Well January slipped by and no newsletter so we’ll make this one a combined Jan/Feb job.

The windiest season I can remember is how this one has shaped up. Talk about frustrating. Some rain about a month ago followed by a cool SE pattern heralded a change in the pattern but it was short lived. The tiny green tinge it had produced has now been desiccated to desert like conditions. The trees we planted last winter around the Club farm have been on a weekly watering roster. We have lost one out of 16 so haven’t done too bad. We now have a pod on a trailer in the 172 hangar so the watering is easier. Each tree has a container with tap for trickle watering so these are now easily topped up with the trailer rather than filling the containers from the troughs and carrying back to the trees.

Congratulations to Callum Sutherland who achieved his first solo and has since continued on into solo consolidation. Stuart Brown who soloed back in November finally found some calm days to start his consolidation although his crosswind technique was sharpened up while waiting.

Reuben has been helping out with the instructing on the weekends which is a great help and gives me a bit of breathing space to work on type ratings, BFRs and some test flying I’m doing on a beautiful Bearhawk LSA from Hastings. Sean Husheer’s Cub is back on floats and I’ll be spending time over the next two months at the Rotorua Lakes, doing several type ratings in that. Josh Preddy has started his cross countries with Reuben.

Reuben recently attended and helped out at a Cadet flying camp at Ohakea airbase. Four days of flying, 16 flights with 3 cadets per flight, 40 minute flights encompassing steep turns, negative G, positive G, and other normal manoeuvres. “That sounds like spewing stuff” was my comment. Reuben told me that that was certainly the case with his flights the exception. Very proud of him for that. Take some poor person flying and make them spew and you’ve put them off flying for life.

The sheep have now gone. They were here for a longer time than normal but when and if it eventually rains, the airfield will be a picture.

Many of you will have seen or been aware of the 3D aquifer mapping project going on around HB in the last month. A B3 Squirrel with a huge ring antenna slung underneath. We hosted the official opening at the Club with local Mayors, dignitaries and national Govt reps last month. This is amazing technology which will see the HB aquifers mapped down to 300 meters deep. This project is now complete.

The drive tends to suffer a bit at this time of the year with lots of heavy traffic and little moisture to hold a nice tight shingle base. It’s not helped by wannabe boy racers doing wheelies and drifts in the loose shingle. We have even noticed some skid marks on the runway recently so may have to set up some trail cams to catch the culprits. We make no apologies for placing concrete posts in the grass alongside the drive to prevent people taking the smoother path off the drive. If you are that precious about your vehicle needing a smoother path, there’s a tractor and graderblade in the shed for you to improve the drive.

The PA 18 Cub that we are in the process of buying is still coming. Various problems with getting the final engineers report have been overcome and hopefully she will soon be with us.

The Biennial Child Cancer day has been pencilled in for the weekend before Easter, 4th or 5th of April. This is a very special event that needs to be noted on your calendars. Many helpers and private owners will be called upon to contribute on the day. BP will be sponsoring some fuel to help offset the costs. Any ideas for activities that we could include on the day would be welcome. The early days of towing kids around on sacks towed behind 4wheelers, are alas, now deemed to be unsafe. Hi-viz and helmets now being the order of the day.

The annual Tail Dragger weekend is planned for May 16/17. The weekend after the Club’s Dawn Raid. Watch this space.

Two plane loads of our guys attended the annual Healthy Bastards fly in and comps at Omaka recently. A very nice day by all accounts with local pilots Richard Coop and Robert Wilson featuring in the prizes. Well done guys.

This weekend coming is the annual RAANZ Microlight Fly-in, being held at Feilding this year. Hope to see some of you there.

Also this weekend starts the 2 weeks of intensive Gliding at the airfield at Waipuk. The first week is the Vintage Gliding Club’s comps followed by the Central Districts Gliding Champs which is a familiar to many of us. I urge members to call in and possibly if you stand in the right place and ask the right questions, you may be asked to go for ride. The only prerequisite is that you should either purchase or borrow a flannel hat to keep the blazing sun at bay as you soar sunwards.

The Following from Ron day, CC:

*When I first joined the Aero Club back in 2003, Mr and Mrs Hansen’s little toddler*

*Reuben was learning how to use a potty. Sixteen years later*

*I’m still learning how to fly an aeroplane and Reuben is now instructing me. I relate this fact not to illustrate how slow a learner I am (there was an eleven year sabbatical), but to show how far Reuben has come in that time.*

*I discovered first-hand how much he has matured when I took FGJ to Masterton for*

*the first Fly-In of the decade. Reuben was in the silly seat with Shane also displaying*

*nerves of steel keeping the c of g rearwards. We negotiated poor visibility at Mount*

*Bruce, an overhead join at a relatively busy Masterton, an aborted attempt to return*

*via the Kapiti coast, and a blustery wind while landing at Dannevirke. Reuben*

*remained calm and allowed me time to cope with each situation without seizing*

*control – to me displaying exactly what one would hope to find in an instructor.*

*We had the very best start to 2020 by attending the Fly-In and I’ve already marked*

*the next one (to be hosted at Feilding) on my calendar. Meanwhile Reuben has been*

*assisting Ross over the holiday period and I have no hesitation in recommending him*

*as an asset to CHBAC.*

*Getting back to 2003, as a novice so green I turned ETJ’s yoke to steer while taxiing,*

*I found myself sitting next to John Armstrong at the Annual Dinner. I knew John from*

*the days when I used to ask residents’ consent to allow us to race cars up the*

*Pukeora Hill. By way of conversation John asked me what my ambition was in*

*aviation. My reply was,*

*“To fly everything I can get my hands on”.*

*I’ve stayed true to that and have been helped by Roscoe, John (with the J3), Richard*

*(with the Citabria) and many others. Recently I was able to reverse the roles in*

*allowing Hayden Faulkner to become our newest D9 pilot. It was a way of repaying a*

*favour, as well as helping him along the road to flying his Flitzer. Experience is just*

*another piece of the puzzle. It’s also important to allow others younger than*

*ourselves to fly older aircraft to ensure skills are passed on.*

*But not all of it is good, and I recently learnt a lesson the hard way. While pushing my*

*boundaries at the sharp end of the Bruce Walker Skylark “MYT”, I became intent on*

*getting back down after I’d had sufficient adrenalin and omitted a basic – I didn’t*

*check the windsock on approach. I’ll give you the Reader’s Digest version and relate*

*that in a downwind landing it is easy to mistake groundspeed for airspeed. I was*

*lucky to not roll MYT and myself into a ball, and was given a chance to recover the*

*situation. There is nothing wrong with fear - it is nature’s way of making you aware of*

*a dangerous situation – as long as it doesn’t paralyze you. Your first job is always to*

*fly the aeroplane and sort problems second.*

*MYT survived the abuse, my back survived the compression, and my conscience*

*survived the self recrimination.*

*​*

*If we don’t own up to these faux pas others won’t have the opportunity to learn by*

*them.*

*Always*

*check the windsock on finals.*

*Go around*

*early if it doesn’t feel right.*

*Fly the aeroplane first. Thus endeth the sermon.*

*Now for some up-coming events:*

*RAANZ National Fly-in 2020 is at Feilding Airfield 14-16th Feb and I’ve no doubt a*

*contingent from CHBAC will attend.*

*Te Kowhai Country Fair is happening on Saturday February 29th. Yes, it’s a Leap*

*Year, and a Country Fair may be a romantic venue for ladies to propose to their*

*procrastinating partners.*

*Ruatoria Aeroclub are celebrating their 60th*

*anniversary with a fly-in on March 21st which may well be a good excuse for CHBAC to descend on them in force.*

*The annual Taildragger Fly-In is again being organised by HBECAC and will be using*

*YP as the base. Mark May16/17 on your calendars.*

*There are moves afoot to organise another “Bone of Contention” shotgun shoot*

*between ourselves, Hastings and Dannevirke. Watch this space.*

*Ron*

Thanks Ron,

The duty pilot list has lapsed over the holiday period. I will send out a separate email with a new list shortly.

In the meantime we, as always, look forward to Derek Simmons turning up on Sundays with the flowery bag under his arm, which heralds the arrival of some wonderful baking from wife Shirley. Thank you Shirley from all of us starving and fading away Sunday stalwarts.

To finish, some stats you may or may not know.:

*1. 1919*

*KLM Royal Dutch Airlines is the world's oldest airline, established in 1919.*

*2. 1920*

*Qantas is the world's second oldest airline, established in 1920.*

*3.USD$40,000*

*In 1987 American Airlines saved $40,000 by removing one olive from each salad served in first class.*

*4. 37 seconds*

*An aircraft takes off or lands every 37 seconds at Chicago O’Hare's International Airport.*

*5. Wingspan*

*The wing-span of the A380 is longer than the aircraft itself. Wingspan is 80m, the length is 72.7m*

*6. $700 million*

*Singapore Airlines spends approximately $700 million on food every year and $16 million on wine.*

*7. 1.5 litres*

*Travelling by air can shed up to 1.5 litres of water from the body during an average 3-hour flight.*

*8. JFK*

*John F. Kennedy Airport in New York was originally named Idlewild Airport.*

*9. 10 tons*

*Lufthansa is the world's largest purchaser of caviar, buying over 10 tons per year.*

*10. 120 feet*

*The Boeing 747 wing-span (195 feet) is longer than the Wright Brothers first flight of 120ft.*

Take The Spoon out Of The sink.

Ross Macdonald.

*​*