

NEWSLETTER - AUGUST 2010

August and spring just around the corner. We really have had a wet one as far as July goes. The airfield is notammed closed to all but local operators because of the wet southern end and the fact that we mole drained the northern end through the soft patch I mentioned last month. We have rolled the mole ridges down a bit to make it more usable. We may be able to reopen soon if we don't get any more heavy rain. The fact that we closed it and notammed it so, is really an arse cover. I mean to say, who checks notams. The notam system is less than ideal because people who are doing short trips are not likely to check them. I guess that until someone comes up with a better system, we are stuck with it. Remember, if you want to check notams on airfields or over a route, go to the IFIS site which is linked off the CHB Aero Club website.

I have to be more careful with my critical comments in the newsletter. Last month I mentioned that "I couldn't believe that students are being taught to fly around checking for traffic by looking at a screen on the panel." After a chat to a Massey Aviation rep, I can report that my belief was correct. The traffic avoidance apparatus on the panels are used to assist with traffic avoidance and the primary method is with the good old mark 1 eyeball. My apologies for jumping to conclusions. Thank you to the person who passed that particular newsletter on.

By the time you read this Bruce McGregor should have had his PPL flight test. A report next month.

Also by the time you read this I should be in the US. Three weeks in the north west USA to attend the wedding of the daughter of some close friends. Report next month.

Cross countries to be booked with Club Captain, Lyn White as usual.

The Bantam is back with a new top overhaul. It is going really well and we are running it at high revs for the first 10 or so hours to run it in. No prolonged circuit work. Minimal ground running at low revs. Also we are using straight 100 mineral oil for the first 25 hours.

We had a very successful annual dinner at the clubhouse which was well attended. Instead of the usual after dinner speaker, I ran a few movie clips taken from the internet, covering various topics. It was good to see that many of the club competition trophies were able to be awarded this year which is due to Club Captain, Lyn White's efforts to gee people along. These competitions hone the skills and are to be recommended.

The following from Bob Gunson which is taken from the book, "Sigh of a Merlin" by Alec Henshaw and describes an aerobatic routine that Alec did in a Spitfire at Hawarden, to demonstrate the Spitfire's capability to the operational training unit, stationed there.

These demonstrations over the years varied according to the audience and the conditions. Like providing a good seat at the cinema the first thing to do if possible was to fly with the sun on the backs of the audience, so that they were not blinded all the time, and at a distance which did not make them strain their necks. Always if I could I operated up and down wind: if the wind was strong and one upward-rolled across it, the manoeuvre could look untidy, and sometimes would put one in the incorrect position for the next manoeuvre. As a rule the drill was to take off and not climb but pause with the wheels coming up and the machine just clear of the ground and at 150—160 IAS pull up slowly but firmly into a half loop finishing with a half roll at the top. I never really liked this as one cough from the engine and I should have been in real trouble; at the roll stage I was in any case holding the machine by maximum engine power well below the normal stall and the slightest coarse handling on the controls would cause the machine to flick out.

I would continue this in maybe another couple of half loops and rolls until I was over 4000 ft and then placing myself in the correct position over the aerodrome, half roll again and go into an absolutely vertical dive with full engine and maximum revs to pull out a few feet from the ground and go into a vertical roll to the left, a vertical roll to the right and a half roll to the left with a half loop, and then pull out to repeat the manoeuvre in the opposite direction. Pulling out in another half loop in the other direction, the throttle would be snapped back and plummeting down vertically one could get in two complete aileron turns to pull out again and open the throttle to do the same thing in the other direction. Having now used up most of my height and speed, I would pull up vertically to about 1000 ft and in a tight half loop at the right moment flick the machine into a full flick roll. This I always felt was a tricky one. It took a lot of judging to do it accurately, because very often the manoeuvre was so sudden and vicious that on checking the machine it would be sometimes slightly out of line and I knew it could look untidy. I could usually get one-and-a-half to two full flicks of a roll on the horizontal but for the sake of control and tidiness I usually settled for one, which I knew I could judge to a nicety. In practice I could get in about the same with the vertical flick rolls, but I found these almost impossible for me to judge, when to check and to come out clean. I have never seen anyone flick-roll a Spitfire and I must say that I always found it a little frightening to abuse a machine and have it flash out of your control, if only for a few seconds, like a young spirited blood-horse. On the pull-out from the flick-roll, sometimes I would open the engine flat out in another vertical climb and at approximately 1200 ft push the nose over forward and with the engine closed complete the half of an outside loop, usually in those days called a 'bunt'. I never really liked this manoeuvre either; it was easy but required heavy pressure forward on the control column and you could not afford to misjudge at 1200 ft: with the nose going over down towards the ground the speed built up at such an alarming rate that it left no room to change your mind until it was too late. At the bottom of the inverted dive I would usually 'round off' to a few feet above the ground and then with as much pressure as I dare use on the control column. I say 'dare' because I found it more disconcerting and frightening to 'blackout' from excessive negative 'G' than I did from high loads in the positive position. I would push the machine into an almost vertical climb and then as it lost momentum from the negative 'G' position, pull the control gently over to form a half-loop, hoping as I did that the engine would burst into life as I opened the throttle. This it usually did with a spectacular sheet of flame pluming from the exhaust stubs caused by unused fuel which had accumulated during the inverted manoeuvres. With the engine now on full power I would do a series of very low rolls left and right in front of the audience at below hangar height finishing in the inverted position from which I would 'raise' the undercarriage, pull into a tight, fast engine-off turn and lower the flaps as I touched down for the landing.

The following from Rick Gunson:

Husband and wife are shopping in their local Asda; the husband picks up a case of Carling and puts it in their cart. "What do you think you're doing?" asks the wife. "They're on sale, only £10 for 24 cans" he replies.

"Put them back, we can't afford them demands the wife, and so they carry on shopping. A few aisles further on along the woman picks up a £20 jar of face cream and goes to put it in the basket. "What do you think you're doing?" asks the husband.

“It’s my face cream. It makes me look beautiful,” replies the wife.

Her husband retorts, “So does 24 cans of Carling and it's half the price.”

On the PA system. “Clean up on aisle 25, we have a husband down!”

Don’t forget the Tail Dragger Day at Hastings on Saturday 11th September.

Happy flying and take the spoon out of the sink.

Ross Macdonald

From Lyn White, Club Captain:

The annual dinner was a very pleasant evening. Thank you to Sue for organizing and doing the meal and Ross for his input with the video clips of various flying displays and unfortunate crashes. There weren’t too many bits we had to hide our eyes from.

The trophies for the club competitions were also presented. Congratulations to all of those who a go. Some very good results. Winners are:

<i>Piper Trophy – Best Student Pilot:</i>	Oscar Cohen
<i>Navigation:</i>	Bob Gunson
<i>President’s Cup – Landings:</i>	Des Russell
<i>Landing Cup – Straight Glide:</i>	John Armstrong
<i>Forced Landing Cup:</i>	Bob Gunson
<i>Franklin Cup – Points Prize For Landings:</i>	Barry Gollan
<i>Bombing:</i>	Barry Gollan
<i>4-Way Bombing:</i>	John Armstrong
<i>Trevor Terry Trophy – Overall Points:</i>	John Armstrong
<i>Junior Landing:</i>	Russell Greville
<i>Most Conscientious Duty Pilot:</i>	Russell Greville
<i>Yankee Golf Cup – Private Owners:</i>	John White
<i>Passenger Bombing:</i>	Xander Geerston

Well done!

Coming Up:

Tail Dragger Day – Hastings Bridge Pa Aerodrome, Saturday 11th September with reserve day Sunday 12th September. Not too far away now. Main day is Saturday with Sunday as a reserve. You are most welcome for the weekend. Let us know if you need to find somewhere to stay. Bbq lunch on Saturday. Comps for those interested. Casual pub dinner or similar on Saturday night for those keen. Contact is Stephanie Eilers, phone 06 879-8860 or e-mail stephanie@stm.net.nz

For us – club day bbq lunch 19th September – fly in/drive in for lunch and chat.

Duty Pilot List:

15 th August	Richard Bradley	22 nd August	Harvie Beetham
29 th August	Tony Jefferd	5 th September	Barry Gollan
12 th September	Oscar Cohen	19 th September	Gavin Tracy
26 th September	Wendy Milne	3 rd October	Frank Minton
10 th October	Bob Gunson	17 th October	Chris Dooney
24 th October	Peter Warren	<i>Please mark your calendar!</i>	

Lyn White

Julia's Jokes:

Banned From The Supermarket:

Last week Ross and Annette were at the local supermarket buying a large bag of Purina dog food for their loyal pet and were in the checkout queue when a woman behind them asked if they had a dog.

What did she think they had – an elephant? So Ross being Ross, told her that no they didn't have a dog and that in fact he was starting the Purina diet again. He told her that he probably shouldn't do it because last time he ended up in hospital but he did lose two stone before he woke up in intensive care with tubes coming out of his body – not a pretty sight as you can imagine!

Ross told the woman that the Purina diet was essentially the perfect diet and that the way that it works is that you load your pockets up with Purina nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and Ross wanted to try it again.

Horrified, the woman asked Ross if he had ended up in intensive care because the dog food had poisoned him. Ross told her no, that he had stepped off the curb to sniff an Irish Setter's arse and a car had hit them both!

It was at this point that Annette left the supermarket as she was laughing so hard that she thought she was going to have a heart attack and now Ross is banned from the supermarket!

Always Wear Clean Underwear:

It is important that you always wear clean underwear in public, especially when working under your vehicle. From the Daily News comes this story of a Leicester couple who drove their car to ASDA, only to have their car break down in the car park. The man told his wife to carry on with the shopping while he fixed the car.

The wife returned later to see a small group of people near the car. On closer inspection, she saw a pair of hairy legs protruding from under the chassis. Unfortunately, although the man was in shorts, his lack of underwear turned his private parts glaringly public ones.

Unable to stand the embarrassment, she dutifully stepped forward, quickly put her hand up his shorts and tucked everything back into place. On regaining her feet, she looked across the bonnet of the car and found herself staring at her husband who was standing idly by watching. The AA mechanic, however, had to have 10 stitches in his forehead!