



Airborne

Newsletter

May 2022

From our President

Bruce Govenlock

Hello everyone

We had another good turnout to the AGM. 51 members in attendance on a clear evening.

Welcome to Barry Atkinson who joins the Executive Committee for the first time. Barry is building a Titan 51 mustang microlight and flies in a Harvard syndicate. He is also building a house down the road from the airfield and has a hangar build getting ready so he will be busy! Another new addition is Thomas Hornblow who as vice Club Captain will be assisting Steve Algar.

Congratulations to our trophy winners – well done and thank you for your efforts.

Aerodrome

You will have noticed some work has been completed maintaining the gravel driveways. Kevin Ewing has also been busy repairing potholes in the main drive with cold mix and concrete (for the edges) and repainting the yellow and white markings.

The new diesel tank for the tractor will be installed in the next fortnight. The concrete pad has been laid thanks to Glen Campbell.

IN THIS ISSUE

- From the President
- Astro Thought for the month
- From the CFI
- Club Captains Column
- Young Eagles Roundup
- New Members
- AGM Trophy Winners
- Club Achievements
- Mind the Bumps
- Member's Contributions
- Memoirs of a Helicopter Pilot
- Waipukurau Dawn Raid
- Take Care
- Member's Notice Board
- Just Browsing
- From the Editor
- Duty Pilot Roster
- Coming Events
- What's Up
- Club Contacts

From our President - Bruce Govenlock

Lighting repairs on the driveway security lights is coming, we are just having to check first the RF compliance on the proposed LED lights. With all our antennae bristling on the rooftop we don't want to introduce any interference. Thanks to our resident coms expert David Walker for alerting us to this.

We had a rat attack a couple of weeks back. 5pm Friday and a sudden deluge of water descended through the ceiling and light fixtures of one of the briefing rooms in the training centre building. Luckily a fast response from the after hours plumber and chopping into the ceiling quickly identified the issue as 2 poly water pipes gnawed through by thirsty rats after recent rat poison being laid. It is an insurance job and repairs are under way.

The culvert drainage work on the outlet pipe from the drains on the apron in front of the hangars is still being evaluated. Keeping that outlet clear is essential to prevent the western hangar flooding in a downpour. It looks like some pipework may be needed to improve the runoff.

The northern windsock will be relocated in the next fortnight to the edge of the aerodrome property in line with the other 2 main windsocks. Which combined with some white tyre markers should make it easier to spot from the air and hopefully give more accurate wind. Previously it was in a neighbour's paddock, not that obvious, and I am sure the neighbours will be glad to have it gone.

That's it. Short one this month. Looking forward to some winter fly-ins.

Astro thought for the month

Sometimes it is easy to forget how close our nearest star is. It is up there all day shining down on us. And it is waking up.

The Sun is stirring and entering the active phase of its 11 year sunspot cycle. It has been peppering Earth these last couple of months with dozens of solar flare radiation bursts and particle eruptions.

SpaceX felt the effects of this on 9th February when 40 of its Starlink satellites were destroyed after a solar flare associated eruption (known as a Coronal Mass Ejection) caused the Earth's upper atmosphere to warm and expand capturing the satellites with increased drag and pulling them down to a fiery re-entry.



These are two images of the Sun from 25 May in different wavelengths. Visible light and Ultra Violet light. The black sunspots in the left visible light image are each much larger than earth. The image on the right in UV shows plasma following the sun's magnetic field rising and falling from the surface.



Sunspots are cooler regions on the Sun's surface where intense magnetic fields generated by the boiling plasma in the sun break through and extend into the Sun's atmosphere. When these fields snap and fall back they unleash solar flares – tremendous amounts of UV and X Ray energy that hit Earth in 8 minutes if they are pointed our way. They cause radio interference on the day side of the Earth for an hour or two when they hit. Well known to our Ham radio operators in the Club. When very intense that interference can extend into the aircraft VHF band. So if you are in the air and everyone's radio is a bit scratchy with background static it may be a flare. The Sun rotates every 27 days at the equator so space agencies watch the eastern side of the Sun to see what large sunspots with X flare potential might be about to emerge and face Earth. Solar Russian roulette...

From the CFI - *Reuben Hansen*

As June arrives, with it we will see, hopefully some clear winter days, with little wind and very suitable flying conditions, around the wintery days which aren't so allowing of flying activity.

May was a steady month for club flying, periods of unsettled weather causing disruption to some members' flying plans. As above, lets hope June is better.



In between the periods of bad weather, it has been great to see members getting involved with all kinds of flying, other than PPL training. Cross countries, type ratings, night flying and aerobatics to name a few. I welcome Thomas Hornblow into his new role of Vice Club Captain. The instructing team, along with Steve and Thomas will be working hard to produce some fun club events for the rest of the year, so watch this space.

On the Aerodrome we still have the existing NOTAM for the displaced Grass runway 19 threshold, this should be disappearing in the next few months. The western side of the BP Avgas pumps is still NOTAMd closed to allow the grass to grow some more. Please note that when an area such as this is NOTAMd closed, it is not to be used, even if you can fit your aircraft in on the concrete area.

Some time over the next month the northern windsock will be out of service for a day or so, as Terry Smith and his team work to move its position to put it in line with the other windsocks. This will be notified via NOTAM, however the remaining windsocks will remain serviceable throughout.



From the CFI - Reuben Hansen

Regarding circuit joining, as we know there are two main ways to join the circuit at any aerodrome – either via the Standard Overhead Join, or by joining directly into a circuit leg. Both are safe however it is important we apply some context when deciding on which method to use to join the circuit.

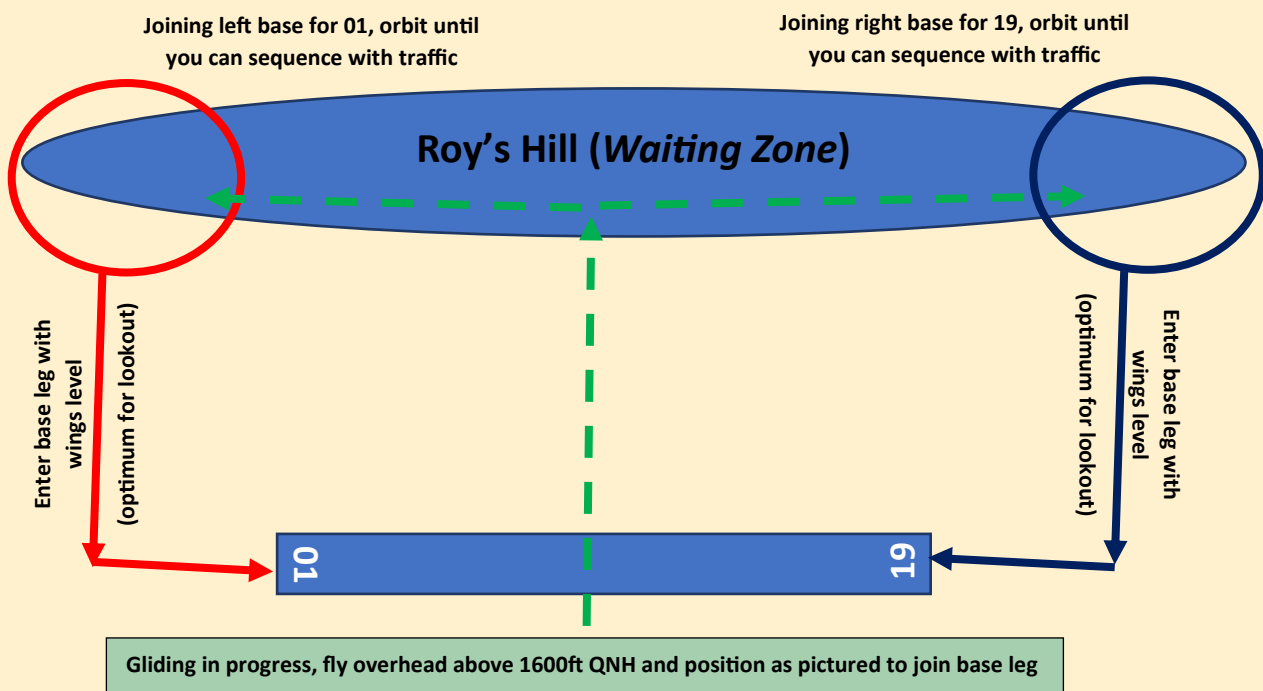
Remember, the Standard Overhead Join shall not be used when gliding is in progress (mainly Sundays).

When the circuit is occupied by multiple aircraft, joining directly into the circuit can pose some issues. The advantage of the overhead join is that it gives us time to look and have a listen to build up a picture of the traffic around us, and sequence in.

The same can be applied, in a way to joining directly into the circuit. If it is busy, nominate an area that you will use to build up your situational awareness map of what aircraft are where, and doing what.

An example of this is heading to Roy's hill, west of Hastings aerodrome, and planning to join base for whatever runway is in use, waiting at Roy's hill until you see a preceding aircraft, and following them in as they turn base, while ensuring you are not obstructing someone else in the downwind.

Excluding the Standard overhead join, or a shortened version of this, a general rule of thumb to apply with a circuit join is to enter the circuit leg with your wings level. This allows for minimal blind spots and ensures you are not making a non-standard turn into the circuit.



The diagram I have included, I have used many times to explain this joining procedure. Something to note is this is nothing new and is simply a way to describe a procedure that most pilots are doing very well. If anyone would like to discuss further, please contact me and I'll be happy to clarify.

That's all from me this month. I hope to see lots of aeroplanes out there on some beautiful winter days enjoying the fantastic activity that is recreational aviation!

Reuben
CFI

Club Captains Column - Steve Algar

Hi all.

Well that's nearly half the year gone. Seems to be rocketing along too fast nowadays. I suppose we can't say we're bored and got nothing to do because we must have plenty on, hence the speed of the year.

Winter months are here. Colder in the mornings. Crisp frosts with the large winter time anticyclones which can park up over us for a few days. Great flying weather (just watch for fog) both day and night time. And with it being winter, it's the time for various clubs turns to host breakfast fly in events.

So what's been happening and what's coming up on the social calendar.....

ANZAC Day Formation Flyover (25th April)

A little bit was mentioned in the last newsletter about this.

The club performed 3 flyovers for ANZAC morning by the way of 2 flights. An early morning flyover of the Cenotaph in Hastings for the dawn ceremony there at 0700. Later that morning another 2 flyovers of the service held in Havelock North and then on to Maraekakaho.

This year with the club only having 2 Tomahawks we put the Archer (ZK-FQQ) in the lead and I had the privilege of flying that. Although we flew the Archer at a low power setting so the Tomahawks could actually keep up but also have excess power available if they needed.

Some very positive feedback was received from observers on the ground and we even had a photo in the Hawkes Bay Today. A great opportunity to fly the flag for our club.

CHB Dawn Fly In (15th May)

Sunday the 15th May saw the CHB Aeroclub host one of the many dawn fly ins which will pop up over the next few months.

Unfortunately the weather wasn't terribly kind (Low cloud and fog) at times through the morning but that didn't stop us "showing face" there. We even had a contingent head that way by road. Great to see the enthusiasm and take a road option. A few who initially headed that way and turned back managed to make their way there just a little bit later once a clearance in the weather happened.

Standby folks. It won't be too long and our turn to host will be upon us.

Club Day (22nd May)

We bought the club day ahead by a week and decided to give a ground based event a go. Thanks to Stephen Shepherd who passed on some old car rally routes we decided to run with this idea.

So once I rehashed and modified the clue sheets to fit with current road conditions (was the road still there etc) and clues for signage still worked I came up with a plan.



*Sunset at the East Coast of Australia (Brisbane)
heading home from Singapore from the side window*



*When you have a wifi aeroplane and you send selfies to home.
Enroute Singapore to Auckland*

Club Captains Column - Steve Algar



Bit of a tailwind helping us along (top left corner)



And then the wind got stronger...

The course was driven through and continually modified about 3 times until we had a solid plan. The last and 4th drive through took place late morning of the 22nd May just to make sure everything was still where it should've been. WOOOPS!!!! road closure for roadworks on Omaha Road threw a spanner in the works but with a bit of hand amending to the clue sheets we had a work around.

We had a terrific turn out of competitors (12 cars) with at least 2 people in the car (safety rules) and we staggered their starts from the aeroclub driveway. Some new faces were there too so pleasing to see.

I only received 1 phone call to help steer a team back in the right direction.

A fun prize giving was held back at the club once all teams had arrived and good banter was had at the bar afterwards.

The number of members who turned up for this event has me thinking about some future ground based events too.

Feilding Dawn Fly In (12th June)

You may have seen the flyer on the notice board upstairs in the bar but if not there maybe one here amongst the newsletter.

Its Feilding's turn in a few weeks for a breakfast fly in. Spot landing on arrival on the grass runway or the seal if the grass is out of action.

A list of aircraft and names has begun to appear on the whiteboard in the club office. See an instructor or call the club to see where seats maybe available if you're interested.

A great way to meet pilots and others from other aeroclubs and airfields and enjoy friendly chit chat.

*On the
to head*

Club Captains Column - Steve Algar

Other bits and pieces

Personally for me I've got a bit of training for work starting in the next few days as I move from the middle seat to the front right seat of the 787. Second Officer now becomes First Officer. There will be a bit of travel to and from Auckland for simulators, classrooms, and flying training so I may be relying on the Vice CC a bit more over the next couple of months. I'll do my best to show face when I can.

Friday night dinners are still a happening thing and we have an awesome team willing to help out and produce a dinner on Friday nights via a small cost at the bar. Come out and share in some light hearted conversation about aeroplanes or whatever. Everyone is welcome.

Hoping to catch up when I can over the next few weeks amongst a busy schedule.

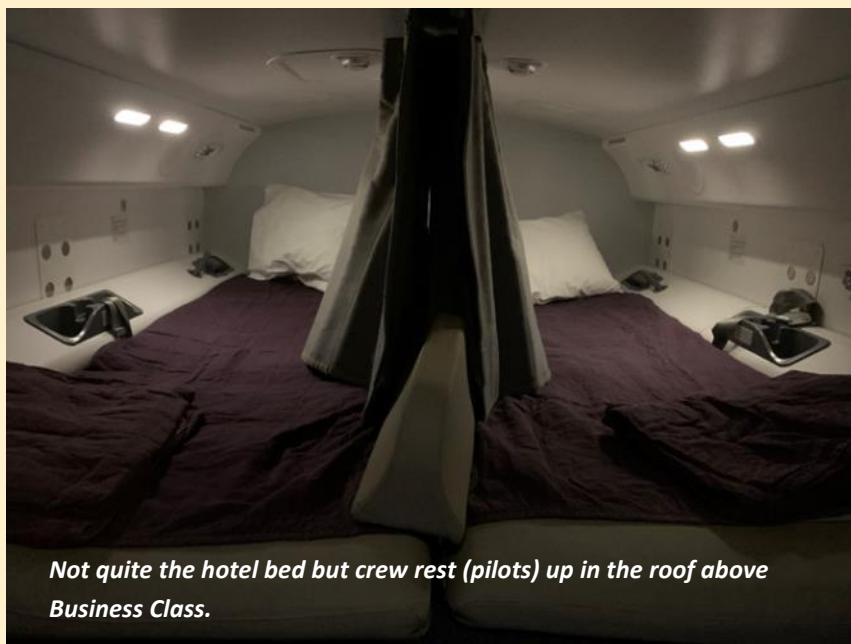
Be safe and have fun

(p.s. A 'B' cat renewal check flight is also on the cards not too far away)

Take care

Steve Algar

Club Captain



Not quite the hotel bed but crew rest (pilots) up in the roof above Business Class.



On the ground in Rarotonga soon to head back to Auckland.

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

This month saw one young Eagle, Ben Cambell get a fly in Cliff Johnsons Mooney.

His aircraft has the IO-360 engine which is fuel injected and 200 HP. It cruise's nicely around 160-170. Conner, a very pleasant young girl and got a flight with Pete Steers in the Vans RV12 Microlight.

Both were very impressed especially as it was the first time Conner had ever been flying.

The group of students visited Jan and Jerry Chisholm's hanger. They heard the story of Jan's father, who in 1934 flew a Gipsy, which Jan now owns, from London to Sydney.

He was 23 years old at the time. It was pointed out that there were no proper maps for flying in those days. The AA supplied road maps, which weren't very accurate, and did not really include land marks or village's. After it landed in Sydney it was then transported to Auckland by sea.

Well done Jan for keeping the Gipsy flying. This Aircraft is a great visual example of a bi-plane wing configuration and ideal as part of the Airframes and engine subject.

Clarence was taken for a flight in Jan's Mini Cab aeroplane. His first time in the air and he had a huge grin when he landed.

The students then went into the lecture room and learned a little about engines from Ian Sowman.

Many thanks to Jan and Jerry for their time and to Cliff for Bens flight in the Mooney.

(and apologies for not taking pictures of possibly the best aviation treasure troves on the airfield ...)

Pete Steers - rebelflyer1951@gmail.com



Sun's out ...Boys and their planes and tractors on Sunday morning.

New Club Members

Flying Members:

Alex Anderson

Jordy Thomas

Nicholas Agnew

Matthew Wilson

Hayden Caswill

Peter Walsh

Evan Radburnd

Grace Twentyman

Stephen Jones

Paul Wither

Welcome aboard! Come on up to the bar on Friday night's for dinner and a chat.

You are welcome to join this social aspect of being a Club Member. The bar opens at 5pm with dinner around 6 – 6.30pm. (\$8 covers the meal). The Club Bar is also open on Sundays from 5pm. It's a great way to meet like-minded people and further your flying experience.

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



ANNUAL GENERAL MEETING

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

2022 Trophies Winners

<u>Trophy</u>	<u>Winners</u>
Field Bros Efficiency Trophy (<i>outstanding effort by a club member</i>)	Dave Bentley
Sir Andrew Russell Trophy for All Round Airmanship	Andrew Coombe
H E Chambers Trophy for Best Trainee	Daniel Chisnall
Brian Boys Cup for Forced Landing Without Power	John Managh
HB & EC Aero Club Bombing Trophy	Graeme Campbell
C L T Gordon Cup for Senior Landing	John Managh
W W Moore Trophy for Navigation	Hayden Faulknor
Ken Mckee Cup for Club Competition Champion	Hayden Faulknor
Aerobatic Trophy	Mads Slivsgaard
CFI Cup for Best Microlight Trainee	Ryan Plowman & Ilona Hamer
Piper Cub Trophy for Non-Instrument Circuit	Hayden Faulknor
B M Kessell Cup for Instrument Flying	Hayden Faulknor
Club Captain's Cup	Jason Bishop
Kinross-White Trophy (<i>pilot performance above their level</i>)	Karen Dalldorf
Chris Rawlings Young Eagles Cup	K Tekahu
Club Instructor of the Year Cup	Liam Sutherland

Achievements - New PPLs & First Solos



Congratulations Thomas!
New PPL



Congratulations Alex!
New PPL



Congratulations Trent!
New PPL

3 out of 3 successful PPL flight tests on the same day! Well done all 3 of you and the instructors that helped you get there. 3 new Private Pilot License holders in the club.



Alex

Trent

Thomas



Congratulations Braden!

First Solo



Congratulations Ali!

First Solo

We also have Braden and Ali earning their first solo wings this month. Congratulation both of you ! See you in the circuit.

Mind the Bumps - contributed by Jason Kelly (Gliding HB & Wiapukurau)

Mind the bumps and save fuel

The soaring forecast and sky on Sunday 24th April 2022 did not look overly inspiring but in silky smooth flying conditions, after launching from Hastings Airfield to just over 3,000ft, a glider flew over 200km including north of Tutira, south of Lake Poukawa and at up to 9,500ft purely by utilising the energy in the sky. With a flight time of a little under 3 hours and 5 litres of fuel used to taxi and launch with zero bumps encountered, it was a most rewarding and relaxing flight on a very ordinary soaring day. A power pilot reported a “bumpy sky” on the same day.



Why the difference?

The weather conditions in Hawkes Bay mean that many types of atmospheric energy are often in the sky. These cause the “bumps” in the sky but can be used to boost not only gliders upwards and downwards but also power planes. More than one type of lift (and sink) can exist on the same day and at the same time. Glider pilots know what to look for and where the likely “bumps” of rising and sinking air are likely to be.

Major types of lift include:

- 1. Thermal lift** - this is air heated on the ground breaking away and rising into the sky. This lift can go to over 10,000ft in ideal conditions before the bubble of hot air cools and creates the fluffy summery clouds if there is sufficient moisture. “Blue” thermals also occur i.e. there is no cloud marking them.
- 2. Convergence lift** - this is where two air masses meet. This normally occurs with sea breezes meeting other air masses. In a sea breeze front, cold air from the sea meets the warmer air from the land and energy and altitude can be gained by flying along this intersection as if it were a ridge of land. Convergence lift may occur over considerable distances and so may permit virtually straight flight while climbing.
- 3. Wave lift** - here in Hawkes Bay, wave lift is normally caused by westerly winds from the Tasman Sea reaching the ranges that run down the centre of the North Island. With suitable conditions, generally the wind speed increasing with altitude and a stable air mass, the wind lifts over the ranges and then comes down the other side and “bounces” off the ground and repeats this movement causing a “standing wave” much like large waves in a river flowing over the rocks. Clouds often form along the lines of lift with higher level wave shown by “lenticulars.” Depending on conditions, there can be multiple lines of wave that weaken further from the mountains but can continue well out over the sea. Messy cloud and broken wave can occur if conditions are not ideal. Pilots in Hawkes Bay have climbed to over 33,000ft in these waves.

In Hawkes Bay, the wave lift is typically silky smooth on most days. However, when flying, if the wave clouds are not smooth, or “odd” clouds appear, e.g. billowing or strange shaped, be prepared for a rapid change in sink or lift and possibly severe turbulence.

“Blue wave” can also occur when the wind conditions are right to form wave but the air is too dry to form clouds. This occurs in exactly the same way as other wave.

The wave lines (or bars or roll clouds) are typically parallel to their source. Thus, if the source direction changes or wind direction veers, the wave lines can curve and bend.

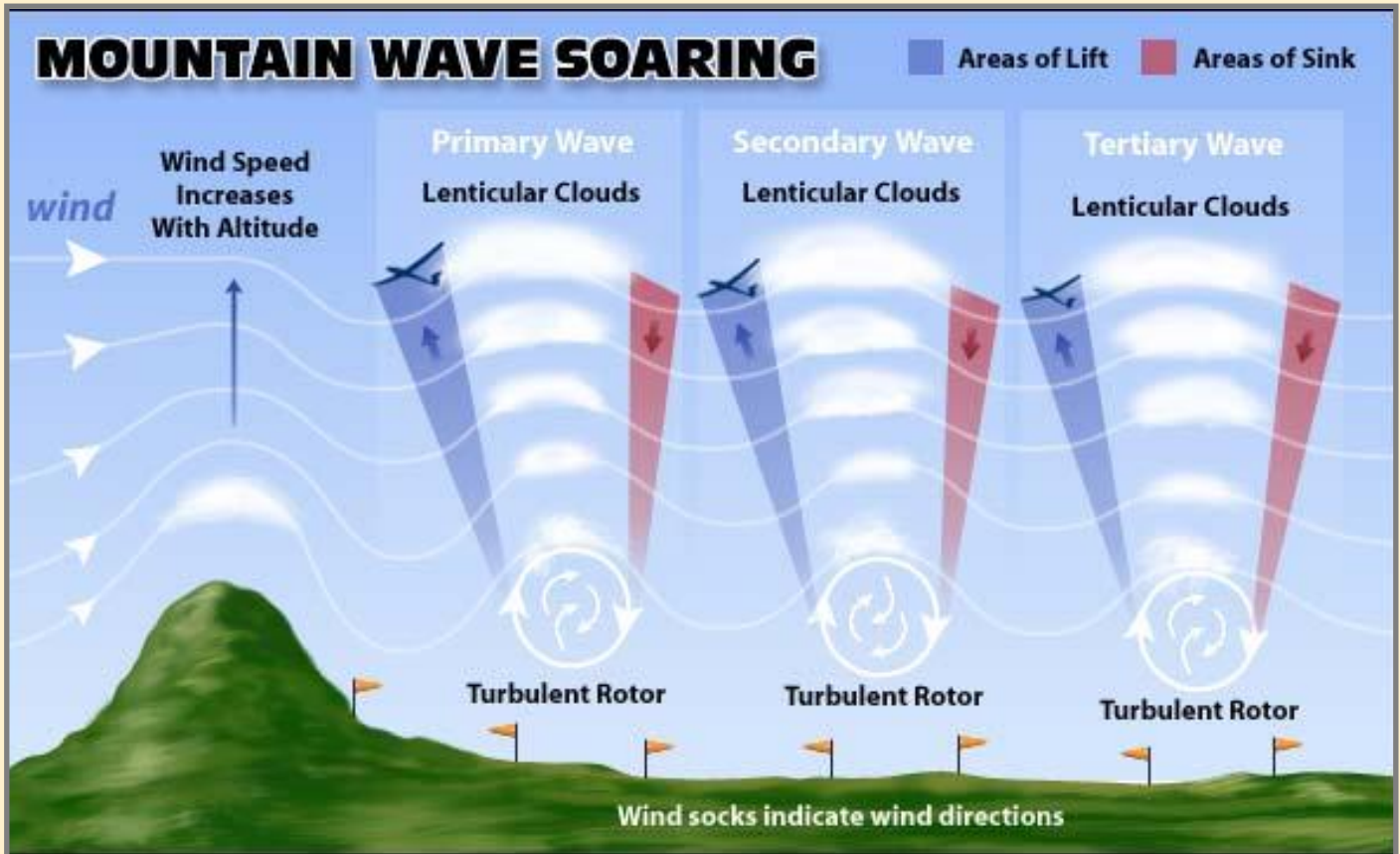
Ethan

Thomas

With the gap in the mountain range for the Manawatu Gorge, it is typical for that area to have 8/8 cloud and or broken wave. However, every day is different and the area is occasionally clear when wave conditions exist.

Mind the Bumps - contributed by Jason Kelly (Gliding HB & Wiapukurau)

The diagram below shows how wave sets up in theory in ideal conditions. Where the glider is shown are the areas of lift and where the red arrows are the areas of sink. To get free altitude and generally a silky smooth ride in your plane, stay in the areas of lift. Rough air and sink can be expected in the turbulent rotor areas and sink in the red marked areas. The wave lift and sink has been recorded at over 3,000ft per minute in strong conditions locally.

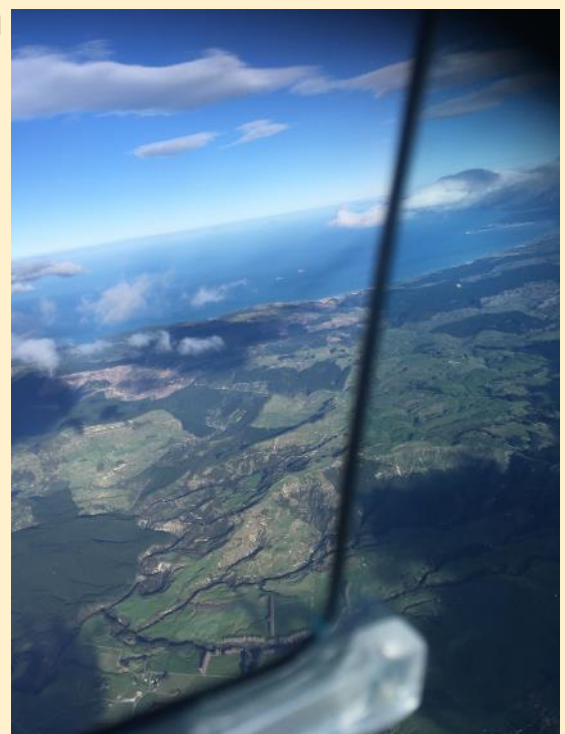


4. Ridge lift - this is basically when the wind blows up the side of a hill e.g. an easterly or sea breeze on the eastern face of Te Mata Peak which paragliders frequent.

To learn more about the sources of lift and sink you fly through in powered aircraft, come and visit the gliding club for a soaring flight. As members of the aero club, you are entitled to fly with the gliding club at gliding club rates for a trial flight without joining the club. So wander over and see us to see what we can offer. For youth members, we currently have funding available from an Eastern & Central Community Trust grant which allows us to offer free gliding club member subscriptions and half price tow fees for those youth members who want to learn to glide.

While soaring flights are weather dependent, once you have experienced one, you will want to join us. Further details about the club and learning to glide are on the gliding club website at <http://www.glidinghbw.co.nz/>

So, come and learn to read the sky so you can mind the bumps and save fuel – can you do 200km+ on 5 litres of fuel with no bumps?



Out & About - From our Club Members



Proud Father Post — from Ken McKee

(usually contributes to the historical section)

Our son built his own single seat aircraft in the UK and has flown it across the Atlantic.

The Freiderichaven Airshow organisers invited him to display his Silence Twister at this years show held just 2 weeks ago...

The attachment is a link to a brief video showing his stand. <https://youtu.be/08ESnOHPIg>

For those that would like 'the whole nine yards' is a link to a 1 hour talk our son Andrew has given to a number of European flying organisations.

<https://youtu.be/0Ah0kNM61uk>

He also talks about the building of the aircraft for our home builders out there.



AUTOBIOGRAPHY

Memoirs of a Helicopter Pilot

by Peter Avery



Through five years of contract fencing and deer and possum trapping after I left school, I pondered becoming a helicopter pilot. The catalyst was my interest in deer and the backcountry. My reservations were risk, cost, job prospects, and my tendency to get airsick.

The high accident rate in the late sev-enties confirmed that it could be a very hazardous occupation. Costs were then around \$215/hr (before gst came in), which, after tax and expenses, represented 40 miles of fence or 10,000 possum skins. Advice that it would be very difficult to land a paying flying job came from numerous sources. Rather fewer sources assured me that the airsickness I suffered in both helicopters and light planes, often requiring a full day to recover, would probably pass once I was on the controls. I was also worried about the academic side, as I was certainly not an over achiever at school, and back then all the CPL exams had to be taken in two days.

Then in April 1986 on a hunting trip in Fiordland, at 2am in heavy rain, a 300kg waterlogged bough broke off a tree, end-over-ended and landed on our tent. It destroyed my rifle, took some skin off my forehead, bruised a knee, but miraculously did not squash me. Next morning, waiting for the river level to drop with a slightly changed outlook on life, a Hughes 500 flew overhead. It felt like a sign, given I was now on bonus time anyway.

Within days I arranged an introductory flight at Ardmore. I told the instructor that if I got sick he wouldn't be seeing me again. I was fine and soloed eight days later. Eight months on I had my commercial licence in hand.

Memoirs of a Helicopter Pilot - by Peter Avery

Leasing a Robinson R22, I used it to access the backcountry for possums for a season, then contacts enabled me to secure a job flying an R22 in northern

California. The flying was predominately crop spraying with some survey and light external load work, which required doing an FAA licence and ag rating (more exams). We also flew for the local Sheriffs Department for a few weeks a season doing recon work.

Spraying up to 4000ft and with the high summer temps, confirmed what I had been taught at flight school about density altitude affecting helicopter performance. In my initial briefing, the boss, Wayne, told me that both R22s were owned by doctors and were not insured, then asked whether I thought I could go out and fly for one hour and not crash. Being a reasonably confident young fellow, I said 'sure'. He asked how could be sure. "I'll give it an extra good pre-flight, fly extra carefully, won't push the limits, weather, fuel, etc, and won't do beat ups or anything crazy," I said.

His reply was simple: "That's how I want you to fly every hour." That advice has stuck with me, though it can be a challenge when working in a commercial environment.

More advice was offered by an older chap, Gene, who was flying for Erickson with the Skycrane.

"Sonny, I fly logs with the Crane," he said when I asked about his job. "It's noisy, shudders like hell and we go up and down the hill all day. It's kind of like being in a 10 hour train crash. So you don't ever want to go helilogging." I didn't like the sound of the extended train crash but flying all day got my attention.

I flew for Wayne for two seasons, flying deer recovery in New Zealand in between. He came down for a trip and wanted to try his hand at shooting from the helicopter. I explained the importance of shot placement, ie, \$4/kg head/neck and \$1/kg hindquarter. The first deer we got onto was a good stag in a bush gut. He used most of the twenty shots in the mag, but we did get the deer. He was sure it was neck shot, and it was. I didn't have the heart to tell him I'd seen at least two hindquarter hits. I told him he could have a job for the same money he paid me for spraying. He declined.



Memoirs of a Helicopter Pilot - by Peter Avery

That winter I went to south Texas to fly cattle mustering and animal capture in a Hiller 12E, Bell 47 and Hughes 300. We worked for numerous ranches, the largest being the King Ranch, well known in those parts. We generally trailered the helicopters and had a fuel tank on the truck. There was no GPS back then, so finding your way back to the truck in a heat haze over rolling brush country could be a bit tricky. We did have Loran, but signal was often marginal.

Nilgai antelope, originally from India, were becoming a problem on King Ranch, which claimed to have more than were left in India. The plan was to make some netguns, capture and sell the young ones to game ranches and the older animals to the works. We were at a gunsmith in San Antonio welding up our netguns when a Texan came in. "What kind of fish y'all gonna catch with that?"

When we told him, he warned that the big blue bulls could get a cowboy off a horse and kill him. This made us a little uneasy but they proved good to handle, prone to giving a strong kick and every so often a very loud grunt, which usually made us jump.

I recall one day hovering over the brush trying to flush out a bull and, when my shooter fired off the shotgun to help the job along, out ran three Mexicans. I'm not sure who was more surprised. They rapidly ran into a larger patch of brush and we got the bull. Well, they beat the wall.

Back spraying in the Gisborne area, I heard a Bell 214 ST (the largest of the Bell family) was coming to New Zealand for logging, and that they were looking for pilots. By then I'd done a reasonable amount of longline work and really enjoyed it. Against Gene's advice, I applied and two of us were given the job on the proviso that we could land a reasonable tonnage of logs on the skid per hour. Off we went to the Bell factory in Fort Worth Texas to be rated on the machine. It was an impressive helicopter, first built in the late 1970s for the Shah of Iran. The main rotor blades had a 3ft cord. Able to carry up to eighteen passengers, it had good range and was fast, boasting a Main Transmission that could run dry (no oil) for one hour. It could lift 3.5 tons on the hook. Six weeks later it arrived in New Zealand.

After removing a number of systems not needed for our operation to reduce weight, we started lifting logs.

Around this time I heard that Wayne, my first boss in the US, had been shot down and killed while spraying coco in South America. He was in a fixed wing doing contract work in his off season. It was a sad day for me as he had given me my first real break, taught me a lot and became more friend than boss. He was a very keen aviator and had set various records in his time, including 26,000ft in a hang glider, lifted up under a hot air balloon then released. He flew a Robinson R22 to 19,480ft. He also flew 56 consecutive loops in a glider. I'm not sure whether this was a record, but rather him than me. He did say he felt a bit queasy around loop 35, but then came right.



Memoirs of a Helicopter Pilot - by Peter Avery

The logging proved a steep learning curve. Using the old adage 'slow down to speed up', we soon worked out that it didn't have to be a 10hr train crash. However, logging is very taxing on man and machine, with sometimes unavoidable bumps and bangs. We were lifting up to forty loads per hour, often at max weight. I enjoyed it, and much preferred being in the air to being on the ground.

The first year we flew 1100 hours on several contracts around New Zealand, with some general lift jobs as well. Into the second year the log price dropped, making it unviable. The boss suggested getting into logging higher value hard- woods, and soon after arranged a joint venture with Pacific Helicopters in Papua New Guinea. We were to use their Puma 330J helicopters, which had about the same lift as the Bell, working two crews per helicopter, three weeks on and three off. More exams for a PNG licence and rating on the Puma.



Our operation was east of Lae, with a large concession running from the coast up to 4000ft. We built a camp by the beach and started logging. It was selective, so needed a 250ft longline. It was also a haul distance up to 5km, so slower paced than the short haul pine logging back home. Finding the guys with the next log could be difficult. With most of the trees still standing, they often couldn't see to clock us in. Small pencil flares helped.

Three things soon became apparent: we needed a larger helicopter to get a more merchantable log; the local villagers who owned the land were proving difficult to deal with; being selective logging, the blowdown from the standing trees was a real hazard to the guys on the ground hooking on the logs.

By this time we had quite a team, mostly Kiwi pilots and bushmen, as well as dozens of local villagers. Three Russian Mil 8/17 helicopters with a lift capacity of around 4.5 tons were leased. They came with Russian co-pilots and engineers, and a Russian instructor who did our ratings in camp.

To reduce the blowdown risk, we increased our longline length from 250 to 400ft. To get proficient with that length of line took time and patience. When a villager was killed by blowdown, the operation stopped until we could come up with a grapple system that required no people on the ground to hook up.

This done, we were able to return to the shorter 250ft line. The grapple also gave us the flexibility to move quickly to different areas in the block to avoid fog, etc, without having to move the ground crews. The big challenge was that the pilot had to find all the logs and place the grapple on the log himself.

It was quite an operation, with our team first selecting the correct species of trees, felling them and cutting them into liftable lengths, flying to the skid then sorting them into floaters and sinkers. Barges were made from the floaters with the sinkers stacked on top, the lot then dragged out by boat to a ship anchored off the beach.

Memoirs of a Helicopter Pilot - by Peter Avery

One day our office called for volunteers to fly one of the Mil Helicopters down to Bougainville Island to ferry approx. 70 tons of emergency food, mainly rice and medical supplies from the east over the mountains to a peninsula on the west where the rebels (BRA) had several thousand villagers cornered. Along with a Russian pilot and two engineers, I volunteered.

With long-range fuel tanks fitted we headed off on the 500 mile, island-hopping ferry. Whilst cruising along, the flight engineer took a length of tube (garden hose size) and poked it out the window in the slipstream and proceeded to vacuum the cockpit. Further on we encountered bad weather. I was contemplating landing on an island to let it pass but my Russian co-pilot - technically the captain of this Russian registered craft-had other ideas. After checking the map and their doppler, he punched straight into the cloud and started to climb. I was not happy and said so. In a thick Russian accent he replied, "Peter, nyet problem. When we started logging with 400 foot lines I hold the seat, now you hold the seat."

We arrived at a small airstrip on the coast to see a vessel anchored offshore and drums of jet fuel being rolled over the side and locals swimming them to shore. We were briefed by the military, shown the flight path and told to maintain at least 3000ft agl because of small arms fire, shown the known position of two anti-aircraft guns, and instructed to fly out any wounded.

We were there for a week and camped in the helicopter, living mainly on tinned spam and crackers. Sleeping in a helicopter in the tropics with my three Russian comrades and minimal washing facilities, I opted to sleep by an open door - which might be why I subsequently came down with a bad strain of malaria.

The job went well, except for the weather days, with the flight path taking us past some nice volcanoes. On the last load the weather closed our usual return route over the mountains, so we decided to follow the coast around the northern tip of the island. Weather on route pushed us down to around 500ft. Back at base, the military officer saw us approaching from the north instead of west and was on the pad when we landed in a rather agitated state. He had omitted to tell us of a third gun to the north.

We returned to logging. Our camp was very near a local village. Late one evening a boat from Lae delivered four 200lt drums of chainsaw fuel. The locals called petrol 'zoom gas' and used it in canoes with outboards. The drums were rolled up the beach just clear of high tide, to be dealt with in the morning - by which time there were only two. Some detective thinking and prodding with steel rods revealed the drums had been moved to below high tide and buried, to be recovered when the investigation had cooled.

Another time, on approach to a remote refuelling pad at a river mouth where we had up to 200 drums of jet fuel stored on their sides, we could see dozens standing on end. A closer look revealed that some locals had wanted wrist bands and had stood up the drums, peeled the seals, removed the caps and taken the rubber rings. Worst thing was they had left the caps off.

A year or so in we had a very bad accident. We had a Hughes 500 to fly crews out into the bush, but often one of the Mils would ferry twenty workers at a time from camp out to a riverbed to shorten the trips for the 500. On one of these trips the Mil crashed on landing and we lost three Kiwis and four locals. It hit us hard and, alongside the main species we were logging not being of the quality first thought, we ceased operating a short time later, moving to another country with bigger trees and larger helicopters... but more on that next issue...



Crew of four camping in the Mil, Bagana Volcano and Billy Mitchell crater lake on our fight path across Bougainville Island

Out & About - From our Club Members

Waipukurau Dawn Raid *by Molly Whittaker*

On Sunday the 15th of May, there was the Waipukurau Dawn Raid. The Dawn Raid, which normally has 40-50 different aircraft flying into the Central Hawkes Bay Club, only had around 10 aircraft at the most (with others driving in) because of the weather. Despite this, a few aircraft from HS managed to dodge the low level clouds/fog and land.

Late-ish on Saturday night I had a call from Jan White asking if I was going down (at the time I wasn't). When offered the seat to go down, without any hesitation, I said yes!

Getting down to Ypuk, in Jan's mini-cab (Romeo-Juliet-Kilo), required three attempts. During the first attempt, we heard on the radio that it wasn't physically nor legally possible to fly in, as the fog and visibility was too low. As we are all well aware, the weather controls a big part of aviation, with legal limits to personal limits. After seeing the sunrise while flying over Maraekakaho, we decided to land and delay the second attempt. We ended up in another club member's hanger for a cup of coffee and good old yarn.

We decided to give the second attempt a go after hearing from Jerry that the fog was starting to 'lift' (the keyword is starting!). However, getting closer than the first time, we were still unable to get in and made the decision to turn back. This was one of my takeaways from the fly-in; understanding personal limits, when to turn back and ignoring the 'get-there-itis' despite our tummies rumbling.

Landing, refuelling and now outside of Jan's hanger, we got a call from Jerry... there was now at least a 500ft clearance above the airfield, just enough to get in. Just as we had unplugged our headphones we replugged them, called other members to relay the news and took off for the third and successful attempt!



Sophie (left) and Molly (right) were lucky guests in Gipsy Moth ADT and Mini Cab RJK.



Molly strapped in to ADT for a flight with Jan.

After enjoying a delicious breakfast and social time at CHB, I was lucky enough to fly back in the Gipsy Moth (Alpha-Delta-Kilo), which was an amazing experience! Moments like these make all of the aviation study worth it!

Something I really took from the Dawn Raid, was seeing a side of General Aviation that I hadn't seen before. Meeting club members and sharing our passion for aviation, flying in different aircraft and realising how many different avenues aviation can take you down. It is very easy to get absorbed in your own path. For myself currently, that means lots of study, arriving at the airfield, practising flying and leaving again. On repeat!

This is all great, because aviation is my passion and the team is wonderful. However, actually taking the time to talk and meet other people, joining in on fly-ins or club days and being part of the club leads to many different experiences which you wouldn't have otherwise and expands the horizons more.

Thank you to the Central Hawkes Bay Aero Club for hosting this fly-in, Jan and Jerry for giving me the opportunity to have a seat in the Mini-Cab and Gipsy Moth, and to all of the people I met and talked to. You have all added to my growing love of aviation!

Out & About - From our Club Members



Jan Chisum shares the aviation love with Molly in Gipsy Moth ADT.



Red planes only at this dawn raid...not true RJK made it later.

Out & About - From our Club Members

Take Care *from Ian Sowman*

You hear and use that simple phrase every day, usually meaning personal well-being.

So let's think of it as third party care, what about the "Care" in TLC, "Tender Loving Care", another phrase we hear and use constantly. So then let's apply that to stuff we need to take care of to enable it to take care of us. Yes, our assets need TLC in order for them to undertake the role we expect of them whether it be your house, car, boat, or for us, the aircraft we fly.



Don't forget to clean under the aircraft.
Colin managed to get RZB super shiny.

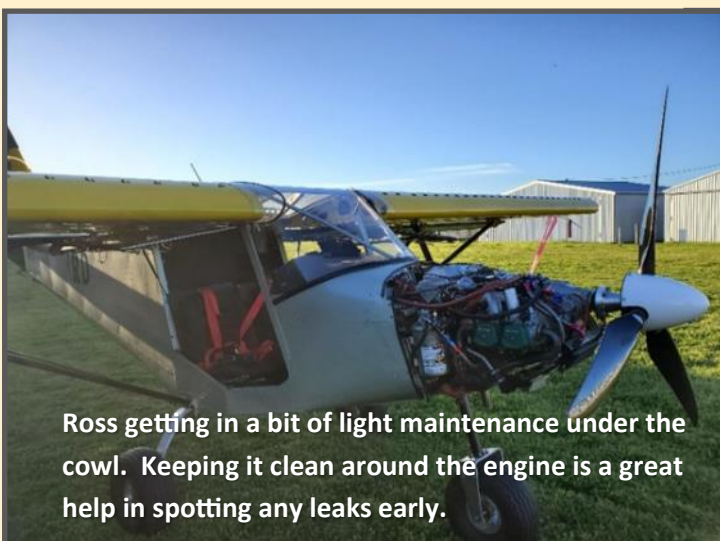


Mike fixing up a bit of untidy work in the cockpit of the RV.

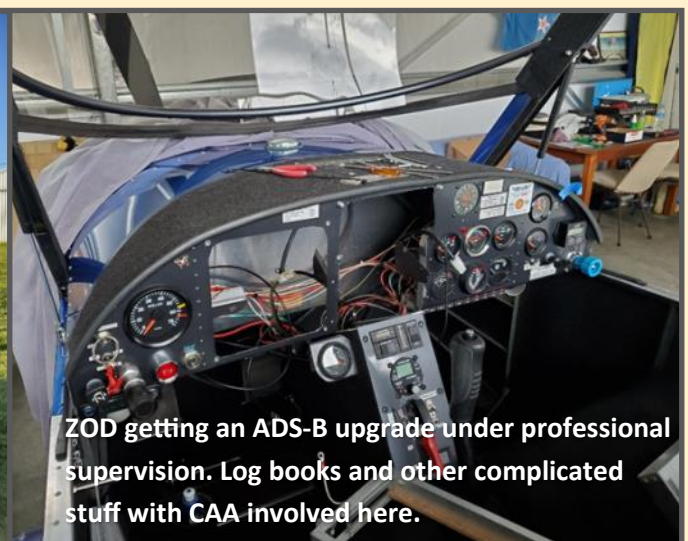
I think I caught him on a break!?
Note the optional flash chair...

We expect our aircraft to perform at their best whether we own them, hire them or operate in a syndicate or Aero Club. To this end we seem to be doing pretty well locally with the recent Club working bee seeing members washing the club planes and cleaning windscreens etc. However, TLC is ongoing and one of the best ways to closely inspect the aircraft for faults and damage on a regular basis.

Private owners seem to have been busy too with a bit of TLC being observed recently as shown in the attached photos. Remember too that TLC covers repairs and maintenance whether undertaken by you or an approved person or facility. There are a plethora of regulations regarding this aspect of aircraft care so before you get too carried away, or if in doubt, consult the regulations or ask someone in authority.



Ross getting in a bit of light maintenance under the cowl. Keeping it clean around the engine is a great help in spotting any leaks early.



ZOD getting an ADS-B upgrade under professional supervision. Log books and other complicated stuff with CAA involved here.

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)

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



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The HBECAC Members Notice Board column is for members to offer services, sell or request aviation content.

Start a syndicate, find a x-country buddy to share a flight with, buy or sell a headset or aviation exam books, anything aviation related....and it's free to use.

Just browsing thanks...



Into Africa (Documentary) - shared by Mike van de Ven

1987 documentary about British and Kiwi Pilots crop dusting in Kenya and Sudan. Features Marty Herbet who some of the veteran members may know/remember. A friend of mine who never followed through on promises to get me a job there and probably for good reason...

<https://youtu.be/CKzlo5zMiOI>



Also a related link to a WONZ interview with another local Ag pilot who worked there, Harley Cadwallader.

https://cambridgeairforce.org.nz/WONZShow/2020/12/wonz-230-harley-cadwallader/?fbclid=IwAR07mZJZoNpFkaFWc6zDmJYsfAx6AuJM-gMLSy72v2OSlvKTNqbKLoaD_4



Bally Bomber 1/3 scale B-17 Experimental Aircraft 18 yrs and 40,000 hours building time Built by Jack Bally born 1940 - passed June 21, 2020 Just a cool thing to make.. https://youtu.be/E-1_JwIHO-8



FAA suspends licenses of two pilots involved in failed Red Bull stunt

From Colin Wollard

<https://news.yahoo.com/faa-suspends-licenses-two-pilots-154513729.html>

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

Nice to see some early submissions coming through! This helps me a lot to put the newsletter out on time.

(unless the regular ones are late...)

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

Clem Powell	Sunday 29 th May
	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



Aircraft Tech Lectures

6-8pm Wednesday evenings
5 Sessions = \$50

RSVP: instructor@hbecac.co.nz

Coming Events

FEILDING DAWN FLY IN....

SUNDAY JUNE 12TH 2022 Feilding Aviation hangar, as seen in the photo below

BREAKFAST PROVIDED (The finest bacon, eggs, hash browns, tea and coffee in the land)

SPOT LANDING ON GRASS from MCT (1911 UTC/0711 NZST On sealed RWY if grass is out of action)

Prizes....Good company....tall stories (guaranteed)

Proudly hosted by the Feilding Aerodrome good buggers



QUESTIONS? Contact Colin 0274515817 or Stan 021 0453801

Dannevirke Flying Club Dawn Raid 2022

Sunday 19th June 2022

Dannevirke Aerodrome



All are most welcome!
Free cooked breakfast
Spot prizes
No landing fees and fuel available

What's Up



This month's aviation themed image from Studio Ghibli "Laputa: Castle in the Sky". Except for the technology of Laputa itself, the technologies (especially the flying machines) are an example of the retrofuturistic genre of steampunk. This Picture shows a chase scene with Ornithopters. An ornithopter (from Greek ornis, ornith- "bird" and pteron "wing") is an aircraft that flies by flapping its wings. More recently recognisable in the latest "Dune" movie.

June 2022

- | | |
|----------|-----------------------------------|
| Sun 12th | Feilding Aerodrome 2022 Dawn raid |
| Sun 19th | Dannevirke Flying Club 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>Thomas Hornblow</i>	<i>(newly elected)</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>Barry Atkinson</i>	<i>(newly elected)</i>

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</i>	<i>(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