



Airborne

Newsletter

June 2021



Pic by David Palmer

IN THIS ISSUE

From our President

Bruce Govenlock

Greetings all,

Another good turnout at the AGM earlier in the month. A sign of a healthy and vibrant Club.

The Exec Committee is ready to carry on at full steam on a number of projects. We welcome aboard new Club Captain Steve Algar.

At the AGM the members elected a new Life Member of the Club – Terry Smith. Congratulations Terry. Well deserved.

Also congratulations to Liam Sutherland who sailed through his B cat instructor flight exam last weekend.

New Aero Club booking system PaperAviator launching 1 July

Many of you are using this already as our instructors started moving people onto the new system during June ahead of the official 1 July launch date.

It is a huge improvement in service to our members with the ability to view and make aircraft and instructor bookings from home or mobile.

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From our President - Bruce Govenlock

Accessing via our website link or direct to the PaperAviator host site.

We are expecting this will lead to efficiency gains across our fleet usage as well.

All flying members will be receiving an email invite to login. It is quite intuitive and simple to use. You are welcome to come in and sit down with an instructor for a personal demo as well.

Internet

We are just waiting for Chorus to confirm the cost and time to install a high speed fibre connection for the Club to replace the old Bridge Pa school connection. But it is looking promising with a new connection node in place near our Ngatarawa Rd perimeter and we plan to install a dish on Peter Steers hangar to beam the signal to the existing receiver dish on the Club roof.

Peters hangar is only 10m from the Chorus hardware and this will save us a large expense in trenching and cable compared to taking it all the way to the clubroom under ground.

So hang in there.... the webcam and weather station will be back up asap.

Hangars

In behind Rotorforce another Club members hangar has started to take shape with Jamie Gunsons materials dropped off and started building.

We currently have 6 enquiries at various stages re new hangars. We have a few sites left but the Exec Committee is going to work on finalising a layout for the next area – the northern paddock beyond the existing norther hangars and some of these enquiries will start the new area.

Fleet

Tomahawks JTC and EQB have moved to the Club fleet from Air HB to coincide with the launch of the new Club booking system.

ZK-SMB rv12 update. The latest news is we may have this aircraft rebuild completed and back to us within the next two months. Fingers crossed. Once it is back the Exec Committee will make a decision on which microlight to retain and which to sell. The current utilisation rate only justifies having one on line.

Aerodrome grounds maintenance shed – 145m2

This has been on the back burner with a bunch of other stuff happening this month but we will be submitting our funding request in the month ahead.

Astro thought for the month....

Following on from the Aero Club formation team UFO sightings in April... the pentagon recently released a report reaching no conclusion on their recent strange encounters.

The truth {or at least a Tesla} is out there...

Perhaps stellar visitors came looking for us after running into this fellow.. Starman driving Elon Musks old Tesla

From our President - Bruce Govenlock

roadster recently passed by Mars on his solar system road trip.

He will be a bit worse for wear now after 3 years of radiation but he is well on his way to setting a fuel economy record having travelled 2.8 billion km on his 126,000 gallons of launch fuel so about 5,800 km per litre. And has far exceeded Teslas standard 36,000 mile warranty.

He has *Space Oddity* and *Life on Mars?* by David Bowie playing endlessly on his stereo system, a copy of the *Hitchhikers Guide to the Galaxy* loaded into his console display, and a copy of Asimovs *Foundation* Trilogy in the glove-box. Not sure what aliens would make of all this.



Another regular source of sightings... Venus

Looking low on the western horizon on 11-13th July about 6.30pm...Venus and Mars {the roman gods of love and war} will be joining close together {less than 0.5° apart} with a slim crescent moon nearby on the 12th. Mars may be a little hard to see in the glare of blazing Venus.

Apparently this heralds a period of astrological harmony amongst the sexes and is time to get creative. Very fortuitous timing for the building of Jamie Gunson's hangar!

From our CFI - Reuben Hansen

The first month of winter has passed behind us with minimal winter-like temperatures. We have however been confronted with some challenging conditions for flying, wind, low cloud etc.

The club flying remains busy despite this. Weekends are especially busy with now 3 instructors more often than not fully booked on Saturdays and Sundays.

Congratulations Liam on passing his B-Category flight instructor flight test on 26th June. This is a huge achievement and one that Liam has put a lot of work in for. This now means that the club is fortunate enough to have 3 B-Cats!

Night flying is now available through the aero club, so please contact me via email if you are interested.

Citabria ratings should be available within the next month thanks for bearing with me while I get this set up.

Many, many new faces around the club. Students, as you are club members you are welcome and encouraged to attend all club events. Friday night dinners at the bar, very casual and friendly. Club days also are a great way to get involved with the club activities.

June club day was a success with a handful of members having a go at talking an instructor through a circuit. An enjoyable experience for all involved.

Thanks to the duty pilots that have turned up recently. The duty pilots of late have been extremely helpful. Please check the roster later on in the newsletter to check if you are rostered on, as when we don't have a duty pilot they certainly are missed!

Congratulations to the club trophy winners mentioned in this newsletter. These were awarded at the club AGM. Some very hard earned awards, as the competitions were quite close.

Steve will mention club events later on in more detail, however I'd like to point out 15th August Frogley cup competition. HBECAC took this away from CHB last year in spectacular fashion, and I'd like to see us retain it this year. So book in some practice so that we have our best shot at doing so.

Paper Aviator is now live, our new booking system. Any member is welcome to have a login, if you would like one please send me an email and I'll set you up. A few things to consider, if you make bookings please try to stick to them, if you add a whole bunch of bookings that is great, however please follow through with them and don't cancel them at short notice without explanation to the club office. The entire club fleet will be seen on the booking sheet, with our 2 newly acquired tomahawks included. If you try to make a booking and there is no instructor available for the time you wish to fly, please let me know and we may be able to add an instructor. Please stick to our 2 hr booking slots of 8am-10am, 10am-12pm, 1pm-3pm and 3pm-5pm. If you wish to book a BFR, make sure to book these in with me as the instructor, and make the booking longer (4hrs)..

Reuben



Reuben's Quiz

1. Pre ignition is caused by

- A) Too much fuel being supplied to the engine
- B) Too little fuel being supplied to the engine
- C) Detonation
- D) Faulty Spark plugs

2. If the QNH changed from 1017 to 1012 with no correction to your altimeter while maintaining indicated altitude, you

- A) Read low and be high
- B) Be low and read low
- C) Read high and be high
- D) Read high and be low

3. What is adverse yaw?

- A) incorrect use of rudder
- B) Secondary effect of roll
- C) Tendency of the aircraft to yaw out of the turn
- D) having a centre of gravity too far aft

4. What decreases the indicated airspeed at which the aircraft stalls?

- A) Increasing angle of attack
- B) increasing loading
- C) increasing power
- D) Turning

Club Captains Column

Hi everyone,

Seeing this is my first report as Club Captain, I thought I might start with a bit of an introduction from me about myself. I briefly did this on the night of the AGM but for the benefit of those who couldn't attend I thought I'd do it again.

I have been member of the HBECAC for 29 years beginning when I first learnt to fly here back in the early to mid-nineties. I subsequently worked as a 'C' Cat Instructor, followed by becoming a 'B' Cat Instructor here for just on 5 years. I then moved on to the airlines spending a period with Air Nelson (14 years) flying the Metroliner, SAAB 340 (First Officer and Captain) and Q300 (Captain and also a Training Role). For the past 8 years I've been with the international jet fleet at Air New Zealand where I have flown the Boeing 747 and currently am on the Boeing 787. I've completed re- currencies in a C-172, PA-28 and PA-38. I competed at the National Flying Championships 2021 at West Melton, west of Christchurch, getting current in a Tomahawk with Reuben the night before my competition and achieving second place in the event.



Since my reign as Club Captain the weather has recently played a role in influencing the outcome of a couple of "fly -aways" and visits.

Feilding Fly (13 June 21):

The fog at Hastings prevented a departure but at around 11am a clearance allowed approximately 17 members including students and young eagles to head to Waipukurau in 9 aircraft. All rendezvoused at the Hatuma Café for an awesome late breakfast/brunch. It was great to hear the numbers that made the trip including the enthusiasm of students and young eagles coming along too.

Club Captains Column

Dannevirke Dawn Raid (20 June 21):

A week prior to this trip the weather was already showing ominous signs of not being friendly or conducive to such a trip. However, we all know the weather can change greatly in a week so we sat on our hands and waited to see what happened. By Wednesday (16th June) the picture hadn't changed much, in fact it was trending worse so I decided to put out some updates including screenshots of weather forecasts to all members. (A great occupier to keep yourself busy while fulfilling a period of isolation after returning from a Los Angeles trip with work). By Saturday a decision was made following another email that the trip wouldn't proceed due to the forecast conditions. We couldn't have been more correct with the decision.

I have received positive feedback from members regarding these emails I sent via the club and its Instructors to the members. I thank you all for this feedback and appreciate it immensely.

Club Day (27 June 21):

The theme was 'Teach the Instructor'. Weather was forecast to deteriorate in the afternoon but it hung on until we had finished. Two normal circuits were flown by the Instructor with the "student" or "club pilot" having a go at talking/teaching the Instructor how to fly them. The feedback received from the Instructors was that there were some very good efforts which was awesome to hear. A fun afternoon was had by all and concluded with an insight on Paper Aviator (the new booking system for aircraft/briefing room for the club) and a mass night briefing for pilots wishing to experience night flying which starts the week beginning 28 June (Wednesday and Thursday nights)

Dawn Raid Hastings (25 July 21):

In the not too distant future it's our turn here at Hastings to hold our Dawn Raid. An early start for some but a great morning. We have in the past had aircraft arrive from Wellington Aero club, Taupo, Wanganui and so on. Last year saw approximately 50 aircraft parked outside the club here from various places and after a cold start that morning we were rewarded with a superb sunny winter day, calm conditions, and clear skies. A spot landing competition for visiting aircraft normally is the theme on arrival. A great opportunity to meet and chat with people and pilots from other clubs that we may visit at some stage too. Standby for a flyer/poster to come out via email soon with these details.

Unfortunately I won't be there first thing in the morning as I return to Auckland from Los Angeles but will attempt to get to Napier as soon as possible then across to Hastings. I'll be calling for some volunteers to help out that morning with various jobs such as...

Cooking duties for breakfast

Manning the landing grid for the competition on arrival

Marshalling aeroplanes

General help in setting up inside the club rooms

I will leave my contact details at the end of this report so feel free to contact me directly or via the club office if you

Club Captains Column

can help and I will construct a list of who's who and what we'll do. I will send a reminder out closer to the time.

Upcoming Events:

Club Competitions – starting soon. We need to practice for the Frogley Cup defence. Speak to an Instructor for more information or any questions.

August 15th – Frogley Cup. Interclub competition with Waipukurau and Dannevirke Clubs. Hasting currently holds the trophy. More information to come or speak to an Instructor.

September 18-19th – Taildragger Fly in Weekend held at Hastings. More information to come closer to the time.

I have spoken to the Instructors and we are keen to promote the Flying NZ Proficiency Programme. Basically you can achieve various certificates and badges as you progress through you flying. Please speak to an Instructor with any questions regarding this. Early days yet but definitely a work in progress.

Remember Friday night dinners with our famous Chef “Kevin the barman” are just the cost of a raffle ticket (\$8). It's also a great time to meet others and their partners, wives or girlfriends.

Finally a special mention to Jason Bishop who is our new Vice Club Captain. Jason currently is dealing with a back injury so wishing him a speedy recovery to get on board with us all soon.



See you out there soon.

Steve Algar

Club Captain

steveandvicki2012@gmail.com

021496228

Young Eagles—Pete Steers

June Young Eagles.

This Month saw the YE discuss circuit procedures. The DO's and DON'Ts.

We visited Ross Drew in his hanger with his newly built Savannah and his Sonex aircraft. Nice Job Ross and thank you for your time.

Next we went across to Oscar's hanger. He has finished his Avid Microlight and we discussed tube and aluminium versus cloth/fabric construction. Lovely job Oscar.

Ian Sowmans hanger was next. They took turns sitting inside his Zenith Microlight. A good experience for them.

Last but not least we, at the Aero Club were treated to a visit by the Black Hawke. That was a big topic of conversation by the YE. They really do get to see and experience a broad spectrum of aircraft at our airfield.

On a high note, the fundraiser that John Manner organised raised \$500+ for the YE towards their flying. Thank you John.

If any club member would like to volunteer to take a YE flying the first Sunday of the month please get in touch.

rebelflyer1951@gmail.com Mob
0212350260

Safe flying everyone



New Club Members

Welcome to the club

Flying

Ryan Plowright

Ilona Hamer

Barry Atkinson

Associate

Janice Feutz

Sue Atkinson

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. (\$8 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!

HBECAC AGM

Our newly elected executive:

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

HBEACAC AGM - The Loot

Trophy Recipients

Trophies

Winner

Field Bros Efficiency Trophy (outstanding effort by a club member)	<i>Gerald Grocott</i>
Sir Andrew Russell Trophy for All Round Airmanship	<i>Ian Christie</i>
H E Chambers Trophy for Best Trainee	<i>Thomas Hornblow</i>
Brian Boys Cup for Forced Landing Without Power	<i>John Managh</i>
HB & EC Aero Club Bombing Trophy	<i>Graeme Campbell</i>
C L T Gordon Cup for Senior Landing	<i>John Managh</i>
W W Moore Trophy for Navigation	<i>Hayden Faulknor</i>
Ken Mckee Cup for Club Competition Champion	<i>John Managh</i>
CFI Cup for Best Microlight Trainee	<i>Carsten Clausen</i>
Piper Cub Trophy for Non-Instrument Circuit	<i>Clem Powell</i>
Sir Andrew Russell Trophy for All Round Airmanship	<i>Ian Christie</i>
B M Kessell Cup for Instrument Flying	<i>Mads Slivsgaard</i>
Club Captain's Cup	<i>David Bentley</i>
Kinross-White Trophy (pilot performance above their level)	<i>Sean Mitchell</i>
Chris Rawlings Young Eagles Cup	<i>Logan Curran</i>
Club Instructor of the Year Cup	<i>Reuben Hansen</i>



HBEACAC AGM - The Loot



Top: John Managh
Middle: Clem Powell
Bottom: Mads Slivsgaard
Center top: Logan Curran
Centre Middle: Gerald Grocott

Top: Hayden Faulkner
Middle: Dave Bentley
Bottom: Graeme Campbell
Centre bottom: Reuben Hansen

New Life Member—Terry Smith

Terry Learned to fly then tore up the skies in a Baby Great Lakes Biplane he built himself..... to his latest creation the Legal Eagle Ultralight based here on the airfield and newly signed out.

Still flying in the Club microlight ZZB

Started helping the club out with work on the wind-socks back in the 1970's.

He was helping out at the recent club hangar working bee.

In between he has become our go to guy for the air-field runway lighting.

When the runway lighting system was in failure mode he stepped up to help.

He visited Airways in Wgtn and obtained from them all the stock they had of the original in ground fixtures.

Over the years he has removed and overhauled all the in ground lighting fixtures, analysed the old circuit and converted the system to LED lights including designing and building circuit boards and installing transformers at every light station.

He has moved windsocks connected to the underground circuit and installed new solar powered windsocks and installed solar powered marker lights on the fences.

In recent years he has helped with the Young Eagles aircraft build.

He loves airplanes, he loves flying and he loves the Club.

He recently turned 80. He has been working on our runway for 40+ years.



Our latest B-Cat Instructor—Liam Sutherland

Congratulations Liam.

The B-Cat instructor qualification is a ton of work. Terrain Awareness next up?



Too Many Dumb Pilots — from “A Gift of Wings”

A Richard Bach book familiar to aviators. The theme of this chapter Jerry Chisum is particularly keen on and sent it in to share.

Too many dumb pilots

“It’s not that there’s too many pilots flying,” somebody wise once said, “it’s that there’s too many dumb pilots flying!”

Lives an aviator who does not agree? Many as the leaves of the forest are the times I’ve flown into a traffic pattern exactly on altitude, just the perfect distance from the runway on downwind leg—just precise gliding distance to the field if the engine should fail, all nicely set up to turn to base leg. And I’ve looked out and seen, by Ned, some clod droning along a monster two-mile final approach, dragging his airplane to the threshold on sheer power, never considering remotely possible the chance that his fan might cease turning.

And there had gone my lovely pattern, as I gronked the throttle back, nosed up into slow-flight to save what I could of it. I have expressed more than once to my instrument panel that I behold a man with head of solid pine, down there, one not caring that when he flies a thoughtless pattern, he destroys everyone else’s pattern, too, as each struggles to take spacing on him. I, gentle I, who never whisper at demonic stupidity about me on highways have spoken ill in the air of a fellow pilot. Why should that be?

I speak ill, perhaps, because I can expect occasional ignorance of anyone who crawls along the surface of the earth, but only perfection of anyone who chooses to lift into the sky, and it is a crushing disappointment to find otherwise.

Too many dumb pilots? Yes, indeed. Why, if everyone could be as good an aviator as I am, and as you, there

Too Many Dumb Pilots — from “A Gift of Wings”

Too many dumb pilots

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would be no conflict, today, in general aviation, or questions about its future.

The answer is education. Educate that clod to fly a proper pattern through the simple instructional technique of chopping his power on that wallowing final approach—that'll teach him! Build new engines factory-guaranteed to fail at least once every five hundred hours, and we'd have good pilots everywhere in the sky.

So I mutter and fulminate and lecture my instrument panel, noticing where the offenders land (bouncing their touchdowns, of course), watching them in quiet wrath on the ground. Yet they are healed as soon as they are out of their aircraft, they become normal human beings, affable, kind, smiling, not the least aware of the havoc they have wrought upon my magnificent landing patterns. I watch, and finally shake my head, keep my silence, and walk away.

Then came one time, however, once when I bounced a landing. Me . . . Bounced.

Although no one was watching, although I would of course never repeat the offense, it was disquieting.

Disquiet magnified in the little town of Mount Ayr, Iowa, just at sunset over a narrow grass strip, attended only by sparrows and a meadowlark.

Three other airplanes flew with me, airplanes piloted by 1) a commercial charter pilot, 2) an airline captain on holiday, and 3) a third-year college student at the wheel of the first airplane he had ever owned.

It was getting dusky on the ground, and I worried about the kid. I turned down to land, and for some reason I had the devil's own time controlling the roll-out—I was all over the cockpit holding the biplane straight, and at that she used every foot of the strip. The airline captain came in next, and he landed hot and long, too. Then the charter pilot touched, and as conditions would have it, his landing was as bad as ours had been. By now I was quite concerned for the youngster . . . this was no easy challenge, coming down here, but the poor kid had to do it or be caught up in the night. We three on the ground got out of our machines and met in a little knot of worry.

“Spence, that's a tough one,” I said toward the airline captain. “Think young Stu can pull it off?”

“Dunno. There's a wicked downdraft there at the end of

Too Many Dumb Pilots — from “A Gift of Wings”

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Richard Bach

the strip . . .” We all wrinkled our foreheads and watched.

Stu didn't come in at once. He made one low pass over the grass, and then he did an odd thing: he turned around and landed in the opposite direction. Pretty as an Amendo-la painting . . . his airplane touched down three-point, rolled a few hundred feet, and stopped. We fell silent, the three of us.

In that silence, the youth shut down his engine and climbed down from his aircraft.

“What's the matter with you guys?” He said it in the disrespectful tone of the young and inexperienced. “How come you landed downwind? Is it me? A guy is supposed to land into the wind, isn't he?”

It was silent still, and he spoke again. “Dick? Spence? John? Why did you land downwind?”

It fell to me to be spokesman for the experienced pilots, for we three who had together logged something over fifteen thousand hours.

“well stu it's like this we landed downwind . . . ah . . . we landed downwind because we didn't want the sun to get in our eyes. flicker vertigo you know when that sun gets in your eyes through the prop . . .” I said this low and quick, hoping one of the others would jump in fast and change the subject.

“What do you mean?” Stu said, perplexed. “The sun's just set: the sun's been behind the hill for ten minutes! Say, you guys . . . you didn't . . . you didn't land downwind by mistake, did you . . . not by mistake?”

“ok well yes stu i was leading and i landed downwind if you must know by mistake and spence and john followed and did what i did. that's what happened. i'm hungry boy it's been a long day hasn't it spence. sure could use a bite to eat, don't you think there stu sure let's walk down the road and find us a supper . . .”

“BY MISTAKE! There's the windsock! All three of you, all these fantastic pilots . . . LANDED DOWNWIND BY MISTAKE!” The kids today I think are taught to rub things like that in.

He started laughing, then, and strangled it off only when our sullen glare made it clear that we did not find the matter funny, and that he would be thrown inverted into the river if there was not respect for elders forthcoming pronto.

And that is about the end of the story. Every once in a

Too Many Dumb Pilots — from “A Gift of Wings”

Too many dumb pilots

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while, like the graybeards of forty years flying who land occasionally at the wrong airport, it is our own head that is carved from knotty pine . . . that dumb clod in the sky is us!

What's to be done when a pilot as good as you and I has an occasional moment of lapse?

The answer's unchanged. Education. But the special education this time is that no matter how many times we have landed or taken a machine up into the air, we can never afford to do it half awake, or by habit. That with familiarity must come the knowing that the better we get, the more piercing crushing intolerable becomes stupidity when it is found in us.

This is called learning. Not one of the three of us old-timers has landed downwind in the two years since, and there is some chance that we never will again. And we solemnly guarantee, as our promise and service to aviation, that the first time that kid Stu lands downwind, he will never once in all the rest of his life be allowed to forget it.

Richard Bach
A Gift Of Wings

More Weird Aircraft—Dhaval Gehlot



The time when India had dancing elephant helicopters

The exact date is difficult to pinpoint. Some claim that the legend of India's 'dancing elephant helicopters' started in 1977 when the first one of its kind took to the air. Others say that it began earlier. Whatever the case, these colorful adaptations, designed to display military might, industrial strength and the country's cultural diversity, have entered popular folklore.

But to find the origins of these so-called 'flying elephants', it is necessary to go back to 1969. In that year, India started building a licensed version of the popular French Aérospatiale Alouette III. It was manufactured by HAL and named Chetak – after a warhorse belonging to the 16th century King Maharana Pratap. The name meant devotion, bravery and resistance to occupation.

By modern standards, the Chetak is a light utility helicopter at best. But at the time it was an impressive machine. More than 300 of them were built – not including the original French Alouette IIIs purchased by India – mostly serving with the Indian Air Force (IAF), and it was only in the 2010s that the service began to consider replacing them. A participant in many local conflicts, the aircraft became something of an icon in India, akin to the Vietnam War-era Bell UH-1 in the US or the Mil Mi-8 in the post-Soviet countries.

Animal in the sky

However, it wasn't until the annual Republic Day parade, held in New Delhi at some point in the 1970s, that the Chetak was lifted into stardom.

On January 26, soldiers marched along the Rajpath Boulevard, tanks rumbled by, and trucks carried performers showcasing all kinds of impressive stunts. There were few surprises until an unexpected guest appeared.

A flying elephant.

It was one of the helicopters belonging to IAF Helicopter Unit No. 116. According to some accounts, the unit was still equipped with original French Alouette IIIs, which could, in theory, mean it was the late 1960s. The entire body of the aircraft was covered in richly decorated textiles, complete with four hollow 'legs', two massive 'ears', a pair of 'tusks', and a massive 'trunk'.

The aircraft created a furore in the crowd, and rightfully so. One of the national animals of India, and a powerful symbol of its might, the elephant was a spectacular sight to behold, even though all the dressed-up helicopter could do was fly slowly in a straight line.

The 'modification' was done by one of IAF's tailors by attaching pieces of fabric. Even the canopy was enclosed, leaving just narrow slits to see through, and the pilot would not dare to accelerate beyond 110 kilometers per hour (70 mph) for the fear of losing the decals and possibly damaging the machine.

More Weird Planes—Dhaval Gehlot

The tradition

Over the years, there have been further examples of Chetaks being dressed up as animals. While unusual helicopters don't show up in other Republic Day parades in the late 70s and the 80s, there are several photos floating around the internet, likely from other events.

One of them shows a Chetak dressed up as a fish. Another one from 1993 depicts a Dodo bird – a national animal of Mauritius - after several Chetaks were sold to the Mauritius Police Force.

There is yet another photo of Chetaks in their elephantine garb which sheds light on the tendency of some eyewitnesses to say that those helicopters "danced".

In the photo, two helicopters fly past each other, both sporting elephant-like makeovers. The decorations seem a lot simpler this time, with larger openings on the canopy, likely providing pilots with much better situational awareness. Dressed as such, Chetaks could perform some basic aerobatic maneuvers. The photo looks to have been taken at an army base or something similar, but it's possible that the two aircraft performed at a public event, giving rise to the legend of dancing elephants.



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Dhaval found this article by [Valius Venckunas](https://www.aerotime.aero/) on Aerotime Hub .<https://www.aerotime.aero/>

Crashing for Safety—Bruce Govenlock

Thank You Crash Test Dummies..



Transport regulators and car manufacturers crash test vehicles to evaluate and enhance safety.

NASA Langley Landing and Impact Research Facility and the FAA do similar to advance aviation safety features. Here are video links of a few experiments and crash tests over the years..

<https://www.youtube.com/watch?v=H2xhB3RpFnA>



1949 and things get started with the 50 plane crash test

NACA {the predecessor to NASA} obtained 50 twin engine cargo planes from the Berlin airlift for a crash test program to research post crash fires. The aircraft were sent down a runway at full speed pulled along a guide rail then they would chop off the landing gear and watch what happened. From this came modern fire suppression systems, and the use of fire retardant foam and seat belts in airline seats.

<https://vimeo.com/374685158>



1984 The Controlled Impact Demonstration. NASA/FAA/General Electric team up for a crash test of a Boeing 720 jet airliner...

An ambitious test of a flying jet to test improvements in fuel additives for post crash fire suppression.

NASA set up the aircraft as a fully remote controlled drone with a passenger and crew complement of crash test dummies ... they completed 15 demonstration takeoffs and 14 landings in readiness for the crash test.

The final flight was a controlled descent with gear retracted onto a specially prepared landing field in a dry lake bed. The aircraft was supposed to land wings level and hit some wing cutter posts to slice off the wings inboard and study the crash of the engines. It didn't quite go to plan as a wing dipped on landing prior to touchdown short of the runway. Not a great advert for a fire suppressing additive but valuable crash data was obtained. <https://www.youtube.com/watch?v=HcRyVEFDgGM>



F4 Phantom crash test

1988 and the US Govt wanted to know how strong a nuclear power plant concrete casing had to be to survive an aircraft hit.

So they mounted a F4 Phantom jet on a rail skid and propelled it into a concrete wall at 500mph to find out. All captured in slow mo photography..

<https://www.youtube.com/watch?v=F4CX-9IkRMQ>



2012 Discovery Channel Boeing 727 crash test

After the 1984 crash test the FAA decided against further large scale live jet crash testing due to safety concerns so in 2012 the Discovery channel had to head south of the border to Mexicali for a study on jet crash survivability.

Mexican authorities required a pilot on board as it would be flying over a built up area before crashing in the Sonoran desert. As they set up for final approach 8 miles out at 4000ft the pilot and a safety

jumpmaster leapt out with their parachutes leaving the crash test dummies in charge – along with a remote control pilot. Their conclusions on survivability? Tail best, by the wings maybe, up front less so.. so next time you find yourself sitting by the rear dummies watching the trolleys of krug champagne heading up the aisle to first class – smile.

<https://www.youtube.com/watch?v=W--dC5kuQ8Q>



2015 and Nasa conducts a Cessna 172 drop test

2015 and NASA Langley research centre crashed 3 Cessna 172s in different crash configurations in their test rig to test ELT functionality during and after a crash.

<https://www.youtube.com/watch?v=Kx5YeqTBcDI>



2019 and time to try out a Fokker 28 regional jet

<https://www.nasa.gov/langley/fokker-f28-crash-test-nasa>

The Ace encounters a Gremlin — Gerald Grocott



My logbook simply recorded, Zuerich-Frankfurt-Zuerich, in an MD-81, HB-INC, with a German Captain Herbie Spitz.

It was a 0530 start for the first flight up to Hamburg an hour away up north in Germany. We had an ATC girl sitting jump-seat as an observer, a goodwill gesture offered by Swissair to the local ATC. We were halfway to Hamburg happily cruising at FL350 when there was some clicky, electrical switching in the cockpit. The MD-80 cockpit is very, very quiet because of the rear-mounted engines. We had a quick look about & realised that we had lost a RH engine-driven generator. No great issue. Each engine has a generator and there is a third identical generator on the Auxiliary Power Unit [APU], but no APU start above FL300. So we started a descent to a lower altitude to start the APU & put its genie to work. Descending, we were in low thrust when suddenly there was some more noise: thump, bang, wallop, some more clicky electrical switching, & a circus of coloured lights in front of us. We had a quick look at each other which unspoken said "WTF, did you touch something?" The LH engine had flamed-out taking with it our only working generator. The RH engine was still running, great, but we had no functioning generators & why had the LH engine just flamed out anyway?

As per checklist I switched on emergency battery power, direct access to the ship's battery, a maximum of only 30 minutes. Basic instrumentation on the Captain's side & not a lot else! We had a very long conversation, about 3 seconds as I recall, mostly four-lettered words, before we declared an emergency. Frankfurt airport was ca.30 nms under our LH wing and the weather there was good enough, broken cloud at 5,000'. "Maastricht Control, declaring an emergency, & could we have a radar vector to FRA please..."

I recall the Maitre d'Cabine, Maire Claire, a really neat, experienced flight attendant from the French speaking end of Switzerland, popping her head around the ATC girl into the cockpit saying that she had no galley power for her breakfast service. I asked her if she'd ever seen a cockpit fascia looking like that, indicating the christmas-tree up front. She asked if this was for real. I said yup, & that as soon as we had a few less lights on the dash she might get her gallery power back. I remember her inviting the ATC girl to go sit in first class because we looked a wee bit busy up front.... smart thinking from an experienced FA.

I tried like crazy to get the APU started. We needed its generator on line, but careful.... think of your car? The biggest user of battery power in an MD-80 is a starter motor? We had 30 minutes of **normal** battery use. Every time I attempted an APU or LH engine start I was using precious battery power & that meant less battery power from our precious instruments? Somewhere ca. FL100 I got the APU started, genie on line, and a relatively simple single-engine landing was made by Herbie at FRA.

Taxied in, parked, about 55 very happy business men filed out with some interesting comment to the cockpit crew... We were as happy as they!

Engineering looked at the airplane, ground ran the engines whilst Herbie & I got our blood pressures back in the

The Ace—Gerald Grocott

green, found nothing, and just wrote in the Tech Log, those famous words, “Ground run & found satisfactory”!! We were to ferry HB-INC empty back to ZRH. My leg, no drama. Apart from some thoughts on fuel heaters etc, there was never a clear conclusion as to why INC shed an engine & genie that day.

I did receive this card from Herbie Spitz in 1992 after my Captain’s check ride.....



Short Bytes

From Pete Steers

Finally I have delivery of the Highlander Super Stool kit I ordered in September 2020. Thankful that the Kit avoided the Suez canal crisis, avoided the Ports of Auckland Tornado and the slow handling of containers in Auckland. In fact my container ship went to the Tauranga port instead of Auckland to avoid congestion and then over to Sydney. It then changed ships and came back to Napier. Crazy times. Anyway.....let the fun begin.

This particular Microlight is a taildragger Stool aircraft.



A couple of examples of a Highlander Super STOL

Have you come across HBECAC member Frank Wurmitzer at the field?



Frank comes to Bridge Pa on a regular basis to provide aviation medicals for us and has fun flying our planes between appointments.

Frank Wurmitzer, Dr.med., FRACS (ortho), PGDipAvMed (Otago), CAA/CASA medical examiner, PPL-Pilot

Frank is an orthopaedic surgeon with a passion for aviation. He consults at Aorangi Surgical Group, Timaru Public Hospital and Bidwill Trust Hospital. Orthopaedic surgery involves bones, joints, muscles, tendons, ligaments and much more. He holds PPL(A) and flies almost every weekend different types of air-planes such as taildraggers, aerobatics, float/amphibious planes, multi-engines and turbo-props.

His goal is to support Aviation and offer medical certification for pilots and air traffic controllers. You can expect high quality, efficient, friendly and reliable service at competitive rates.

Class I - required for ATPL/CPL license holder (CAA/CASA)

Class II - required for PPL license holder (CAA/CASA)

Class III - required for air traffic controller (CAA/CASA)

NZTA DL9/12 - required for RPL license holder (New Zealand only)

Frank will try his best to get and keep you flying!

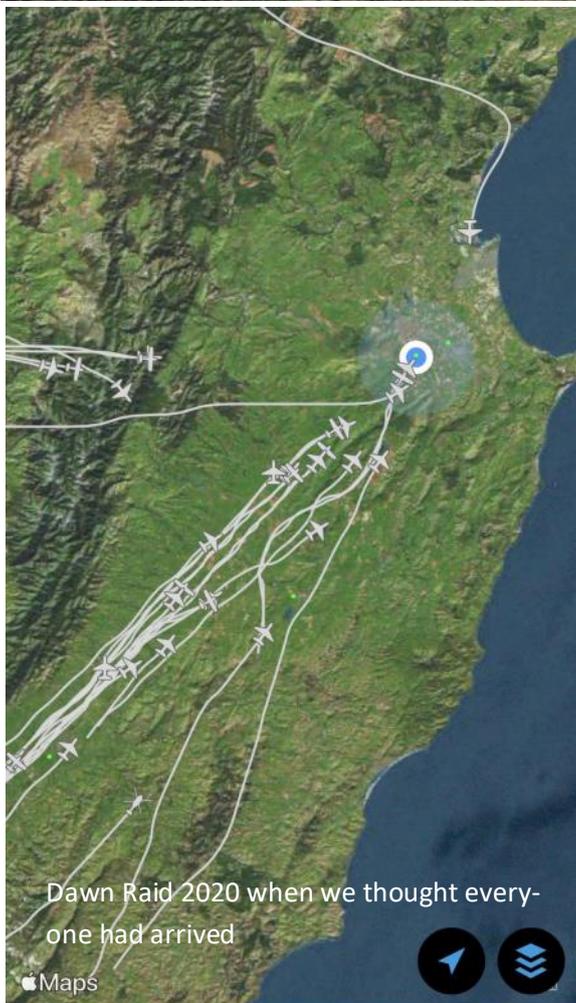
Next at Bridge Pa 20th -21st August . You can book direct or via Skycert nominating Frank as your medical examiner

Email: fwurmitzer@web.de

Pics



Some time ago at Bridge Pa



Dawn Raid 2020 when we thought everyone had arrived



PICS - Rarotonga Run—Steve Algar



Rarotonga appears after about 2:50 flight time. 70 knot tailwind on average for this flight



Arrival today takes us around the Southern side of the island to set up on the



Finals to land. Runway 26. 220/8 knots. Bit of turbulence and "burbly" air once in the lee of the high terrain. For those who are interested.... if you zoom photo in a bit you can see the 'flap position' icon showing flaps are currently 'running' to 20. Magenta colour shows it's either running or not at selected position yet. Changes to green when it is. Landing flap is Flap 30 for today. Speed is progressively reduced to be stable by 1000' agl. Threshold speed today at this landing weight 153knots.



Muri Beach out on the left.

PICS — water in fuel .



It might not happen to you today, but...
John Managh found water in his fuel.
Mads took the pictures and says John can tell you the story.

HBEACAC New PPL Lecture Timetable



PPL NIGHT LECTURES

session schedule

- **Flight Radio:** August 9th – August 23rd (3 sessions)
- **Air Law:** August 30th – September 20th (4 sessions)
- **Meteorology:** September 27th – November 1st (5 sessions)
- **Human Factors:** November 8th – November 29th (4 sessions)
- **Navigation:** January 10th – February 14th (5 sessions)
- **Aircraft Tech:** February 21st – March 21st (5 sessions)

Lectures will not be held on Public Holidays

Held on a Monday evening from 1800-2000.

\$10 per session.

📍 1591 Maraekakaho Road, Bridge Pa, Hastings

✉ office@hbecac.co.nz

☎ 06 8798466



Just Browsing thanks...



Historic footage of De Havilland Dragons at Napier Airport flying for East Coast Airways Limited.

<https://youtu.be/vLcx6GLQV70>



The Advantages of Flat Motorcycle Engines—via Colin Woollard (must be something aviation related in there..right?)

<https://www.cycleworld.com/story/blogs/ask-kevin/the-advantages-of-flat-motorcycle-engines>



44 years ago... 100MT glider - first test air launch off the back of a 747 (no rockets) of the space shuttle Discovery in 1977

<https://www.youtube.com/watch?v=YHYhTFn45nU>



[Hydrogen is the Future](#)



<https://www.flightglobal.com/airframers/how-nasa-intends-to-make-the-next-narrowbody-airliners-25-more-efficient/144241.article>



In early March 1942 the Japanese forces were about to capture Java. On the airstrip at Bandung a DC3 passenger plane named the Pelikaan was ready for take-off on an evacuation flight to Broome in Western Australia. The pilot was Russian World War One flying ace, Ivan Smirnov. 9(Podcast)

<https://www.abc.net.au/radionational/programs/the-history-listen/diamond-jack-smirnov-and-the-pelikaan/12972266>

What's Up



JULY

Sunday 25th July : HBECAC Dawn Raid

AUGUST

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

Sunday 29th August: Club Day

SEPTEMBER

Weekend 18th and 19th : Bridge Pa TailDragger 21

Sunday 26th September: Club Day

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 .

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
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SECRETARY	Peter Holley	021417877
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VICE CLUB CAPTAIN	Jason Bishop	

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 Gerald Grocott 021346681
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 Clem Powell 0273383462

AEROCLUB OFFICE MANAGER Amanda Nicholson 068798466

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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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