Welcome back to some semblance of normality.

After getting an email newsletter of sorts from me every week for the 6 weeks of lockdown, You’ve probably been enjoying the silence.

Things are slowly gaining speed in the return to flight training and club flying. We had a nice trip to Foxpine a couple of Sundays ago and along with about 50 other aircraft, enjoyed the rejuvenation of the airfield there. Under new ownership and management, they are keen for the airfield to attract the interest and attendance of a few years ago. A large hangar is under construction which will serve as accommodation for the new owners as well as hangarage for aircraft. The pine trees on the eastern threshold are still there which necessitate the curved approach we all remember and either love or hate. The day was organised by AOPA and was one of many held that weekend throughout the country to celebrate the aviation freedoms of Level 1. I think the attendance at Foxpine was the largest around the country. A couple of short talks were given to the assemblage by AOPA officials on ADSB, medical changes progress and the reduction of Airways tower services throughout the country. Very informative.

We had a very nice “Last Sunday of the month dinner” a few weeks back. We’ll be keen to continue with these over the coming months.

The new addition to the fleet, PA18 Cub, KSS, is doing quite a bit of work with Reuben completing his type rating, Chris Dooney, very close to completing his and president Rick, hooked I think. Several others have had a go and without exception the comments have been very positive.

The date for our Dawn Raid came and went under lockdown. Dannevirke has theirs scheduled for this coming Sunday. The weather is not looking brilliant but if we can’t go because it’s raining, I’m sure there will still be some happy people. Possibly the Frogley Cup will be run on a separate specific date in the future where the 3 clubs, Hastings, Dannevirke and us can come together and run the 3 competitions in one day. Watch this space. Hastings has their Dawn raid scheduled for July 26th.

The Taildragger weekend, which was to be held earlier in the year was also postponed due to Lockdown. We plan on running this again, probably back to the original timing of September.

The Child Cancer Day was also scheduled for a date which coincided with lockdown and we will re-liaise with the Cancer society for a future date.

There has been a suggestion from the western chapter of the CHB Aeroclub, (Neroli and Bill Henwood) that we should organise a trip to Turangi and partake of the fare of a new Café/Restaurant, which is close to the airfield. I think this is a great idea and could either be a day trip or perhaps even an over nighter. Feedback please. It’s less than an hr each way and won’t cost a lot, share wise.

Sheep are back on the field and are in the “New and skittery” phase at the moment. Please be very careful with them. Rabbits are in large numbers with the dry season and holes and diggings are numerous. If you taxi past or through one, please note it’s position and fill it or tell someone who can. There are lots of aircraft around now with very small wheels and a decent hole can cause some damage.

The weekend just gone, we had a very intense anti cyclone over the country and the QNH was 1038 on Sunday. At the time I noted it, the temperature was 10 degrees C outside. Here’s a quiz for you: work out what the density altitude was at that time, given that the airfield elevation at Waipuk is 430’AGL.

I haven’t resurrected the duty pilot list yet. Because of that, if you are at the club on a Sunday with spare time, sweep the concrete pad in the drive, welcome any visitors and if the aircraft look like they could do with a wash, grab someone else and give them a spruce up. In Particular, the Cub as it doesn’t have spats or mudguards so sheep shit and dirt stains gather under the wings and tailplane.

The following from Bruce McGregor;

*An 18 year-old just out of high school was trained to take pictures of damage done to German targets .   He flew in a British Spitfire fitted with extra fuel tanks where the guns were. In other words, he flew over Germany unarmed   ½   WWII American Spitfire Pilot*

*This is probably one of the best WWII film clips out there. Stored for 61 years in two suitcases of 16mm home movies that were inherited by filmmaker William Lorton from his great uncle who served as a Flight Surgeon. Those suitcases contained 3 hours of war footage that included a compelling crash landing of a Spitfire in 1944*

*Filmed in a 2005 interview with the then 83 year old pilot and seeing the expression onï¿½his face when he realizes it is him in the cockpit, is something you won't soon forget.*

*At 18 years old, he was all alone, behind enemy lines, with no guns,*

*They just don't make them like that anymore. It was truly the greatest generation and we owe them so much.   no escort, and he gladly did it.* Click the link <https://www.youtube.com/embed/ie3SrjLlcUY>

**The following is some futuristic stuff :**

|  |  |
| --- | --- |
| Slovenian and Italian Light aircraft manufacturer, Pipistrel has started final development of a cargo aircraft for aerial delivery of payloads without landing.  Pipistrel is also developing a hydrogen powered 19-passenger shuttle.  Changes to the company’s priorities have come after delays with the Uber flying taxi program by many international aviation authorities.  Continual extensions to the deadline for the development of a flying taxi service which was commissioned by US company Uber has given Pipistrel the time to investigate future opportunities, some, have been in planning and development for several years.  **Pipistrel Cargo Aircraft**  Pipistrel are currently working on two unique cargo programs. The first one is a cargo aircraft capable of carrying 300 kg payload (approx. 660 lbs), a range close to 200 nautical miles, and a design similar to the Pipistrel 801 eVTOL under development for the UBER program. This aircraft is expected to be released to a large customer in Asia during 2022 and at this stage further details are fairly limited but as they say “watch this space”  The second cargo aircraft is already flying and being demonstrated in various locations. We have affectionately called it the “Box Dropper” because of what it does. Initially using a Pipistrel ALPHA Electro airframe as the demonstration platform, this unique aircraft has been developed to be remotely piloted or manned and it is designed to deliver humanitarian goods to people isolated by natural disasters and other crisis events with absolute accuracy.  [http://sendy.pipistrel-usa.com/uploads/1589421234.jpg](http://sendy.pipistrel-usa.com/l/1SmXHEWuxXpSPLdScqqFdA/gzStSK40v2yEWkHs763nmbJg/2Btm9c6Kq763UZ0UwFO892lRhA)  To simplistically describe this system, there is a pod carried on each wing, inside this pod are up to 3 specially designed cardboard boxes with a load capacity of 20 kg each (approx. 44 lbs). These boxes are ejected from the aircraft when it is flying over the deployment location and the air opens some special flaps on the cardboard box which allow it to float down to the ground like its descending under a parachute. When the box hits the ground a dedicated crumple zone at the bottom of each box absorbs the impact and protects the goods from damage. Pipistrel have tested this by dropping boxes from 300 feet with eggs inside and would you believe when the box is opened, all of the eggs are intact!  You can even use the box to light a fire should there be a need!  Please visit   [https://wingsforaid.org/](http://sendy.pipistrel-usa.com/l/1SmXHEWuxXpSPLdScqqFdA/892RAnCHyZIOhfDcjP763jTQ9w/2Btm9c6Kq763UZ0UwFO892lRhA)   for more information on this exciting project.      **Pipistrel 19-seat Hydrogen powered shuttle**  Pipistrel is cooperating with several other EU based companies in the development of a 19-passenger hydrogen powered aircraft for short duration flights up to 500 km (300 miles).  Currently there are very few options to travel between major cities. The congested road network takes time to navigate and many of these cities are ideal to be linked with a hydrogen-powered aircraft shuttle service. Flying would reduce the time taken on these shorter trips down to one-third of the time needed for driving. Being hydrogen powered, the aircraft are themselves pollution free with the only by-product being water which is evaporated during the flight. Refuelling these aircraft can be completed in as little as five minutes, there is no engine warm up or any of the normal maintenance tasks required in conventional aircraft.  The true operating costs are expected to be around one-quarter of conventional aircraft operating in the European Union. Pipistrel are currently in the final stages of testing a dual hydrogen fuel cell propulsion system.    http://sendy.pipistrel-usa.com/uploads/1589421402.png    [We have a new Facebook page just for Pipistrel USA, be sure to join up now](http://sendy.pipistrel-usa.com/l/1SmXHEWuxXpSPLdScqqFdA/daPN1BHADhsRTaU3m892ILQw/2Btm9c6Kq763UZ0UwFO892lRhA) |  |
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http://sendy.pipistrel-usa.com/t/2Btm9c6Kq763UZ0UwFO892lRhA/1SmXHEWuxXpSPLdScqqFdA

The following from CC, Ron Day:

*These are indeed strange times. The usage of the word “unprecedented” has been, well, unprecedented. We have dodged a bullet in not succumbing to The Plague Round One, and that is cause for celebration. Whenever I’ve cheated death (i.e. walked away from a crashed racing car, or somehow come out of a corner on my motorbike that I’ve gone into way too fast) I’ve reset my inner Hobbs to zero. I think this is another of those occasions.*

*On the strength of that, I’ve at last convinced the bank that their money would be made better use of in my account, and then promptly spent it. After a gestation period that would make an elephant’s seem insignificant, I’ve finally purchased Lindsay McNichol’s hangar. It is, by anyone’s standards, large. Unfortunately I suspect it may suffer from the same shortcoming of every other “shed” I’ve owned in being not big enough.*

*I seem to have a weakness for orphans, lost causes and lame ducks. Some have said, rather kindly, that it’s looking like a museum. Someone else who shall remain nameless (your secret’s safe with me Lizzie) suggested it’s more like a mausoleum.*

*If any of you are having trouble convincing your partner of the need for just one aeroplane, then bring them to my hangar. They will go away believing you are a saint.*

*A recent acquisition has been a Heath Parasol project. This is one of Roger Mann’s “Ragwing” creations, but thanks to the original’s diminutive size, is full scale. Buying an unfinished airframe is, to say the least, risky. This example however has been beautifully constructed to the point it would almost be a shame to cover it. I paid less than the price of components, and got eight years of someone’s leisure time thrown in. If you’re thinking of building, it’s an option you should seriously consider.*

*It also caused me to break out of my bubble and go to Nelson to collect it. I used that excuse to accept the hospitality of Neville Sutherland, a fellow Jodel pilot, and meet Mick Brannigan - the builder of my first Jodel “DHZ”.*

*Mick is what the generation that wear their base-ball caps on backwards call “old school”. He came here in the 60s for a holiday, and never left. He wanted a boat but couldn’t afford one, so he built one. He wanted an aeroplane but couldn’t afford one, so he built his Jodel. Mick has lived a full life, and is unfortunately suffering the consequences. A succession of accidents (the worst a parachuting one that broke three vertebrae), a heart attack, a stroke and now cancer, has limited his mobility. He has however a gleam in his eye and a host of stories told with modesty that keep you entertained all evening. One of life’s characters.*

*It is a cause of acute embarrassment to me that DHZ hasn’t flown since Roscoe ferried her to YP. Personal circumstances are lame excuses, but the acquisition of FLI has certainly been a factor. I’ve promised myself that DHZ will fly this summer. I owe it to Mick.*

*And if there’s a glimmer of a chance you can get airborne anytime soon, you owe it to yourselves. There are events coming up that are crying out for your attendance so we can make “Lockdown” a distant memory.*

*And there’s a new Club aircraft for you to fly. I can personally attest that “KSS” is a real honey. She will flatter the most average pilot – believe me! A golden opportunity to wind back the clock to a simpler time: when the journey was more important than the destination.*

*The opportunities are, um, unprecedented.*

*Ron*

I think I’ll keep these newsletters a bit shorter in future and perhaps add the odd thing to any notices that need to be sent out. As always I welcome any contributions.

Take The Spoon Out Of The Sink

(and keep washing your hands)

Ross Macdonald