

G government

S superannuitants

A association

**Newsletter**  
**Gisborne Branch**  
**November 2017**

Gisborne@gsa.org.nz

## **GSA Members Christmas Luncheon 2017.**



The members Christmas luncheon will be held at 12.00pm on the 29<sup>th</sup> day of November 2017 at the Tatapouri Sport Fishing Club. The club will be setting up the Conservatory dining room for our sole use with tables set out for diners. The Tatapouri club has a special Christmas (a la carte)

Menu with a choice of five mains, priced at **\$20.50 per person**. Each diner is expected to pay for their meal

directly to the restaurant at the time of ordering. These choices include **Hot Grilled Ham**, hot ham off the bone served with grilled pineapple rings, fries & salad. **Fish of the Day**, battered, crumbed or pan-fried served with salad & fries. **Chicken Schnitzel**, baked chicken schnitzel topped with tomato & chilly salsa grilled with cheese, served with new potatoes & salad. **Paua Fritters**, battered paua fritters served with fries & salad. **Minute Steak**, Tender Ribeye steak grilled, served with salad & fries, mushroom or pepper sauce. **Deserts** provided will be **Christmas pudding**, served with custard & cream. The committee will be providing wines & orange juice on the tables.

As with previous years we will be running several raffles throughout the afternoon for box of biscuits or chocolates. Audrey Curd will providing the Christmas cake for all attending to enjoy.

Should you require transport to attend the Christmas function please make contact with the Secretary who will arrange it for you.

For catering reasons could you also contact the **Secretary** by phone 06 8688384 or 027 3503058 or E mail [domundsen10@gmail.com](mailto:domundsen10@gmail.com) , by the 27<sup>th</sup> **November 2017**, informing of the number in your party attending the Christmas luncheon. The Tatapouri Sport Fishing Club will be charging us for the numbers we notified attending, so if you are unable to attend after notifying us, please tell us as soon as possible so we can change our bookings.

### **Joint meeting in Wairoa with Hawkes Bay.**

As we did earlier this year we will be holding another joint luncheon and meeting with the Gisborne and the Hawkes Bay branch along with the Wairoa members, in Wairoa early next year. Once the times and dates along with the venue have been arranged we will notify and invite all Wairoa members of this event by post. This year's meeting was considered very successful by those who attended so hope we get an even larger group of Wairoa members at this luncheon meeting. It is a great opportunity to meet and share views with other GSA members.

### **M.V. Takitimu Pilot boat trip.**

At this years AGM there was interest from members attending in undertaking another Takitimu boat trip prior to this Christmas. There had been some concern that the boat would not be operating due to their insufficient funding to operate it. Enquiries with them revealed that it is a going concern, but some limits have been imposed on them. These are the numbers of passengers they can now take onboard. They can now only take 20 passengers per trip, but with a mixed group with children up to 25. The cost of the boat has remained at \$345.00 including GST. With a full number of 20 passengers the cost for each participant would be \$17.25. The less the number of passengers sailing, the cost per member would increase. Should you wish to be involved on this trip please contact and pass your interest on to Des Omundsen 027 3503058 or [domundsen10@gmail.com](mailto:domundsen10@gmail.com) ,who will get back to you prior to the sailing times informing you of the cost, the times and the date of sailing. Look forward to hearing from you.

G government

S superannuitants

A association

**Newsletter**  
**Gisborne Branch**  
**November 2017**

Gisborne@gsa.org.nz

## Secretaries meeting

This year the secretaries meeting was held on the 3<sup>rd</sup> of May at Hancock Community House Palmerston North, on the 11<sup>th</sup> of May at the citizens club Tauranga and again on the 18<sup>th</sup> of May at the RSA Papanui Christchurch. The executive officer Alan Peck and the assistant to the executive officer Cathy Trewby attended and convened each meeting. Geoffrey Smythe and Des Omundsen from the Gisborne branch attended the Palmerston North meeting, along with representatives from Wellington, Hawkes Bay, Manawatu, Horowhenua Kapiti, Wanganui and Taranaki. The Gisborne group travelled down to Palmerston North by their private car and stayed for two nights at the Holiday Park Palmerston North. The meeting commenced on time at 10 a.m. with the main goal for the meeting to go through the draft copy of the new GSA operation manual. This has been rewritten due to new technology in communication, the use of Facebook, the centralisation for distributing the newsletters and the introducing of the accounting system Mind Your Own Business. The group worked through each section of the manual comparing it's content with the new copy of the constitution, making proposed changes to the draft operation manual where appropriate. Paul Gardiner, the Seceraty from Horowhenua Kapiti had certainly done his homework. He arrived at the meeting with his computer containing the draught document and all the amendments he thought necessary. This made our tasks much easier as it was a very good benchmark to work from. The last hour we worked on other secretarial responsibilities with the meeting closing at 3 p.m. With the exception of Gisborne all others members present, then set off to their respective homes. Gisborne members return to their homes the following day, after a couple of hours of shopping in the abundant supplies of products in Palmerston North. Once again this year was a very helpful and enjoyable meeting and sharing secretarial issues with other positive GSA members.

## Council meeting 2017.



This year due to committee members other commitments Des Omundsen was the only Gisborne delegate to attend the council meeting in Wellington this year. It was held at a new venue in downtown Wellington in Wakefield Street at a Hotel named the West Plaza. Again this year he drove down stopping in Palmerston North Holiday Motor Camp over night on the trip down and on the return journey home. This year's council objectives, apart from the election of board members was to examine strategies for the future of the GSA with its declining number of

members. The council commenced at 9:30 on the Saturday morning when we had a visiting speaker Mr Simon Tyler, who is the chief executive for the Government Superannuation Fund Authority. He said their task was to invest the fund and distribute the members annuity to Datacom for distribution. For this they use high and low risk investments worldwide. Low risks are used for short term investments with low returns and a high risk investments are for long term with a high Return but minimise the risk due to the length of the investment. During 2016/2017 year period the GSFA paid 874 million dollars through Datacom to the members with 3,997 contributors which is approximately 2.5% less contributors than this time last year. It appears that our fund is in good hands and well-managed by the GSFA.

G	government
S	superannuitants
A	association

**Newsletter**  
**Gisborne Branch**  
**November 2017**

Gisborne@gsa.org.nz

**The election of board members.**

President Janice Campbell.(Wellington).

Vice President Brian Whisker. (Wellington).

Board members Rob Brangwin,(Hawkes Bay). Dallas Elvy, (Wellington). Tony Hamilton,(Northland). Bill Robertson, (Wellington). Mike Smith. (Wellington).

**The future of the GSA long term perspective.**

One of the largest items on the agenda for this year's council was to look at the 14 recommendations as to how they GSA will function in the future with its declining members. We held several workshops to examine these recommendations with the conclusion of adopting 12 of these recommendations with some amendments and with little change to our present management to the GSA and its members. Two of these recommendations which were adopted and have changed our present circumstances is the reducing the Board liaison visits to branches from two visits a year to one. The other was the membership subscription rising from \$1.65 to \$2 per month commencing April 2018.

The unexpected surprise to most of us present at the council was the announcement that our executive officer Alan Peck would not be continuing in the roll as our executive officer leaving office prior to the next council meeting. He will be sadly missed by all who had contact with him and it looks as if the board will now need to employ a new executive officer.

**The deputy chairperson's trip to Omaka Heritage Museum.**



I was privileged to be financed, by my sons to the biannual Air show at the Omaka Heritage museum Blenheim in April of this year. I flew to the Auckland Airport where I met my two sons and the three of us flew onto Christchurch. There we picked up a hired campervan and travelled by road to Blenheim where we set up our camp for the weekend. Next day we walked over to the centre through wet paddocks, as it had rained heavily most of the night (this was the time when the hurricane remnants came down through the East Coast). The roads were a sea of mud which helpers were covering in tons of sawdust to make them passable for

tomorrow's crowds. We checked in and got our passes and a bundle of free stuff including a bottle of the sponsors (Yealands) wine each and a chit for lunch or dinner on one day Fortunately the grandstands and marquees had been erected the week before and it was only the tracks in between that were muddy and boardwalks and sawdust soon took care of this. After selecting a seat in the top corner of the grandstand we watched the World War 1 fighters, trainers, bombers, etc going through their practice for tomorrows display. The sound of Allison and Rolls Royce engines brought back boyhood memories of wartime England as well as my time doing Compulsory Military Training in the RNZAF at Wigram, Christchurch. To me it was like music! Afterwards we walked around looking at the stalls and getting within touching distance of some of the aircraft, photographing and talking to the owners. The pre-world war 1 and the biplane replicas of that era are amazing and have engines exact copies of the originals and what is more, built here in N.Z. The number 8 wire syndrome is still alive and well, which shows we have some very clever engineers making complicated machinery which hasn't been constructed since the 1920's. The

G	government
S	superannuitants
A	association

**Newsletter**  
**Gisborne Branch**  
**November 2017**

Gisborne@gsa.org.nz

wood, wire and linen construction of the planes themselves shows the patience and ingenuity of the owners and builders of these remarkable pioneer aircraft, Supporting also were British, German and American army exhibits with the people in correct uniforms, tanks and guns, all in working order, as we were later to find out. The next day, Saturday, was fine, clear and sunny and people turned up in their thousands despite the soggy conditions underfoot. The flying displays were soon under way and up in the top corner of the large stand we had the best view ever surrounded by photographers and aviation enthusiasts from all over the world. Talking to Australians later I found that they had been saving for the last 2 years to come to this display which they felt was the best in the Southern Hemisphere, better than Wanaka and better than anything in Australia. Coming from an Australian that was praise indeed. The World War 2 fighter planes came speeding through, the pilots showing off the aircrafts capabilities, turning, looping, stalling and diving and generally chasing each other around the sky. Wow! I felt like a small boy, dizzy with the excitement of it all. Whilst this was happening we saw the first flying display of a replica Doodlebug, the German V 1 flying bomb sent against England. This replica is radio controlled and flew quite realistically. However it did not go off with a bang when it landed. Then came some of the training planes from the past, Tiger Moth, Gypsy Moth, Auster, Harvard, Chipmunk, etc. After that the World War 1 fighters put on their display after the Bleriot (the first aeroplane to fly across the English Channel) did a little hop about 2 metres above the ground. Some of these early planes were really underpowered and governed by the weight of the engine compared with the power it produced. The World War 1 replica aircraft flying were the Sopwith Pup, Sopwith Camel, Fokker D VI Triplane (eight of them) and the Fokker D VII biplane. Talk about the magnificent men in their flying machines, the crowd loved it. Everything seemed so slow as they careered about the sky, dog fighting and trying to get on their opponents tails. Towards evening there were World War 1 army displays with troops opposing each other, firing blanks of course, with big guns going off on both sides and the odd small bombs being dropped by the biplanes, really good entertainment, especially when the first tanks took part. When it was almost dark we were treated to a tremendous fireworks display. The next day, Sunday, was a repeat of the previous days display so we decided to give it a miss, look around and photograph the aircraft on the ground we had missed before. We were just in the right place when they were starting up the planes for their display. The ones that interested me most were the starting of the very early planes, it was just like something in the movies or that you read about in books. There is a sequence, if you get it wrong, the consequences could be serious for the mechanic who is swinging the propeller. He calls to the pilot-Switch Off-Petrol On- the pilot repeats this aloud as he turns the appropriate switches, then shouts-Suck In-the mechanic turns the propeller one or two full turns, then shouts-Switch On-the pilot repeats this loudly and the mechanic swings the propeller down hard. If the engine starts all well and good, but if it doesn't they have to repeat the whole process again. The pilot then proceeds to 'rev' the engine to warm it up after which he calls 'Chocks Away' The mechanic then removes the wooden chocks from in front of the wheels and holds them up for the pilot to see. Now free to go the pilot advances his throttle and as it moves forward he looks over the sides rather than through his windscreen because the big motor in front of him and the fact that his tail is dragging on the ground means that he cannot see straight ahead until he almost reaches flying speed. Interesting to say the least. The pilots of these planes literally took their lives in their hands from the moment they climbed into the cockpit because they had no parachutes even though they had been invented by then. The powers that be thought many pilots would bail out if they saw an enemy plane coming after them. After this we walked over to the Omaka Heritage Aircraft Museums display of World War 1 aircraft and memorabilia, most of which was set up by Peter Jackson, his Weta Workshop constructing the exhibits when not working on film stage props. This is a brilliant museum and I would strongly urge anyone visiting Blenheim to take the time off their schedule and pay it a visit, as it is a real eye-opener. We reluctantly left on our long journey home, back the way we had come, but well satisfied with what we had seen. Would I do it again? Of course, you don't even need to ask.