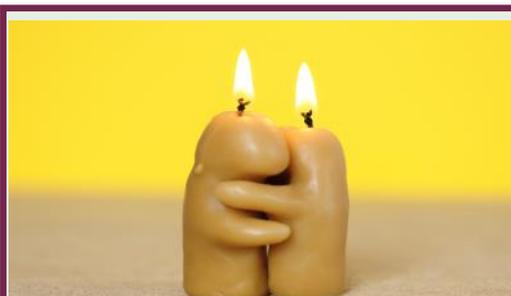


SeniorNet (Pakuranga) Inc
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OCTOBER 2022

Established in 1996 especially for Pakuranga, Howick and Botany residents



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- ◆ October Help days
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Our next Meeting,
and AGM

Friday 7th October

at 10.00am

St Andrews Church Centre
Corner Ridge Rd and Vincent St

The main entrance is in Vincent Street with parking in the grounds and disabled parking near the basement entrance.



Visitors welcome—Masks optional

As there is the AGM there will be no early speaker, but early coffee time. We are negotiating with Netsafe for them to be main speaker, but this has yet to be confirmed.

OCTOBER HELP DAYS

Mon	03 Oct	10am
Wed	12 Oct	10am
Tues	18 Oct	1pm
Wed	26 Oct	10am



3 NEW MEMBERS

Clifford Graves
John Wigston
Anne Wilson



Ive done my duties
Paddington, please
take me to my
husband



Chairman's Report to the October 2022 AGM

2022 has been another year in which Covid has impacted how our SeniorNet functions. This has entailed quite a bit more work for many of our volunteers, and I and the members in general wish to thank those who acted to minimise the disruptions.

Our membership has fallen about 15% over the Covid two and a half years, but this is significantly less than experienced by many other SeniorNets. This has caused the Federation management committee to undertake a review of the functions and viability of the Federation. With the reduction of members New Zealand-wide, the Federation's income from its members is reduced and is unlikely to be made up with increased sponsorship.

In its founding days in New Zealand Grant Sidaway, sponsored by Telecom, acted as a central unifying anchor and during this time there was rapid expansion of SeniorNets and members. After about 15 years Telecom ceased the sponsorship and Grant Sidaway was instrumental in gaining a substantial one-off grant from Government enabling his role to continue, as an employee of a Federation management committee which is made up from regional volunteers. Grant was able to bring on further sponsors but there was always a need to draw down from the initial government grant.

Federation money is allocated to governance, employment, travel, promotional activities, cost rebates to SeniorNets based on the learner hours recorded at learning centres. The other functions include resource library training course notes, the maintenance of a website, the provision of a comprehensive group insurance policy, and general advocacy in the media. It seems very unlikely that the Learner hours rebate can continue and many are now questioning whether the effort and cost of maintaining the Federation is supportable but at the same time acknowledging the importance of a central point of contact. Meanwhile the contracted Chief Executive Officer has submitted her resignation and any replacement will be deferred until the Federation deliberations are concluded.

The incoming committee will need to consider the factors that may be reducing membership.

- People are likely exposed to digital devices at work and are working to an older age.
- People have had the exposure to school use of digital devices by their children.
- Are we offering the relevant support and training courses.

You can see therefore, there is considerable decision-making ahead of us this year.

Thank you Committee and members for the successful year we have had and may the coming year be just as successful.

Ramblings

Dawn Howarth

How sad it is to lose our lovely Queen. I remember having pictures of her on my bedroom wall when growing up (pre-teen). Sadly she had to come down to make room for pictures of Elvis. All these years later, I have never lost my love for either of them and it doesn't take much searching our house now to find one or two of their pictures even if not prominently displayed. I have every faith that King Charles will do his very best to maintain those incredibly high standards and I wish him well in his endeavours.

I wish I was more successful in trying Kate's apps. They are daunting and my brain is tiny. I'll keep trying though because she does brighten my day.

The October meeting will include our AGM. As usual, this will only take a few minutes (well maybe 20 minutes).. We have to abide by the law and have these AGM's but it will only hurt for a little while, then we can have coffee and chat.

The story of a Cold War Fighter Pilot by Guy Slocum

Many thanks to Guy Slocum for his fascinating talk about his adventures as a fighter pilot.



I would hazard a guess that, as a small boy, Guy Slocum, had a shelf full of the books by W.E. Johns, featuring "Biggles", the fictional, pilot adventurer. From the time of Guy's earliest memories, he had always wanted to fly. His subsequent career in the RAF, as a cold war fighter pilot lead him to adventures that would emulate anything that may have flown from the pen of W.E. Johns.

At the age of 12, Guy joined the Air Cadets where he learnt to fly gliders. On his 16th birthday, he had gained his glider licence and having passed a series of aptitude tests was selected for a scheme where he could train towards his private pilot's licence at the tax payer's expense.

He headed to a flying club on the Scottish Borders, away from the protective eyes of his parents and a week after his 17th birthday he gained his private pilot's licence. It was here that he had his first, of several, airborne emergencies. Flying solo in his trainer plane the wooden propeller splintered and the engine seized. However, it was his training as a glider pilot that saved the day. Guy was able to land the plane safely in a paddock full of grazing cows much to the ire of the farmer who thought he was a teenage joyrider.

There were several occasions where Guy had to eject from his aircraft. Twice his plane caught fire and he had to be rescued from a life raft in the North Sea. There was another incident when Guy had to eject from a Harrier in the process of a vertical landing. Being less than 50 metres from the ground, Guy must have thought his days were numbered. Miraculously, the fiery explosion that occurred is thought to have created a bubble of hot air that inflated the parachute and Guy found himself suspended in a tree, only sustaining a broken arm from the experience.



As Guy had already gained his pilot's licence on joining the RAF, he was fast tracked to fly the Jet Provost trainer. In this plane he learnt aerobatics, flying in formation, night and low-level flying that were essential skills for evading enemy radar. These planes were not equipped with modern electronic altimeters so the cadets were expected to judge their height by flying low over pine plantations. It came as a bit of a shock when they realised that they were not flying over mature trees but saplings.

After 140 hours in the Jet Provost, the intake was divided into two groups. There were the heavy aircraft pilots who would fly the bombers, transport and refuelling planes and the fighter pilots.

As a fighter pilot Guy progressed to the Folland Gnat, a swept wing subsonic fighter aircraft. The Gnat taught the pilots how to fly a powerful plane but it was never designed to carry weapons. The Gnat is the plane that we associate with the Red Arrows display team.



Kate's Take continued



It was on the Hawker Hunter that Guy honed his weapon skills. A large sheet was deployed from a target plane, similar to the advertising banners we see being towed from aircraft today. The bullets from each attack plane were coated with different coloured paint. A bullet that hit the sheet would leave a coloured stain indicating who had delivered their bullets on target.

After 70 flying hours in the Hawker Hunter, Guy progressed to the Lightning, designed as an interceptor fighter and as such, probably the fastest rate-of-climb of any combat aircraft at the time. At the end of the runway it could turn into the vertical and power to 25,000 ft. Depending on air temperature it could cruise at 75,000ft.



A Lightning flying at optimum climb profile would reach 36,000 ft (11,000 m) in under three minutes. However, the down side of the Lightning was its susceptibility to catch fire. Guy had to ditch twice into the North Sea while flying a Lightning. As many as two Lightnings a month were catching fire.

During the Cold War, the Lightning was the first of several aircraft to demonstrate to the Russians that the Allies had the airpower with the capability to intercept any plane armed with missiles that were destined for the UK. The Russians had missiles that could be launched 400 miles from the target. Missiles released, the Russian plane could then head home and the missile would find its target independently.



 Kola Peninsula

The Russians were based on the Kola peninsula and they flew around the top of Scandinavia. It would take the Lightning about two hours to reach the point where the Russians could release their missiles. The Lightnings only had 50 minutes of fuel so they had to be refuelled by the Victor Fuel tankers multiple times on every mission. Eventually the Lightning was replaced by the Phantom which had far better weapons and an advanced radar system. It was flying this plane that Guy spent time flying from the aircraft carrier, HMS Ark Royal.

Guy was later to return to the Ark Royal to teach the Navy pilots how to fly the Sea Harrier. The Navy was not prepared to allow the Harrier to go from horizontal flight to vertical hover mode over the ship as it was felt this manoeuvre was too dangerous to undertake above the vessel.



Guy was the first to bring the Harrier into vertical mode by the side of the ship and then fly it sideways to land on the deck. At the time no one knew how the aircraft would handle transitioning from the water to the moving ship, but it all turned out well. Guy was responsible for training the first navy squadron on the Sea Harrier.

What an amazing time Guy has had. I'm sure life must have felt very boring when he transitioned from cockpit to desk. A big thankyou to Guy for sharing his story with us all.

NB. The aircraft photos may not be the models actually flown by Guy but they were the nearest images that are available in the public domain so as not to contravene copyright restrictions.

Kate's App Chat Gentle Reminder to try them

AN APP FOR EVERY OCCASION

You're planning a beach party for some friends from Thailand. When should they come? When will there be a high tide? And what about their asthma that's aggravated by air pollution. What shall you feed them? No panic. Today there is always an app to help you out.

Most phones will have their own native weather app that will supply a simple forecast for the day, but for more information try the free apps provided by our own Metrological Service.



MetService
MetService

-This app supplies local weather with rain radar for the past hour indicating the trend for the next few hours and a rain radar for the next three days. A great app when you are trying to decide if it's a day to do the washing. It also shows still images from the motorway cameras across Auckland



MetService Marine
MetService

-The Marine app supplies tide times, warnings of severe weather, local marine weather and the rain radar for the past hour. A useful app if you are planning a sea related activity.



AccuWeather - Weather AI...
Live forecast & stor...

- The **Accuweather app** is free but also available as a subscription version. That version is expensive **so don't opt for premium**. The free version is, of course, paid for by the advertisements that you have to scroll through but they are not too intrusive. This app gives a comprehensive weather forecast for anywhere in the world with additional information regarding air quality.

This is particularly valuable if your health is already compromised. The app monitors carbon monoxide, sulphur dioxide, ozone, nitrogen dioxide and particulate matter levels and then gives an overall air quality score. You may find this useful if you are heading overseas where the air may not be as good as it is here in Auckland.

After examining exotic locations for your holiday, you may decide that the trip overseas is not good for your health but there is no need to miss out on experiencing an exotic, gastronomic delight.

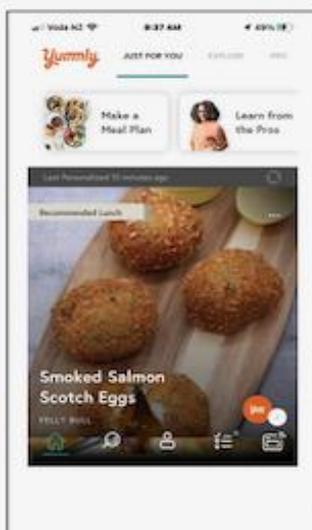
Try downloading the Yum app. Here you will find thousands of recipes.

Again, this is a free app but also available as a subscription version.

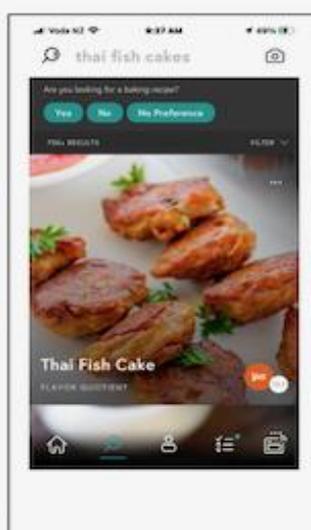
Don't opt for premium. The free app has lots of advertisements but there are more than enough recipes to choose from.



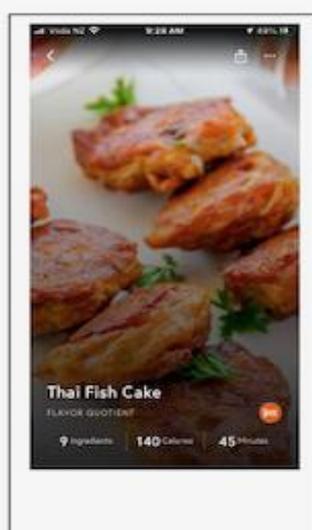
[1] Click on magnifying glass. [2] Enter food item in top search bar. [3] Scroll through until you find a picture that tempts your palate, then click on ingredients. [4] click on "Get Directions". You may have to swipe up several times but you will eventually find the directions. Needs an internet connection.



1



2



3

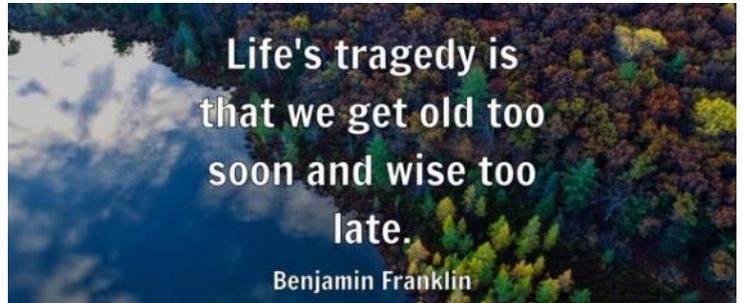


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**Comments, Queries,
Suggestions,
Free Advertising**

COMMITTEE

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My very first pure bread dog. He just loafes around the house all day. Maybe he has a yeast infection. I have no dough left to spend on him. At first I thought he was the greatest thing since sliced bread., but he's so kneady. Can't get him to rise in the morning. If he doesn't smarten up, he's toast.



When I was young, I was
poor. But after years
of hard work, I am no
longer young.

COURSE TIMETABLES, HELP DAYS AND COURSE BOOKING INFORMATION

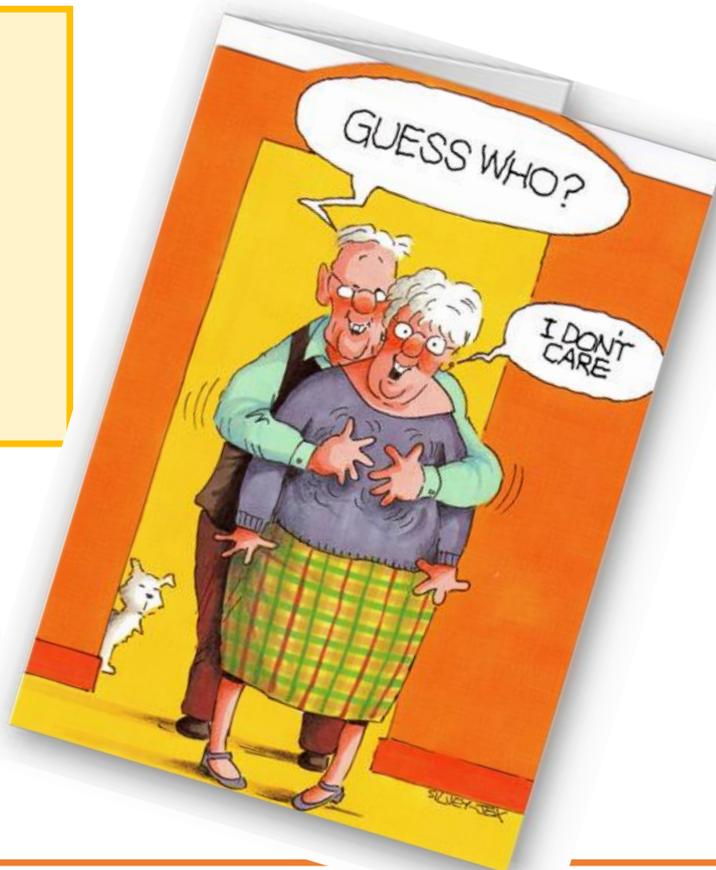
To view all SeniorNet courses and timetable, click here

<http://www.senpak.nz/courses/>

OCTOBER HELP DAYS

Mon	03 Oct	10am
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NO APPOINTMENT NECESSARY



I was driving to the airport to catch my flight when I saw a sign that said: "Airport Left". So I turned around and went home.

Course Booking Information

- * You need to be a member of SeniorNet to take part in our classes.
- * If you need assistance in deciding on a course, please contact the Tutor who will answer any questions and also take your booking.
- * Our Courses are all held at our Learning Centre at
12 Ben Lomond Crescent, Pakuranga.
- * Please park on the road as no parking is permitted on site.
- * Note: We require you to pay a course fee to cover the cost of notes and other expenses. Please bring the correct cash to the first session.

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