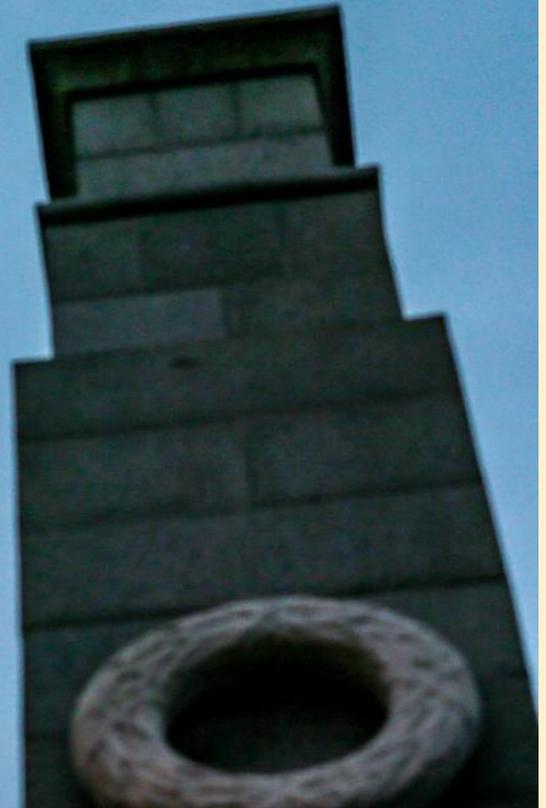




Airborne

Newsletter

April 2022



From our President

Bruce Govenlock

Hello everyone,

Thank you to all the helpers at the working bee on 10th April. A great turnout of people and equipment saw the work completed early afternoon. Thanks to Grant Jarden, Andrew Tarrant, Max Dixon and Barry Atkinson for bringing the diggers and tractors.

So with the fence removed that next northern paddock is now open for future hangar development and we have 3 signed up and progressing to build this year. Continuing the strong growth in hangar site lease income for the Club.

Aerodrome Maintenance

That far northern grass infill area beyond the white tyre boundary markers is rough and still settling and will be for some years. At the moment we are just mowing it and tidying up the northern boundaries.

Next project is the Northern Windssock.

This is on a neighbours land and is illuminated and connected to the runway underground lighting circuit. Sheltered by trees it rarely provides much useful wind info for pilots. Our in house head of runway lighting maintenance Terry Smith has been pondering relocating this sock to our boundary fence and positioning it in line with the other two windssocks.

More on that work when ready to proceed.

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From our President - Bruce Govenlock

Kevin Ewing will be carrying out some cold mix pot hole repairs to the sealed driveway over the coming weeks. The recent weather has really stressed the local roads. There seem to be potholes everywhere on Maraekakaho Rd and SH2 and our drive is similar.

Diesel Tank

A 1400 litre diesel tank has been ordered to supply the mowing tractors. With tanker deliveries it will be a lot easier than the current drum supply runs to the gas station.

This is going to be positioned by the mogas tank and will be locked. It is due to arrive in about 3-4 weeks and before then we need to lay a 2.6m x 2.6m concrete pad for it. So there will be a work crew needed for that in the next couple of weeks.

Security

We are getting some quotes to fix the faulty lighting on the driveway and carpark area. Converting them to LED security lights.

You may have noticed the gate barrier arm now has a locking latch when down. If you need to access the airfield after hours (eg; 7pm-7am) then you will need a swipe card. These are sold by the Club office at cost – which has now risen to \$13 per card from our provider.

Safety

Pedestrians on runways..... if you are not on the runway for Club maintenance or other official business then you shouldn't be there. A reminder to walk or bike the long way round the airfield boundary.....

Fleet

ZK-TUT the leased Cessna 152 has joined the Club fleet and brings us back to four 2 seat trainers for weekend peaks.

AGM 24th May

The Executive Committee has set this years AGM date for Tuesday 24th May. The usual notices will be going out shortly and there is a notice in this newsletter. Yours truly will be offering my services as President again. It is a lot of work but it is satisfying to see the Club growing and prospering.

Bar and Friday dinner duties

Kevin Ewing has opted for reduced hours & duties to enjoy more time caravanning and with his family and so is now working 3 days a week as aerodrome groundsman but has relinquished the bar duties. He has earned some time off after 21 years as bar manager starting when the bar was open 5 nights a week. So this leaves us looking at the options to staff the 2 nights a week the bar is open including preparing the Friday night dinner. It is only a few hours a week so at this stage we are looking to trial a roster with 4 volunteers staffing the bar and we will see how it goes.

Molly Smith has offered to help with preparing the Friday dinners but will still need helpers on the night.

Aside from that ... we are trialing a few local brews from Brave Brewing Co, a range of zero alcohol beers and some new wines to refresh the mix on offer.

Club dawn raid and breakfast fly-in season ...is coming up.

These are always great fun and often spectacular flying on crisp frosty mornings. See you in the sky heading for a morning fry up..

From our President - Bruce Govenlock

Astro thought for the month

Ready for blastoff. It is a race Artemis 1 vs Starship SN21.

Things are getting serious for the two big launches expected in 2022.

Both the gigantic NASA Space Launch System – Artemis1 (111m tall) and the SpaceX Starship SN20 (120m tall) rockets have been busy at their respective launch pads in Florida and Texas undergoing practice fuelling operations ahead of their test flights.

The photo is of a lightning strike onto the gantry at NASA's pad 39B just hours before they commenced a practice loading of 1000 tonnes of liquid oxygen and liquid hydrogen propellant. Nerves of steel... as well as being electrically bonded to the gantry the rocket is protected by 3 giant lightning towers whilst on the pad. 4 strikes hit the launch pad during the fuelling test.



NASA is aiming for a June/July launch and SpaceX is keeping everyone guessing. Both launches will be unmanned stepping stones to fully crewed missions. NASA will send their crew capsule around the moon and back on a 1 month journey with this Artemis1 mission whilst SpaceX is targeting a low earth orbit test flight and landing both the Starship Heavy booster and Starship crew capsule back on the pad.

The pace of development at SpaceX can be a little breath taking. NASA is steady as she goes working towards this SLS launch for many years. SpaceX after being told by the FAA there was a 1 month delay in launch approval due to still completing the federal environmental assessment of their Boca Chica launch base promptly announced they would scrap the Starship SN20 that was on the pad ready to launch as they expected to have a new generation SN21 completed ex the factory in 2 months time.

(right) Starship SN20 on the pad.



From the CFI - Reuben Hanson

April has brought with it a busy month as some more favourable weather conditions have arrived.



Club flying is still seeing great progress with members and students working towards achieving their aviation goals.

In next month's edition of this newsletter, you will see those achievements highlighted as we have some flight testing happening at the end of this month.

Night flying is in full swing, and I have a decent list of interested parties however if you wish to add your name to the list please get in touch.

ZK-TUT (C152) has come online with the club, and it has been great to have another 152 available on the booking sheet.

Winter is approaching, and with it, we will see some awesome winter days that are very conducive to all types of flying. Smooth, cool high-pressure days (and nights!). Now is the time to consider that next step in your flying – will it be a new type rating? Have you ever flown a microlight? High wing vs. low wing? Aerobatic intro? Night Intro? Strip flying? We can provide all of these and more to members so get in touch if you want to take the next step!

On the aerodrome safety side of things you will notice the western side of the BP avgas pumps is coned off. This is **NOTAM'd** and is closed. This is due to the surface condition of the grass in the area due to recent work and grass seeding. Even though you think you might fit down there, please don't try it as prop wash is not good for the new dirt and recently placed seed.

The circuit and local area has been noticeably busier with the recent arrival of a small number of international students for Air Hawke's Bay as well as the commencement of their instructor course. Lookouts, airmanship, flying defensively and situational awareness are always required, anywhere you fly, at any time – however extra attention to these is required than we have had in the previous couple of years.

Dhaval has temporarily returned home to India to visit his family for the first time in over two years. Dhaval will be back in July and Loren will be ably filling the gaps Dhaval leaves behind.

ANZAC flyovers will be happening again this year, keep an eye out for our team of Steve Algar, Liam Sutherland and Clem Powell on the night of the 24th April (Final practice) and in the early hours of the morning on ANZAC day as they fly over the Hastings Cenotaph, as well as Hastings Hospital at 10am.

Club members hiring club aircraft please remember to fill out a flight authorization sheet and include your passenger names.

That's all from my end this month, until next month I hope to see you out at the club soon

Reuben
CFI



*A bit of left hand seat action in C180 ZK-DXA.
(Bare Island in background)*

Club Captains Column - Steve Algar

Hi all.

That time again for another column for the newsletter. I have to say I look forward to it being published and sent out to you as members as it is being very well looked after by Mike van de Ven.

Quite a bit has been happening of late so I've got a few things to mention. Also a few things coming up in the near future.

Personally I became a victim of Covid and ironically caught it here locally rather than the other side of the world where I spend a lot of time. All I can say is it was not like a head cold that I've heard a lot of people say.

Club Day (27th March)

A big thank you to those who turned up on the 27th March for our fleet cleaning day. They do look great after a bit of a spruce up and it's great to see people taking pride in what we've got. Good opportunity to give the hangar a sweep out too.

I spent the majority of the 26th March preparing and cooking lunch for the next day. Pulled pork with buns and salad went down a treat.

I might have now put myself under pressure for future events as members' expectations could be high. HAHAHAHA.



Working Bee (10th April)

Another big thank you to all those people who turned up on the 10th April for the working bee. It can be difficult sometimes to generate numbers for such events but we had an awesome turn out.

Most jobs plus a couple of others were completed and all done by lunchtime. Jason Bishop (vice Club Captain) ran a good team and was in charge of the BBQ for lunch. I personally was just out of Covid isolation that day and came out just after lunch to see the fantastic work done.

We even had a couple of members come out the day before and make some great headway on removing the fence in the northern paddock (Russell and Karen).

A great turn out which shows people really are engaging with the club and have a definite interest in the place.

Club Day (24th April)

By now you have probably seen the email sent out regarding the upcoming Club Day on the 24th April.

A BBQ is happening on the Sunday 11am-1pm and Foxpine Aerodrome. The weather is looking great.

By the time you get this though it's probably been and gone.

If any members do go it would be appreciated if you could take any photos for the next newsletter and either send them to myself (steveandvicki2012@gmail.com) or Mike (newsletter@hbecac.co.nz)

Club Captains Column - Steve Algar

Anzac Day Formation (25th April)

If you were out and about on the morning of the 25th you may have seen the formation team as they performed 2 fly overs. One at the Cenotaph in Hastings and a second one across the hospital a bit later in the morning.

In the past we have had 3 Tomahawks but now with just 2 we put FQQ in as the lead aeroplane. By all accounts it looked good.

We are approached every year to do these. A great advert for the club too.

CHB Breakfast Fly In (15th May)

Make a calendar note. Save the date.

The season is upon us! Dawn Fly In and Breakfast events have begun. A great morning out and a spot landing competition on arrival.

Always a warm welcoming crowd there.

More information to come.

Bits and Pieces

Night Flying

Reuben has sent out an email regarding night flying. A great feather to add to your cap. This time of year of course it's darker earlier and the air is often very smooth to fly through. If interested get in touch with him as he will add you to the list so there is a pool of pilots he and his team can contact.

Next Club Day (possibly) May 28th

A member has offered to help with a query I had about a ground based event. We are looking at a fun afternoon with a "Car Rally". A series of clues to navigate you around a set course. With possible photographic evidence needed that you've been to every spot.

Teams or individuals (teams is easier). Great way to practice your CRM skills. We will have prizes for various categories (time, distance, and best team name, First place, maybe even best dressed)

And a BBQ of sorts on arrival to end the day. Standby for more information as time progresses

That's about enough for a while.

I've got to hit the books again soon. Going from the middle seat of the 787 to the front right seat on 23rd May. A phone call yesterday (20th April) from work was well received informing me.

Hope to catch up soon with a few faces in between my study

Take care

Steve

Club Captain



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

Pete Steers and Ian Sowman hosted the Young Eagles on April 3rd.



We visited Joe Farams hanger.

The students were able to view up close to his Airbus H 125 B3e helicopter. They appreciated the heavy weight it can lift and just how much fuel it burns, 180 litres an hour. And we complain about buying fuel. He even explained to them how a helicopter creates lift. Thanks Joe you saved us the job.



Joe had some visiting brand new Gyrocopters he was giving shelter to.

Magi gyro M22 extreme. All carbon fiber. Rotax 912 engine of course.

That got the students interested and added an extra dimension to our subject for the day... Airframes and engines.

The students were then taken to the gliding club where they were shown around a glider. Thank you Grant Jarden.

One student got a flight with an instructor. Proper flying.



I think the students had a good morning with lots to take home and think about.

Pete Steers - rebelflyer1951@gmail.com



New Club Members

Flying Members:

Peter Avery

Thomas Harper

Joshua Nysse

"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) .

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!

2022 HBECAC Annual General Meeting



NOTICE

ANNUAL GENERAL MEETING

HAWKE'S BAY & EAST COAST AERO CLUB (INC)

24th May 2022 – 7 pm

Upstairs at the Clubrooms

Election of Officers and Committee:

- Patron
- President
- Vice President
- Club Captain
- Vice Club Captain (non exec member role)
- Committee Members x 4

The following Committee Members continue to serve a second year:

Peter Holley, Gerald Grocott

Nominations close fourteen days prior on the 10th May 2022.

Nomination forms are available on the Noticeboard, or from the office.

Peter Holley

Secretary

Aero Club Library Book Review - Mike Fleming

Full Circle - Air Vice Marshall J (Jonnie) Johnson

Published in 1964, this book, written by an active participant in both World wars and the Korean war, gives a detailed review of the personalities and tactics involved in these periods of air warfare.

We have all read various accounts from a (usually) unbalanced point of view, usually an autobiography with a generous slant to the depicted airman. There are no such hysterics in this book! The book starts with the Royal Flying Corps in 1914, such an interesting time of experimentation, but first gives a lot of interesting detail of the French, German and English story as we follow the stories of the likes of Oswald Boelke from the German side and Albert Ball from England...both great leaders and developers of the science ...our earlier aces!

The various forms of formation flying to best take advantage of your and the enemies strong and weak points was dwelt on throughout the book i.e. how the British were stuck in their traditional display formations which left them vulnerable to a thinking enemy, and how long it took them to get it through their traditional minds

On to the second world war, and how ill prepared the (then) RAF was when met by a well disciplined and experienced foe with a huge advantage in capable machines and tactics.

With a modest limitation of bias and written by the undisputed top scorer, on the English side in Europe, who ended his career as Air Vice Marshall, it is an excellent historical record.

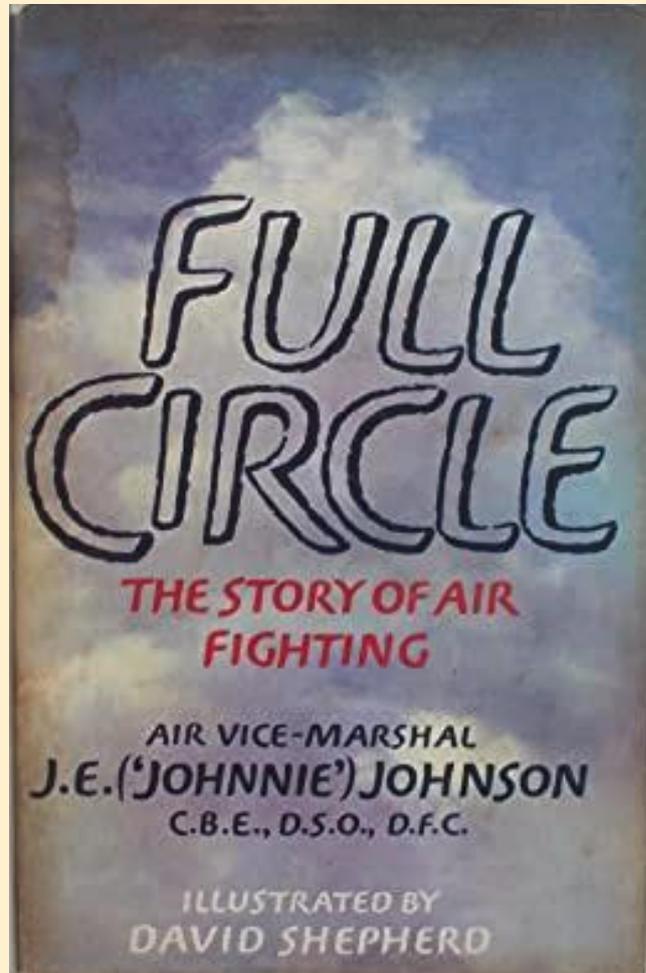
There have been many biographies and autobiographies of the second world war, and I find that the more I read, the greater the understanding I have. In the conflict of opinion between Lee Mallory and Park and the influences of the likes of Bader and Galland.

The author is complimentary and unjudgemental toward these arguments, clearly outlining the real facts of each matter, many of them contentious, much debated tales from the era.

The book covers all facets of the aerial WW2 except the Pacific....Europe, Eastern Europe, the desert and Mediterranean battles are discussed well.

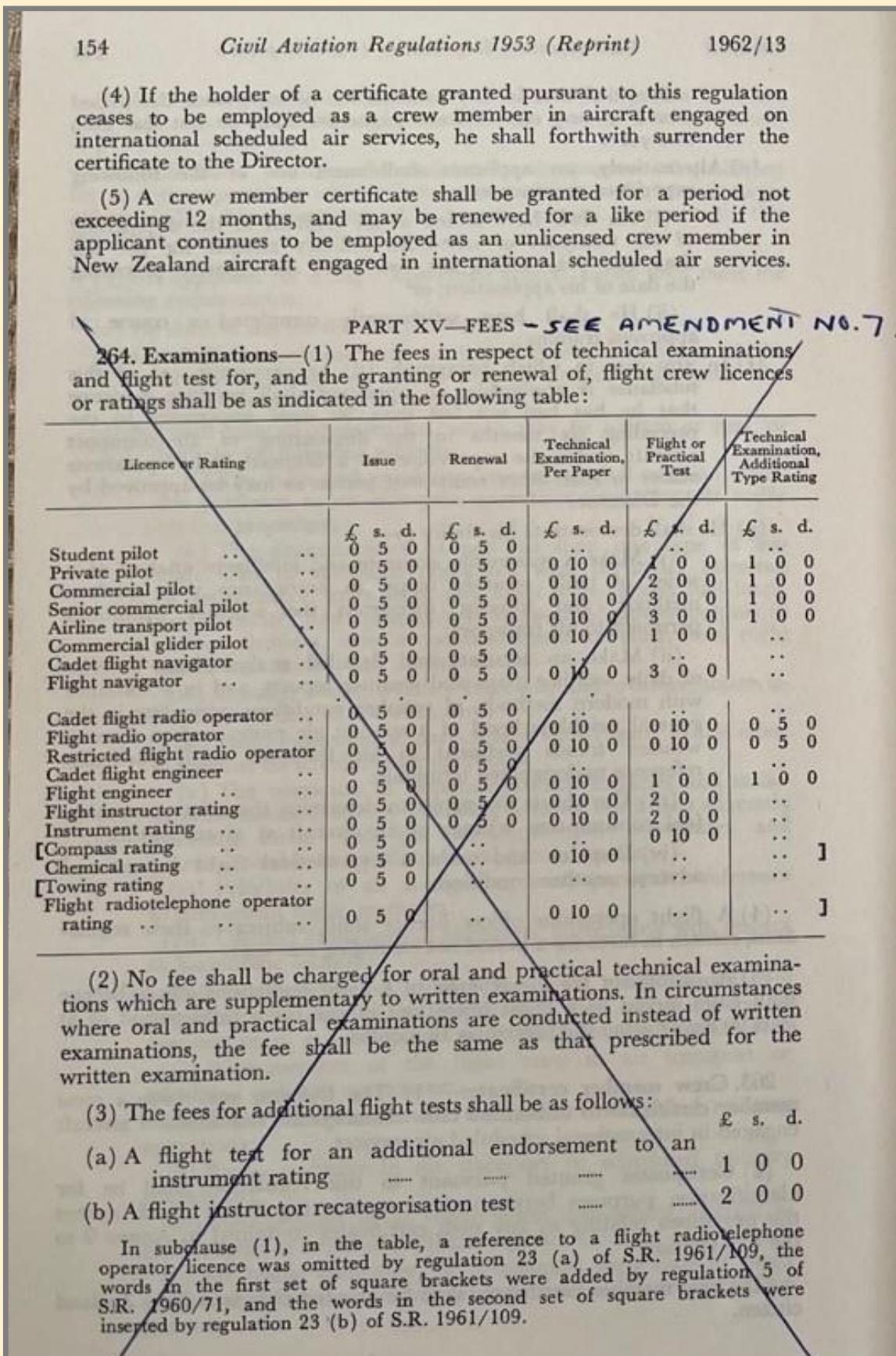
At the end of the book the author gives a clear 25 page summary, in which he nominates his champions from both sides, and well as a good summation of the changing tactics used.

In the library now, and hugely recommended.



Historical Piece - From Ken McKee

More of the past from Ken McKee. Pages are from 'The Civil Aviation Regulations 1953' (1962 Edition). This 171 page book contained all the CAA Rules at the time. The book cost 5 shillings and nine pence (58 cents). The issue and renewal for a PPL in 1960/61 was 5 shillings (50 cents).



Ethan

Historical Piece - contributed by Helen Martin

The Missing Pilot of the Gipsy Moth

Hamish Armstrong took off from the small coastal town of Akitio in the Tararua district about 9.45am on July 21, 1935 and was never seen again.

One of the first owners of a private plane in New Zealand, he was considered an experienced pilot and was flying his silver and green de Havilland Gipsy Moth, which he had done many times before.

Armstrong was a beef and sheep farmer. His family had lived and worked the land at Akitio for years. He had bought the Moth in Britain where he learned to fly in 1929. Back in New Zealand he flew frequently and was known to transport farm supplies. It would have been efficient at a time when vehicles would have taken many hours.

Armstrong was headed for Hastings. It was a trip he had made many times before. But that day he had been advised to put the trip off as the weather wasn't good.

Armstrong, however, had not told the Hastings aerodrome he was coming and it was not until dark that his mother raised the alarm. Search parties were put up, both in planes and on foot.

Ongaonga residents heard a plane pass overhead about 11am then shortly after a plane was heard over a timber mill near a river. But both times it was above the clouds and could not be seen.

A young man hunting near Ongaonga came forward to say he had seen a plane circling. He lost sight of it then heard an odd sound. Then silence.

Searchers in 20 planes took to the air over the next 15 days and trampers went over land from Woodville to Waikaremoana, looking through the Ruahines as well as the Kawekas and Urewas and along the coast - thousands of miles.

On August 5, three trampers found the plane in the Ruahine Range near Wakarara. The plane was under snow and about 100 ft below a ridge. One end of the propeller was bent and one wing badly crumpled but there was no sign of Armstrong.

His suitcase with his clothes - including a shirt with the brand name Triple X - and shoes in it was taken from the wreckage along with his glasses that he needed to see.

It appeared Armstrong managed to land the plane relatively intact and could have walked away.

At the inquest a flying officer from the RAF said the plane had been kept in good order. It was thought Armstrong had made a forced stall landing, likely without any fuel. On landing the plane, had nose dived into the hillside. It was noted that at the time there were no regulations requiring a pilot to carry any form of signalling, like a flare.

The plane was recovered and donated by the family to the Wairarapa and Ruahine aero club. Of course there is no grave for Armstrong - but his name lives on with the Triplex Hut named after the shirt and Armstrong Saddle near where the plane was found.



Out & About - From our Club Members

Beach Landing Advice — from Hamish Ross “Never be the first person to land on the beach”.



Air Force Heritage Flight of New Zealand — Just in-case you blinked and missed it, here are some shots taken by David Walkers neighbour as these beauties speed past at over 300 kph (160 kts +)



Out & About - From our Club Members

Chrislea Super Ace — from Jerry Chisum



The Chrislea Super Ace is a 1940's British four-seat light aircraft built by Chrislea Aircraft Ltd. The Super Ace was developed from the earlier Chrislea C.H.3 Series 1 Ace, a high-wing four seat cabin monoplane with a tricycle undercarriage and two fins. The Ace had an unusual "steering wheel" control arrangement which eliminated the conventional rudder bar. The wheel was mounted on a universal, turning it applied aileron, moving it vertically applied elevator and sideways the rudder. It originally flew with a single vertical tail but was soon modified with twin tail fins. The lone C.H. Series 1 Ace first flew in September 1946. Soon after the company moved to Exeter, the first production aircraft, the C.H.3 Series 2 Super Ace flew in February 1948. This model was powered by a de Havilland Gipsy Major 10 inline piston engine. Wing and tailplane were now metal structures, the span was increased by 2 ft compared with the Ace, and the fins were smaller and rounder. The control system of the first Super Ace was not well received and, as a result, that aircraft and all other series 3 machines had a rudder bar. Construction was initiated on a production run of 32 aircraft, but only 18 Super Aces were completed and flown. Only 3 of these stayed in the UK, the were either immediately exported (12), exported after time in the UK (2) or worked abroad under British registration in the near east (1). Super Aces flew in Switzerland, Gold coast South Africa, Japan, British Malaya, Pakistan, Argentina, Brazil and Australia and New Zealand.

Out & About - From our Club Members

Chrislea Super Ace — from Jerry Chisum

Our aircraft is a Chrislea CH 3 Series 2 Super Ace. It was imported in 1948 and was one of two through the agents Engineering Alliance Ltd of Hastings. ZK ASI construction number 129 was sold to a Southland Co, in 1949 where it stayed until it was sold to an Australian Company in 1959. ZK ASI Construction Number 128 was purchased by T. O. Terry a chemist in Waipukurau. He used it for pleasure, but was unfortunately killed in a boating accident in Napier. It then went to a farmer in Takapau D. G. Livingstone who only had it a short time when he died of Cancer. It was stored in a hay shed in Waipukurau where it was seen and in turn purchased by Trevor Page of Page Plating Co Ltd, of Napier in October 1970. It was in a very poor condition. It was then dismantled and taken to Trevor's factory in Napier. Once in Napier it was stripped and rebuilt. The motor was sent to Auckland to have a sleeve shrunk on to the crankshaft as it had been fitted with an aluminum prop which was causing a strain and some had had broken shafts, originally they were fitted with wooden props. To balance the prop there was a large lump of lead bolted on the fuselage at the rear end. Trevor sold it to Reg Wellington of Rotorua in September 1975. In 1977 the Chrislea was due for a complete overhaul to retain its flying license which was out of Reg's financial means. It came to the attention of the Masterton Aviation Museum who were interested in acquiring and repairing it and putting it on display. It was transported to Masterton but unfortunately very little was done on repairing the aircraft and it was stored in various places. Our President Warren Janett contacted Reg, in 2018 about the Chrislea and it was agreed that Reg, would donate it to our Museum. It was packed up by our members and trucked to Ashburton where it has been rebuilt and painted by our members. Its registration was cancelled in Dec 1992.



Out & About - From our Club Members

Chrislea Super Ace — from Jerry Chisum

KEY FACTS

Crew one Capacity up to three with up, to 82 lb (37 kg) baggage Length 21 ft 6 in (6.55 m) wingspan 36 ft (10.97 m) Height 7 ft 3 in (2.21 m) Wing Area 177 sq ft (16.4 m²) Airfoil NACA 23012 Empty Weight 1426 lb (647 kg) Maximum Takeoff Weight 2400 lb (1089 kg) Fuel Capacity 35 imp gal (42 US gal 160 Ltr) Powerplant 1 x de Havilland Gipsy Major 10 4-cylinder inverted air-cooled in-line piston engine, 145 hp (108kW) Maximum Speed 126 mph (203 km/h 109 kn) at 2400 lb (1100 kg) weight and 2000 ft (610 m) altitude Cruise Speed 112 mph (180 km/h 97 kn) economical cruise at 2000 ft (610 m) Stall Speed 47 mph (76 km/h 41 kn) flaps down Range 400 mi (640 km 350 nmi) Rate of Climb 750 ft/min (3.8 m/s) Take-off Run to 50 ft (15 m) 250yd (230 m) Landing Run from 50 ft (15 m) 200 yd (180 m)



HBECAC Members Notice Board

Aviation Medicals

<http://flyingsurgeon.com/>

Frank Wurmitzer's next pilot medicals at Bridge Pa and still have a few slots available :-) (TBC with Frank via email)

May Friday 13th and Saturday 14th

June Friday 17th and Saturday 18th

If this doesn't line up with your current medical cycle I could give you an extension for up to 60 days but you must apply before your medical expires.

Remember - 24h stand down after Covid vaccination :-)

Book with Frank by email: Frank@asg.net.nz or

Office@asg.net.nz or via **SkyCert**. (Log in and select Frank as your medical doctor)

Frank is an AME1 Medical Examiner who can carry out examinations and issue certificates for Class 1, Class 2 and Class 3 medicals and a loyal club member since 2009



Frank is an AME1 Medical Examiner who can carry out examinations and issue certificates for Class 1, Class 2 & Class 3 medicals and a loyal club member since 2009

CLUB DINNERS

The past few weeks ... or is it months, we've kept up the Friday night at the bar dinner with thanks to chefs Hamish, Anna, Jan, Jerry, Molly, Terry, Marion, Ann, Bruce, Ingrid, Glenn, Janice and lots more help.

We've enjoyed homemade lasagnas, roast lamb, spanakopita, cottage pies, slow pork, braised chicken, roasted chicken, bbqs, gratins, roasted veges, ratatouille, salads of many colours, oodles of garlic bread – even desserts.

All managed despite a total lottery on numbers for dinner. Smallest night was a great dinner party for 8 guests which flipped the next week to a lively crowd of 26. Average over the past few weeks has been about 18. Crazy catering logistics.

Kevin is enjoying his new life/work balance after decades of working Friday and Sunday evenings. We've been pretty fortunate having him work the bar and cook us a really nice meal every Friday. Unique situation I would think. Good ingredients, fresh vegetables and salads. Cooked with care.

So, much pondering has been going on as to "What do we do now?" Go back to a basic bar with chips and frozen pies? Hell no! The club has a really good social vibe fostered by Friday night dinner at the bar. I especially enjoy seeing members bringing along friends and family.

So then ...

Frozen/ chilled ready meals?..hard choice to drop down to something like that- generally bland, mass produced and full of chemical additives unless people are happy to pay \$15 to \$20 per person.

Outsource catering.. roll about floor laughing..

Pot luck... can't see that working.

Permanent roster – well – just take a look at the duty pilot turn out to see how that would go.

So we are very happy and a little bit "Really - are you nuts?" that Molly has bravely put up her hand to give it a go. Catering to our lot especially at the moment with the Covid Blues creating such a roller coaster of dinner numbers isn't easy.

We can help. Simple stuff like setting out the table with plates etc. Asking not "Can I help" but "what would you like done?" or just taking notice of what needs doing (especially if it is a busy night) and just do it, whether it be carving meat or thinning a sauce. Of course, we are experts in washing up already!

Molly kicked off on Friday 22nd April with pulled pork lasagna , roast veges , garlic bread and salad.

Thank you Molly!



HBECAC New Star Chef of the famous "FRIDAY NIGHT DINNERS" - MOLLY

HBEACAC Members Notice Board

BOARD WANTED!! *Medium Term Accommodation* wanted for a senior aged Student Pilot completing his flight training with us here at HBEACAC. He's up for a sleep-out or caravan too!
Please contact **LARRY** by phone or Text to **027-601-7888**

Just browsing thanks...



VERY Close Call - shared by David Walker

PC-12 Makes Frighteningly Low Pass for St. Bart's With Super Close Call

https://www.planeandpilotmag.com/news/the-latest/2022/04/07/pc-12-makes-frighteningly-low-pass-for-st-barts-with-super-close-call/?fbclid=IwAR1aAg5UnH1PgK_FtaNOgKARaSaMh_pQN9PXeEFwyvOXJCPBFfXqLI5u4NE



AeroCapture Images - Your gateway to history is already in the palm of your hands!



Step back in time and climb into the 360 degree virtual cockpits and flight decks to see what it is like to be in the pilot's seat. From P51 Mustangs to 747 jumbo jets, the AeroCapture Images Cockpit 360 App has something for everyone. This App offers you more than 50 aircraft from various collections including the National Museum of the U.S. Air Force, Museum of Flight, Erickson Aircraft Collection, and more. Each interactive image is a snap-shot in time preserving a piece of history at the same time allowing users to immerse themselves in an experience unlike anything available anywhere else! Download the ACI Cockpit360 App today and start reliving the past with your hands on the controls. <http://acicockpit360.com/>



Wondering why your submission isn't on here...? Either the link was lost / expired or it needed a subscription to view it. Submissions must be free to view for everyone :)

From the Editor - Mike van de Ven

Calling all content creators!!! Dawn Raid season is here! New members & students this is a great way to experience the fun social side to aviation. Don't forget your camera and share it with the rest of us!

Veteran members with historical photo's information and stories to share ... Please send it in!

Generally with pictures, if you can provide a brief description of the "who, what, where, when" it makes a nice complete picture for those you are sharing with.

New members! Your experiences are equally interesting to all of us. Would love some written content to go with your pictures. Get your creative flow on.

When submitting internet links ensure your link doesn't require a subscription to read or view it. Free to view links only please.

Don't wait to send content in...I start the next edition editing straight after this one is out.. Thanks in advance ;)

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

Steve Campbell	Saturday 30 th April
Sophie Blokker	Sunday 1 st May
Ross Drew	Saturday 7 th May
Caroline Goodwin	Sunday 8 th May
Sam Elkink	Saturday 14 th May
Terry Longley	Sunday 15 th May
Gavin Grimmer	Saturday 21 st May
Cherie Sowman	Sunday 22 nd May
Chris Hart	Saturday 28 th May
Clem Powell	Sunday 29 th May
Cliff Johnston	Saturday 4 th June
Colin Woollard	Sunday 5 th June
Zane Riddell	Saturday 11 th June
Craig Wellington	Sunday 12 th June
Darren Moore	Saturday 18 th June
Jonathan Lawry	Sunday 19 th June
David Hoyle	Saturday 25 th June
Karen Dalldorf	Sunday 26 th June
Tyler Trafford-Mission	Saturday 2 nd July
Stephanie Eilers	Sunday 3 rd July
Michael Groome	Saturday 9 th July
Thomas Hornblow	Sunday 10 th July
Eric Tranter	Saturday 16 th July
Ethan Bauckham	Sunday 17 th July
Patrick Kelly	Saturday 23 rd July
Fred Coates	Sunday 24 th July
Klaas Hogenesch	Saturday 30 th July
Ken McKee	Sunday 31 st July

Coming Events



PPL NIGHT LECTURES!

Wednesday evenings from 1800 to 2000

- Human Factors	23rd March – 13th April	(4 sessions)
- Navigation	20th April – 18th May	(5 sessions)
- Aircraft Tec	25th May – 22nd June	(5 sessions)
- Flight Radio	29th June – 13th July	(3 sessions)
- Air Law	20th July – 10th August	(4 sessions)

\$10 per session | Upstairs in the club lecture room

Please contact the office to sign up

office@hbecac.co.nz | 06 8798466

What's Up



This month's aviation themed image from Studio Ghibli 'The Wind Rises'. The Wind Rises is a fictionalised biographical film of Jiro Horikoshi (1903–1982), designer of the Mitsubishi A5M fighter aircraft and its successor, the Mitsubishi A6M Zero, used by the Empire of Japan during World War II. In typical Ghibli (and Japanese) story-telling style there are multiple plots entwined around the main theme.

May 2022

WoHoo!!! We have an event!!!!

Sun 15th Central Hawkes Bay Aeroclub
2022 Dawn raid



NOTE ALL EVENTS ARE SUBJECT TO RECENT COVID SITUATION AND TO BE CONFIRMED

There have been no new air events advertised lately so good time to flex your x-country muscles and make an excuse to fly somewhere for the hell of it.

Aero Club Contacts

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

COMMITTEE

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

AERODROME MANAGER *Amanda Nicholson* 068798466

INSTRUCTING TEAM

CHIEF FLYING INSTRUCTOR	<i>Reuben Hansen</i>	0274100457
FLYING INSTRUCTOR	<i>Liam Sutherland</i>	
FLYING INSTRUCTOR	<i>Dhaval Gehlot (annual Leave)</i>	
FLYING INSTRUCTOR	<i>Loren Hann</i>	
FLYING INSTRUCTOR (Microlights)	<i>Hamish Ross</i>	0276075376

YOUNG EAGLES CO-ORDINATOR *Peter Steers* 021 2350260

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

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