

Airborne Newsletter

August 2021



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From Our President

Bruce Govenlock

Greetings everyone,

I went for a lockdown bike ride around the airfield recently. A perfect opportunity for a leisurely inspection of the runways. A dystopian albeit pleasant experience with no sight of humanity bar one distant fellow traveller walking a dog and not a sound but the occasional birds singing. Rather reminiscent of On The Beach.

The Club is closed until Level 2. The exact rules of L2 this time round are yet to be promulgated by Govt but previously it allowed recreational and training flights.

Now we are living with the delta variant the emphasis is on distancing so we will be following some rules around managing the office space to minimise crowds. We will send an update on this prior to reopening.

Headsets

If you don't own one already – now is a very good time to buy one. The Club owns a number of headsets for members use but nothing beats having your own personal set during these Covid times.

And we are missing one. A few months ago the Club bought 4 new David Clark H10-13.4 headsets for members use. These are all etched on the ear shell with *Hawkes Bay & East Coast Aero Club*.

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From our President - Bruce Govenlock

One seems to have gone missing and we have an older non-functioning one in its place. Can you please check your headset and if you have accidentally swapped it with the Club set we would like it back please.

Volunteers in action..

A thank you to Dave Bentley who gave the airfield a special mow ahead of the Frogley Cup day on 15th Aug. The grass looked like the 18th hole at Augusta.

What a magic day that was. This new format of a dedicated day for the Frogley cup is great.

You might have noticed the old rotting pump shed that was part of the now buried swimming pool (our own Pompeii..) has disappeared. Thanks to Gerald, Joe, Rob, Tony for vanquishing that and filling in the 2m deep hole full of pipework. A hazard eliminated.

Continuing Airworthiness Directive 05-011

During last years L4 and L3 lockdown the MOT granted a CAA request to allow maintenance flights essential to the proper care of aircraft engines and our Club and a number of our Club members with aircraft enrolled in the program.

CAA have confirmed that this program has been withdrawn and will not be available this time round. All previously issued permits are cancelled. CAA advice is at this link..

<https://www.aviation.govt.nz/aircraft/aircraft-maintenance/continuing-airworthiness-notice/show/05-011>

Thefts

4 hangars were broken into last month in a well planned robbery – home goods were targeted, a load of plumbing supplies, bore pump, tools, quad bike, tv, stereo. Exited via a neighbouring property. The police have some ideas on the culprits and destination for the goods based on similar burglaries on a shopping list around the district.

The planes were left alone.

In the past thefts on the airfield have targeted hot water gas califont units on the outside of hangars, tools, and a ute with the keys in it stolen.

Let's all stay vigilant, take down a number plate/photo if you see a suspicious vehicle and let the office know.

More Hangars.

Work continues on plans for the northern paddock new hangar area layout. Slowed by lockdown but it is happening.

Goodbye to Lead in avgas?

The end of leaded avgas has taken another step closer. Lead in fuel is horrible stuff and we all want it gone. Only 1 refinery in the southern hemisphere still makes it and less than 20 globally. The only real holdup has been the aviation industry insistence that any replacement fuel must cater to all the certified aircraft piston fleet from small to large bore turbo pistons. If not for that the smaller engine half of the fleet probably would have stopped using avgas years ago.

Last month the FAA issued a STC to USA company GAMI for using their 100 octane replacement non leaded aviation fuel in a Cessna 172 and the plan is to have this STC applicable model list extended for the whole piston fleet in a few years.

It would still be a high octane specialised fuel with quite a different formulation to mogas for shelf stability. So it would still be expensive to produce but it would not contain lead and that is a big plus in terms of handling, producing & transporting the fuel and the current restrictions that lead content imposes.

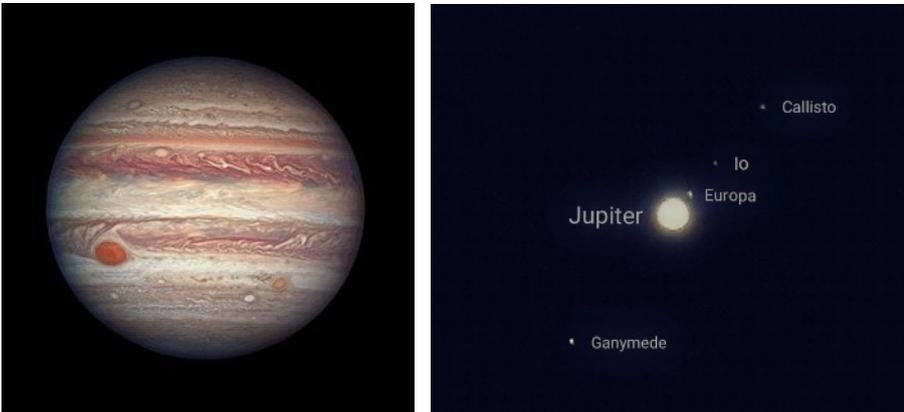
From our President - Bruce Govenlock

There are still other fuel suppliers in the hunt to provide an unleaded replacement for 100 Avgas and Europe has 92 octane unleaded avgas but we seem to be entering the home straight. Once there is a licenced alternative available for the bulk of the piston fleet the FAA and EPA will act to ban lead in fuel.

Astro thought for the month

With no flying the telescope has been getting more time on the clear evenings.

Mighty Jupiter (Roman god of the sky) continues to loom large in the evening eastern sky. A 10x50 binocular will show its 4 largest moons in a line (it has 79).. a telescope will reveal the coloured 1000km/hr rotating bands of Jupiters methane and ammonia clouds, the famous red spot being a storm that has raged for over 400 years now. Of those 4 visible moons Europa is the top contender for harbouring life outside earth in the solar system. It has a warm water ocean under an ice cap complete with geysers and volcanic sea floor vents. One proposal before Nasa is to drop an autonomous submarine there to search for life.



Back in 1610 Galileo first spied these moons with an early telescope and realised they orbited Jupiter which upset the church and caused him a bit of bother as everything in the cosmos was supposed to orbit the earth and he was sentenced by the Inquisition to life in prison for heresy.

So step outside and gaze at Jupiter and think of poor Galileo.. and maybe there is a fish creature looking back from Europa..

From our CFI - Reuben Hansen

Hello all,

I guess it was somewhat inevitable that delta would grace us with it's presence, so here we are again, locked away in our houses "staying home and saving lives" - or something like that.

Recreational flying again halted, until alert level 2. I'm sure once we are up and running again, the club flying activity will ramp up. We've been here before, so we expect it to be rather busy when we open up.

August flying prior to the lockdown was busy, with a number of first solos. Well done Shaun, Tom and Dawson. A few PPLs very close just held back by the lockdown.

Well done to those who competed in the Frogley cup held at Hastings on 15th August. A great flying standard on display, and proud to say we retained the cup for another year.

Our planned South Island trip has been cancelled, and will likely be reborn for a new date.

Club events in the short term are likely to be under threat by alert level restrictions, so we will wait and see, however plenty of exciting events planned so stay tuned.

When we return to flying there will be a push on the night flying front, to get as much of that done before daylight savings changeover, as it is not so practical to run night flying after then.

Students - I have been in touch with many of you over this lockdown period. For those that haven't already please reach out if you need help with exams, KDRs or any other flying questions. I'm here and available to help.

Last year we were able to fly Lycoming and Continental powered aircraft for 1 hour per month of lockdown for "ongoing maintenance". There was an application and approval process for this. What I am hearing in my circles of intel is that CAA are unable to provide these at this point, this time around. We may hear more soon as I know there are some people advocating for this.

Hopefully, by the time my next newsletter report is written, I will have some flying to report on.

Reuben

CFI

PS...NIGHT LECTURES

We will be providing the lecture on the normal Monday night at 6pm remotely. **Anyone interested to contact liam@hbecac.co.nz** and he will provide details on how to connect when he completes the testing of the tech .

Reuben's Quiz

1) The AWIB frequency at NZHS is:

- A) 125.80
- B) 128.00
- C) 132.95
- 4) 134.00

2) The actual magnetic direction of Runway 19 at NZHS is:

- A) 190
- B) 186
- C) 196
- D) 188

3) If you were flying past Napier Aerodrome at night, and saw a series of white flashes from the control tower, this would mean:

- A) You must carry out a left hand orbit
- B) Land at this aerodrome and proceed to the apron
- C) Aerodrome unsafe, do not land
- D) Napier tower is going off watch

4) Operating within the Napier control zone, and the tower advises you they are going off watch. What frequency should you select.

- A) 125.80 and vacate the control zone as soon as possible as it is about to become restricted airspace
- B) Remain on 124.80 and broadcast position reports every 10mins on "Napier Traffic"
- C) Make a PAN PAN call
- D) Change to 118.10 and broadcast position reports every 10mins on "Napier Traffic".

Club Captain's Column - Steve Algar

Hi everyone

Here we are the end of August and just as I mentioned in my last newsletter column the year just keeps speeding along.

Unfortunately we have found ourselves in a lockdown phase again which only seemed inevitable at some stage as our friend "Delta" was knocking on the door. Let's hope the hard and fast lockdown approach starts to produce results and we can get to some form of normality soon. The magic Level 2 is what we are after as a minimum so we can all get back to some recreational flying.

News on the club social side and events is a little bit of a crystal ball guess as events planned soon are a little hard to firm up but here's hoping.

Frogley Cup (15th August)

Wow what a day we had. The weather gods have definitely looked after us so far with both our Dawn Fly In and the Frogley Cup. Beautiful conditions greeted us for the day. Light winds and clear skies.

The day before (Saturday) was spent cooking pulled pork for lunch on the Sunday. I may have made a rod for my own back as there was absolutely none left by the time the competition finished. Does this mean I'll need to do this again at some stage?

A huge thank you goes out to those who supplied some home baking too. There was plenty of food so there shouldn't have been any excuses to be hungry.

A reporter from Aviation News joined us on the day taking a lot of photos and various notes. Look out for some photos throughout the newsletter and I suspect an article in Aviation News soon.

Of course the outcome of a very close competition between HBECAC, CHB, and Dannevirke Flying Club went in our favour and we retain the cup for 2021 in our trophy cabinet. Maybe the polishing of the cup, twice by Amanda helped? Or was it my own effort in the Tomahawk?

Club Day (29th August)

Unfortunately due to the lockdown it's been postponed. As soon as we're allowed again to get together we will run an impromptu day to cover some of those things mentioned earlier in weekly emails.

- Future events
- Competitions (club and regional levels)
- Club days
- Odd job tidy ups

The Air BP Scholarship is another thing that is still to be presented. Lockdown allowing the Instructors to spend more time picking possible recipients.

Of course once we are all able to get together and socialise again we can work through these areas and are open to all ideas. Might have to be a BBQ or two thrown in the mix.

Club Captain's Column - Steve Algar

Tail Dragger Weekend (18-19th September)

Once again something else subject to the current Covid restrictions. Still around 3 weeks away so a bit early to tell what's going to happen. The Flyer on the wall at the club outlines the possible plan and those of you who have a social media account will see this advertised on Facebook thanks to Dhaval.

My world of Covid Flying (August)

Work carries on for me during the lockdown as we are considered an essential service shifting a lot of freight internally and internationally

I've just returned from a 9 day trip consisting of running freight from Christchurch to Los Angeles. Then freight from Los Angeles to Melbourne (15 hours and 12 minutes flight time). Freight back to Los Angeles (14 hours 30 minutes flight time) and then home to Auckland. No domestic flights to Napier so it was a rental car hire to drive home. The trip away consisted of 5 sectors, 3 of which were as a passenger on Air NZ freighter flights. I've got some photos of this last trip you may see later on in the newsletter. 43000 feet on the way back to Los Angeles from Melbourne as we climb throughout the night when the aircraft weight allows for efficiency. That's our maximum allowable altitude.

Covid testing before I left the country, in my hotel room doorway in Melbourne (MIQ facility) and my 40th Covid test in Hastings on the 28th August. I will rack up number 41 on Wednesday this coming week. Maybe I'll get a lollipop and a gold star.

That's probably it in a nutshell at the moment. Fingers crossed we get through these alert levels soon and we can all get together again and enjoy our magnificent facilities and socialise again.

Take care, keep a check on others and stay safe.

Steve Algar

Club Captain

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steveandvicki2012@gmail.com



Young Eagles Roundup - Pete Steers

August 1st saw the Young Eagles start off with a visit to the Jet.

Lots of mind boggling facts for them to absorb like how many pounds of fuel it burns not Litres per hour. They did get to sit in the Pilot's seat and dream.

We had a quiz in the lecturer room, revision questions, then off to see who had their hanger doors open. Hayden Faulkner was on hand to show the YE his Flitzer microlight. A fine example of a kit assembled by Brian Anderson. Hamish was outside his hanger with his Gyrocopter. The students were amazed at its performance and compactness. And a whole new ball game as to how it flies

There is an offer on the table to take a student for a fly in the future.

Rueben was on hand to take a lucky winner a flight in the Aerobat. The students were falling over themselves to be the next in line. September will see another lucky student, who wants to experience Aerobatics picked out of the hat.



New Members

Joao Dib

Manav Yadav

Daniel Chisnall

James Cairns

Nicholas Loader

Welcome to the Aero Club. We look forward to meeting you out at the aerodrome.

Come up to the bar on a Friday night for dinner (when we can have that social time again) and get to know other club members. Enjoy your flying.



Achievements



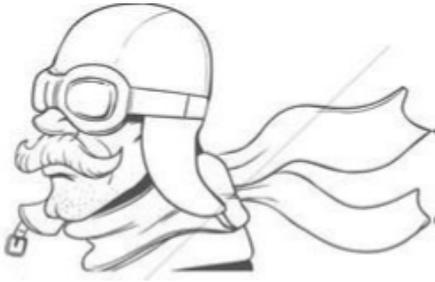
Tom Alexander made his first solo flight on the 2nd August . Congratulations Tom.

Achievements



Top: Shaun Austin after his 1st solo on the 10th August and above is Dawson Howarth with his parents after his first solo on his 16th Birthday 14th August. Congratulations to you both.

The Ace - Gerald Grocott



Richard Bradley was in the front cockpit of ZK-AEJ as we climbed out of Invercargill in the sesquicentennial Air Race when I heard a rather terse, gosport-muffled voice from up front saying, "It's bloody hot in here!". I thought that Bradley had somehow closed the throttle with his elbow,. The revs has suddenly dropped to near idle. Quick grasp of my throttle showed it wasn't Bradley's elbow. The lever was at full power. Shite! We still had oil pressure, just not much power. It was

obvious we were no longer flying around Puysegur Point in the Air Race!

February is fortunately hay-making season. We soon found a recently cleared hayfield and agreed it was even big enough in which an airline pilot could land.... Landed and shut down. Walked to the farmer's house. They were totally unaware that AEJ was parked in their hayfield. We had the compulsory cuppa tea whilst we made some phone calls to family & ATC. I forgot the race organisers who were a little concerned because some of the other pilots had seen us descending.

I had been running the Gipsy II on white spirit fuel to keep the cylinder temperatures down. A later test of my uplifted fuel confirmed it was only 45 octane. This ran even hotter than Avgas, and had "ovalled" a cylinder barrel.

So AEJ went from Ferry Road to Mandeville on a low-loader. Bradley & I resorted to a nearby pub....!

If you ever make a forced landing & survive, remember to immediately contact your family to tell them, it doesn't matter what they hear, you are OK....?

All I wrote in my logbook was, " Invercargill to paddock 5nm west of NZNV, precautionary landing, 10 minutes".



The Frogley Cup Competition Day

The Frogley Cup competitions have been competed since 1952. A local event open to Aeroclubs in the Hawke's Bay area, the competitions cover powered spot landing, glide approach spot landing and bombing.

For the last number of years the comps were held after each clubs dawn raid and the year's winner decided on the cumulative results. In 2020 it was decided to run the Frogley Cup as a day event (the normal run of fly-ins being disrupted by lock-downs). The result, a not so rushed event and so a more social get together of the local clubs. This year being the 2020 winners , we hosted the event. A great turnout and nice lunch thanks Steve. The following are the original guidelines and rules - more or less...

HAWKE'S BAY & EAST COAST AERO CLUB. FROGLEY CUP COMPETITIONS

Competed for quarterly by the -
CHB Aero Club
HB & East Coast Aero Club
Dannevirke Aero Club

- (1) The Competitions shall be held on the home aerodrome of each of the above clubs in rotation, or upon such other aerodrome as may be mutually agreed upon.
- (2) The Competitions shall consist of 2 landings» 2 bombs and 1 forced landing by each competitor. Any aircraft can be used except a helicopter.
- (3) Each club may submit any number of entries.
- (4) Commercial pilots shall be excluded from taking part in such competitions.
- (5) The 3 members from each club returning the best average over all events shall be taken as the "Club representatives."
- (6) A panel of three judges (preferably one from each of the three clubs) shall be appointed on the day and their decisions will be final.
- (7) Any pilot not observing the competition rules or engaging in any flying considered by the judges to be in any way dangerous will be immediately disqualified.
- (8) Any club not providing suitable hospitality to visitors after the competitions have been concluded* is liable to be the recipient of a large "raspberry"!

FROGLEY CUP Bombing & Landing Competition

The competition order is to be
2 spot landings
2 bombs
1 forced landing

The Frogley Cup Competition Day

In judging landing competition no points will be awarded for a landing on the mark and one point will be added for every five yards or part thereof that the aircraft makes the landing from the mark. The distance will be calculated from the wheels or tail skid whichever is nearer to the mark.

Additional points will be added as under:-

Perfect three point landing	Nil
Use of engine	20
Slight wheel landing	5
Wheel landing	10
Slight Drop	5
Heavy Landing	19-20
Bounce	10
Drift or Landing out of wind	5-20
Landing on one wheel	10 - 20

Side slipping is permissible in one direction only. Swish tailing or any other violent maneuver near the ground definitely barred.

LANDING

Two landings to the mark. Pilots to take off and complete standard circuit. Standard gliding approach to be made.

Judge to measure to the mark from landing (main wheels, no tricycle 3 pointers)

BOMBING

(1) Two bombs to be dropped at a minimum of 250' AGL, no turns below 500'

(2) Competitors will make a level approach to the target and shall maintain a straight flight path until a climb to 500 feet has been completed.

(3) Cruise Power to be used for bombing

FORCED LANDING

(1) To be made from a height of 1500 feet AGL into wind

(2) The aircraft motor must be warmed at 500 feet during the descent. One engine warm allowed

(3) Competitors will be judged on the same basis as for landing on the mark.

(4) Any competitor touching fence will be disqualified.

The Frogley Cup Competition Day

A little different these days. **Photos that follow are courtesy Clive Wilkinson Aviation News**



The Frogley Cup Competition Day



To the mark.

The Frogley Cup Competition Day



Bombs away
Grid team
Awaiting the
results...

The Frogley Cup Competition Day



The coveted cup remains with us another year. Was a very close finish though, with the bombing scores pulling us ahead in the end.

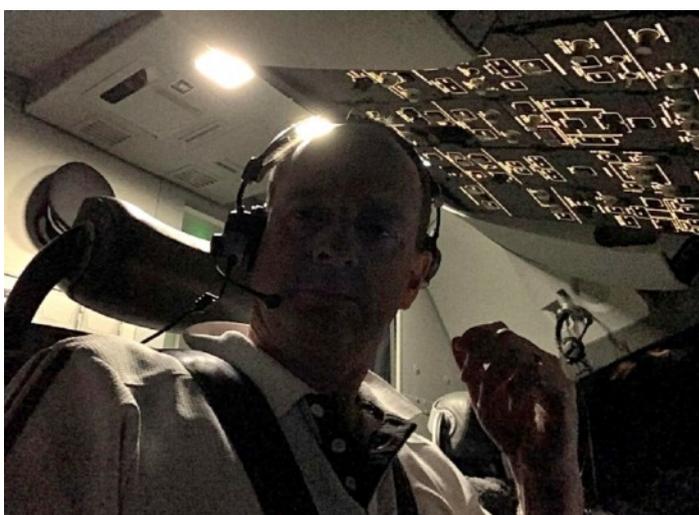
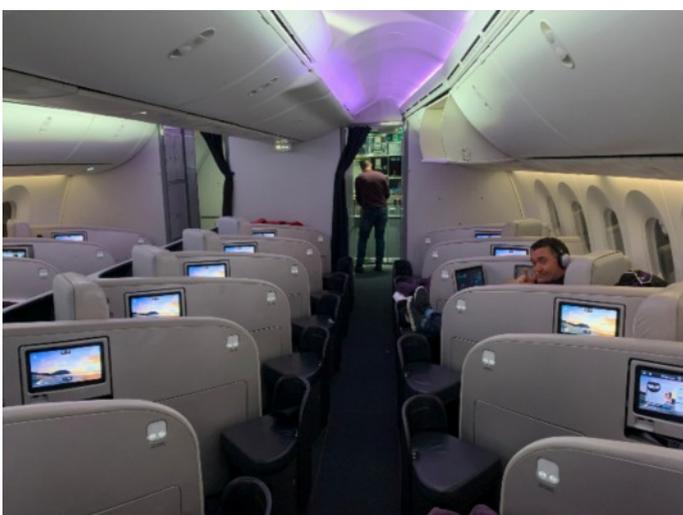
2021 Frogley Cup - Jack Benson pics



2021 Frogley Cup - Jack Benson pics



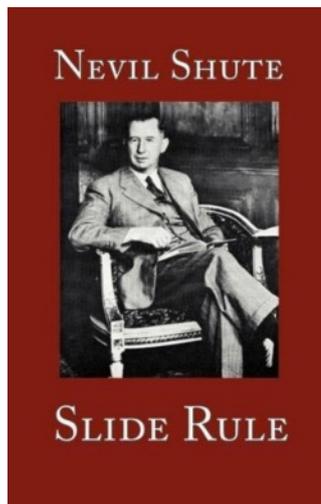
Steve Pics



Freighter between Los Angeles and Melbourne return before coming back down to Auckland. Not often you see the GOODYEAR airship fly past while you're on your hotel balcony.

Aero Club Library Book Review - Mike Fleming

Nevil Shute- SLIDE RULE



Years ago, I enjoyed reading several of this author's fiction stories and admired his down to earth style. A lot of them were centred around boats and sailing as well as aircraft.

I had never read Slide Rule, I think the first of his books, and in fact autobiographical, before selecting it from the Aero Club library. I found it a fascinating read.

An engineer by profession, Nevil Shute Norway was a pioneer in early aviation who started work with de Havillands in 1923 after previously working with Avco, that Company later to cease operation and its principal, Mr Walker to join with his chief designer Geoffrey de Havilland to form the new de Havilland aircraft Company.

Norway joined the Airship Guarantee Company, a subsidiary of Vickers Ltd, and played a large role in designing the R100 airship, the competing airship of the ill fated R101 which crashed with the loss of many lives, on its maiden flight to France.

This spelt the end of airship manufacture. A lot of this book is dedicated to the construction of this great airship, a most interesting story in itself!

Later Norway formed his own Company, Airspeed Limited, and we are taken through the difficult life of this struggling Company, with its eventual production of several successful aircraft, maybe the most well-known being the Airspeed Oxford, which was produced in large numbers during the second world war as a twin trainer.

I strongly recommend this book, currently in the Aero Club library, to our members.

Mike

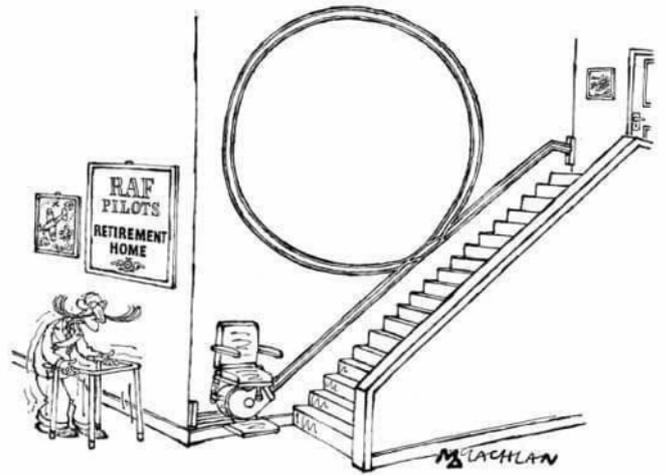
Notes:

Several of Nevil Shute's books have been made in to movies or TV mini series. Probably the most well known movie is the film adaptation of his 1957 novel "On the Beach". You can still rent this movie starring Gregory Peck and Ava Gardner or you can rent the documentary "Fallout" about the making of the movie. This was produced in 2013 and you can rent it for 99 cents (I-tunes).

Trailer <https://youtu.be/AFMWh6P0Nxs>

Short Bytes

"When the optimists invented the aeroplane, the pessimists countered by inventing the parachute."



Guy lives next to airport. Painted this on roof to confuse passengers as they fly overhead. He lives in Milwaukee.



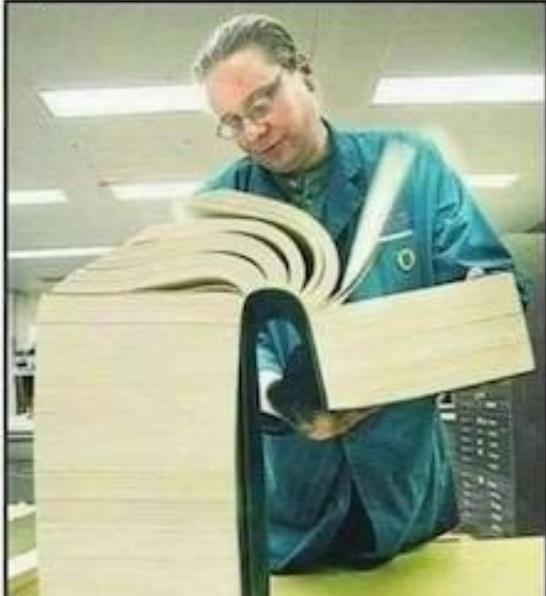
MATT



'That's one of the trees I planted to offset this flight'

Short Bytes

Just letting you know that the book, "Understanding Women" is now out in paperback



Late night watch on the bridge of the *Enterprise*.

Just Browsing Thanks



Flying Cloud Website

<http://paulgazis.com/FlyingCloud/index.htm>



Bush flying from a local pilot/instructor Ross

https://youtube.com/channel/UCQm1f26wigavELbBhes_QyQ



[AG pilot channel](https://youtube.com/c/JimboBurgess)

<https://youtube.com/c/JimboBurgess>



Top of the World - Emirates

<https://www.youtube.com/watch?v=HagU3vUp0Ck>



Flying to OshKosh

<https://www.youtube.com/watch?v=8r9WLEb2OUs>



The Flying Lesson - short Film

<https://vimeo.com/68963202>



19 yr old Zara's Solo flight around he world

<https://flyzolo.com>



AOPA US Strip-flyng Bentonville and Beyond

https://www.aopa.org/news-and-media/all-news/2021/september/pilot/land-of-oz?mc_cid=5434f9cf79&mc_eid=536d5e7887



Runway mix-up

<https://www.youtube.com/watch?v=AM01NSZyA7I>



Airlines Will Start Using Only One Pilot On Their Airbus A350 Long Haul Aircraft Beginning In 2025

<https://www.youtube.com/watch?v=uafWhCv-Xd4>



Early Commercial Night Flying in NZ

<https://vimeo.com/280835013>

Klaas Puzzle - July's solutions

PPL Aircraft Technical Knowledge & Principles of Flight

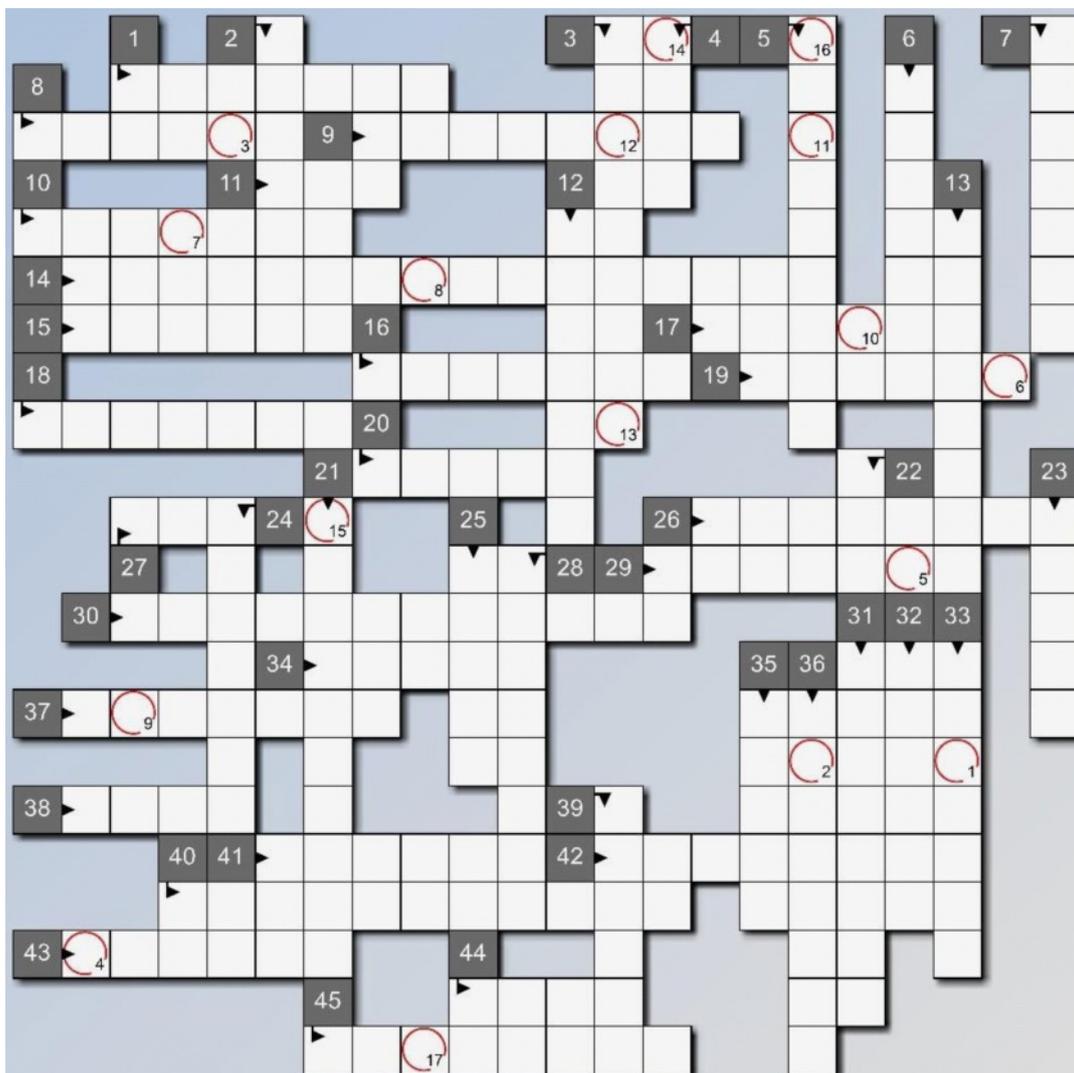


Solution text: DUOLCHGIHNIYLFSTOLIPYNAMOOT

Reversed text: To Many Pilots Fly In High Cloud.

Klaas Puzzle

General Aviation crossword The encircled fields form the words of a legendary ghost ship and it also has something to do with the creator of this puzzle.



- | | | | |
|----|--|----|---|
| 1 | Paved surface in the form of a strip | 24 | Transportation of people or goods by air |
| 2 | Equipped with control tower | 25 | Condition where critical angle of attack is exceeded |
| 3 | Strong downslope wind | 26 | Upside down |
| 4 | Protective covering | 27 | Estimated Time of Arrival |
| 5 | Wing covering | 28 | An airplane propelled by a fanjet engine |
| 6 | The crew of an aircraft | 29 | Bus or train or airplane that flies back and forth between two points |
| 7 | Compartment | 30 | Crop spraying operation |
| 8 | Dutch aircraft manufacturer | 31 | Articulated flap to reduce speed |
| 9 | Pitch | 32 | Manufacturer of airplanes |
| 10 | Relief pilot | 33 | Device that produces electricity |
| 11 | A detachable container of fuel on an airplane | 34 | Measuring instrument |
| 12 | Flight at a low altitude | 35 | A large jet plane |
| 13 | High speed drag | 36 | A control |
| 14 | Lack of Carbon dioxide | 37 | Heats the Plug |
| 15 | Operate an airplane | 38 | The act of raising something |
| 16 | Can lift or control a plane in flight | 39 | Reached destination |
| 17 | Engineless aircraft | 40 | Last stage of thunderstorm |
| 18 | This has two wings one above the other | 41 | Colour of Black box |
| 19 | Start and end flight here | 42 | Moved or conveyed by or through air |
| 20 | The unlimited expanse in which everything is located | 43 | Aeroplane journey |
| 21 | Sudden downpour of water lasting a few minutes | 44 | Paying passenger |
| 22 | Type of Aircraft | 45 | Type of aircraft |
| 23 | A general tendency to change | | |

What's up?



SEPTEMBER

Weekend 18th and 19th : Bridge Pa TailDragger 21 (highly likely to be postponed)
Sunday 26th September: Club Day (who knows)
Sunday 26th September: Hawera Brunch Fly In (maybe)

OCTOBER

Friday 15th— Sunday 17th October: Tiger Moth Taumaranui Fly In

Duty Piloto

Thank you to all our duty pilots

- extending a warm welcome to our aeroclub visitors and members -
 If you can't make it to your slot—can you please arrange to swap with another.
 10 am through to 3.30pm .

Take note though - no duty pilots please until Level 2

Guy Dever	Saturday 11 th September
Hamish Janson	Sunday 12 th September
Harry Bewley	Saturday 18 th September
Hayden Faulknor	Sunday 19 th September
Henry Beattie	Saturday 25 th September
Holly Barclay	Sunday 26 th September
Ian Christie	Saturday 2 nd October
Ian Sowman	Sunday 3 rd October
Jack Benson	Saturday 9 th October
Jack Govett	Sunday 10 th October
Jack Jamieson	Saturday 16 th October
Alex Menzies	Sunday 17 th October
James Howes	Saturday 23 rd October
James McRae	Sunday 24 th October
Jan Chisum	Saturday 30 th October
Jarred Lister	Sunday 31 st October
Jason Bishop	Saturday 6 th November
Jean Booyesen	Sunday 7 th November
Jerry Chisum	Saturday 13 th November
Jessica Flett	Sunday 14 th November
Joe Faram	Saturday 20 th November
Mark Galloway	Sunday 21 st November
John Habets	Saturday 27 th November
John Managh	Sunday 28 th November
Grant Jarden	Saturday 4 th December
Josh Williams	Sunday 5 th December
Ka Shing Ng	Saturday 11 th December
Angelica Simpson	Sunday 12 th December
Kate Jeffrey	Saturday 18 th December
Ken McKee	Sunday 19 th December

Aero Club Contacts

PATRON	John Holland	
PRESIDENT	Bruce Govenlock	021769913
VICE PRESIDENT	Peter Steers	0212350260
TREASURER	Steve Shepherd	06 845 3002
SECRETARY	Peter Holley	021417877
CLUB CAPTAIN	Steve Algar	021496228
VICE CLUB CAPTAIN	Jason Bishop	

COMMITTEE

Peter Holley 021417877
Gerald Grocott 021346681
Joe Faram 0274444414
Steve Shepherd 06 8453002
Hamish Ross 0276075376
Clem Powell 0273383462

AEROCLUB OFFICE MANAGER Amanda Nicholson 068798466

INSTRUCTING TEAM

Chief Flying Instructor Reuben Hansen 0274100457
FLYING INSTRUCTOR Liam Sutherland (Saturday, Sunday , Monday am)
FLYING INSTRUCTOR Cassandra Jeffries (Monday pm, Tuesday, Friday)
FLYING INSTRUCTOR Dhaval Gehlot
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