun day fly-aways, DON'T BE. They really are a lot of fun.

You get the opportunity to fly, with an instructor, at another field, doing things like trying to land on a spot, dropping "bombs", doing circuits etc. The flying is usually cheap, with no landing fees. If you haven't already attended one of these "Plane Games" fun events talk with someone who has. Just count it as part of your flight training. Of course, you can also indulge in some serious flight training with your instructor at standard Dual Rates but you gain the benefit of "more bangs for your bucks".

If you want to know more talk with an instructor or give the club a call on 04 3888 444 or email the Club on wnaero@flywellington.co.nz



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