



## MAY/JUNE 2015

Hi all!

There's some beautiful flying to be had at the moment with the fresh snow on the hills and cooler temperatures. The planes love it!!! Come on down for a flight.

### IMPORTANT INFO THAT MAY AFFECT YOU...

There have been a couple of developments in the GA sector over the last wee while that we all should keep up to date with.

First, the good news! **MetFlight GA** will once again be available **free** of charge. The Government has agreed this in the 2015 budget. Please see the attached article from the GAA (General Aviation Advocacy) for more details.

Secondly, also in the pipeline is **a review on the current conditions surrounding impaired colour vision**. The CAA is attempting to restrict further the parameters surrounding colour vision deficiency. Again, please see the attached article from the GAA for further info. The GAA is lobbying against these new restrictions, so if you wish to have your say I would suggest you contact them pronto, as I believe the close-off date for submissions is July 1<sup>st</sup>.

### FROM OUR CFI

#### AVKIWI SEMINAR

A group from KAC drove up to Blenheim for the above, put on by CAA and hosted by the Marlborough Aero Club. Led by our Instructors, it was noted and appreciated by CAA.

These yearly seminars are all about safety with different topics each year. This time it was based on weather. Now the weather does not change in nature, but how we can interpret it does, and it is a skill that we need if we are to fly safely. So we looked at why accidents happen because of weather, and up-skilling ourselves on interpreting the forecasts. CAA have put out an App for those who are technologically minded, which could be useful to some. See their website under 'Seminars'. There is not much new in aviation, but when information is presented in a different way it can refresh our minds, and bring it back to the forefront. There was an excellent turnout from the locals as well, followed by a drink and snack provided by CAA. Watch out for next year.

If you are going flying really think about what the weather is doing, what is forecast, and what that really means for you. Talk to Murray, Matt or Mel.

Marlborough will be having another competition weekend in August, which I am sure we could join in on if anyone is thinking ahead to the Flying NZ regional competitions in Ashburton in November. I will be at both, more information nearer the time.

In a couple of months we can look forward to an illustrated talk from Stu and Alan after their trip to Alaska which is coming up shortly! AND Mel will be in on the act, with a report from her trip to Oshkosh, so lots to look forward to.

Alistair

## TRIP ADVISOR CERTIFICATE OF EXCELLENCE 2015



As technology has advanced over the years, so too has the way in which businesses advertise and get themselves out there.

We haven't had a 'visitor's book' for a few years now. Instead, we are encouraging customers to leave feedback online where everybody can see it. There are many different websites in which businesses can be reviewed and rated. One of the leading ones is TripAdvisor, a great site in which you can search for a business and read reviews that people have left. It's in most countries and if you haven't heard of it before, jump online and check it out at [www.tripadvisor.co.nz](http://www.tripadvisor.co.nz). Once you're on there,

search in "Kaikoura" for "Aero Club" and you should find us. You'll see some great pictures and have a read through our amazing reviews. On account of all these excellent reviews, we have been awarded the "Certificate of Excellence for 2015". This is a great thing for the club and we're going to continue our hard work and keep on getting those great reviews, and do our best to win it again next year.

The internet is a great thing and it means that anyone, anywhere with a connection can read about our little Aero Club and see what great things we are doing at the moment and the direction in which we are heading. These are exciting times for the club and we are in a great position getting ready for the next busy season...

*Matt.*

## MANAGERS REPORT

As a small Aero Club we can reflect on what has been a very busy summer. We have completed approximately 700 safe flying hours for the year, which has been an outstanding achievement. Our new Cherokee Six, which the Aero Club purchased in December 2014, has been a great asset so far, and I would like to thank all those people that have been involved in this process and purchase.

As we now head into winter, we are going to keep our Aero Club open 7 days a week, hours 9am to 4pm. This will be a good time for club members to come down for a visit as we are not as busy. We are going to plan some trips away this Winter – i.e. to Hanmer Springs, maybe down to Mount Cook, and a trip down to Lowburn to visit Ivan Campbell. For those of you who don't know, he builds ¾ scale Spitfires and Mustang aircraft. We will keep everyone informed about these trips.

We now have a new website up and running under Air Kaikoura, which will be great for our club/business. Please let all your friends know about it.

*Murray.*

## ARTICLES OF INTEREST

### The Lethal Soviet “Night Witches” of the 588th Night Bomber Unit

Maureen Monahan



IMAGE CREDIT: QUALITY TIME

During World War II, American women were put to work; in Russia, women were put to war. In 1941, Operation Barbarossa meant the invasion of the Soviet Union by Nazi forces, and the Soviets' foray into an untapped reservoir of strength: female bomber pilots. Though Soviet women were barred from combat at the beginning of the war, a record-breaking aviatrix named Marina Raskova (hailed as the “Soviet Amelia Earhart”) was later called upon by Joseph Stalin to organize a regiment of young female pilots to fight the German invaders, making the Soviet Union the first nation to allow women to fly combat missions.

#### PRIMITIVE PLANES

At its largest, the 588th Night Bomber Regiment was made up of 40 two-person crews, all between the ages of 17 and 26. The women flew repurposed Polikarpov Po-2 biplanes, previously used for crop dusting and training. The primitive planes lacked many basic instruments, including radios—navigation was done with a stopwatch and a map. If hit, the flimsy aircrafts would burn up immediately. The pilots did not carry parachutes. The aircrafts were so small that they could only carry two bombs at a time and weighing less than a ton all up, so the pilots were required to carry out multiple missions per night—sometimes as many as 18. Most of the women who survived the war had, by the end, flown almost a thousand missions each.

The Night Witches practiced what is known as harassment bombing. Their targets were encampments, supply depots, rear base areas, etc. Their constant raids made rest for the troops difficult and left them feeling very insecure.

#### EARNING THE NICKNAME THROUGH FRIGHT FLIGHT

The top speed of the Po-2 was 94 mph (82 knots). This is slower than even most World War I fighters and left them very vulnerable to enemy night fighters. But the Night Witches learned their craft well. The Po-2 was very slow, but it was also extremely manoeuvrable. When a German Me-109 tried to intercept it, the Night Witches would throw their Po-2 biplanes into a tight turn at an airspeed that was below the stalling speed of the Me-109 (*The stall speed of an Me-109 E,F and G models was about 120 mph (104 knots). The Focke-Wulf, also used in the Eastern front, had a high stalling speed as well, so it suffered the same fate.*) This forced the German pilot to make a wider circle and come back for another try, only to be met by the same tactic, time after time.

The Po-2 would often pass undetected by the radar of the German fighters due to the unreflective nature of the canvas surfaces, and also because they flew so low to the ground, sometimes so low they were hidden by the hedgerows! Planes equipped with infrared heat seekers fared no better at detecting them due to the small heat emission from their tiny 110-hp engines.

Also, as a stealth technique, the bombers would idle their engines as they approached the target, then glide the rest of the way—leaving only the “whoosh” of their aircraft in the wind to give them away. The sound reminded German soldiers of a witch’s broomstick, thus dubbing the bombers “Nachthexen,” or “night witches.” The Germans attributed the witches’ incredible stealth to special injections and pills taken to give them “feline-like” night vision. So feared were the mysterious bombers that, supposedly, any German who shot one down was automatically awarded an Iron Cross.



Standing: Nadezhda Vasilyevna Popova  
Courtesy of The Image Works



Nadezhda Vasilyevna Popova, one of the first young women to enlist, recalled her inaugural mission, in which two of her friends were fatally shot down. “I was ordered to fly another mission,” she said in a 2003 interview with *Russian Life* magazine. “It was the best thing to keep me from thinking about it.” She later commented, “Almost every time, we had to sail through a wall of enemy fire.” Once, after narrowly completing a raid, Popova counted 42 bullet holes in her fragile plane.

### NOT JUST 'A BUNCH OF GIRLIES'

The “witches” faced harsh opposition on the home front, as well. Despite their harrowing missions and unquestionable bravery, the witches’ abilities were often doubted by their male counterparts. A male general once complained about being sent “a bunch of girlies” instead of soldiers; needless to say, the doubters were soon silenced. Even while allegedly drawing flowers on their planes and colouring their lips with navigation pencil, the women of the 588th Night Bomber Regiment flew roughly 30,000 missions, dropping a total of 23,000 tons of bombs on the invading Nazi armies. Popova, who passed away earlier this year, aged 91, marvelled at the young pilots’ moxie long after the war’s end. “I sometimes stare into the blackness and close my eyes,” she said in 2010. “I can still imagine myself as a young girl, up there in my little bomber. And I ask myself, ‘Nadia, how did you do it?’”

## UPCOMING EVENTS

### LOCAL

#### **Semi-Local**

##### **26<sup>th</sup> – 28<sup>th</sup> June : Brass Monkey Fly-in 2015**

Lake Station Airfield, Nelson. Local flying with all food, new accommodation, landing fees, transport and entertainment for the one all-inclusive price. Contact Kevin Allport Ph: 03 548 5387, 027 234 5961

E: [allport@actrix.co.nz](mailto:allport@actrix.co.nz)

##### **August : Flying Competitions at Omaka**

Omaka Aerodrome, Blenheim.

### NATIONAL

##### **25<sup>th</sup> – 26<sup>th</sup> July : Microlight Maintenance Essentials Course**

Bridge Pa Aerodrome, Hastings, New Zealand. This course aims to give Microlight owners, who have not built their own aircraft or had aviation industry experience, enough knowledge to safely maintain their own aircraft. See [www.saa.org.nz](http://www.saa.org.nz) for further details.

##### **1<sup>st</sup> – 2<sup>nd</sup> August : Introduction to Homebuilt Aircraft Construction (The “Pre-Build” course)**

Bridge Pa Aerodrome, Hastings, New Zealand. Considering homebuilding, then this course is for you. In this 1.5 day course you will learn everything to get you started. See [www.saa.org.nz](http://www.saa.org.nz) for further details.

##### **10<sup>th</sup> – 13<sup>th</sup> March 2016 : SportAvex 2016**

Bridge Pa Aerodrome, Hastings, New Zealand. The sport Aircraft Association of NZ is once again holding its annual SportAvex Fly-in. See [www.saa.org.nz](http://www.saa.org.nz) for further details.

##### **13<sup>th</sup> – 27<sup>th</sup> March 2016 : Air Safari 2016**

Omaka Airfield, Blenheim, New Zealand. A fun expedition of New Zealand. See <http://www.flyingnz.co.nz/new-zealand-air-safari/> for further details.

### INTERNATIONAL

##### **11<sup>th</sup> – 12<sup>th</sup> July : Flying Legends Airshow**

Duxford, Cambridgeshire, England. See [www.flyinglegends.com](http://www.flyinglegends.com) for further details.

##### **20<sup>th</sup> – 26<sup>th</sup> July : EAA AirVenture 2015**

Oshkosh, Wisconsin, USA. World's biggest GA event. See [www.eaa.org/en/airventure](http://www.eaa.org/en/airventure) for further details.  
(I shall send some pics for the July/August newsletter!)

## USEFUL LINKS

Looking for an aeroplane? Check out <http://www.aviationadvertiser.co.nz/>

Keep in touch with aviation news in New Zealand: <http://www.aviationnews.co.nz/>

By now you should all have received an invoice for the annual club fees. If you wish to remain a member of the club, please pay these promptly. If you do not wish to continue your membership, please let us know so we can stop harassing you. Cheers, Mel

Annual Club fees are \$65 and run from 1/4/15 to 31/3/16.  
We look forward to your prompt payment.

If you have any queries please contact the Aero Club on  
(03) 319-6579