One month to go and then Springtime. That’ll be good to look forward to even though up to now the winter has been pretty benign. August can traditionally be winter’s final thrust so we won’t get too excited yet.

We recently had our annual Club dinner at Oruawharo Homestead at Takapau. As usual, our hosts, Dianne and Peter Harris put on a wonderful meal. A brilliant venue for these functions. Our guest speakers were Hamish Ross and wife Anna and Bruce Govenlock and wife Stephanie, on their recent trip to Southern Africa where they flew themselves across the continent in C182s. 37 hrs flying in the most wonderful scenery. Anna’s Brother and his wife also went along and as he is a professional photographer with the best gear, the photo story was fantastic. Anna gave the presentation which was very interesting from a non pilot view with Hamish and Bruce adding some aviation detail along the way. An inspiring story.

As is usual at the annual dinner, the club trophies for the year were presented. There were no Club competitions competed for this year so the only 2 non-comp trophies were awarded. The Piper Trophy for the best student for the year was awarded to Kate Jeffery. Kate has got through first solo and part way through consolidation and is having a short break at the moment. Not one to have a break and do nothing, Kate is diligently working her way through the theory subjects and passing them, on her own with just the theory books to guide her. A real inspiration.

The other trophy awarded was the Duty Pilot Cup for the most diligent and conscientious duty pilot. This was awarded to Derek Simmons for his and wife Shirley’s concerted efforts that we would not go without sustenance on Sundays and also for Derek’s help with things mechanical around the club.

I recently attended the biennial CAA instructors seminar, held at Masterton over two days. These are always beneficial with a range of speakers and presenters and workshop sessions to keep us up to date with recent trends and methods. 30 or so instructors from the central region from all areas of Part 61, Microlight and gliding. A full range of experience represented. Mentioned there was that the new medical rules for PPL should be in force by the end of the year. This will see the present RPL medical being used for PPL, the RPL being discontinued and some lifting of restrictions for the RPL medical. A couple of note being up to 5pax and 2700kg MAUW. The class 2 medical will still be required if you wish to take your PPL overseas.

We recently attended the Hastings Dawn Raid and final round of the Frogley Cup. Many thanks to those who competed and did a wonderful job in retaining the custody of that prestigious trophy. Very pleasing to see some younger members competing and contributing to the final result. Dannevirke won the competition on the day which was the glide approach but as we had our noses in front after the first round, we sneaked through to take the grand total. I flew with some of our students and some Dannevirke ones as check pilot as is my rule. On one such sortie, as we held behind 2 Hastings 172s at the 01 holding area, Malcolm Belcher taxied around us to jump the queue and as I mentioned to my student that that was pretty rude, I observed that Malcolm’s passenger had a familiar profile and that he was giving me the proverbial “Bird” Luckily I have a memory like an elephant.

The following is a report on the Hastings visit by Ron Day.

*Another Hastings Dawn Raid, and this time I was all geared up to go in my Jodel “FLI”. As soon as I got up I threw open the curtains and peered out at – you guessed it – fog. Not totally unexpected as the conditions that created it were present on Saturday when we were treated to a pea-souper.*

*On arriving at YP I saw a small band of hopefuls standing outside the Clubrooms willing the fog to lift – without appreciable success. I thought the saying “Even the birds were walking” was apocryphal until two unusual looking examples sauntered between the sheep. Oh yes, the sheep are back.*

*I have been reading about Jean Batten’s flights and remembered when she was fog-bound at Batavia (now Jakarta) on her way to Sydney. Needing to take off immediately to maintain her record breaking attempt, the local fuel agent drove his car at speed up and down the runway until a tunnel had been cleared. The intrepid aviatrix guided her little Moth through the opening before it had time to close and burst through into the clear air above. I suggested we try it.*

*Roscoe has never been very receptive to my good ideas. When I was having trouble judging the ground in the Rans, and becoming fearful I would damage the undercarriage, I suggested we find a cloud and I could practise landing on that. His face takes on a pained expression as he struggles to hide his thoughts. On Sunday morning he gave me another of those looks.*

*“And what happens when we get to Hastings and it’s fogged in there?”*

*I knew the answer as this had happened to me once before, though on that occasion it was Heathrow and I was not PIC.*

*“We orbit until it lifts”*

*Yet another one of those looks. Someday I hope he will recognise my good ideas for their true brilliance, but I fear he has no sense of adventure. I doubt he’s ever left a spoon in the sink.*

*And then, suddenly, a shaft of sunlight filtered through and there was the usual rush to the machines. With a shouted reminder from The Chief not to fly over the fog, the squadron scrambled. Well, I exaggerate a little, as the Jodel chose not to start on the first flick, or the tenth, and Shane halted the Rans after the run-up to clean the inside of the screen. Just as well there wasn’t a gaggle of 109s inbound. I cunningly rounded off the corners of the crosswind leg to sneak in behind the 152. A mental “Rat-a-tat-tat” – oops, one of ours.*

*The air was like glass and valleys full of mist created an image I’ll replay in my head for years to come. Aviators are not mere mortals.*

*Changing frequencies revealed we were not going to win the first arrival prize. Just finding Bridge Pa was difficult when looking into the sun. I knew where it should be but was still a little surprised when I suddenly spotted it. Traffic in the circuit is always challenging until you slot in and it becomes “your turn”, but Dawn Raids offer good practice for us country bumpkins. 01 Grass was actually not easy to pick out, with no Toi Tois to help, and there seemed a few bods standing around where I thought it was, but I spotted the glint off a square of tarp and aimed for that. At the last moment the sun lit up a rope stretched across in front of it and I yanked the stick back to hurdle it, and then forward again before it stalled. What resulted was not the smooth arrival I had hoped for, but everything was still attached when I parked next to a “big sister” D11. This week’s project is to build and fit an arrester hook.*

*The customary hot tea, cooked brekky and familiar lies followed as we viewed the assembled aircraft from Hastings’ wonderful balcony. There can’t be many places where you can enjoy such varied machines as a Sky Arrow, Flitzer, Pitts, Acro Sport and Nanchang among the spam cans.*

*Jean’, who owns a Druine Turbulent, invited me to view the contents of his hangar, and I extended the invitation to friends from Hood, so soon a bunch of us were drooling over his treasures. The Turb is a traditional rival for the Jodel D9, so I was able to cast a critical eye over it. I was surprised to discover it had leading edge slats, which is nothing short of cheating in my opinion.*

*While this was happening “We” were successfully defending the Frogley Cup – my contribution being not participating and thereby raising CHB’s average.*

*On returning to the Clubhouse I accepted an offer of a flight in Malcolm’s RV12. We snuck in front of Roscoe in the 152 as we lined up and I had great pleasure in giving him the fingers. I could picture the expression on his face from recent memory.*

*What a machine! I could rattle off the usual superlatives but none of them would do it justice. Suffice to say that Mr VanGrunsven got the calcs just right and Malcolm made no mistakes in putting it together. Another on my wish list.*

*And then it was suddenly over for another year and I found myself in the circuit at YP and herding sheep on my roll-out. Oh, did I mention those blasted sheep are back? “Rat-a-tat-tat.”*

*Ron*

Yes Mr Day. My facial expression was as you remembered.

Thursday 15th August, (this Thursday) is the Club AGM. 1900 at the Clubhouse.

This coming Sunday is the Hawera Dawn Fly-in. Assemble at the Club for an 0700 departure. There’s a list on the board at the Clubhouse or if you haven’t put your name on that list, please let Reuben or me know. Wx forecast at this stage is for an easterly flow so it will be good over there if we can get out of HB.

The sheep are well and truly resident on the field and are proving to be a pain at times. We can take them off at the weekends but if not, be very careful with them and if you are at the clubhouse and someone else is flying, please keep an eye out and clear them if necessary. Also, please be aware that the exhaust remnants from the sheep are easily transferred into club house and aircraft. There is nothing worse than smelling sheep shit in the aircraft .

The season has been so dry that the southern end hasn’t been out of action this winter. I know I’m probably hexing it by saying so and a wet Aug and Sep will likely follow.

One of my Dannevirke students, Colin Last, recently passed his RPL flight Test with examiner Ritchie deMontalk. Congratulation Colin. I did my annual instructor check with Ritchie while he was there.

Sean Husheer’s PA18 Cub was at Waipuk over the weekend just gone. I’ve been doing some instructing in it with Jean’ Booysen from Hastings. I had the opportunity to take some of our crew for some circuits in it as well which everyone seemed to enjoy. We may be able to ask Sean nicely and get it down for the odd weekend over the spring so that more can have a go. Likely it’ll go back on floats for the summer.

Went back through my logbook recently and counted 12 students who I’ve flown with at Waipuk over the last 6 months. They vary in regularity between once a week to once a month which is fine because I wouldn’t be able to handle them if they were more regular. Lots of young people which is very pleasing.

The following from Dr Joanna Lapish, The aviation Dr who comes to Hastings once a month:

*Dear aviators and aviatrix*

*You would have heard Joanna and I talk about the new online medical programme that has been created for NZ CAA pilots. It is being used in NZ and Australia.*

*Skycert.nz is going really well. I am heartened by all of the positive feedback.*

*This email is to let you know that you can now book your own medical in Hastings or Gisborne online inside SkyCert. You don’t have to talk to me to do this, but you are always welcome to do so. We like to help. ☺*

*We do not use paper anymore, so you do need to be on SkyCert to book a medical in Hastings and Gisborne.*

*We have pilots already booked for their 3rd medical in SkyCert. We have entered the dates we will be there till December. You can book any of these dates now. I will be setting the dates in SkyCert for next year soon.*

*If your medical say runs out in January you could book for December now, before the rush. SkyCert will remind you by email 30 days before your booked medical.*

*Because Joanna and I cannot get childcare for our monthly trip anymore. We are coming in the times when there are holidays about 6 times a year. We have 2 other Doctors doing the months where we cannot get there. I.e. Dr David Powell and Frank Wurmitzer, I am still available to help.*

*We have set up a shared practice in SkyCert called Hastings & Gisborne. So if you are doing your medical in HS/GS please select Hastings & Gisborne in your pilot profile as your medical examiner. We also do medicals in 3 locations in Auckland if you are up here.*

*You will see on SkyCert Hastings*

*13/8/19 David Powell*

*13/9/19 Frank Wurmitzer*

*7/10/19 Joanna Lapish*

*15/11/19 Frank Wurmitzer*

*16/12/19 Joanna Lapish*

*XX Jan 20 Joanna Lapish date to be advised and loaded into SkyCert*

*You will see on SkyCert Gisborne*

*27/8/19 David Powell*

*September Working out date to be advised and loaded into SkyCert*

*8/10/19 Joanna Lapish*

*November Working out date to be advised and loaded into SkyCert*

*17/12/19 Joanna Lapish*

*XX Jan 20 Joanna Lapish date to be advised and loaded into SkyCert*

*Please remember that we can do extension certs to tide you over till we come if the dates do not work out. We must however do the extension prior to the current cert expiring.*

*For those of you already on SkyCert you will get an automatic email reminder 50 days before your cert expires, unless you have turned off this reminder.*

*We recommend all pilots to sign up to SkyCert. (even if you have years left on your current medical)*

*You will get the automatic reminders for your cert dates*

*You can book your next medical online in SkyCert*

*Write out your medical history only once in SkyCert, not every time!*

*You can use SkyCert as your medical logbook to get ready for your next medical*

*Your pilot medical records are accessible by you in SkyCert*

*Your pilot medical records follow you, even if you move to another SkyCert medical examiner.*

*Other pilot friendly features tooo cool announced now, coming very soon.*

*The intension with SkyCert is that it doesn’t cost the pilot to use SkyCert but will be a big help for them.*

*For those of you not yet on SkyCert the process is*

*The link to SkyCert is skycert.nz.*

*1) Please go to SkyCert and Sign up using your CAA ID number as your user ID XXXX if you have one.*

*2) Please Correctly enter your class expiry dates in your Pilot Profile. (if this is your first medical leave blank)*

*3) It is important to choose Hastings & Gisborne in your pilot profile*

*4) Please press the blue box Booking then click on the location then the date you would like, then time, then update the items in red.*

*5) If there are no available bookings when you need the medical please call us and we will see what we can do to help. (squeeze in or add appointments)*

*6) Please pay the CAA medical fee. Refer to the find out more button in SkyCert on how to do this.*

*7) Please fill out and sign your application form in SkyCert*

*8) Please upload a copy of your CAA receipt into SkyCert (after you have pressed the sign button)*

*NB, we do the ECG, Spirometry and hearing tests when we see you. We can upload a blood test form into SkyCert for you or you can get this done by your GP. We can also add a DL9 into the medical if you wish.*

*For those of you who have not yet had a medical, SkyCert helps.*

*Go to skycert.nz.*

*Refer to the find out more button press the pilots, Skydivers and ATC button.*

*Press how to get your first medical and work through the information*

*Your first task is to request a CAA ID number by clicking on the chart CAA ID Number to find out how to action*

*Then do the items 1 to 8 above “For those of you not yet on SkyCert the process is ..”*

*If you do sign up to SkyCert without an ID please do not sign up again when you get an ID issued. Please just let me know and I will enter it for you.*

*Please feel free to ask us if you need any help.*

*For those of you who need a copy of their previous medical so they can fill out their first medical application form in SkyCert please let me know so I can arrange.*

*We trust the above has been helpful. We look forward to catching up with all of our friends new and old. The weather so far this year has been better for our VFR flying than last year. Unfortunately, I still have not had time to finish my IFR ahhh. ☺*

*Oh, I am happy to do an evening on SkyCert at the club if it is helpful.*

*Best Regards*

*Chris Lapish*

*Aviation Medical administrator*

*Ph. (027) 276-5812*

*joanna.lapish@hotmail.com*

*Email on behalf of Joanna Lapish*

*CAA Medical examiner 83767*

*CASA DAME I351*

Great to have another aviation examiner close at hand . I’ve heard that Joanna is very user friendly.

Duty Pilots:

Aug 18th D Simmons

Aug 25th A Sowry

Sep 1st Russell Greville

Sep 8th Des Russell

Sep 15th Bruce McGregor

Sep 22nd Ross Kent

Sep 29th Tony Jefferd

Oct 6th Derek Mohi

Oct 13th Peter Harris

Oct 20th Wendy Milne

This month’s quote:

*I fly because it releases my mind from the tyranny of petty things.*

ANTOINE DE SAINT-EXUPERY, attributed, Empires of the Sky

That’s all from me for this month.

Take The Spoon Out Of The Sink.

Ross Macdonald.