



NAAG

Northern Adventure Aviation Group

Volume 1 No.6

Marsden Point Trip

Well it has been some time since you have heard from the NAAG. There have been members of the group away overseas, inclement weather and then four weeks ago I came off my bike during a motocross and was unable to put weight on my left foot for two weeks! An x-ray showed no broken bones but the doctor advised I should keep my foot elevated, so on a couple of occasions I keep it up about 1000'!

Seven aircraft from the Bay of Plenty are assembled on the ground at Whangarei.

The mandatory cafe stop at Marsden Point Refinery.

Last week the stars finally came into alignment and we were able to plan a flight; destination Whangarei, with a view to visiting four local attractions. There were still strong winds forecast for the morning of Wednesday 25 November, however this was to be the best day of the week. Responses came back from several of the group that they would be starters for such an event, so began the task of organising transport. With that aside, planning the remainder of the day commenced. The morning started out a little breezy on our side of the Kaimai Ranges, but as often happens, by the time I reached my plane in Thames there was hardly a breath of wind.

With my aircraft pre-flight complete, Nooky Robinson and I were in the air by 9.45. Max Dean





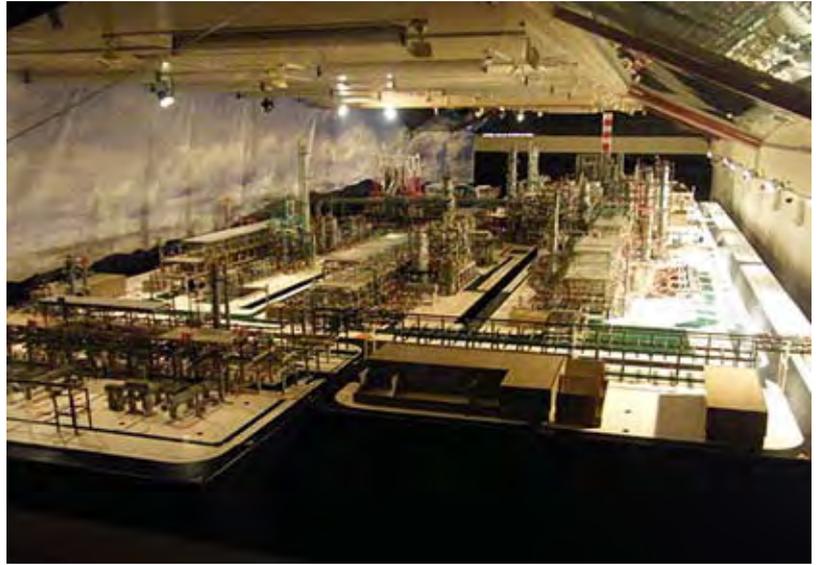
and Lindsay Brown had taken off some five minutes prior to us and Ron Donaldson and Simon Bankart formed on us in Ron's FK 14 soon after we were airborne. With five of our aircraft now in close proximity it wasn't long before I heard John Bubbs on the radio getting airborne out of Paeroa. The trip north was a pleasant one, although the day was bit hazy which made it unsuitable for photography. As Nooky, Ron and I reached Auckland city we passed

The scale model of Marsden refinery. The intricate detail of the model took four guys two years to complete.

both Lindsay and Max. This was to be the first NAAG trip that Max's wife, Bev, was to accompany us on. By the time we were home Bev was beaming and looking forward to joining us on our next trip. Being first to land at Whangarei gave me opportunity to watch the landings of each of the others. Whangarei Airport has a sealed runway that sits on a small isthmus of land east of the city. With strong winds sweeping over the steep faces it can provide some challenging conditions for takeoff and landing, however each of the team did a great job. Our rental van duly arrived and we were fortunate that the two ladies in the group had arranged their own transport as we would not have had enough seats in the van.

A number of our group at the clock museum.

Our first stop was back to the rental depot to complete the paper work. We had considered travelling to Marsden Point at the end of the day if time permitted, but we were encouraged by Evan (owner of the rental car company) to make a point of seeing the





refinery first as he suggested it would likely be the highlight of the day. We were not disappointed with this decision as it turned out to be a most fascinating and eye opening experience.

A selection of cuckoo clocks with some dating back to 1750

After sampling the fare at the refinery cafeteria we then entered the visitors centre. Here a scale model of the refinery has been produced coupled with a twenty minute audio visual of the plant's history and processes. First commissioned in 1962, it is quite staggering to see how much is involved in producing a litre of fuel. With that said the actual finished cost of a litre of fuel from Marsden is only 3.5% of what you pay at the pump. Now if you get your calculator you will see that this is only a few cents! The remaining 96.5% is almost equally divided between government taxes and retail distribution!

Cafes housed in lovely buildings adorn the town basin

Next time you are at the pump spare a thought for the messily 80 cents per litre you donate to the Beehive! Also of interest was the pipeline which runs from the plant to Wiri in South Auckland. At any given time there can be up to four fuels in this pipe! Because they are always under pressure there is little mixing of the products. 91 and 95 octane Petrol, Diesel and jet A1 all share the same pipe. At Wiri the small amounts that have mixed are blended and added back into the 91 fuel. These amounts are very small and have no detrimental effect on the 91 octane product.

The plant is able to supply 138,000 tonnes of Bitumen and 684,000 tonnes of jet A1 per



Interested in Advertising here?

We're offering advertising space to help offset the costs that are associated with producing this quality newsletter. If you feel your business could benefit from some increased exposure then this may be the low cost solution you are looking for. I currently send copies to 140 flying pilots, supporting fans and clubs. We know this is being disseminated further as each month I get requests to add new people to the list. There are also a number in both Australia and the USA on the list too. Weather permitting there could be up to 4 newsletters per month but you should expect to see a minimum of 2 per month when the flying is safe. The newsletter will continue as an easy reading account of the travels of the NAAG and should appeal to a wide audience who regularly travel in New Zealand

From as little as \$10.00 per month and a minimum 6 month term this would have to be some of the best well spent advertising anywhere to a targeted audience.

If you would like to take space in our newsletter you should contact us at the address at the end of this newsletter.



annum! The pipeline carries 60% of the Auckland regions fuel supply with the balance sent by road and a coastal tanker supplies fuel to ports around New Zealand.

A picture perfect day on the quay.

During our time at Marsden we received a call from Dave Kilborne asking where we were. He was late getting away from Tauranga and had not made the 11 o'clock Whangarei deadline so we arranged to meet him later in town. Back in the city our next port of call was the Clapham's Clock museum. This is the largest clock museum in the southern hemisphere housing over 1,500 clocks. It even has a scale replica of "Big Ben" built 100 years after the original that was constructed in 1851.

Leaving town we headed north to the Whangarei Falls just a few kilometres north of the city. Set in a picturesque park these falls have a drop of over 26 metres. There are several viewing platforms that give a great vantage point and a few of us took the 10 minute walk to

An idyllic spot at the bottom of the falls. Was this the attraction for Max and Dave to swim under the falls?

the bottom of the falls. Both Dave Kilborne and Max Dean braved a quick swim in the lagoon. Maybe it was because of the young bikini clad ladies under the falls?

With a need to meet the ladies from our group back at the airfield at four o'clock we loaded ourselves into the van for the final time. We had also planned a visit to the Whangarei museum, but time did not permit. Maybe we can include it on one of our next





N.A.A.G.

Northern Adventure Aviation Group

visits? Back at the airfield we said our farewells and prepared the planes for flight. Several of the group headed a couple of miles out to sea to avoid the worst of the turbulence. I remained inland and while crossing some of the ranges produced a few bumps,

Marsden Point refinery and One Tree Point Marina next to the and left of the refinery.

all in all it was not too bad. Flight times were an hour each way for me which was good considering the 20 knot winds aloft. If you ever find yourself in the Whangarei district don't miss the chance to see the visitor centre at the refinery. Despite being 30 kilometres from Whangarei City you won't regret the trip. One Tree Point and the new Marina there are also worth the slight diversion to see.

I had hoped, at a future date, to take the group to Waiouru and land on the military airstrip there, but calls I have made to the army to date have not been very forthcoming. I was thinking that they could send out their LAV's (Light Armoured Vehicles) to attack and arrest us. I guess if we just land there without permission this might have the same outcome anyway? I guess I'll just have to find the right people to talk to!

Until next time,

Safe flying

Cliff McChesney



AEROSPORT AVIATION
Where Quality meets the Sky!

SPORTCRUISER

STRATUS NG

Enquiries
Office: (07) 829 5940
info@aerosport.co.nz
Anton: 021 289 5999
anton@aerosport.co.nz
www.aerosport.co.nz

Cliff McChesney
Operations Director

NAAG Member
Northern Adventure Aviation Group

39 Parry Palm Avenue
Waihi 3610
ZK-KFC

64 7 8637322
0274 805454
email: freedom4life@xtra.co.nz

MOTION SICKNESS
At least a motion sickness device that works "GUARANTEED"

- Ideal for all forms of travel
- No drowsiness
- Use before or after symptoms begin
- Does not interfere with food or drink
- Great for morning sickness as well
- FDA approved
- Great for the airplane passenger/navigator

Travel with confidence

Relieves nausea and vomiting with gentle, non-invasive electronic stimulation on the underside of the wrist. Five user-controlled power levels for maximum comfort and benefit. Ideal for all forms of travel. Replaceable batteries.

RELIEF BAND
DEVICE

To purchase or for info visit www.specialfx.co.nz or phone 0800 116 741. Money back guarantee applies. If the reliefband does not work for you return it for a refund in full.

brought to you by **SPECIAL FX SUPPLIES LTD**

LIGHTSPEED

Zulu

The world's quietest ANR headset

- Very light
- Very comfortable
- Superb stereo sound
- Bluetooth compatible
- Cellphone interface
- Excellent price
- Available from

SPECIAL FX SUPPLIES LTD

Check out the full Lightspeed range at www.specialfx.co.nz

Phone NZ's Lightspeed Preferred Dealer Phil Jones on 0800 116 741