

Airborne

Newsletter



November 2021

From our President

Bruce Govenlock

Greetings everyone,

30 C, warm breeze and high lenticular cloud, the grass is turning brown, judges on the grid in the scorching sun. Yes summer flying season is here. Hats, sunscreen and lying in the shade of an aircraft wing. For this weather I have a hammock which neatly ties between the Stearman landing gear. Don't forget to take your own summer supplies when flying away including water.

Covid – Traffic Light system – Club status – Dec 3rd

I will not say too much on this here as a separate email will be coming from the Exec Committee on this but suffice to say that under the incoming Traffic Light system on Dec 3rd the Govt requires all businesses (and Clubs) to evaluate their operations and risk and elect to operate in a Vax required or Vax not required mode. Some types of operation such as hospitality (including bars such as our Club bar) and close contact/close proximity businesses will have limited (or no) ability to operate under Orange and Red unless adopting Vax required status.

The Govt has announced the initial colour for Hawkes Bay is Orange. Info from Govt on how to implement the new system has been emerging daily and we can doubtless expect many future changes.

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From our President - Bruce Govenlock

The Club operates a multi-use site with various environments so we have a range of situations to consider - flight training, office, bar, hangar tenants, accommodation, public visitors, public trial flights, Air HB.

The usual distancing and hygiene requirements continue under the Traffic Light system. A cockpit is a close contact environment. So headset microphones and surfaces are wiped/sanitised between flights. Wipe your hands using the ethanol/hand spray bottles.

If you don't have a personal headset now is a good time to get one.

Aerodrome maintenance

The anti pigeon work continues in the hangars. The mess the sods make is unbelievable. The various spikes and netting have been deployed. Now we have a shooting program to drive out the stubborn sods. It is being conducted dawn and dusk when flying operations are not in action. They really only moved in a few years ago so we will get rid of this lot and then jump on any that try to move in in future. Thanks to our shooting team – Kevin Ewing, Brian Salisbury and Jerry Chisum.

User Group meeting.

The minutes are later in the newsletter. Thanks to the 25 members in attendance. A good meeting that covered a few issues.

New Hangars

8 available sites have been confirmed and notified to the members who had expressed interest. Aerodrome manager Amanda is handling this so all responses/enquiries to her please.

Perhaps worth reminding here that aircraft hangars are just that – for storage and maintenance/building of aircraft. They are not intended for general storage and the leases stipulate that. There are plenty of sheds and buildings elsewhere in town for other storage activities. There is only 1 airfield for aircraft.

Housing development proposal – Hastings Golf Club

The Exec Committee is aware of a property developer proposal to construct 150 houses on the Hastings Golf Club on the airfields eastern boundary. These houses would lie under our 11-29 runway approach/departure, the gliding circuit and the helicopter circuit and eastern approach fan. We will be making our concerns known.

Our airfield has resisted similar past efforts to construct developer housing on the Hawkes Bay Golf Course at the end of our 01 runway.

It seems every airfield in the country is under pressure these days due to encroaching housing and property developments and calls by new residents to limit or close airfields due to noise or desire for the land.

It is a global problem. The best defence is to maintain a buffer area around the aerodrome and for us this is aided by the current Plains zoning for productive land use.

Developers tend to view Clubs with land as undervalued dirt ripe for a zoning flip and lucrative development so the problem will not go away. But with each ruling in our favour (such as the 2007 Environment Court decision) our long term District Plan protection is strengthened. So it is an investment for the future.

Fleet News

The RV12 SMB is ready for action again. ADS-B is installed and Reuben should be organising the return flight home from Tauranga in a weeks time. Sometime in the near future the Club will sell one of the two microlights. The demand is such that only 1 is required.

Tomahawk FJS is being retired this month. It will live a 2nd life as spare parts for our other Tomahawks. We are looking for a suitable replacement.

Holiday season

The Clubrooms and flight operations will be open over the Christmas break (closed Christmas day and New Years day) albeit with reduced staffing. It is generally a quiet time of year but if you are wanting to take an aircraft away over that period for a couple of days start talking to Reuben now...

From our President - Bruce Govenlock

Astro thought for the month...

Pollution – even in space

Elon Musk says he wants to send 1000 brave colonists to Mars to carry on humanity in case Earth doesn't make it. But the first challenge is to safely get out of Earth's neighbourhood alive.

On November 15 2021 the Russian Govt decided to test how to destroy a satellite with a ground launched ballistic missile. 000's of pieces of debris were created. All travelling at orbital speeds of >27,000km/hr. Nice one guys. As a result the International Space Station had to take emergency evasive manoeuvres with its thruster jets for 24 hours whilst the debris kept orbiting and hurtling past every 90 minutes. The 4 astronauts and 3 Russian cosmonauts had to shelter in their suits in the emergency escape capsules until the station was able to reach safe higher altitudes above its normal 450km orbit height.

Collisions between satellites are happening creating more junk.

Currently >7,500 satellites orbit earth with over 1000 being added per year now and internet satellite constellations from several companies such as SpaceX's Starlink are in the process of taking that number towards 100,000.

NASA estimates 129 million pieces of uncontrolled space junk 1mm and larger are currently orbiting earth. 34,000 of which are large enough to track by radar for evasive action. But even a fleck of paint can crack a spacecraft window when it hits at 27,000km/hr.

The Kessler syndrome is a prediction made in the 1970's by a NASA scientist that the amount of junk in low earth orbit would cascade in number due to more satellites, junk, collisions and fragments eventually creating a cloud of debris that would make future manned space flight impossible.

Some projects are now under way looking for ways to scoop up and remove space junk from critical orbital heights. Japanese company AstroScale Spacesweepers recently tested concepts in orbit using magnets to scoop up debris. Whilst a British team has demonstrated in orbit debris capture using a net. A new job coming up for GA pilots ... space junk trucker.



From our CFI - *Reuben Hansen*

Wow, what a great amount of activity we packed into November!

Starting with a very successful weekend at the Flying NZ Regional Competition in Wanganui. Well done to ALL that attended, and especially the placegetters. We were even treated to a “practice display” from John Luff in his Venom...truly breathtaking!

A busy month of flying filled the rest of the month, with all club aircraft very busy. Congratulations Tyler on your first solo.

Spinning training is now available through the club in our 152 aerobat. This is something that can be done for students and especially licensed pilots who haven't been exposed to spinning before. Let me know if you are interested.

As this goes to print we will be within a week of receiving our RV12 ZK-SMB back. All members will be required to have a check out before flying it solo so get in quick! SMB is also available for type ratings (highly recommend) as this is a really neat machine to fly.

As I write this ZK-FJS has 12 hours remaining before her retirement. Please send in any historic (or not so) photos you may have of her so we can collate.

This week the draft arrival/joining plate procedures will be sent to all NZHS users for consultation before implementation into the AIP early next year. Feedback is welcome and encouraged.

A reminder – any NORDO operations require approval from the Aero Club prior to the flight. This is so we can advise our students of your operation to improve their situational awareness.

Responsibilities of a club pilot/student – if you own an aircraft, you would clean it, you would leave it with enough fuel for your next flight – as a member of a club, using a club aircraft these responsibilities also apply. If you fly an aircraft often, please if you have time, consider giving it some love with a quick clean. The 2 seat aircraft should be left with no less than 50 litres and 4 seat aircraft no less than 100 litres after every flight. Thanks to the 90% of people that do these things.

Joining while gliding in progress – the compliance with joining procedures on Sundays has improved significantly recently.

My recommended procedure (in accordance with the AIP) have been mentioned in my columns previously (see me if you need a reminder or missed it), however I have noticed that there is often urgency in aircraft joining. This has resulted in a few occurrences related to loss of separation in the circuit. I cannot stress enough to take your time. 5 minutes is normally all it takes for the circuit to go from being very busy – to reasonably quiet. Yield before you push and if you think you “might get in front” make the decision that you “will go number 2”. Calling number 1 does not make you have right of way if you are cutting in front of someone!

That's all from me this month. Enjoy some (hopefully) stable early December flying weather.

Reuben
CFI

Reuben's Quiz

1) Where would you find ECT for a given date?

- a) Google
- b) Aero club website
- c) AIP Volume 4
- d) AIP Supplements

2) How often does a review of airworthiness need to be undertaken for a private owner?

(GA Aircraft)

- a) Yearly
- b) Every 2 years
- c) Every 6 months
- d) Never

Thomas

3) When does a Certificate of Airworthiness expire?

- a) Every year – renewed at ARA
- b) Non terminating
- c) Every 2 years
- d) Every 5 years

4) During take-off, the Boeing 767 sucks in enough air to fill the Goodyear Blimp in ____ seconds:

- a) 5 seconds
- b) 7 seconds
- c) 11 seconds
- d) 15 seconds

1) C
2) B
3) B
4) B

Club Captains Column - Steve Algar

Hi everyone...

Scary to think but the day I'm writing this it is 30 days until Christmas Day.

Another year has flown by which must mean it's busy in our lives. As well as the ever changing Covid world we now find ourselves in. I'm still finding the drive to Auckland and back very tedious and can't wait until December 15th when a proper domestic schedule returns enabling me to give the car a rest. 700 odd kilometres each return trip has meant I've covered a few ground miles on top of my air miles for the past while.

Flying NZ Regional Competitions (Wanganui 6th November)

In the last newsletter I mentioned the strong team we had that was shortly to head to Whanganui for these competitions.

The weather leading up to our departure on the Friday hadn't been too great from about mid-week with a prevailing South Easterly and drizzly rain. We began to wonder if we were going to be able to fly there at all.

Then on the Thursday before our departure (which was the Friday) the Instructing team and myself looked at the possibility of getting at least 2 Tomahawks to Whanganui that afternoon. The weather had somewhat cleared and we had a "window". So 2 Tomahawks launched and I drove the Air Hawkes Bay van to Whanganui to bring our Instructors back. After a brief Macdonalds stop in Bulls we returned to Hastings around 10:30pm.

The next morning I was back at the aerodrome at 7:30am ready to head South again with the team but we were once again grounded due to the inclement weather. We waited until around 11:00 when there was a clearance and we launched. Once again I was heading off in the van with 4 passengers and basically all the luggage. All but one aeroplane made it to Whanganui with one returning to Hastings and continuing the trip in their own private car.

The team took the opportunity to practice on the Friday afternoon to get the feel for the local area and environmental conditions, finishing up around 8pm before heading to our accommodation in town.

Saturday the 6th dawned a fine day, partly cloudy but a high base with a South Easterly blowing. No problem at all for competitions.

With one of the biggest teams that I had ever been involved in even in my Instructing days it was great to see the enthusiasm and keenness of everyone. We all helped out where needed amongst the team and at the end of the day I think the results reflected the hard work everyone had put in in the lead up to the competition.

An awesome prize giving venue and great catered dinner was held that night in a private hangar where results were revealed and certificates handed out.



Club Captains Column - Steve Algar



It was great to see a number of first timers compete for the HBEACAC and achieve placings in their chosen event. Even a first place or two.

Sunday morning it was time to head to the airport and prepare for the trip home. We all left about lunchtime or just after and safely arrived back early to mid-afternoon in Hastings.

A large number of photos were taken which some I've attached here but expect some more throughout the newsletter.

This is a link to a video made by Josh Hay (Kapiti Aeroclub) of the Regionals in Whanganui...

<https://www.youtube.com/watch?v=zMUQNP9zqGs&t=41s>

An impressive haul of certificates from team HBEACAC.



Club Captains Column - Steve Algar

Tail Dragger Weekend (27th and 28th November)

As I write this column the team at the club are preparing for the annual Tail Dragger Weekend (27th-28th) November. The weather gods are on our side again so hoping for an excellent weekend. Expect photos and reports in the next newsletter.

Club Christmas party (12th December, Sunday)

Remember this year it's a Sunday afternoon affair. We've gone away from the traditional Friday night event and thought the Sunday was more of a family friendly idea. Also we considered that there could be more people around for it too.

The traditional Santa arrival with a bag of goodies to hand out is the plan and then have the BBQ fired up for an awesome dinner.

The club are working through a plan on how we cope with Covid protocols etc and are hoping for some more certainty on what's expected of us in our operation. We hope to have some more information on the Christmas Party next week.



My World of Work

Apart from the driving to Auckland and back at the moment for work, life still goes on around the world for myself. I've lost count of the number of Covid tests I have performed to comply with the NZ Government requirements. Basically one every 7 days and that number doesn't include any that I may have to perform overseas.

The amount of flying is picking up (both passengers and freight although mainly freight) and in fact my roster has me doing 92 hours next month. We still have the requirement to isolate in our hotel and in some countries you aren't allowed to leave your room while away so this means no venturing out to even the local 7-11 for supplies.

General Bits and Pieces

A reminder to please check the duty pilot roster to see when your turn is coming up. I think we've had a little more success recently but please try and be aware if its your turn soon.

Back home here I've started the process of renewing my 'B' Cat Instructor rating under the guidance of Reuben.

Its certainly bringing back memories and I'm finding it's all still there its just sorting the files out in my head.

Friday night dinners are back on at the bar. Cost is still \$8 or the price of a raffle ticket. We have adopted some Covid protocols here in the bar with mask wearing and doing our best to observe social distancing. Some slight changes with how we go about serving meals too have been implemented. It was good to see a reasonable number at the bar last Friday (19th) when we re introduced the meals.

Finally, lets enjoy the weather we have at present. Be mindful of dehydration on these hot days at the aerodrome and anywhere in fact, along with sun exposure and do look after yourselves and others.

See you at the aerodrome at some stage

Steve

Steve Algar

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Hastings Aerodrome User Group Meeting - Minutes

24 Nov 2021

HBEC Aero Club rooms upstairs

Meeting opened: 6.02pm

Attendees: 25 Club members.

Apologies: Terry Smith, Ken Mckee, Fred Coates, Peter Holley, Alex Mchardy, Rick Graham

Previous Minutes:

B Govenlock reviewed the minutes of the previous meeting 12 May 2020

Approved as a true and correct record: J Chisum/C Johnson

Matters arising:

- Landfill at northern end. Joe Faram provided an update. The area is largely completed, rolled and stone picked. But is not taxi-able and will remain a non aircraft area for some time.

Consultation of Covid procedures on the airfield

Bruce Govenlock gave an overview of the Committees work on this to date and where the Club may be heading.

Under Worksafe requirements the Committee has undertaken consultation with staff and Air HB on covid risk management and procedures. From this the Club is currently requiring proof of vaccination for trial flights by members of the public in addition to our QR code scan/sign in and aircraft hygiene requirements.

The Bar operates under a District Licensing authority licence and is a hospitality venue so under Govt Level rules during bar opening hours the Club requires masks to be worn upstairs by everyone.

Under the incoming Traffic Light system the Club will have to decide whether to adopt a vaccine mandate for the Club operations. This has implications for the Clubs ability to operate. If flight training is a close contact business in the cockpit then we would not be able to operate flights under Orange and Red without adopting a vaccination mandate.

Further information on the incoming system and requirements on businesses is still being released by Govt.

The Traffic Light system commences 3 Dec. The Executive meeting will be issuing advice to members prior to then on the Club policy effective from 3 December.

Airfield Security

Bruce Govenlock reviewed some changes made and coming. Perimeter fences and gates secured.

A Security specialist has reviewed and quoted to upgrade the cameras on the entranceway and drive/hangars.

The main entrance barrier arm is getting an arm lock installed. No change for members using it after hours but it means the arm will stay locked down and prevent people bending it up – which has happened several times – all by members/aviation visitors to the airfield.

The Committee will also look at establishing a 2nd internet connection and wifi extenders across the aerodrome to enable hangar owners to connect wifi capable cameras. Pending a review by the security camera consultant.

Hawkes Bay airspace review.

G Grocott provided an update. The process continues to be delayed. Airways have advised they will be basically submitting their previous proposal. GG has discussed with Air NZ the need for some of the approach paths driving the changes of concern to the Club. CAA have been advised of our concerns and they have confirmed the matter will still go to consultation.

Next release of hangar sites on the airfield

Bruce Govenlock reviewed 8 new vacant hangar sites released by the Club for aircraft hangars. 10 members have expressed interest in building new aircraft hangars and enquiries are being processed.

Also looked at future work being done for a possible row of adjoining hangars. Early stages and the Committee is looking at what engineering and design options would be specified.

- C Johnson pointed out the G vacant hangar site has the Club main building power connection running through it at 900mm deep which will need to be investigated.

Consultation on fixed wing joining procedures – proposal re AIP plate update with preferred joining procedures.

CFI Reuben Hansen described the joining procedures for 01 and how some occurrences had arisen from aircraft joining from the north west to early downwind 01. From the Safety Committee has come a draft proposal for a new page for the Hastings aerodrome plate defining preferred joining procedures.

The current preferred options were described.

R Hansen will be sending the draft out to members on 29 Nov for feedback. Then it will go to the Exec Committee for review and potential submission to Aeropath in mid December for AIP update.

- J Chisum raised 01 departure options and joining 01 from the east.

Meeting closed 7.15pm

Bruce Govenlock

President

Young Eagles - Pete Steers & Ian Sowman (Y.E. coordinators)

So this month saw the Young Eagles in the classroom, unfortunately.

Ian gave a talk on weather systems, primarily the wind. We had a quiz for revision purposes and a discussion about the Phonetic alphabet.

Biscuits all round for a good job by all .

Sammy of Primary Avionics HB called by and gave a talk on his career and the role of an avionics engineer. We could have some future avionic students in the group.

Topped the morning off with a visit to Peter Steers hanger for a look at progress on the Just Aircraft Highlander SuperStol build.

Many thanks to Sammy for the talk and Ian for his help.



New Club Members

Flying Members:

Ben Campbell

Benas Druskis

Mason Lomas

Trinity Hart

"Welcome to the Club!"

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!

Achievements - 1st Solo



**Tyler Trafford-Misson
At YP - 28 November**

Congratulations and at an unfamiliar airfield to boot—Great start!

Flying NZ Regional Competitions (Wanganui 6th November)

From the Team: *Karen Dalldorf*

First time competitor.

Proud to be part of a Winning Team.

I was fortunate to compete in the Flying NZ Regionals held in Whanganui in November. What an experience and one I will never forget. All the hard work and practice paid off. It was a great weekend of flying, getting to know our team as well as meeting other aviators.

I am looking forward to Nationals in Omasaka which will take my experience to the next level.

Thank you to everyone who supported and encouraged me along the way.

Pictured: Karen & Tanesha celebrating their achievements



Serious strategy discussions on the Friday afternoon.



Serious strategy discussions on Friday evening.



Life on the Grid...



Team Campbell doing Grid time.

Flying NZ Regional Competitions (Wanganui 6th November)



Prize giving dinner at Wanganui Aero Works Hanger. Fantastic venue to finish off the weekend.

The Venom jet put on a generous fly-by display for everyone.

Whanganui's resident cat 'Hanger' indicating the wind direction for correct parking of aircraft.



Tail Dragger 2021



Cubs on parade at the Gunson's Strip

What a nice flying weekend it was. Super relaxed. Saturday super hot too and somehow the wind seemed to be always pushing the STOL competitors from behind. The line judges to be commended for not falling over with heat stroke.

Thankyou bakers. The delectable fare provided more-ish grazing throughout the day for pilots, crew and friends and thankyou to all for helping out with lunch prep.

JailBar bombing Saturday afternoon. Gavin added a new twist to the game, deciding an armchair would make for a more comfortable ride on the JailBar deck. A rocking chair and knitting needles next year?

A nice idea to have Bill and Neroli's Cub precision landing contest on Sunday morning. Worked well in that space, after scone and tea and YP and before visiting some farm strips.

Neroli took out the precision landing – arriving just over the line (0.4m) with a very tidy landing.

On our last stop at the Butler Tikokino farm we were treated with really good Christmas tarts.

This from Neroli and Bill...

For us, attending the annual Taildragger weekend can be unreliable to say the least due to weather or work. This year we gave up hope of attending due to the Waikato being in lockdown. It was with great joy that we realised that we were free, just in time to head to the Hawkes Bay.

As usual the event did not disappoint. Even the weather was on board for everyone. We had a very pleasant flight over from Te Kowhai on the Friday, arriving at Waipukurau in time for lunch and just before the wind really kicked off.

Friday night dinner and socialising at the Bridge Pa was a little quieter than most years and numbers on the night indicated that many of the usuals would not make it this year.

Saturday morning at Waipukurau was fine but the early activity in the windssock and the impressive wave cloud that was forming prompted us to get airborne to Hastings. We flew our Cub BTC in formation with Ross MacDonald, flying Cub KSS. I was keen to take some air to air photos but found it was a bit like trying to bomb a moving JailBar truck!



Jailbar bombing in progress

Tail Dragger 2021

The surface wind at Bridge Pa was much more sedate although an unhelpful and fickle slight tailwind at the landing grid kept everyone on their toes. It was a pleasure to see good fun flying, tidy landings and no one taking their attempts too seriously.

The temperature climbed steadily through the day and the grid judges did a great job in the heat. Someone reported 33 degrees in early afternoon!

With a smaller number of competitors things moved smoothly and the STOL competition finished in time for a fantastic lunch, beautiful fresh local food which was delicious. Thanks Stephanie and her team.

After lunch the Jailbar bombing provided spectators with a bit of entertainment as we watched from the shade of the clubhouse deck. No direct hits this year and Gavin was safe in his position on the back of the truck. It was probably true that the target is the safest place to be.

Havelock North was a busy spot for dinner on Saturday night but for those fresh out of lockdown, it was a welcome bit of freedom and normality.

Sunday morning was overcast, pleasantly cooler and with very light breezes.

CHBAC hosted morning tea with freshly baked scones (thank you Wendy) and then the Super Cubs competed for the Piper Cub Precision Landing trophy. Much easier flying conditions than the day before and some very close scores.

The day concluded with an eclectic gaggle of aircraft including 4x Cubs, Tiger Moth, Mini Cab, C172, Gardan Horizon, Rans and a Flitzer.

We went to strips belonging to John White, Jamie Gunson's old strip, and James Butler. Really enjoyable and we so appreciated the opportunity to visit.

Bill and I reluctantly headed for home on Monday morning. Perfect weather and views for miles made the direct flight back to Te Kowhai the best way to end a lovely weekend.

Thank you to Reuben and his team at HBEC Aero Club and the CHB Aero Club team for your hospitality and another memorable Taildragger weekend.



Tail Dragger 2021 - Competitions

STOL

Call Sign	Type	Pilot	T/O 1	LDG 1	T/O 2	LDG 2	Score
BPM	Cub 150	Mike Fleming	90	105	105	95	195
RJK	Minicab	Jerry Chisum	115	150	130	150	220
KSS	Cub 105	Ross MacDonald	95	/short	100	135	235
BRO	Cub150	Bruce Govenlock	95	250	90	250	340
LKA	Bearhawk (microlight)	Ross MacDonald	65	135	85	/short	200
LMG	Zenith Zodiac CH 650-UL	John White	95	130	95	140	225
STM	Stearman	Bruce Govenlock	130	115	130	150	245
PHZ	Jackaroo (Modified DH 82A)	John Pheasant	95	200	130	250	295
BTC	Cub 150	Bill Henwood	60	/short	90	110	200
WHO	RV 3	Jerry Chisum	135	195	130	190	320
VGR	Stinson 108-2	Hamish Ross	65	/short	120	/short	
SLX	SkyLux	Gavin Grimmer	115	145	120	140	260
BMY	Tiger DH82	Jerry Chisum	85	276	100	190	290
BMY	Tiger DH82	Jan Chisum	94	235	104	250	329
MRD	Savannah	Ross MacDonald	55	/short	70	60	130 (trike)
MRD	Savannah	Reuben Hansen	65	65	80	90	130 (trike)

Cub Class:

1st - Mike Fleming in BPM

2nd - Bill Henwood BTC

3rd - John White in LGM

Bi Plane Class:

1st - Bruce Govenlock in STM

2nd - Jerry Chisum in BMY

3rd - John Pheasant in PHZ

Jailbar Bombing

1st - Mike Fleming in BPM

2nd - Bill Henwood in BTC

3rd - Bruce Govenlock in STM

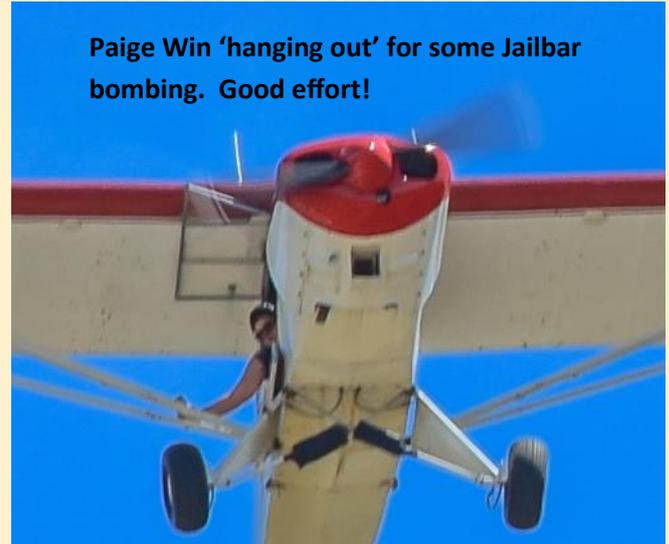
Call sign	Bomber	Bombing run 1	Bombing run 2	Score
BTC	Bill Henwood	20	70	90
STM	Bruce Govenlock	50	40	90
KSS	Reuben	80	40	120
BPM	Leroy and Mike	100	60	160
LKA	Ross and Nick	80	12	92
BPM	Mike	35	6	41
PHZ	John Pheasant	60	80	140
BMY	Jerry Chisum	200	210	410

Tail Dragger 2021 - Competitions

Classic Cubs Precision Landing Trophy

This is the second year Bill and Neroli Henwood have offered the competition over Tail Dragger weekend.

Last year in very windy conditions Jerry Chisum took it out, landing right on the line. This year Neroli demonstrated a very neat approach, landing 0.4m over the line winning the trophy. This after telling us at the briefing to watch out as "I might fluke it".



Paige Win 'hanging out' for some Jailbar bombing. Good effort!



Mini Cab & RV3



Sean Mitchell inspecting the tidy interior of Piper Super Cub ZK-BRO.

The lunch menu

Not so much wild food this year, but thanks to Clem and Kevin a bunch of Bridge Pa Runway rabbits made it in to a rabbit smoked paprika mix for Bridge Pa Runway Rabbit Empanadas with Bridge Pa organic peach chutney.

Rounded out with Santa Maria Tri tip, mixed mushrooms (Swiss brown, oyster, king oyster, shiitake, black fungus) grilled, finished in fungi reduction; Hawke's bay asparagus and salads. Lime pie.

Was a lot of fun – looking forward to next year already.



Jakaroo and Stearman Radial

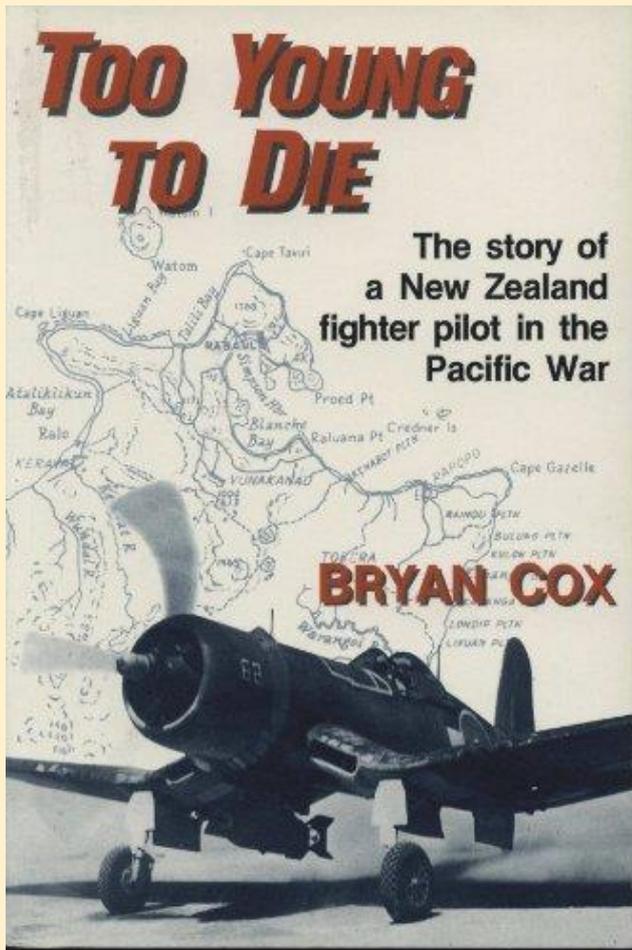


Taildraggers gather at YP.



Vintage Stinson

Aero Club Library Book Review - *Mike Fleming*



Too Young To Die - *Bryan Cox*

In spite of its corny title this book makes good reading.

Bryan Cox died recently, after a lifetime in aviation, aged 96 years.

He joined the RNZAF in 1943, and was active in the Pacific war, flying Corsairs. He returned to aviation in 1956 and in 1963 became an Air Traffic Controller at Ardmore; later getting his instructors licence and started the Manukau flying school. He since added 1800 hours of flying to his logbook.

But it is his autobiography we are reviewing and his matter of fact style is most readable. He trained in Tiger Moths and Harvards then went on to fly P40 Kittyhawks and later my favourite war plane the Vought F4U Corsair. A nasty staller, the author states that he flew for 2 and a half years without intentionally stalling the aircraft. Amazingly that this could happen!

It was surprising to read at various times during the book just how little training these WW2 pilots had before they stepped into the aircraft. A brief conversion course was held then they were pointed at their single seat aircraft, which invariably was twice the horsepower of anything they had previously flown, and told to go for it.

After 62 hours he graduated from the Tiger Moth to the Harvard: on to the Kitthawk after a further 155 hours then on to the Corsair after another 80!. He also noted that at no time during this course was cross wind training carried out. Trial and error, and there were plenty of incidents detailed.

In the library and worth a read.

Ruatoria NZRR (by road) - *Steve Holder*

Probably the closest I'll get to landing at NZRR (Ruatoria) - especially if intending to take-off again!! I was working at one of our learning centres just down the road in the Ruatoria settlement.

Air Ruatoria terminal (white building) lacks certain facilities - (quite a lot really), and they could certainly use a good mower. The wind socks appear to work and they have really good locks on the gates!

Other than me, a few sheep, the odd horse and an itinerant Tomahawk that came overhead for a quick look - pretty quite all round.



Turangi Fly-in & Terrain Awareness - *Thomas Hornblow*



Thomas combining the Turangi Fly-in with some Terrain awareness instruction with Reuban over the Kawekas. Paige Win (left) & Jodi Hornblow (right) passengers.



HBECAC Members Trader



Icom handheld radio. IC-A20 for sale

Works well with car charger or wall charger while one is keeping a nosey ear on the atmosphere, but the original NiCad batteries have had their day.

However, comes with an extra battery case that allows use of AA rechargeable that give better endurance than the NiCads.

The back has the fluffy side of Velcro to allow parking it on the dashboard or cockpit sidewall.

You can use earphone plugs or a get aviation headset/push button adapter to fit .

\$100.00

contact Richard Proctor - 0210 226- 4728

Also from Richard...

I know a an elderly Dutch craftsman is making 1.5m scale model of a Dutch windmill and is seek any **aviation ply off-cuts**.

If you happen to have any he would be very pleased to hear from you.

His contact details are Henk van Hooijdonk 06 876-9807

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.
 10.00 am through to 3.30pm .

Grant Jarden	Saturday 4 th December
	Sunday 5 th December
Sean Mitchell	Saturday 11 th December
Angelica Simpson	Sunday 12 th December
Kate Jeffrey	Saturday 18 th December
Ken McKee	Sunday 19 th December
2022	
Ken Millar	Sunday 2 nd January 2022
Kieran Craig	Saturday 8 th January
Lexi Trotter	Sunday 9 th January
Liam Northcott	Saturday 15 th January
Liam Whitman	Sunday 16 th January
Lisa Webster	Saturday 22 nd January
Thomas Hornblow	Sunday 23 rd January
Lyn Hann	Saturday 29 th January
Zak Parslow	Sunday 30 th January
Mark Donnelly	Saturday 5 th February
Yuri Allen- Dryburgh	Sunday 6 th February
Martin Bothma	Saturday 12 th February
Martin Vinas	Sunday 13 th February
Nick Roberts	Saturday 19 th February
Alyssa Walker	Sunday 20 th February
Tina Horsham	Saturday 26 th February
Michael Russell	Sunday 27 th February
Charlie Janes	Saturday 5 th March
Morgan Fannin	Sunday 6 th March
Nicky Reihana	Saturday 12 th March
Noah Walker	Sunday 13 th March
Trevor Doig	Saturday 19 th March
Troy Morgan	Sunday 20 th March
Pete Steers	Saturday 26 th March
Terry Longley	Sunday 27 th March

Coming Events

CLASSICS OF THE SKY
TAURANGA CITY

AIRSHOW

DAWN RAID!
SUNDAY 30TH JANUARY, 2022

GENERAL AVIATION AIRCRAFT 'FLY IN' UNDER THE RADAR BEFORE 9.00AM

Partnered with the Bay of Plenty Mustang Owners Club

Mustang & Classic Car Display

Cars on show 8.30am to 3pm

GATES OPEN 7:30 AM / AIRSHOW STARTS AT 8.30AM / FREE ON-SITE PARKING
FAMILY \$80 / ADULTS \$30 / CHILDREN \$15 UNDER 5'S FREE

Tickets available online at [eventfinda](https://www.eventfinda.co.nz)



Major Sponsor



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Supporters



Classic Flyers NZ.com



Tauranga City

PAPAMOA Rotary



What's Up



Just for a change each month I'll be putting up a different Aviation themed image from Studio Ghibli for the "What's Up" column. Check the link in "Just browsing thanks" for the connection between Aviation, Studio Ghibli and Hayao Miyazaki and the fact that he makes the best movies too. This month Tombo, Kiki & Jiji the black cat on the propeller bicycle from Kiki's Delivery Service (btw Tombo means dragonfly in Japanese)

December

Sunday 5th

Koputaroa Fly In. 8.30am for breakfast

Sunday 12th

Santa comes to Bridge Pa.

January 2022

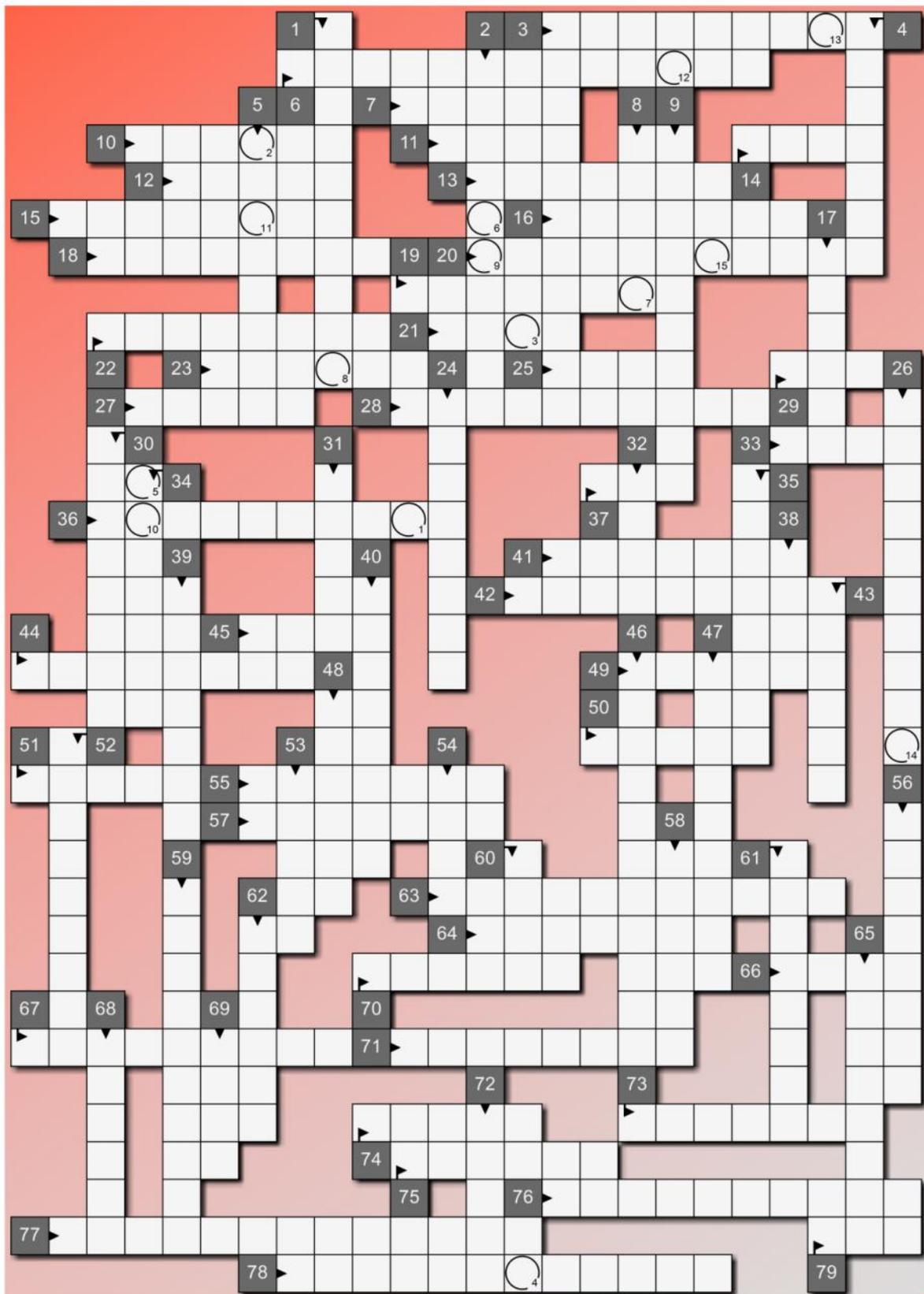
Sunday 30th

Classics Of The Sky Tauranga Air Show

Klaas Puzzle November

This puzzle contains meteorology words often used in aviation. Questions are on the next page.

Any feedback to: **Klaas Hogensch** bcsnapier@gmail.com



Solution text (certain altitude)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

Klaas Puzzle October (cont.)

- 1 Refers to the spreading out of winds.
- 2 The transfer of heat between bodies that are in contact.
- 3 Gravity wind.
- 4 An atmospheric system in which air circulates rapidly.
- 5 A storm with snowfall accompanied by strong winds.
- 6 A high level cloud.
- 7 Ice crystals forming a white deposit.
- 8 Mixture of snow and rain.
- 9 Type of radiation from the earth.
- 10 Air with little or no tendency to rise.
- 11 Branched or star shaped ice crystals.
- 12 Type of energy.
- 13 A tiny sphere of a liquid.
- 14 Ball like pieces of ice.
- 15 Stage of a thunderstorm.
- 16 Small rising column of air due to surface heating.
- 17 A disk of light surrounding the sun or moon.
- 18 Small droplet liquid precipitation.
- 19 Infuse or fill completely.
- 20 Higher momentum air moving into lower momentum air.
- 21 A thin fog with condensation near the ground.
- 22 Force that prevents cloud droplets from sinking.
- 23 A slight and usually refreshing wind.
- 24 Type of front.
- 25 A brief sudden increase in wind speed.
- 26 Transition of water vapour directly to ice.
- 27 Sustained winds of 20 to 30 mph.
- 28 Process where air heated by the ground rises.
- 29 Cloud that is touching the ground.
- 30 The amount of water vapour in the air.
- 31 Rain that doesn't reach the ground.
- 32 Unit of cloud amount.
- 33 A strong wind moving 34–40 knots.
- 34 A mountainside.
- 35 Line of equal temperature on map.
- 36 Kind of turbulence.
- 37 Neutral area between two opposing highs and lows.
- 38 Air that flows around pressure systems.
- 39 Indicators of pressure gradients.
- 40 Force exerted by the interaction of the atmosphere and gravity.
- 41 Air that flows outward from a thunderstorm.
- 42 Second word of the abbreviation DALR.
- 43 A state of the sky.
- 44 A main gas in the lower atmosphere.
- 45 Type of frost.
- 46 Large mid-level sheets of thin cloud.
- 47 Instrument that measures atmospheric pressure.
- 48 Elongated area of lower air pressure.
- 49 The percentage of light reflected by an object.
- 50 Associated with strong often damaging winds.
- 51 Instrument used to detect precipitation
- 52 Type of inversion.
- 53 Elongated area of relatively high air pressure
- 54 This affects visibility.
- 55 A shortage of rainfall.
- 56 A heavy rain.
- 57 Daily cycle change (e.g. temperature).
- 58 Type of heat
- 59 Relating to mountains.
- 60 The absence of apparent motion in the air.
- 61 Cause a gas or vapour to change into a liquid.
- 62 Characterised by enhanced westerly winds in NZ.
- 63 Process of turning from liquid into vapour.
- 64 The weather in some location averaged over a period of time.
- 65 Wetness caused by water.
- 66 Slightly wet.
- 67 Layer in which air temperature increases with height.
- 68 A visible suspension in the air of particles of a substance.
- 69 Air pollution by a mixture of smoke and fog.
- 70 Most likely season for a land breeze to occur in.
- 71 A prediction about how something will develop.
- 72 Type of cloud
- 73 Occurring in or belonging to the present time.
- 74 Wind change in a clockwise direction.
- 75 Brief period of precipitation.
- 76 Cloud type
- 77 Water that falls to the ground as rain, snow, etc.
- 78 A branch of the atmospheric sciences.
- 79 Water that has condensed on a cool surface overnight.

October Solution Text: (Aim of HBECAC ?)

== Promoting Aviation and Training ==

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FLYING INSTRUCTOR	<i>Dhaval Gehlot</i>	
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Newsletter contributions: email to: newsletter@hbecac.co.nz

If possible send written content as simple text in email or MSword doc file please