



Airborne Newsletter

January

From our President

Greetings all,

Hope you are getting some flying in. It has been good to see members taking aircraft away on trips this month enjoying the far north and Gt Barrier Island amongst other locales.

There will be a lot happening around the aerodrome this year as we continue to focus on improving our aerodrome facilities and operations for members.

New AIP4 plate for Hastings...

A new AIP Hastings Aerodrome plate will be issued by Aeropath taking effect on 21 February. Our acting CFI Reuben will be sending out a detailed message about that to all members in February.

The key change will be to the Helicopter approach and departure procedures for the aerodrome. In future **all heli** arrivals and departures will be via the eastern and

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From our President - Bruce Govenlock

western fans. It will be essential all operators understand the new procedure. The heli operators to comply and everyone else so you know where in the sky they will be. Stay tuned for more on this.

Landing fee charges at Hastings Aerodrome for non recreational operations...

The Club has always charged landing fees for non recreational operations at Hastings. In the past we have been limited in how we gather that data. For some operators such as Air HB there is an annual bill arrangement, some others voluntarily report their landings, others are invoiced if they are noticed and recorded visually from the office. A lot slipped by us.

The AIMM equipment and service that we use to monitor aircraft movements at the aerodrome also integrates directly into our Xero software for billing landing fees. The AIMM software is continuously updated with the CAA aircraft operator database. Analysis of the 2020 data showed we were missing out on a reasonable chunk of landing fee revenue. Going forward the Aero Club will be using the AIMM data to invoice and collect all applicable landing fees. We will also be issuing invoices for the just completed period 1 July – 31 Dec 2020.

No charges apply to recreational flying.

Fleet stuff...

Our C152 ZK-FWK finally has the bulk stripped engine back from the shop and will be back on line by the time you read this.

Our RV12 SMB is up at maintenance shop Solowings in Tauranga and new parts have arrived from Vans USA and we are expecting that back by the end of April, touch wood....

Good to see the 4 seaters FQQ and JKA well supported and getting a lot of flying. Our goal is to keep these averaging >200hrs pa. each not just because it is good for the engine but also good for the Clubs bottom line. Increasing from 100 to 200hours per annum reduces the hourly cost of the insurance by \$20. And with 2000 hours Time Before Overhaul on the engine and CAA now requiring mandatory calendar overhaul for hire and reward aircraft at 12 years, a minimum 200 hours p.a. is the target for best value out of the engine.

ADS-B... on please

A growing number of aircraft on the airfield have ADS-B installed. Although it is not mandatory in uncontrolled airspace we do ask that if you have it then please have it turned on when operating at Hastings aerodrome.

Office stuff...

We have shifted the responsibility for the administration of the Aero Club accommodation (cottage and 2 chalets) to the Aero Club office so our admin manager Amanda is now overseeing that for us and we are modernising the whole approach. Running it as a business unit with planned maintenance & inspections, professional tenancy agreements, bond payments and a significant clean and makeover during Jan and February. Amanda is doing a fantastic job on getting them shipshape.

From our President - Bruce Govenlock

AWIB

New Icom A120E awib and office base radios have been installed. With the new transmitter the awib signal is loud and clear 10 nm out from the airfield. We are just in the process of optimising the antennae setup and the goal is to have it back to fully operational by 21 Feb.

AirHB

If you read the news you know 2020 was a tough year for commercial flight training and 2021 will be another tough one. The downturn has seen AirHB's activity level decrease from the peak of a year or two ago and the Board and Club Exec Committee are working to optimise a sustainable size and business model for Air HB going forward that works for both organisations. We will keep you updated as that emerges this year.

Hangars

We still have a few medium to large vacant sites available but later this year we will take down the fence on the northeastern paddock and open up the next block for hangar development.

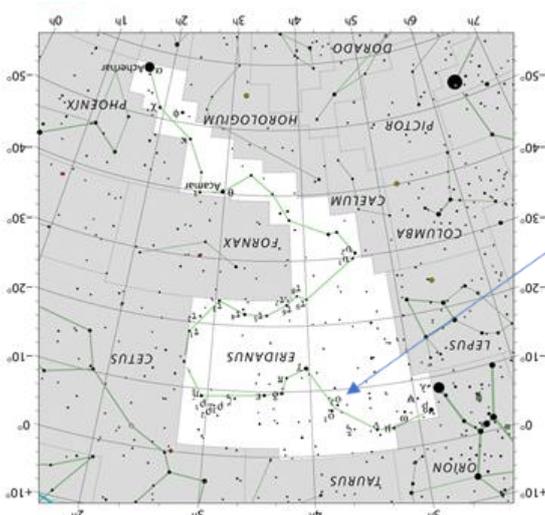
FlyingNZ Nationals at West Melton

Good luck to our team! And enjoy the trip down there and back. Acting CFI Reuben is leading the away team.

Astro thought for the month....

Vulcan exists!

It is mid summer and at night the star constellation Orion the Hunter is high overhead with the pot shape being his belt and sword (upside down to us southern hemispherians). From the top of Orion look 15 degrees to the left to find the faint star Keid also known as Omicron2 Eridani in the constellation Eridanus (*"the river" in ancient Greek*). Keid is one of our close neighbours 16 light years from us and famous for being the home star system of the Vulcans and Mr Spock. Recently astronomers have detected a planet 2 times the size of earth orbiting in the habitable zone – Vulcan! Better start practicing those universal greetings. Spock although a science officer is also the most well known Vulcan pilot.



Spock lives here



"Live long and prosper"

From our Club Instructor - Reuben Hansen

Happy new year! What a year 2020 was and I'm sure plenty of us would like to see a more positive 2021! In terms of aero club success however, 2020 will be a hard one top with the achievements of our 5 new PPL's, first solos, a successful regional rally. We have many more PPL students in the pipeline.

Thanks to the members that helped out at the club over the Christmas/New year period. I often point out that it may seem like as a duty pilot you are not doing much, and physically that may be true. However having members around is so crucial for the smooth running of the club. It's a friendly face for our new members, or prospective members. A welcoming presence for trial flight customers. It also gives our instructors peace of mind that we can leave on our instructional flights without having to worry that the building is unattended.

Now that we are finally experiencing decent summer flying weather, we have been making use of the extended daylight hours with early morning and evening flights. This has proven popular and worthwhile especially for the students in the circuit phase, as these times of day usually provide the smoothest air.

We are now preparing to take a large team to the Flying NZ Nationals competition at West Melton, Christchurch. You will see the team below-

Wigram Team

John Managh – Senior Landing
Jason Bishop – Junior Landing
Mads Slivsgaard – Instrument Flying
Hayden Faulknor – Non-Instrument Circuit

Other Team Members

Sean Mitchell – PPL Low Flying
Dhaval Gehlot – CPL Low Flying
Mads Slivsgaard – Formation
Liam Sutherland – Formation
John Managh – Precision circuit and Forced landing without power

In order to qualify for the national competition, these club members had to place 1st in their competition category. A great achievement by all and I'm sure we will bring home more success from Christchurch next month.

Hangar alarms – it is great to see people arriving early for their flying lessons. Please be aware that if the building is locked the club hangars will be still alarmed. So although you can gain access to the hangars, doing so will set off an alarm which is monitored.

Tech logs – Important that these are filled out accurately. Please take your time and double check your maths, as after a flight sometimes we make mistakes. This is important as it relates to when the maintenance of the aircraft is due.

From our Club Instructor - Reuben Hansen

Aircraft – For some time the aircraft were being regularly cleaned by a group of members. It would be good to see this start up again as they look so much better with no squashed bugs and grime on them. So please, next time you come out and have some spare time, consider giving the aircraft that you normally fly a wash. If you are unsure on the procedure or the location of the cleaning products, an instructor will be able to help.

The AIP plate will be updated in the 15th February amendment. I'll provide some explanation on the changes in the next couple of weeks.



I have been on annual leave for a large part of January. I spent a couple of weeks volunteering my time at the National Powered Flying course in Blenheim. I was one of 7 instructors from around the country working with a group of young people aged 16-18 with the intention to give them an aviation experience, and if suitable, send them on their first solo.

Sunrise at Woodbourne

Three of my cadets had never been in a small training aircraft before, and within 2 weeks were flying solo at both Woodbourne and Omapa. A great experience for both students and instructors.

Reuben



Waikawa and Sounds

Short Quiz

Reuben's Quiz takes a holiday till next newsletter.

Below are a couple of questions snipped from www.pplexams.co.nz

A site developed to provide a learning aid to PPL students . These are from the Human Factors section.

#3. IN THE SIMPLIFIED MODEL OF THE WAY IN WHICH THE HUMAN BRAIN FUNCTIONS:

- All of the sensation and sensory information which enters the brain is processed by it
- When making decisions, the brain uses information stored in the long-term memory, but not the sensation and sensory memory
- Information processing is a continual process of receiving, sorting, deciding upon, filing or discarding data
- A person can consider and make a conscious decision on several different matters at the same time

#20. RUNWAY PERSPECTIVES SAY THAT AN APPROACH IN TO A LONGER RUNWAY THAN USED TO WILL:

- Perhaps result in the illusion of being too low and the pilot will have to overshoot
- Make no difference to runway appearance
- Perhaps result in the illusion of being too high and the pilot will make a low dangerous approach
- Probably not matter much if the runway is upsloping as well

#8. TRAPPED GASES:

- Will tend to expand as altitude is decreased
- Will tend to contract as altitude is increased
- Can cause stomach pain on ascent
- Can cause ear pain on ascent

#25. AIRCRAFT WINDSCREENS SHOULD BE:

- Checked prior to flight, but only cleaned prior to the first flight of the day
- Cleaned on a regular basis to improve the vision for the pilot
- Cleaned in a circular motion as this is the most effective means of removing marks from the windscreen
- Left as they are so that there is no chance of scratching the windscreen

Answers: #3-3, #8-4, #20-3, #25-2

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 10th - June 7th (5 sessions)
- **Aircraft Tech:** June 14th - July 12th (5 sessions)

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

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New Members

Welcome to the club

Nicholas Angus

Bernie Gunn

Will Brougham

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!

Member Achievements



He's back! After a 25 year break from flying, Mike Van de Ven completes his BFR in FQQ.

The Ace... Abroad



A round of Coffee ...in Germany?

I had never been to Pfullendorf airport before but it was only 30nms from the Leopard Moth's home base, Konstanz [EDTZ], in southern Germany so on a beautifully, sunny Sunday I took a NZ visiting girl, Jenny, for a wee flight. We were to meet our Swissair friends up there for a coffee. They were going up by car. Off we flew, low level, towards the north and soon I could hear local traffic on the VHF in the circuit at Pfullendorf. They were using the southern vector, seemed a little busy, but it was fantastic visibility so who was worried, and I was a Swissair pilot-ace, so what could go wrong.....?

As we approached the area I called Pfullendorf traffic on their radio frequency and said that we'd join downwind, left-hand for the southerly vector. About the appropriate time I found a neat wee grass airfield with a north/south grass strip, so I made a very professional radio call, joined downwind, left-hand, & landed on this beautifully, smooth, grass strip. I taxied clear of the active, parked and Jenny & I set about enjoying the serenity of the airfield whilst we waited for our coffee mates to arrive by car.

A guy drifted over to us as we climbed out of the plane, saw the "G" reg on the airplane &, in excellent English, casually asked what type of fuel problem we had.

"Fuel problem", I answered, "what fuel problem?"

He had a wry smile when he replied, "You think that you are at Pfullendorf, don't you?"

"Of course, why not." I was stunned at his reticence not to want to ask about the vintage airplane, my great radio-work, or even Jenny.

"Because this is not Pfullendorf airport, mein Herr," he said with a now massive grin. "That is another 3 kms further north from here. This is Heiligenberg airport, a glider-only airfield, and only usable by powered aircraft in an emergency, so clearly you must have an emergency, I suggest maybe a fuel problem...?"

Oh, you're absolutely right," I replied, "definitely a fuel problem!".

We immediately jumped back into the Leopard Moth, and within a minute I was making another very professional radio call to Pfullendorf traffic about joining downwind, left-hand for the southern vector. We landed, taxied in, and shut down.

A different guy drifted over to us after shutdown, another wry smile, saw the "G" reg on the airplane &, in excellent English, casually asked what had taken us so long between my joining radio call to Pfullendorf traffic 10 minutes earlier & now. He was laughing. I confessed the error of my ways.

"That happens about once a week around here in the summer." he said, "Let me guess, you had a fuel problem, hence Heiligenberg, didn't you..." I further confessed.

The guys from Heiligenberg glider field had phoned ahead to warn them of the English invasion to their airspace....& to give us crap.

Later on, on the cafe deck when our Swiss friends had joined us, the aero club folk found out that we blokes were both Swissair pilots; then the laughter & jeering really started. Finally it cost us a round of coffees for everyone on the cafe deck before we could escape without further humiliation, respectively by car & by airplane.....

LogBook Nostalgia — Chris Hart

I arrived in Dar Es Salaam, Tanzania at the beginning of 1973.

I flew in from London holding both Australian and British CPLs.

In addition I held an instrument rating, endorsed on both the twin Comanche (PA30/9) and Aztec(PA23) aircraft. All in all my total hours were approaching 400 ..,!

My first flying job there in Tanzania was with Tim Air Charters owned and run by an extremely eccentric Welshman by the name of Tim Bally.

He had endeared himself over the years with the Nyerere government and consequently had most of the charter rights and occasional VIP domestic traffic rights!

Tim Air operated a fleet of Cherokee 6(PA32) and Aztec aircraft and fortunately for me, being instrument and Aztec rated and after an air law exam and flight check with a DCA examiner, I was a 'checked out' line pilot!

I was fortunate to have a safety pilot accompany me on my first 10 sectors into the Tanzanian hinterland! Navaids were few and far between with a VOR/DME approach at Dar otherwise apart from the odd NDB scattered around Tanzania it was down to DR and a 1:1,000,000 scale topo.

Over the preceding years, Tim Air Charters had built up an exercise book brief kept in our little crew room with visual hints such as: beware of anthills in middle of strip, likelihood of elephant droppings at touch down point, strip prone to bogging after torrential rains.

This all translated back to plenty of excuses to always do a 'precautionary' fly by on every approach and an extra 5 minutes of flight time for that log book!

In those times, Tanzania was a much favoured tourist spot for those that could afford it!



It offered fabulous white sand beaches on its east coast, amazing islands off the coast for both diving and fishing and of course the Serengeti for safaris and the Selou for the big game hunters.

Tim Air was always short of pilots as many, with the magic 1000 hours, would defect to Nairobi but I loved the flying in Tanzania and there was as much as one could wish for.

On many pages of my log book, I flew every day of every month I was then averaging 100 hours a month..... twin time !!!!

I remember I had the privilege of flying President Nyerere up to one of his cooperative villages way out in the sticks and had to land on the dirt track leading into the village!

When I had helped the President and his entourage out of the aeroplane, all the village children wanted to touch me and stare at me as they had never seen a young white freckled pilot before!

Needless to say my ambition made me leave the company at the end of the year with a magic 1000 hours of some of the most scenic and exciting flying that I look back on.

Tanzania is a beautiful country with lakes, calderas, mountains and wild life that nature has been so bountiful to bestow upon a country .

PS I finally flew back into Dar Es Salaam again , as Captain, on the MD11 aircraft 24 years later and upon taxiing up to the gate I espied one of the Aztecs hidden in long grass looking considerably worse for wear !

Chris Hart



RZB New to the Field– Colin Woollard

ZK-RZB is a 2006 Zenith Zodiac CH601XL LSA, Registered as a microlite in NZ.

A 400hr all metal aircraft, this one was factory built with dual controls and full analogue panel, (to it's original NZ owner's spec), by Zenair in the Czech Republic. There was also a factory in Canada and all Zenith kits are still produced in the USA to a very high CNC standard.

There were several engine options ex factory, this one has a certified rotax 912ULS with a constant speed Woodcomp 3000 prop, The cowl design makes engine i.d. a lot easier with Zenith's.

A good short field performer which cruises at 110kts using 17ltrs p/h of 95 octane Mogas.

This model has been upgraded to +6 / -4, 600mg mauw with a 140kt vne.

Already ADSB Out equipped, a safety recommendation for any aircraft these days.

Its been nicknamed "Air Force Once" due to it's Early RNZAF Airtourer trainer colour scheme complete with kiwi roundles.

You got to have a sense of humour...

Pic is of RZB with Reuben after he self rated in it. He did well and identified a couple of minor defects, like sharp end rattling on taxi & the engine stopping on idle....which has been rectified now...

Cheers, Colon.



FWK— a bit of history

Back around 1990 I was an active flying member of the Napier Aero Club.

At that time Napier Aero Club was thriving with a healthy flying and social scene to match our cousins here at Bridge Pa and there was a competitive rivalry between the two clubs.

Our flight line proudly sported a Cessna 152 Aerobat JBK, which saw keen interest among the more challenging members to sharpen their flying skills with a more intuitive flare.

Sadly, in June 1990, that aircraft didn't make final approach to Napier's cross vector 25 and ended up ditching barely 50m off the Westshore beach.

Both pilot and passenger escaped with their lives but not their dignity as poor JBK quickly sunk below the waves only to be unceremoniously hauled up again by a fisherman's net some weeks later.

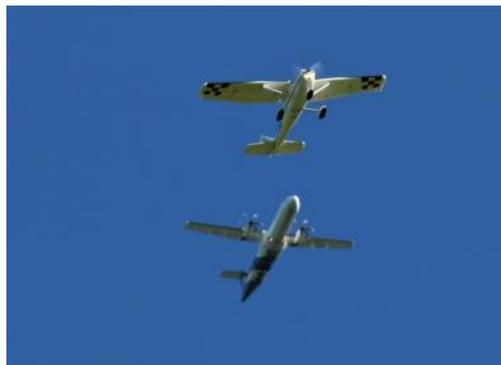
Meanwhile we pilots were grieving heavily the loss of our aerobatic show pony. The committee unanimously agreed a replacement was of great priority and without delay the following month saw the debut of our prize new possession FWK!

30 years ago, FWK or "Fwick" as it was duly named, was fresh and feisty. Low hours engine, a dashing black & white aerobatic paint scheme and well-appointed instrument panel made this almost new 152 Aerobat the pride of the fleet. A pleasure to go for a spin in, quite literally. Needless to say, I logged many memorable hours in it until I abruptly ceased flying 4 years later.

Time jump 25 years ahead. My annual tease myself pilgrimage of a no longer active pilot to remind me of what could be...You can only imagine my surprise to see it parked outside the HBEC Aero Club!

Did it influence me to return to flying? Absolutely. The thought of reliving the dream in my old friend was the tipping of the scales. Hurry back Fwick. I feel the need to loop, roll and spin your familiar frame just like old times.

Mike van de Ven



First two photos of the newly purchased real FWK. Second 2 aerial photos are a RC replica made by ex-NAC club member (Ryan Cadwallader) to the original paint

PICS

January Club Day flight to Raglan



PICS



August 1947. By Whites Aviation. Says is HBECAC...??



HBECAC Club House

1947

PICS



Where? There are reports of aircraft taking rides off a field at Bridge Pa a long time before our club came to be.

THE FIRST GLIDER TO FLY AT BRIDGE PA, 1903



Fly-In coming up end of March...but why wait till then?

PICS

David Walker sent through a bunch of unusual paint jobs.. Here are a couple



PICS



PICS



Team - Henry, Graeme, Dhaval, Joshua



OXFAM TRAILWALKER 2021

<https://www.oxfamtrailwalker.org.nz>

FUNDRAISER

Help us airlift the poor from poverty by donating to our team

"TRACKING TO JOIN"



If you have more than you need, build a bigger table not a higher fence..

Short bytes

What's in those Hangars

102 aircraft based at Hastings Aerodrome

In case you have ever wondered how many aircraft are based at Hastings or what is in those 51 hangars...

Our team of experts sat down and counted 'em. Here are the stats sliced and diced...

102 registered aircraft total including...

5 Biplanes	# of Piper – 14
34 conventional gear (taildraggers)	# of Boeing - 1
23 microlights	# of Mooney – 1
1 gyrocopter	# of Diamond – 1
11 gliders	# of Tecnam – 5
5 helicopters	# of Dehavilland – 3
1 jet	# of Vans – 3
4 piston twin engine	# of Zenith - 3
# of Cessna – 27	

The oldest – registered in 1929

The youngest – registered in 2020

of different aircraft types - 44

Bruce Govenlock

The Pilot's Story

I once asked a pilot I was flying with how come he became a pilot. He was very sharp and could have done anything. Here's what he told me:

When young, I decided to go to Medical School. At the entrance exam we were asked to rearrange the letters PNEIS and form the name of an important human body part which is most useful when erect.

Those who said SPINE are doctors today. The rest of us went to flight school.

Collin Woollard selected from Tony's Aviation Newsletters .

Just Browsing thanks...

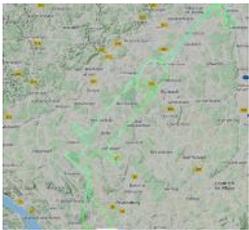


Learjet flight.....by a Digger driver.

<https://interestingengineering.com/florida-man-flies-learjet-with-excavator-like-a-toy-plane>

Now all he has to do is sell seats up front and keep more people happy.

Well done him....boys and toy's huh.



Pilot/syringe

<https://nypost.com/2020/12/27/german-pilot-traces-giant-syringe-in-the-sky-to-mark-vaccine/>



Wow! amazing FPV drone footage.

<https://youtu.be/eP8t3gSA-ij>



Tony's Aviation Newsletters

<https://1drv.ms/f/s!AsDpVOEnBHFM3SnJyk7MoTio4Via>

Aviation - 25-01-2021....
gR Jan 25

What's Up



Busy Season Flying Events

North Island

24 Jan Sunday	Wanganui Aero Club Spitfire and Venom...
30 Jan Saturday	Thames Wing & Wheels
14th Feb Sunday	Warkworth Wings & Wheels. Kaipara Flats
19th—21st Feb.	Aero Deco. Napier
21 Feb Sunday	RV Fly-in Turangi
27 Feb Saturday	Te Kowhai Fly-in
26 - 28 Feb	Wings over Wairarapa
28th Sunday	CLUB DAY
1- 5 March <i>weekdays</i>	Tiger Rally Thames
3—7th March	National Aero Champs. Masterton
19th – 21st March	Waipukarau National Microlight fly-in.
27 March Saturday	Ruatoria Fly-in
28th March Sunday	CLUB DAY

South Island

5th—8th Feb	Great Plains Fly-in. Ashburton
6th Feb	Healthy Bastards Bush Pilot Championships . Omaka
2nd—4th April	Classic Fighters Airshow. Omaka

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 .

Under revision for the new year. We'll be sending the roster out by separate email.

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 (acting) Reuben Hansen 0274100457
FLYING INSTRUCTOR Liam (Saturday Sunday)
FLYING INSTRUCTOR Terina Wardly (Monday Tuesday)
FLYING INSTRUCTOR (Microlights) Mads Slivsgaard 0275117317
FLYING INSTRUCTOR (Microlights) Hamish Ross 0276075376

RV Build / YOUNG EAGLES CO-ORDINATOR

Peter Steers 021 2350260