March done and dusted and autumn around the corner. Rain in most places this last week and in particular, Sth Is west coast and I’m thinking very much of Sean and Lizzie Husheer as I write this as they venture down to Hokitika to see what is left of their cabin, airstrip and most importantly their stock. The rainfall numbers down there are mind blowing. Over a metre in the 48 hr period just East of Hokitika. The video of the bridge over the Waiho river being washed away was spectacular.

The Club farm is blooming and the cattle doing very well . The tractor and mower are in use again and as I’ve said before, volunteers welcome.

The 172 has had a 100 hr inspection and the 152 has had the same this week just gone. The paint touch up of ETJ is imminent and we are also in the process of getting some of the interior plastics of both machines replaced in order to keep them tidy.

As predicted, Kate Jeffery completed her first solo in ETJ a couple of weeks ago. Since then she has had a couple of solo sessions in the circuit. On her first solo session after the initial, “first”, Ron Day, who was observing, remarked to Kate when she came down, “Well that was boring watching that succession of perfect landings” Well done Kate. First step completed.

The Tail dragger weekend which was postponed from the late spring to March, went off very successfully. Around 22 visiting aircraft attended and approx. 50 people . The wind was a little fickle with it changing from a slight headwind to a slight tailwind. We set up the grid on 02 as the prevailing wind had been from the north for the previous 3 months. Just our luck that it decided to be fickle on our day. The heavy class in the STOL comp was won by Robert Wilson in C180 EYH and the light class by Mike Fleming in PA18 BHP., The “Jailbar Bombing”was won by Jerry Chisum using his “Stuka” technique, although he didn’t hit the truck and so John Managh’s credit card remains intact. `

Upcoming events. The café at Te Araroa, at East cape, have been awarded the “Best watering hole “, award by AOPA. A fly in to the new strip at TeAraroa is planned to present the award. A “Rent-a-crowd” to support this event would be great. This is likely to be April 13th. Confirmation will come via email so watch this space and let me know if you are keen so we can organise seats. It’s about a 4 hr return trip from YP so approx. $220 per head.

The Trip to DÚrville Island that had been planned., went ahead after DOC relaxed the fire ban on the DOC controlled camp sites. The following report is from Wendy Milne:

D’Urville Is. Trip.

*Took a while, but we finally went back.*

*A few years ago, coming back from a RAANZ weekend in Hokitika, Ross and I dropped in to check out the legendary strip at Greville Harbour. Kicking the sand on a deserted beach in the middle of nowhere, I did a very poor imitation of an American general and uttered the words “ we’ll be back.”*

*To do anything less than an overnighter doesn’t do the place justice.*

*The grandeur of the high surrounding hills and bush wrapped in quiet isolation, a stark contrast to our normal lives.*

*After a hurried early closing of work by midday Saturday, I scurried out to the club to find Derek and Ross Hatful in CHB doing the typical ‘man thing,’ as in hurry up, what took you so long. must leave NOW.*

*Within 15mins I was preflighted and packed ready to go, as the team was leaving, whether I was ready or not.*

*CHB and FGJ with Ross and Annette Macdonald with Brian Oakley and Piper Cub BQV from Te Kowhai, with Bill and Neroli Henwood and myself in Rans JDP made up the team.*

*A takeoff soon became a quick 500ft circuit as JDP let me know the back locker was well and truly overloaded and my cell phone was still in the car. Both problems fixed, I had a second go and took off for the halfway point of Koputaroa, the home strip of Pete Kernohan near Levin. I had arranged with Pete to leave spare fuel for the 2 Rans aircraft there. An uneventful hour passed and we were there, pretty much within 5mins of each other. A fuel top up for the 2 Rans aircraft and it was onwards, across the water.*

*Despite the fact I mainly fly alone, leaving the comfort of land never gets any easier for me and heading off into the bluish haze is an act of faith in your navigation skills, plane and courage, as not much exists beyond D’Urville on that heading. if you have added 21, instead of subtracting, when sorting out your heading.*

*Call me old fashioned, but I still sit down and do a course, complete with fuel calculations, headings and airspace/frequency notes. However 15mins out as Kapiti disappeared, I was questioning how many wines I’d consumed that evening while doing my workings.*

*It is worthy to note, I have had electrical issues which have killed radio and GPS in the past and so have had to revert to basics. No one is immune and the best advice I ever got about surviving, was always have a plan B.*

*It was a beautiful crossing without a bump, however as I waited for the South Is to take shape the Lolly bag took a pounding.It is a nervous dissipater I use.*

*Greville Harbour is halfway up on the western side and a favourite haunt for boaties escaping southerly or easterly winds. Have a look at the Club facebook page to truly appreciate it, as words fail me when trying to convey the beauty of the place.*

*The strip has plenty of length, but is narrow so a disciplined controlled landing is called for and the area is confined by high terrain on both ends so an unconventional approach and turn after takeoff are needed. Not for the faint hearted or tarseal tubbies. Help is a long way away!!*

*After dropping off the gear at the end of the runway, nearest to the campsite, we parked up the squadron and behold not a bearer in sight. “Carry it yourself “ was the phrase of the day. Brian excelled at this and is now official club packhorse.*

*After stumbling along in ignorance for a while, we were rescued by the calls of Annette and Neroli, who had gone ahead, floundering in the shoulder height grass for ages before finding the right path.*

*A flat area with water, loo with a view and wonderful picnic table was our real estate for the night and construction work began. Kiwi build solutions abounded, but the Macdonald residence stole the day and was christened “The Big House” as clearly they were used to a better neighbourhood than the rest of us.*

*Bill and team Macdonald then went swimming in the bay, the rest of us finding sufficient entertainment watching the cause and effect of exposure.*

*A civilized predinner drinks session followed and more of the same, until we realized no waiters were materializing out of the bush to take our orders and the fishermen across the clearing were cooking blue cod, so gourmet steaks etc hit the BBQs.*

*An evening of hilarious conversation followed, but as I suffer amnesia on these weekends, the detail escapes me. Something to do with a trip for next year to the Chathams does ring a bell.*

*The next morning a laugh was had about the new housepet we had adopted. All night the resident weka were attempting to break into the ‘Big House’ Annette reckoned. Even the native fauna was taken in, by superior abodes. Happens wherever you go in even the best neighbourhoods, I guess.*

*A real slap up ‘Dawn raid’ type breakfast began the day, before the camp dismantling started. With a heavy dew and night mist, everything was rather wet including Brian, resident starwatcher.*

*Arriving back at the airstrip the planes looked damp but otherwise the same as we had left them. Despite eating a lot and drinking a bit, the load disappearing into the plane was undiminished from the day before. Depressingly so.*

*As we took off and headed around the island for a sightseeing tour, you couldn’t help looking back and feeling the magic of the place and a sense of anticlimax as we pulled away.*

*Setting JDP on a heading for Levin was once again a theoretical task as the ‘Long White Cloud’ made detail something one imagined, when looking for visual reassurance across the water. Not until the bulk of Kapiti Is can be made out, are you reassured you are correct with your assumptions.*

*As Lake Horowhenua came into view I spotted the C172 just ahead landing at Koputaroa. Once again the planes landed within minutes of each other, despite all having a different sightseeing tour, before leaving the proximity of D’Urville and its beautiful deep blue bays and anchorages.*

*A fuel up for the Rans aircraft and a welcome cup of tea with Pete and his wife and we set off for home, another wonderful memory of a trip in JDP to be treasured.*

Thank you Wendy. It certainly was a great trip. I’m thinking that this was a reconnoitre for a future trip of longer length. 2 nights minimum so that we can explore, fish, and maybe do local flights. Watch this space.

The following from Patron Bob Gunson:

*Making You Think …*

*During World War II, the RAF lost a great number of planes to German anti-aircraft fire. So they decided to Armour them up.*

*But where to put the armour? The obvious answer was to look at planes that returned from missions, count up all the bullet holes in various places, and then put extra armour in the areas that attracted the most fire.*

*Obvious but wrong …*

*As Hungarian-born mathematician Abraham Wald explained, if a plane made it back safely even though it had, say, a bunch of bullet holes in its wings, it means that bullet holes in the wings weren’t very dangerous.*

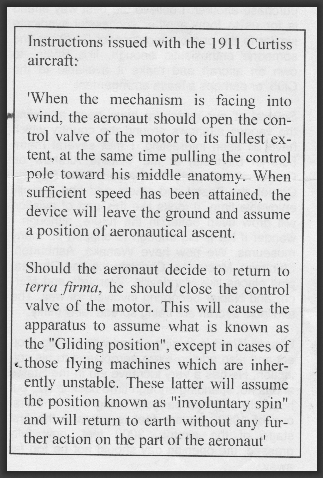
*What you really want to do is armour up the areas that, on average, don’t have any bullet holes.*

*Why? Because planes with bullet holes in those places never made it back.*

*That’s why you didn’t see any bullet holes there on the ones that did return.*

*Clever.*

The following from Gerald Grocot:

**

Brilliant Gerald, most of that advice is still relevant today.

Hasting Aeroclub is endeavouring to transform its barren grass areas into swards of verdant growth. Again. There are cones around the Air BP pump and a map I saw showed blue and yellow, go and no go areas on the grass runways. I was there the other day but the coloured lines must have faded because I couldn’t see them. Use your common sense and stay away from grass areas that have obviously been regrassed.

Ron Day has done his first official dual crosscountry with me to Masterton and return. He followed that up with a solo there and back last weekend in his D9 Jodel.

Shane Jones had a second “First solo” a couple of weekends ago. Shane has been spending some time in Tauranga of late, receiving instruction in a weight shift, amphibious microlight called a Cygnet. Shane has since purchased this very interesting aircraft and it now resides at Waipuk. When he brought it to Waipuk, he brought his instructor from Tauranga with him and over the course of the weekend, Shane carried out 2 solo flights. Congratulations Shane. That machine has fun times written all over it. Shane’s instructor, Derek, took me for a quick circuit in it. My first time in a weight shift craft. Very different to anything I’ve flown but I can see how one could get hooked.

Talking about floats, I’m about to head to Rotorua to do some more time in Sean’s Cub on floats before he brings it home for the winter.

I recently gave a C206 rating to an Academy student from Hastings. Many thanks to the Waipuk 206 syndicate for allowing us the use of their aircraft. It is available for ratings so if anyone wants to convert on to what’s pretty much a big heavy 172 with 6 seats and a few extra knobs, give me a call.

I note that the Tiger Club is planning another North Cape to Bluff rally in Feb /March, 2020.

The last one I went on was in 2000 when Chris Dooney and I took BEF on the full trip. It was a very memorable and enjoyable trip with several other club members partaking on various legs in other aircraft as backup/luggage carriers. The entire trip took us 10 days from start to finish and from memory we logged about 40 hrs in BEF. I’m definitely going again. If I can’t find a Tiger or a Cub, I’ll go in something else and be a mule for someone.

Duty Pilots:

April 7th D Russell

April 14th B Mcgregor

April 21 R Kent

April 28th V Donald

May 5th M Poulton

May 12 T Aitken

May 19th T Jefferd

May 26th D Mohi

June 2nd W Milne

The Dawn Raid season is not far away. Ours is usually the first of the season and will be on May 12th. This also marks the first round of the Frogley Cup so start some landing, forced landing and bombing practice.

There have been a series of roadshows from CAA explaining and seeking feedback from pilots and industy over the introduction of ADSB transponders to NZ. We will be affected from the end of 2021 when those of us operating into controlled airspace at the lower altitudes , will have to have one of the new transponders fitted to our aircraft. The costs are not inconsiderable. Around 10K fitted for a part 61 certified aircraft like our club Cessnas.

There has been a move to lobby the government to help subsidise these costs. To that end, submissions are now open and I share below a letter from AOPA to it’s members:

*ADSB Submission. If you do nothing else this weekend do this one job.*

*Ian Andrews*

*Hi All*

*The CAA ADSB Road shows are now complete, and I believe we got the message across loud and clear.*

*It is now vital that you each send in a submission with your views on the subject. This can be done in several ways, but it is absolutely crucial that you do something about it. Your voice will be heard. It will be the total number of submissions that will be counted. We need thousands of these submissions if we are to get a deal.*

*Here are the three options you have. We have tried to make the first one an easy option for you. However, it is your submission and your choice.*

*Copy the wording from below and paste it into an email then send to consultation@caa.govt.nz (this option supported by NZ Aviation Federation)*

*Go to www.research.net/r/ADSB-CAA and fill in the standard form which has 24 questions to answer*

*Write your own submission and send it to consultation@caa.govt.nz*

*If you chose option 1 copy and paste the wording below into your own email and send.*

*consultation@CAA.govt.nz*

*I wish to make a submission to the CAA consultation process for the proposed mandate to require all aircraft to remove their existing Mode A/C transponders and fit a Mode S transponder with ADSB Out capability. The proposal in its current form will benefit the ANSP (Airways Ltd) and all the users of the aviation system, which includes all commercial and fare paying passengers. This has been made clear in the EY Consulting Cost Benefit Analysis and is supported by the fact that at Tauranga, the airspace reverts to Class G when the last commercial flight has arrived/departed. Therefore, I consider this should be costed into the entire system as part of the basic infrastructure to ensure safety for all users.*

*Following are the main points of my submission.*

*The proposed ADSB mandate for aircraft below FL 245, in its present form, will be a significant burden to all GA aircraft owners.*

*I will not agree to the mandate and will not fit a new transponder with ADSB Out unless the Air Navigation Service Provider (ANSP) pays at least the cost of a standard, all in one unit, based on an industry standard like an Appareo or Garmin unit which has a current equipment cost of $2995.00 USD. (to be converted to NZD plus GST)*

*I understand the system and have examined the costs and benefits to me associated with this proposed mandate.*

*I agree that as the installation costs will vary significantly from aircraft to aircraft these will be at my/the aircraft owners cost.*

*Thank you for the opportunity to submit on this important matter.*

That’s all from me for this month.

Take The Spoon Out Of The Sink.

Ross Macdonald