



Airborne

Newsletter

May 2021



From our President

Bruce Govenlock

Greetings all,

Don't forget the 2021 AGM is coming up on Wednesday 9th June, 7pm at the Club rooms.

I have put my name forward for President again. We have made some good progress on the Exec this year and we have a few projects under way that I want to see out.

Aerodrome User Group Meeting in May

This was well attended. Always good to see more faces though. This is one of the main safety forums for bringing matters to the Exec Committee attention so we encourage all to attend. The minutes of the meeting are included in this newsletter.

Some key items that were discussed in the hazard register review.

- We are seeking advice from Napier Airport about their experience for the best method for plover control (birdstrike)
- The old underground pump shed for the long since gone swimming pool will be filled in.

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From our President - Bruce Govenlock

- The Exec is looking into the idea of a preferred fixed wing VFR arrival/departure page for the Hastings aerodrome AIP4 plate to help standardise joining procedures.

New Aero Club booking system coming on 1 July - PaperAviator

The Club is changing to a new cloud computer system for managing our aircraft bookings & invoicing, tracking aircraft maintenance schedules and managing Club operations. It is called PaperAviator and is used by other Clubs in New Zealand. It offers us a number of improvements over the current system the most noticeable for members being that you will be able to see the aircraft booking schedule live on the Club website so you will be able to see what vacant aircraft/instructor slots are available if you want to make a new booking.

Members will also be able to log into the system on the Club website and make a provisional booking directly. This then goes to a booking queue that our instructors can see. They authorise it and it enters the schedule as a confirmed booking. This should be a big improvement to the member experience in managing flight bookings.

We are planning on a changeover date to the new system on 1 July. We will be holding a training day ahead of then to show the system and how it operates to members. It is pretty simple and intuitive.

Vehicles on the runway and operational areas.

A reminder that the only vehicles that should be airside (beyond the hangars and taxiways) are those on official Aero Club business. Official Club business includes activities such as Club related activities, runway maintenance, mowing, fuel deliveries, Gliding Club tractors, authorised contractors on Club business. It does not include travelling A-B for the shortest route.

Other vehicles and pedestrians should be using the airfield driveways and should not be crossing runways. We have started sending notices to people re this.

Hangar owners – rabbit holes and mowing....

Just a suggestion on how we can all do our bit to share some of the grounds work. We have a great mowing team who take care of the bulk area mowing (about 30+ Hectares) and our groundsman Kevin is out there mowing the harder to get places in the smaller mowers, spraying, baiting rabbits and filling rabbit holes....

1. There are about 3km of grass verge around all the 40+ hangar buildings. If all the hangar owners can mow their edge areas that saves work so our mowers can focus on the bigger stuff.
2. There are a serious number of rabbits out there and a more serious number of rabbit holes that are a hazard to aircraft. Clem shot two sacks of rabbits last week and barely made a dent. Kevin is refreshing the bait stations flat out. If you see a rabbit hole please fill it. Kevin fills the holes on the runway and main operational areas as they are reported to him but there are a lot of holes in the taxiways around the hangars. If you see one (or 10)– please fill it in. When Jamie Gunson starts work on his hangar we will keep the excavation material as a dirt pile behind the Rotorforce hangar to use for this.

Aircraft Hire rates

As advised these have gone up from 1 June. It had been 2 years since they were last reviewed and over the past year the Club has reviewed and increased the hangar ground rentals and applied the landing fees more consistently. The hire rates were the last part of reviewing and balancing the Club income and expenditure. With the new rates the aircraft are now covering their ongoing costs and about 50% of the cost of instructor provision is being covered.

From our President - Bruce Govenlock

Fleet

In addition to its recent Garmin GTX335 ADS-B transponder upgrade the Club C152A FWK also received a new Garmin 225 radio as well. This leaves just 1 aircraft to receive an ADS-B upgrade – our microlight ZZB and that will be looked at later this year.

The next project will be some general tidying up of the Tomahawk fleet.

Aerodrome grounds maintenance shed – 145m²

We have the costings in for this. It will be @ \$70K + gst and the Club is applying for an external funding contribution. The aerodrome is 50 hectares of runway, grounds and buildings – a sizeable asset and we have invested some \$ in improving the grounds maintenance equipment this past year. Now we want to provide a single storage and maintenance building for housing this and also to house some items that line the hangars. Part of the goal is to free up space for aircraft and reduce hangar rash damage.

We are probably looking at a build commencing late Q4 this year.

Astro thought for the month....

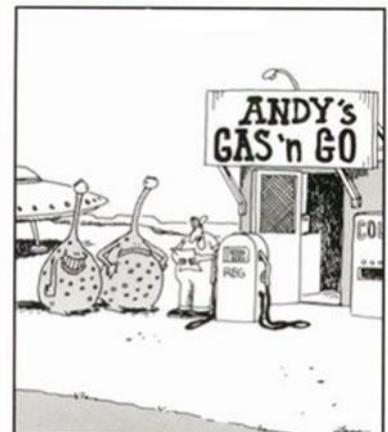
You may have seen a recent story in HB Today of several strange UFO sightings with red and green lights moving in synch around Hawkes Bay on the early evening of 24 April. Now if one discounts the fact that the Aero Club ANZAC formation team was up practicing at that precise time over the reported locations in readiness for their next day 6am flypast then we must ask ourselves where could these visiting aliens have come from?

The southern cross constellation is high in the southern sky at this time of year and showing the way to it we have the two Pointer stars Alpha and Beta Centauri. Alpha Centauri is the brighter of the two. In fact the 3rd brightest star in the night sky. Not surprising then that it is actually a triple star system with Alpha Centauri A, B and C all appearing as one to our unaided eye. It is also the closest known star(s) to Earth at 4.2 light years distance. Several planets have been confirmed orbiting these 3 stars with likely more to be found as technology improves.

Our solar system planet Pluto is 4.6 light hours from Earth so Alpha Centauri is about 8000 x further away.

There are several NASA probes launched in the 1970's that have now left the solar system and are out in deep interstellar space so it is possible a passing alien motorist has kicked their tyres and decided to check out where they came from. Voyager 1 launched in 1977 is the furthest out – about 21 light hours away and kicking along at 38,000mph. It is still transmitting to us but no closeups have come back yet of strange alien faces.

The closest star of the triplet – Alpha Centauri C (Proxima Centauri) is currently roasting its planets with intense radiation outbursts and explosive flares so one could understand if its inhabitants have decided to holiday in Hawkes Bay for a while.



"Shoot! You not only got the wrong planet, you got the wrong solar system. ... I mean, a wrong planet I can understand—but a whole solar system?"

From our CFI - Reuben Hansen

May has provided us with a range of different weather which has made the flying activity at the aerodrome very on-off. Gale force winds, fog, rain to name a few. Not to mention some fantastic high pressure, cool autumn days. Our aerodrome weather station recorded our strongest wind gust of 49.6kts at 1244 on 18th May. I would say the flying was off that day!

Congratulations Klaas and Tanesha on your first solos this month, as clichéd as it may sound – you will only do that once...find their happy first solo pics later on in this newsletter. As we have over 60 students now we have many approaching first solos and a few PPL flight tests very close.

Following on from our circuit joining workshop, I'd like to commend those that have been exercising good air-manship in and around our busy and sometimes complex circuit. There are still some issues cropping up and without going into too much detail, I'd like to pass on a few ideas.

Situational awareness... what is that exactly? Well, as I see it, Situational awareness is a picture of what has happened, what is happening, what is going to happen and what could happen around you. So, there's what it is so let's continue to strive to maintain this while joining the circuit.

It has been great following some aircraft builds on the aerodrome over the past year. Terry and his legal eagle, Ross Drew and his Sonex, and Savannah, and some more that are still in progress. Thanks to Ross D for giving me the keys to his Savannah that had only 8.4hrs on the clock! A great machine to fly and Ross has done a superb job.

As the club has got busier with students, we have been noticing that there has been some difficulty with getting bookings. Thanks to the students for your patience with this, we have added resource to cope with the demand so the wait times for bookings should be reducing. On that subject we welcome Dhaval to the team as a casual instructor that helps us out on the weekends. Many of you will know Dhaval already as he has been a member of the club off and on for a number of years, and an active participant – come judge at regional and national competitions.

Taxi speeds- what is the hurry? Yes I know we don't hop in our planes to sit on the ground, and the temptation is to get to the holding area as fast as possible to get up in the air, however taxiing at any greater speed than a fast walking pace, is just not a good idea. Consider the rabbit hole your nosewheel may encounter, or brake failure.

See you all at the AGM, and at the Club.

Reuben

CFI



Quiz

This month taken from www.pplexams.co.nz Daily Quick Fire questions . Check it out. This section allows you 90 seconds to answer four questions.

1. For a night time VFR Flight , what additional instrument (s) must be present (In addition to daytime VFR instrument requirements)
 - a. VSI
 - b. Backup Altimeter
 - c. Turn and Slip indicator
 - d. Airspeed indicator

2. Define Track-made-good (TMG)
 - a) The planned path of the aircraft over the surface of the earth
 - b) The actual track, or path, of the aircraft over the surface of the earth
 - c) The angular difference between the HDG and the track of the aircraft over the ground.
 - d) The angular difference between the wind and flight planned track.

3. What is the effect of an increase in temperature on atmosphere density and pressure lapse rate?
 - a) Both air density and pressure lapse rate increase
 - b) Air density increases and pressure lapse rate decreases
 - c) Air density decreases and pressure lapse rate increases
 - d) Both air density and pressure lapse rate decrease

4. After donating blood:
 - a) You must wait at least 12 hours before flying
 - b) You must wait at least 24 hours before flying
 - c) You must get cleared by your AME before flying
 - d) It is fine to return to flying straight away if you feel well.

Young Eagles—Pete Steers

To John Managh, I want to say a very big thank you for the effort you put into the Young Eagles fundraiser on club Sunday. YE students, by way of their age, are shy to be forward enough to say thank you. \$300 raised was awesome with Club Members being very generous and chipping in. One student was treated to a flight with Mike Fleming competing in the balloon bombing competition, John Managh stayed pretty dry as the balloons came close but failed in a direct hit. Alas his credit card was safe from a night behind the bar. But all in all a great Club Sunday of flying.

I would also like to forward my congratulations to Ross Drew in the successful build of his Savannah kit. Jerry has completed a rigorous test on the Aircraft and it seems to be capable of doing everything the manufacturer said it would do.

Good luck to him. I am sure he will enjoy it.

Peter Steers. Young Eagles

New Club Members

Welcome to the club

Parris Greening

Tom Thorne

Samuel Stephenson

Aimee Burn

Klass Hogenesch

Tyler Trafford-Misson

David Palmer

Briana Siteine

Come on up to the bar on Friday night's for dinner and a chat. The bar opens at 5pm with dinner around 6 – 6.30pm. (\$6 covers the meal and a meat raffle) .

Club Day is last Sunday of the month. Come along for an organised flying activity and social time.

Meantime the Club is open 7 days - great place to picnic and hang out between lessons. See you out there!

Hastings Aerodrome User Group Meeting - minutes

12 May 2021

HBEC Aero Club rooms upstairs

Hastings Aerodrome User Group Meeting - Minutes

Meeting opened:6pm

Attendees: 24 Club members.

Apologies: Joe Faram

Previous Minutes:

B Govenlock reviewed the minutes of the previous meeting 24 Nov 2020

Approved as a true and correct record:

G White/P Steers

Matters arising:

AWIB is now operational

The Air BP tanker fill point upgrade is completed.

CFI R Hansen confirmed NOTAM closure of runways during runway strip mowing is happening.

BG advised the trees on the 01-19 approach/departure paths have mostly been cleared. Just a few minor ones to the north still to be done over the coming months.

Recommended AIP4 Hastings aerodrome plate changes were enacted in Feb 2021.

Review of Aero Club HSE Hazard Register

The Club HSE manual is being updated to version 6. Revised HSE organisational chart reviewed. Hazard register reviewed.

J Chisum asked re location of Defibrillator. P Steers advised it is located in the downstairs storage room and recently had its lifed components replaced. Signage is being installed downstairs.

J Chisum asked re relocation of the illuminated red marker post at the northern end in between the seal and grass runways. BG advised this would be looked into regarding relocation.

M Stonestreet queried re Hi Viz use airside. BG advised the Club uses hi viz when personnel are on the runways. It is not recommended when refuelling.

Points raised will be added to the hazard register.

Hawkes Bay airspace review.

R Hansen advised the review is still on hold but is expected to be reactivated later this year. The Club is looking into raising a request for establishment of a day VFR transit lane on the western side of the Napier Control Zone.

BG advised the prime concern of the Club is a request from Airways for more controlled airspace to the north, east and above the aerodrome.

G Grocott suggested the Exec Committee approach CAA now with our concerns ahead of the official review notice. This will be raised at the next Exec Committee meeting.

Land clean fill on northern paddock

BG provided an update. The fill and landscaping is complete. Grass is being direct drilled then rolled. This will complete the activity with no more trucks.

Discussion ensued of how this area could be best marked or fenced for grass management and as unsuitable for taxi-ing whilst the ground settles. Currently it is demarcated with white tyres and cones. The Exec Committee will look into this next meeting.

Occurrence reporting.

General trend is still down. One current issue is circuit joining conflicts. BG noted that with the Napier CTZ nearby and overhead rejoins precluded when gliding is active an additional page in the Hastings aerodrome AIP entry describing preferred fixed wing VFR arrival and departure procedures may help align users – locals and visitors.

G Grocott suggested the Aero Club and Air HB CFI's prepare a proposal for same for the safety committee to review.

We encourage 002 occurrence reporting to the safety standards committee (Aero Club and Air HB representatives) which has a positive approach to the process.

The floor was opened to attendees for feedback with no further matters arising.

Meeting closed 7.00pm

Bruce Govenlock

President

HBECAC Annual General Meeting

Dear Club Members

We are pleased to invite you to attend the

2021

Hawkes Bay & East Coast Aero Club Annual General Meeting

Wednesday the 9th of June 2021

7.00pm

At Hawkes Bay and East Coast Aeroclub Upstairs Lounge.

Positions to be elected are:

Patron

President

Vice President

Club Captain

Vice Club Captain

2 Committee members

Look forward to seeing you there

The Hawkes Bay and East Coast Aero Club Executive Committee.

HBECAC PPL Lecture Timetable



PPL NIGHT LECTURES

session schedule

- **Flight Radio:** January 18th - February 1st (3 sessions)
- **Air Law:** February 8th - March 1st (4 sessions)
- **Meteorology:** March 8th - April 5th (5 sessions)
- **Human Factors:** April 12th - 3rd May (4 sessions)
- **Navigation:** May 24—June 21st (5 sessions)
- **Aircraft Tech:** June 28th - July 26th (5 sessions)

**Held on a Monday evening from 1800-2000.
\$10 per session.**

 1591 Maraekakaho Road, Bridge Pa, Hastings
 office@hbecac.co.nz
 06 8798466



Member Achievements—First Solo's

Congratulations on achieving your First Solo milestone.



Tanasha. First Solo 21st May .



Klaas First Solo also 21st May .

More Weird Planes — Bruce Govenlock

After last months photo of the 1934 Nemeth Parasol with the disk wing here are a few more unusual designs examined over the years whilst exploring the possibilities of flight....

Here is another disk wing... **1942 and Vought V-173 Flying Pancake.** The propellers are 16' 6" diameter and the aircraft had a 22° nose up attitude on the ground. The dream was for a near Vertical Takeoff & Landing fighter for the Pacific. No match for a Zero though. Charles Lindbergh was one of the test pilots and noted it was unsteerable.

I am starting to see where those 1940's/50's UFO reports were emerging from...



1979 and the AD-1

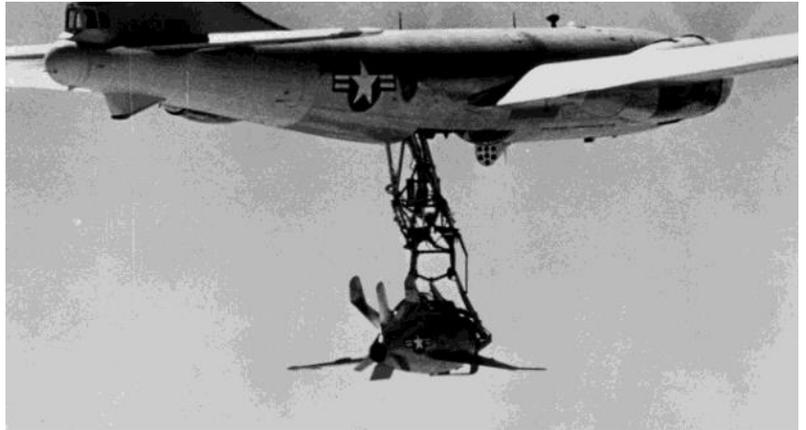
Well Why not see what happens with a wing positioned 60 degrees fore and aft..? who else NASA. This was a test bed to check wind tunnel studies that showed moving the wing to a 60° forward angle at super sonic speed could decrease drag and increase range. It did.



More Weird Planes—Bruce Govenlock

Some aircraft have names that just fit.... The **1948 XF-85 "Goblin"** from McDonnell.

Designed to be carried under long range strategic bombers as their own personal fighter escort. It worked well for carry and flight but wasn't quite up to scrapping with migs so was dropped after the test flights... 30 min endurance and then had to redock on the trapeze to be hauled back into the bomb bay...



When they are not building spy planes... Lockheed saw a market for James Bond style freight hauling blimps... 2006 and the **P-791**. FAA certification was completed in 2015 and two companies are looking at using them for freight hauls up to 20MT.



More Weird Planes—Bruce Govenlock



One of my favourites.... The **1956 Goodyear Inflato-plane**. An all fabric inflatable aircraft – why not.

Able to be transported in a 1.25M3 box the concept was the aircraft could be dropped behind enemy lines to downed pilots who could inflate it (just 8 psi pressure needed and a pull start 2 stroke engine), take off in 250ft and fly home at 60mph. Structural integrity was maintained in flight by a forced air pressure supplied by the engines. That would introduce a whole new dynamic to a forced landing! 12 were built.

And in case you thought drones for personal mobility with no training necessary were cutting edge 21st century tech..

The **1954 De Lackner HZ-1 Aerocycle**

Intended for use as a standard reconnaissance vehicle on the atomic warfare battlefield able to be used by untrained personnel. A half dozen companies responded to the request for prototypes with claims of as short as only 5 mins instruction necessary. What could possibly go wrong...

Safety first.... They wore a harness and after a few crashes started experimenting with the prototype XMP-2 Ultra Fast Opening Personnel Parachute specially developed for the Aerocycle and which could deploy as low as 25ft. Unfortunately the XMP-2 proved to have insufficient reliability.

12 Aerocycles were built. Cruise speed 55mph, service ceiling 5000ft, endurance 45 minutes. Powered by a 40hp mercury marine outboard and yes those are two contra rotating 15ft diameter blades directly beneath the pilot.

The initial army test pilot Captain Selmer Sundby was awarded the Distinguished Flying Cross for his efforts, which he survived.

View it in action here.

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



More Weird Planes—Bruce Govenlock

And before you say flying cars. Introducing..

The USArmy **1958 Piasecki VZ-8 AirGeep**....

Optional accessories included a machine gun and ejection seats.

Powered with two 180hp Lycoming O-360's. Apparently it proved remarkably adept at hovering and flying around the battlefield evading radar and up to 3000ft but was abandoned as the maintenance costs exceeded those of helicopters - wow!



South Island Flying Safari — Mike van de Ven



May2021

One of the obvious benefits to a PPL holder is to fly x-country. In the past, after my initial training, my aspirations leaned toward more exhilarating experiences like aerobatics. Assured of a fast hit of adrenaline for a relatively short time (and money) investment. The thought of sitting for prolonged periods of straight and level watching my flying account evaporate as the Hobbs ticked over didn't inspire me back then.

My bucket list, written by a 20-year-old, well and truly quenched the fire of adventure that burned within. This time around my priorities had changed. Having travelled to some of the more exotic corners of the world I realised I had classified my own country as not exotic enough. Now with a worldwide COVID pandemic I was left no option but to look inward. So, what better way to spice things up than regaining my PPL and flying around New Zealand.

My past negligence to do no more than the bare minimum of X-country time became evident.

A few refresher trips with our instructors highlighted my weaknesses. GPS was something for commercial operations when I last flew. Now I had to learn a new digital skill set whilst simultaneously performing a manic show of cockpit origami with numerous charts.

I decided my solo circumnavigation was premature and postponed it for more competent timing.

Then there was the South Island flyaway announcement....A perfect opportunity to fly with a group of experienced pilots. I immediately booked FQQ so as not to miss out.

So, Day One. After watching MetVuw religiously for the proceeding week I arrived nice and early for the group meeting. The current weather situation was discussed and acknowledged potential for unfavourable conditions

South Island Flying Safari — Mike van de Ven

moving up from the south. The decision to go was made and get as far as the weather would allow.

Oz-Runways, maps and my wife Motomi in tow we set off from Bridge Pa as soon as the morning fog had burned off.

Lesson 1: an actual diversion. Cloud prevented us crossing the Manawatu Gorge and taking the shortest route over Cook Strait. The first time I've actually needed to change my flight plan rather than just a navigation exercise. Oz-Runways made that a painless process. No need for in-flight spinny wheel calcs just drag and drop – job done. Omaka here we come.

After a pilot change and obligatory 'rest stop', we made use of the calm and clear sky to try and spot whales down the Kaikoura Coast. None were forthcoming but the first views of the southern snow-capped mountains gave some compensation.



As we approached Christchurch the anticipated front could be seen blocking our way.

Lesson 2: Flying around the weather. Due to luck or lack of experience, I've never really needed to dodge weather before. Now we are presented with a wide band of it spread out like the last dash of a Bull Rush game. Our chosen path was in-land and with controlled airspace pushing us down below 1500ft we could sneak under the opposing front. At this height and with no local knowledge or reference to large geographic features I learned...

Lesson 3: Follow the road. I'd heard it before but again never needed to. Now it was the obvious choice. Some of the cars even had their lights on for our convenience. It even travelled the same direction or took us home should we decide to turn around. In this case it guided us through the Bullrush scrum and out the other side to some of the best weather conditions we could have hoped for.

Another stop at Timaru and some rejoicing at the prospective weather ahead then following the slowly ascending

South Island Flying Safari — Mike van de Ven

rivers and valleys to our final destination of Omarama at 1380 ft elevation and the most stunning early sunset light painting the hills around. What a reward to the end of a day's flying.



Omarama became our base camp. Geographically friendly, near exclusive use of the aerodrome, hot pools over the road, and a short walk to our accommodation with a well-deserved check-in at The Boots & Jandals Bar who welcomed us and our wallets. The beer was cold and we were thirsty. The barmaid was a friendly Hawkes Bay gal and she reserved us for dinner before they booked out.



After dinner, Motomi and I soaked our cares away in the Omarama Hot Pools. Private wood fired tubs scattered around a pond reserve with natural landscaped privacy to soak in the amazing Mackenzie Dark Sky Reserve. Omarama is Māori for "Place of Light", a reference to its extraordinarily pure and clear sky. I knew this and it was a driving reason I wanted to stay here.

The chance to combine astro-photography and aeroplanes was good reason to warm my bones in the pools then

South Island Flying Safari — Mike van de Ven



endure the frigid night. FQQ sat patiently across the road waiting to model for my photoshoot. We played under the Milky Way until my fingers could no longer feel which button I was pressing.

Mornings were fresh. The sun slept late but woke quickly. The walk from our hotel to the aerodrome was broken by 'The Wrinkly Rams'. A conveniently placed café ready for the keenest aviators and an open wood fire to welcome them. There's something to be said about the appetite of southerners because the food was indulgent. After morning routines had been satisfied it was the aeroplanes that demanded our attention next.

Lesson 4: How to defrost an aeroplane. "Text book case of hoar frost I'm afraid. Nothing for it but to start scraping." But with what??? I knew I brought my old Pooleys CRP-1 spinny wheel for something! The plastic wind slide made the perfect frost remover and aided by the sun we were soon airborne.

With perfect weather and precious little controlled air-space telling us what to do our options were limited to just enjoy flying around the most amazing scenery. Wanaka, 10000ft over the Southern Alps, Eye contact with Mt Aspiring (and my first camera malfunction) then dropping down to the west coast to fly up the Milford Sound.



Lesson 5: Prior planning. Milford Sound is one place that requires some forethought. Here's a hint...All those amazing tourist brochure pictures aren't taken from 2000+ft in the air....

As landing is not an easy or affordable option that leaves flying overhead however that's not where you get the money shots. I'll be back Milford Sound with a game plan and a lower flight path.

Exiting it can be interesting too especially when a web of clouds makes all the valleys look the same.

Oz-Runways did an outstanding job although it would have been useful to know how to turn off the North-up screen lock BEFORE we needed it.

The rest of the day was just pure flying on a whim. Mandeville, Roxburgh, Alexandra. Stunning Otago scenery bathed in photogenic afternoon light. Omarama and cold beers waiting to welcome us once more. A sense of coming home.

Another fresh start to the day but with foreknowledge of an extra hour sleep-in to let the sun soften up the frost for us. We warm ourselves by the breakfast fire of Wrinkly Rams and order more modestly.

The anti-climax of returning home was significantly softened by the prospect of rubbing shoulders with Aoraki/

South Island Flying Safari — Mike van de Ven

Mt.Cook. With picture perfect weather we started our steady climb to 11000ft over Lake Pukaki, then on up the Tasman River & Murchison River. How cruel that as we reach money shot level, I experience a camera malfunction on not 1 but all 3 camera devices at the same time. Some images are best kept in your mind but Mt.Cook @ 11k on a clear day isn't one. That would have been an amazing photo. Pretty damn special experience all the same.

The rest of the day was a pleasant flight home stopping at Hokitika, Greymouth then over the Nelson Lakes District to Omaka. NZOM can be a busy and confusing place to land with its 3 vectors.

Lesson 6: Don't rely on what other traffic use... As I did and discovered I was now joining to land with a tailwind. Needless to say, what resulted wasn't my best display of airmanship as I attempted to put things right. A standard overhead re-join would have avoided the situation entirely. Fortunately, nothing lost but my pride.

Now it really starts to feel like we are on the home run. We catch up with the weather front ducked two days earlier. The Manawatu Gorge is again closed in and we scoot over the ranges to the south and land at Dannevirke where the weather ahead has really started to deteriorate.

No more lessons now. I fly the last leg home into the poorest conditions I have flown.

In the bad weather configuration and always looking for an escape option I use the road to navigate. We fly until it becomes unflyable then return back along the same road to DV.

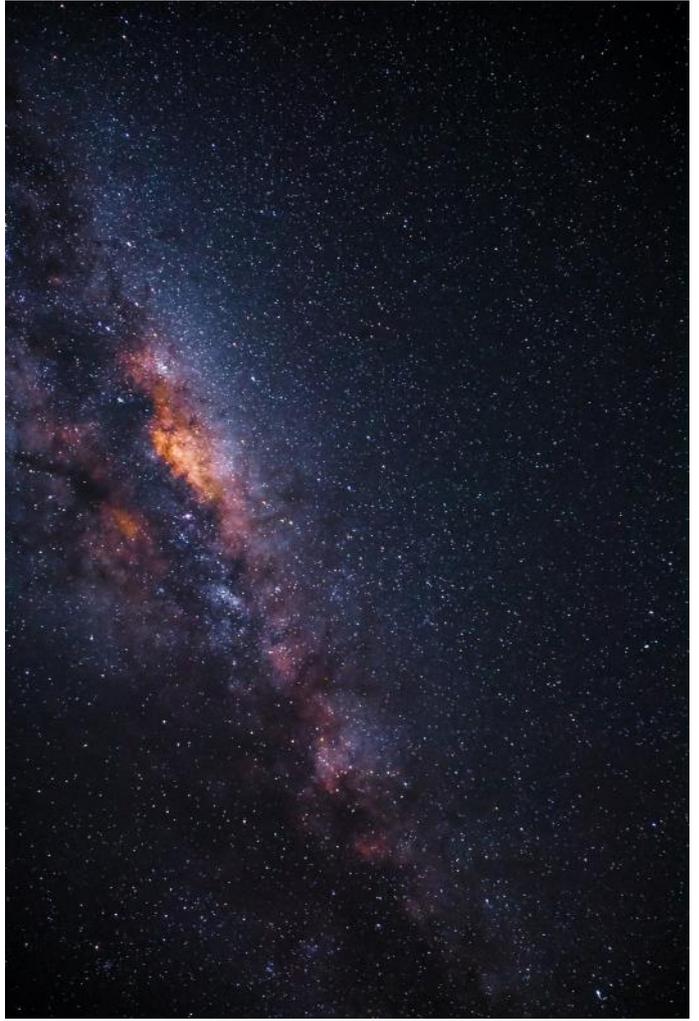
A quick call to Reuben who advises us to try the railway route buys us enough time and a window of clear air to push through to Waipukurau and then Lake Poukawa. We land at Bridge Pa with the last of the light. Finally, I remember to terminate my flight plan with minutes to spare.

Thanks 2 Graemes, Dave, Michael, Motomi and whatever divine entity that blessed us with perfect weather.

A successful Safari. Lessons learned and great experiences shared. If you get a chance, do it.



South Island Flying Safari — Mike van de Ven



South Island Flying Safari — Mike van de Ven



Previous page:

Omarama

FQQ in the moonlight

Dark Sky Milky Way

Motomi and FQQ

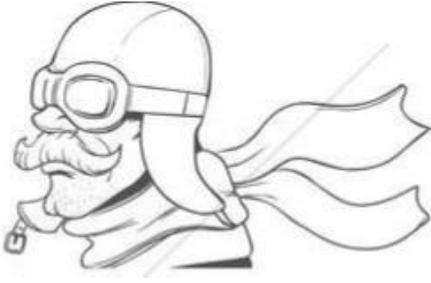
This page:

Captain Fleming tracking
Mount Aspiring

Mount Aspiring

The Wrinkly Ram
(Motomi, Graeme Campbell,
Graeme Bycroft, Dave Bently,
Mike Fleming)

The Ace Navigates — Gerald Grocott



On 19th August 1991 I was returning from the UK to Switzerland in G-APKH, our faithful DH85 Leopard Moth. I was with 2 non-aviation Swiss mates who spoke no English & collectively none of us were elegant with the French language either. North Eastern France is featureless regarding terrain or features for navigation, but the area is festooned with “no-fly” military zones. We were VFR, the weather was good, and with one more fuel stop we’d be back in Switzerland; what could possibly go wrong....?

Pre GPS, I became confused exactly where we were in this endless rolling countryside with only the odd village but no towns; neither canal, nor motorway, nor railway, helped navigation. What was clear from the map however was that there were military zones all about, some down to ground level. I considered the consequences of busting such a zone and ultimately concluded that the safest option was to land some place & ask a local where we were.... The only landable field that I could find, with a local nearby, was an ex-maize field being ploughed by a man on a tractor. I briefed the Swiss guys. Some improvisation. They were delighted. More stories for their families when we did get back home.



Landed safely, taxied up to the ploughing tractor, waved like crazy to get the driver to stop which eventually he did. He was neither surprised by our presence nor excited as to our intent. I showed him an aviation map, more nonchalance, but after some considerable consideration he indicated his best guess as to our location, ca.20 nms from a small airfield at a town called Charleville. That is 35 nms NE from Reims, the champagne capital of planet earth; things could be worse, or could they be!



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When I looked carefully at the field with take off in mind I realised that the length & surface were not perfect. There were stones in the maize stubble, quite deep grooves from tractor tyres, and some roadside power wires at the northern end of the take off route. My conclusion was that the Leopard & I would make it OK but having Ernst & Peter, both of whom were well feed, on board as well was probably a no-go. We stopped the tractor driver again. With some staunch gesturing & lots of incomprehensible conversation all came to the result that the northern roadside of the field did have a rural bus service, and that this bus service connected with Charleville township. We team of 3 had a separate conference & agreed that my 2 Swiss mates were to be off-loaded, to walk to the roadway, flag down a Charleville-bound bus, ride it to the town & then get to the airfield, LFQV, and all would be well.



The take off was interesting. Performance was less than I had thought to the point that I had to fly under the power wires at the northern end of the field but fortunately the bus service was not prevalent at the vital instant. I made LFQV in good time. I recall it had been lunchtime. Ernst & Peter arrived about 4 hours later, too late to fly on. By then we had new made friends from the air-

field. An unscheduled night stop followed which included a serious tour guided by locals for comparison of the local ... champagne. I don't recall there being any dinner but Aviation was definitely the winner....?

Short Bytes

Taken from

Mountain, Canyon and Backcountry Flying

— Amy Hoover and RK Williams

Amy's Axioms

"Protect your gear. Take your pants off"

"Don't try to out-climb a downdraft! Turn and fly away, to live another day"

"What goes up must come down. Be alert for downdrafts near thermals"

"Lift is where you find it; stay clear of downdrafts, always be wary of turbulence and if the winds aloft over the mountains and canyons exceed 25knots, consider not flying."

"If you cross a ridge, have a back door and keep your hand on the doorknob."

"When flying close to terrain, the cardinal rule is: Don't hit anything!"

"Wait ! Weight! When DA goes up, wait for cooler weather or take out weight. Relax, and make more than one trip"

"Curtail complacency"

"Eschew the ego"

R.K's Rule

"The wind doesn't blow, it sucks!"

"Be able to do spot landings on speed"

"Set personal limits and re-evaluate them daily"

"Always do a post flight review"

"Follow the Flying Rule of 3's: Weather, Daylight and Fuel"

"Visualise an emergency a day"

"Visualise consequences"

"Learn to say No!"



A Bit of History - Jim Frogley

Jim has the original edition of the Hawkes Bay Herald-Tribune, Tuesday, November 1st 1949. A page dedicated to HBECAC's 21st birthday. Below are articles from the feature. You may have to zoom them to read.

H.B. & EAST COAST AERO CLUB'S 21st BIRTH!

PAGEANT WILL MARK TWO DECADES OF PROGRESS

Club Has Fulfilled Valuable Training Purpose

One of the first aero clubs in New Zealand to be formed after the visit of Sir Charles Kingsford Smith in 1928, the Hawke's Bay and East Coast Aero Club reaches its 21st birthday this month with a proud record of flying. From the early days of financial struggle the club has prospered and progressed until it stands today as second to none in the Dominion. The occasion is to be marked by an air pageant to be held at the Bridge Pa aerodrome on Saturday when spectators will see something of the progress in aviation the club has helped to achieve.

During its 21 years of existence, the Hawke's Bay and East Coast Aero Club can claim to have carried out most efficiently the purpose for which it was brought into being. This purpose was the training of pilots and that duty has always been placed ahead of the mere transport of passengers to other parts. Of the 169 fully-trained pilots who first took the air at Longlands or Bridge Pa, the majority served with the R.N.Z.A.F. or R.A.F. during the recent war and some fought in the Battle of Britain. The present King's pilot, Wing Commander E. W. Tacon, A.F.C., D.F.C. and Bar, was a trainee of the club.

Without money, buildings or aeroplanes, the club took a lease of a small field at Longlands in 1928 and with the aid of a group of enthusiastic members willing to take a risk, acquired its first aeroplane ZK-AAB within a few months of the club's incorporation.

These club members formed themselves into a private company known as the "Hawke's Bay Aeroplane Co., Ltd.," who carried out flying operations for the club during its first year and who were so successful in doing so that at the end of that period they were able to hand over to the club the sum of £400 and the aeroplane, taking in return debentures from the club which were later redeemed by or gifted to the club.

The club's first president was Sir Andrew Russell, K.C.B., K.C.M.G., and its first chairman was the late Mr G. A. Maddison. Group Captain T. W. White, now of the Air Department, was virtually the club's founder. It was "Tiny" who organised the first public meeting which resulted in the formation of the club and he was the club's first instructor, occupying that position for two years.

Mr A. G. Garrand was for several years the club's instructor and did much to develop its activities in the years before the war. The club's present instructor is Mr M. T. Vanderpump, D.F.C. aided by Mr. Basil Fox, and the ground engineer is Mr. Temple Martin. The president today is Mr. W. A. Whitlock.

Tower of strength and pillar of wisdom to the club throughout its life has been the Mayor of Hastings, Mr. R. D. Brown, who has served it in the position of secretary-manager throughout the 21 years.

To improve its funds the club held a pageant at Longlands on April 27, 1929, which was a great success and contributed substantially to the club's resources. In 1932 the club participated in an art union from which it derived £4750, with which it acquired its present field at Bridge Pa and erected the hangers and clubhouse now on the grounds.

Presidents of the Hawke's Bay and East Coast Aero Club since its incorporation have been:—Sir Andrew Russell K.C.B., K.C.M.G. (1929-33), Mr. T. E. O'Dowd (1934-36), Mr. John Parker Jnr (1937-45), and Mr. W. A. Whitlock (1946-49).

Since its formation the club has had seven instructors. They are Group Captain T. W. White (1929-30), W. H. Lett and K. J. Gould (1931), A. G. Gerrand (1932-36), J. E. Rawnsley (1937), E. F. Harvie (1938-39) and M. T. Vanderpump (1946-49).

First New Zealander To Receive the Air Efficiency Medal

Group Captain T. W. "Tiny" White who was the founder of the Hawke's Bay and East Coast Aero Club and who is the guest of honour at Saturday's function, was the first New Zealander to receive the Air Efficiency Medal. This was recognition in 1937 of 21 years of crash-free flying.

It was when flying over Fernhill about 10 minutes before landing at Napier on a Sunday in November, 1937, that he logged the 5000 hours which, based on 24 hours a day, represents nearly nine months constant flying.

"Tiny" White learnt to fly in the old box kite type of machine in 1916. He saw service as a pilot during the 1914-1918 war and afterwards entered commercial aviation.

MANY THRILLING ATTRACTIONS FOR H.B. AIR PAGEANT

Bridge Pa aerodrome, Hastings, will be the scene of a highly spectacular air pageant on Saturday in celebration of the Hawke's Bay and East Coast Aero Club's 21st birthday. Mosquitoes and other planes will be participating in the display which will hold a great deal of interest for spectators. A feature will be parachute drops by Mr. Brian Musson of the Flying Kiwis, who has just completed a tour of Australia.

In addition to the aerial activity the club has arranged a static display which includes the exhibition of the V-I flying bomb, the jet-propulsion engine and other aerial equipment of general interest. Included in the programme will be motor cycle sports, joy riding and a display of flying by model aeroplanes.

Formation flights over Hastings will be made by the club's Proctor and Whitney Straight aircraft and spectators will see thrilling displays of aerobatics over the drome itself.

Speakers at the function will be the Minister of Agriculture, Mr. Cullen, deputising for the Minister of Defence, Mr. Jones; the president of the Aero Club, Mr. W. A. Whitlock; Group Captain T. W. White, founder of the club and guest-of-honour; and the club secretary, the mayor, Mr. R. D. Brown.

A Bit of History - Jim Frogley

VALUABLE AID GIVEN IN TIMES OF EMERGENCY

Besides its nominal task of training pilots and numerous other aerial activities, the Hawke's Bay and East Coast Aero Club has been called upon on a number of occasions to meet emergencies and it has performed these duties with credit.

In the 1931 earthquake disaster the Longlands field was the centre of considerable aviation activity in which the club's pilots and aircraft again gave splendid service in transport and dropping of supplies by air.

On a number of occasions the club has conducted air searches for lost airmen and trappers in the ranges. There have been many other times when ready assistance in emergency has been given but these are too numerous to mention in detail.

VARIETY OF LIGHT AIRCRAFT FLOWN

During its career the Hawke's Bay and East Coast Aero Club has flown many types of light aircraft. The training of pilots has always been carried out in de Havilland Moth aircraft. In addition to this type the club has owned and operated the Sparton, De Soutter, Porterfield, Hornet and Wicko, and its present fleet consists of five Tiger Moths, a Whitney Straight and a Proctor.

Since the early days several most successful pageants have been held at Bridge Pa and the aerodrome has been visited by many famous airmen, particularly Sir Charles Kingsford Smith, Mr Charles Ulm and Jean Batten. At one of its displays the club staged the first night drop by parachute which was carried out by the late Scotty Fraser.

This airman was subsequently killed while attempting a parachute jump in Wellington. The tragedy occurred a few years before the war when the veteran jumper's chute failed to open and he plummeted into the waters of Lyall Bay.

Prominent Officials

Below are shown the first and present officers of the Hawke's Bay and East Coast Aero Club, Group Captain T. W. White and Mr. M. T. Vanderpump secretary, and the club's all-time secretarial manager, Mr. R. D. Brown.



DR. M. T. VANDERPUMP



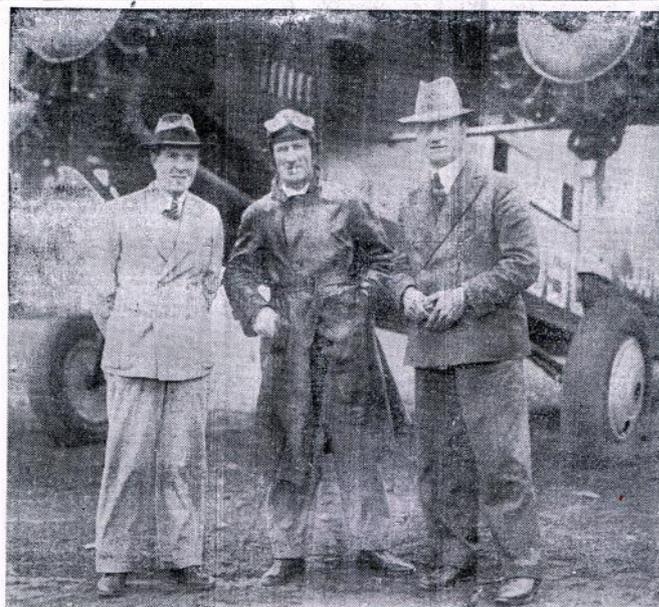
GRUP CAPTAIN T. W. WHITE



MR. R. D. BROWN



CROWNING THE 99-YEAR-OLD CARNIVAL QUEEN, BRIDGE PA, 1932.—In the centre of this photograph is the late Mrs. J. H. Adamson, Hastings, who on her 99th birthday had just been crowned carnival queen after landing at Bridge Pa aerodrome from a flight over Hastings with Mr. A. G. Gerrand, to distribute carnival pamphlets. Included in the group from left to right are the late Mr. Adamson; son of Mrs. Adamson; the late Mr. G. H. Kershaw, Mr. R. D. Brown, secretary of the Hawke's Bay and East Coast Aero Club; Mr. Dudley Newbigin, an executive member; the late Mr. G. H. Roach, then mayor of Hastings; Mr. T. E. O'Dowd, then club president, and Mrs. O'Dowd.



SIR CHARLES KINGSFORD SMITH AT BRIDGE PA.—Above is shown the famous Australian aviator, Sir Charles Kingsford Smith, on the occasion of his visit to Bridge Pa aerodrome on January 20, 1933. In the background is the "Southern Cross" in which "Smitty" made so many flights before this gallant pioneer of aviation disappeared in the Pacific while flying to California. Right is Mr. T. W. Wilkes, then director of air services, and left Mr. D. H. Newbigin, one of the enthusiastic club-trained pilots of the early days of aviation in Hawke's Bay.

PICS - YP Dawn Raid — Mike van de Ven



PICS



Just Browsing thanks...



Alsaka Air Museum Lake Hood webcam.

<https://youtu.be/Bj3kbnYPqmE>

Museum website

<https://alaskaairmuseum.org/>



UFO's sighted at Bridge Pa

<https://www.nzherald.co.nz/hawkes-bay-today/news/ufo-sightings-in-hawkes-bay-weather-expert-suggests-clouds-to-blame/RB4HL6YPLJKZBC3KFFGFHEON6Y/>



Take off and landing in a Concorde

<https://www.youtube.com/watch?v=1bjzoh3iQJc>



Perils of hand propping... Via Ian Christie

https://www.avweb.com/aviation-news/ghost-cub-flies-1-5-miles-before-crashing-in-nebraska/?MailingID=609&utm_source=ActiveCampaign&utm_medium=email&utm_content=Ghost+Cub%2C+%241000+Landing+Fee&utm_campaign=Ghost+Cub%2C+%241000+Landing+Fee-Monday%2C+May+10%2C+2021



Most Difficult Landing in the World (Peru) - via David Walker

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



It's Not Quite Like Riding a Bike': Pilots Get Ready to Fly Again.

<https://www.nytimes.com/2021/05/07/travel/pilots-retraining.html?smid=em-share>



MH370 pilot 'made many turns to avoid detection' before jet vanished—via Colin Woolard

<https://www.9news.com.au/world/mh370-mystery-pilot-made-many-turns-speed-changes-new-report/47236883-1f3f-467a-badc-c9570038717d>



The Douglas DC-3: 81 Years and Going Strong The Douglas DC-3 Doesn't Know the Meaning of the Word "Quit" - via David Walker

<https://disciplesofflight.com/douglas-dc-3-aircraft-profile/>



Caveman Ranch Fly In

https://m.youtube.com/watch?v=dbm_sAwBkTI

What's Up



JUNE

Friday 4th June to Monday 7th June : NZ Women in Aviation Annual Rally Motueka contactus@nzawa.org.nz

Wednesday 9th June—HBECAC Annual General meeting . 7pm.

Sunday 13th June : Feilding Dawn Raid

Sunday 20th June: Dannevirke Dawn Raid

JULY

Sunday 25th July : HBECAC Dawn Raid

AUGUST

Sunday 15th August (TBC): FROGLEY CUP hosted by HBECAC at Bridge Pa .

SEPTEMBER

Weekend 18th , 19th: Bridge Pa TailDragger 21

Duty Pilot Roster

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 .

Cliff Johnston	Saturday 5 th June
Colin Woollard	Sunday 6 th June
Jonathan Horrocks	Saturday 12 th June
Craig Wellington	Sunday 13 th June
Darren Moore	Saturday 19 th June
Rob Tranter	Sunday 20 th June
David Hoyle	Saturday 26 th June
Karen Dalldorf	Sunday 27 th June
Dean Nikora	Saturday 3 rd July
Dawson Howarth	Sunday 4 th July
Celeste Allen	Saturday 10 th July
Michael Groome	Sunday 11 th July
Alex McHardy	Saturday 17 th July
Johnny Lawry	Sunday 18 th July
Ethan Bauckham	Saturday 24 th July
Peter Ashcroft	Sunday 25 th July
Fred Coates	Saturday 31 st July
Gavin Grimmer	Sunday 1 st August
Geoff Pannet	Saturday 7 th August
George Bostock	Sunday 8 th August
George Jenkins	Saturday 14 th August
George Parsons	Sunday 15 th August
Gerald Grocott	Saturday 21 st August
Glenn Campbell	Sunday 22 nd August
Graham White	Saturday 28 th August
Grant Jarden	Sunday 29 th August
Melissa Des Landes	Saturday 4 th September
Gregory Quinn	Sunday 5 th September
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

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	John Managh	0274403902
VICE CLUB CAPTAIN	Caroline Goodwin	

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
FLYING INSTRUCTOR (Microlights) Mads Slivsgaard 0275117317
FLYING INSTRUCTOR (Microlights) Hamish Ross 0276075376

RV Build / YOUNG EAGLES CO-ORDINATOR

Peter Steers 021 2350260

newsletter contributions: email to newsletter@hbecac.co.nz