November nearly done and the first part of it at least gave us some good flying weather. The latter part has seen some annoying SE winds which has given us some cross wind practice from the other side. The other aspect of the weather is the heat. This is pretty rare to have these 30 degree days in December. We planted some more trees during the winter and these have come under early stress with the dry month. Most of them now have a container with tap and they are all within a short distance of a trough. We will need to do at least weekly waterings while the dry conditions continue. If you are twiddling your thumbs while there on the weekends or other times, please consider a walk or drive and give them a water. Set the taps to a slow trickle. We are still 2 containers short for the ones in the drums opposite Josh’s hangar so if anyone has a couple of spare containers, that’s where they could go. I’ve also replaced the handle in the thistle grubber with a sturdier model so if you see and offenders about, please deal to them.

The grass on the airfield has gone to seed and the mower will be out soon. I make no apologies that the runway will be mown very narrow. This is the one short opportunity that we have to get you into the habit and practice of being able to land on a narrow strip and keep it straight. Those of you who have been into Rob Wilson, Bob Gunson and latterly, James Greer’s strips will have seen that to stray even slightly is to end up in trouble. Check out this link to see what the outcome of being lax in that department. The pilot in this clip set up his GOPRO so that we could learn from his lapse. I don’t blame this pilot totally. I place the blame at the door of those instructors who failed to teach him properly. <https://www.facebook.com/djquality23/videos/10156460198021533/>

As mentioned in an earlier email to the membership, the committee is considering an addition to the fleet in the form of a PA 18 Cub. The process to decide this important addition is still ongoing and we hope to make an announcement in the near future.

Stuart Brown finally found some clement weather and completed his first solo. Well done Stuart. It was a very successful day all round. It started with a very enjoyable trip to Rangataiki strip at Lochinver on the Napier Taupo road. We were invited to join Hastings on this trip. 17 aircraft were parked on the strip at the end of a very nice flight from Hastings. 5 of them from CHB. We then walked the short distance to the Café on the main Highway where we enjoyed a very nice lunch and then return via various routes. A few called in to the Boyd strip on the headwaters of the Ngaruroro. It was a good day for people to experience high density altitudes as the temperature at the airstrip was around 28 degrees C at an elevation of 2300 ft asl. That’s approx. 18degrees above ISO which equated to a density alt of around 4400ft without taking the pressure into account. I was in the 152 and with Ron Day as co-pilot and we used at least 2/3 of the approx. 1200 Metres available to get off with little wind and it then climbed like a heavy Jodel D9 (so Ron would have felt at home) We chose not to call into the Boyd as the elevation there was higher still and the length considerably less. It’s still one of the stories talked about around the bar the time our last CFI, DOM, took off from the Boyd, 2 up in ETJ and disappeared over the edge into the river valley off the end of the strip, to reappear further upstream slowly climbing away.

When we returned to Waipuk after our trip, I continued my normal Sunday training and the stars aligned and Stuart completed his solo. About that time, Wendy arrived and informed us that it was low tide at 1730, about 30 minutes from now. I put it to the assemblage that we could go to the beach or drink Stuart’s celebratory beer. “Why can’t we do both” was the chorus and so we did. A wonderful end to a wonderful day. An hour on “Our Beach” strolling, beach combing, paddling in the freezing waters and taking in the scenery.

Some who have seen me this month will have noticed me sporting my usual November/Movember facial hair. This is the 11th year I’ve grown a moustache for the Movember foundation’s fund raiser to support men’s health. I realise I look like a “Dick” however I’m always reminded of a quote assigned to Winston Churchill, ( What quotes aren’t?) when, at a party, a pompous woman came up to him and declared, “You sir are drunk” to which Winston replied, “And you madam are ugly but I shall be sober in the morning” If you would like to contribute to this worthy cause you may do so at: <https://mobro.co/rossmacdonald1>

Cedric Murphy has completed his cross countries and now just needs a brush up and review and revision before his flight test which will give him advanced microlight certificate with pax rating. Ron Day and Shane Jones will be right behind him with cross countries to finish and then flight tests imminent.

Callum Sutherland enters the “watch this space” for impending first solo.

We wish Reuben and Terina all the best for their C Cat flight tests in the next couple of weeks. Amazing that this time last year the ink was barely dry on their PPLs.

Reuben has recently had a flight with me in Armo’s J3 ,AHD, and has got the bug. Armo, very generously lets us exercise her and we are very grateful for the opportunity to fly this wonderful and historic machine. Here’s a pic that someone recently shared on line.; Not sure where it is but probably Wellington. Someone may have a more definite idea.



As I write, Reuben and James Butler have just returned from a 2 day trip to the deep south. All the way to Manapouri and return with several interesting stops on the way and various weathers to negotiate. A valuable learning trip for both of them. Possibly a topic for the next newsletter?

The committee decided a while ago that any new hangars would go into the paddock directly to the west of the clubhouse. There is a new one in the planning stages to be erected from one of our out of town members but which will be a welcome addition to the on-field buildings. It will be reasonably large to accommodate approx. 3 aircraft. In line with some discussion at a committee meeting some months ago, we may take this opportunity to reassess and modernise the ground rental system so that instead of a one price for all, there will be a per square metre charge. This will bring us into line with other airfields and will be designed so that little disruption and change from the present charges will be apparent.

Duty Pilots:

Dec 1st Bruce Knight

Dec 8th Derek Simmons

Dec 15th Tim Aitken

Jan 5th A Sowry

Jan 12th S Brown

Jan 19th R Greville

Jan 26th J Riddell

The following from CC Ron Day:

*We finally made it to Rangitaiki, and it was worth the wait. The weather*

*played ball and HBECAC Club Captain John Managh’s efforts were*

*rewarded with a magnificent turn-out.*

*Once again I was surprised at how fast you can get from “a” to “b” when*

*you go direct. Getting to Lochinver’s strip was achieved relatively quickly*

*by going over the Tiger Country instead of crawling along it.*

*For most of the way Mike Fleming’s Cub flew formation on Rans CHB*

*(with Derek as PIC and me riding shotgun) and gave me an opportunity*

*to take some cell phone pics. One of these I posted on the Facebook*

*group “Taildragger Pilots United” and it was liked by none other than*

*Mike Patey (of Draco fame). My aviation summit has been reached!*

*A fence with an electric wire outrigger had to be negotiated on the way to*

*the cafe and proved more of a threat than crossing the State Highway.*

*Yes, one of us discovered it was live. Some other punters were startled*

*when they couldn’t rationalise the empty carpark with the full dining*

*room, which caused some sniggering. We descended like a swarm of*

*locusts.*

*Leaving was a different matter. The elevation and extreme heat caused*

*many of us to use plenty of Lochinver’s generous runway. I was*

*conducting procedures from the left seat of ETJ by then – for the first*

*time since January 2004. I’d like to say “It all came flooding back”, but if I*

*did I’d be lying. We staggered into the air like a B17 bound for Berlin. I*

*suspect Roscoe may have had a hearty brunch. If he did he showed no*

*signs of discomfort as I gave him a bumpy ride home via “The Boyd”.*

*Thanks go to HBECAC and their CC. A most enjoyable trip.*

*And opportunities for more trips are coming thick and fast.*

*This weekend crews in CHB, ETJ and JDP are venturing to Raglan to*

*soak up the atmosphere and no doubt some beverage.*

*This Sunday will be our last Sunday Dinner for the year with a BBQ at*

*the clubrooms provided by the club at $5 a head.*

*​*

*The following Sunday, 8th December, is a BBQ Breakfast Fly-In to*

*Koputaroa. This is a very decent farm strip and a well attended event.*

*Names on the board please.*

*Sunday 15th December is our Annual Children’s Christmas Party where*

*Santa will make an impressive arrival, and sugar-based food can be*

*settled down on the bouncy “Princess Carriage”. You’ll get an email*

*reminder with kick off time in the week prior.*

*Don’t forget that NZ is the first to hold an aviation event in 2020 with the*

*New Year’s Day Fly-In at Masterton. You know where to put your names.*

*Ron*

Thank you Ron.

That’s all from me for this month.

“Take The Spoon Out Of The Sink”

Ross Macdonald

*​*