October/November newsletter, Better late than never. I have to admit that we have a new smart TV on which we have not only endless movies but also access to many old TV series. I am working my way through Deadwood which some of you may be familiar with. Very addictive and not at all conducive to doing stuff that I should otherwise be doing like writing newsletters.

We had a wonderful Club dinner at Oruawharo Homestead. Many thanks to Dianne and Peter Harris for once again sharing their outstanding venue and catering a very nice meal.

Our guest speaker in the form of Peter Cook entertained and informed us on his aviation career. The accompanying photos and slides aiding in the presentation despite the ineptitude of the slide projector operator. Reminded me of the old slide evenings we had to sit through in my childhood . every second one upside down or back the front and the last 2 or 3 in the box of the house, as was the need to finish off the last few on the film before developing .

The breakfast visit to Masterton went ahead although I don’t think anyone from Waipuk went.

The Health and Safety plan for the airfield is progressing and some of you will have been contacted by Ross St George who is drawing it up for us.

In Late September I flew to Hawera for my annual check with Wayne Harrison. I was disappointed to learn from Wayne that he is not renewing his medical or A Cat so I will have to find another examiner for my check. It also means that I will have to find another examiner for PPL flight tests for our students.

On That note, James Butler is working through his cross countries and will be ready for a flight test soon. One of my Dannevirke students is also up to a similar stage.

Josh Preddy and Brittany Adamson are very close to first solo stage although I hear that Josh had an off on his motorbike with resulting broken wrist so that may slow him down for a while.

The plans for the SAA fly in to Waipuk in March are progressing and Clem Powell as one of the local chapter members is the main man organising same. This promises to be a fantastic weekend if the weather gods play ball and will be one of the largest operations that our airfield has seen for some time. Home built aircraft from all over the country will descend on Waipuk for the annual fly in. This event is held every year although it alternates between Ashburton in the Sth and a NI venue , which if it is successful, may well be Waipuk in the future. There are a number of jobs that Clem will need some volunteers for. Follow Me, refuelling, landing comp judges and spotters, to name but a few. If you would like to offer your help, contact Clem on 0275999273.

The Club Xmas party is on Sunday 17th of Dec. Note your calendars as it is a busy time of year.

Peter Harris has started the last Sunday of the Month club dinners and the Oct one was ably catered by Betty and Athol Sowry and was very well attended. Peter is taking names of volunteers for future months and is already sorted through to March when our youngsters in the form of Reuben, Jonty and Terina will be cooking for us.

Reuben is keen to get the club competitions going so watch the email or newsletter space for news on that front.

With the majority of the sheep gone the grass is now shooting away on the field . The runway has been mown nice and narrow and also the taxiways. Please keep the Cessnas on the mown bits to prevent the props from mowing off the grass top.

I understand that Josh Calder is soon to take possession of a new topdressing machine in the form of a PAC XL 750. We’ll watch out for that on the field. I also understand that due to the generosity of his wife Suzie, at a fund raising auction, he may well be confining his work operations to the smoother of the strips of his clients for a short time in the future.

Alex and Jane Wardley have generously donated enough paint to paint the roof of the clubhouse. A working bee may be called for this task although Peter Harris has a very efficient air painting machine so maybe just the waterblasting. Let us know if you would like to help. November is a very good painting month.

The Duty Pilots have been very good of late.

Here is the new list.

Nov 12th J Riddell

Nov 19th D Russell

Nov 26th Chris Dooney

Dec 3rd Bruce Mcgregor

Dec 10 Ross Kent

Dec 17th Lea Giblin

The following from President Rick Gunson;

Last month I mentioned we had some new members learning to fly.

Nicola Pointer lives in Wellington with her young family and flies with me when she is in the Bay visiting family. I may add that she is John Armstrong’s niece but we won’t hold that against her. Nicola is very much enjoying her flying even though the lessons are at times quite spread out.

Angus Duncan lives at TeAwanga and comes from Taihape. Angus is very enthusiastic about flying and tries to get in a couple of lessons at a time to take advantage of the drive to get to Waipuk.

Tim Aitken has returned to flying after a longish hiatus. Now that he has sold the farm and retired to The Brow, he has time on his hands and intends to renew his PPL. The first flight I had with him was I think a bit of a surprise to him as he hadn’t forgot as much as he thought he would have.

The weekend before Labour Weekend was the planned trip away to Raglan and the following is a report from Wendy Milne,

*Trip to Raglan.*

*At the end of the day, good intentions don’t get you there.*

*I had been wanting to get away for a relaxing break, as far away from work and all*

*of its demands, for a while and had enjoyed Raglan on my previous visits.*

*Procrastinating; I have little patience with, as most will attest to and so knowing*

*Labour weekend is the beginning of the silly season where the town loses its*

*identity to the influx of JAFFAs, we picked the weekend of the 14th /15 th October.*

*Despite the notice in the newsletter, email and being on the noticeboard, the only*

*takers on the day were Derek Simmons and Ross & Annette Macdonald. The lack*

*of interest leaves me perplexed, as this trip was fun, right amount of flying and*

*accommodation was cheap( $120 between 4 of us) and the beer was great.*

*It was a mission for the Rans squadron. CHB and her older sister JDP.*

*Loading up, I made a mental note that the tailwheel tire required more air. The*

*girls took JDP and left the boys to CHB. JDP has a well-stocked glovebox.*

*Setting sight on the usual course past the Boyd, we spotted Brian in the C206*

*from Lindsay’s hanger on the strip. A strong westerly ensured we had plenty of*

*time to appreciate the scenery before the Lake finally came into view and with a*

*GPS, that has more ornamental use than a flower vase, the girls used old*

*fashioned maps and like the famed wonders of the world, astonished all, by giving*

*a position report near Bennydale, that was almost accurate. Even Piper Cub BQV*

*expressed surprise that Wendy knew where she was, they were at the Tiger*

*weekend at Taumaranui and picked the identity straight away.*

*For those that haven’t flown over the western side of the island much, the*

*landscape is endless rugged hills with the occasional high point, very distinctive in*

*their shape and appearance. The flat top hill at Taumaranui is one of these.*

*Annette was avidly reading off the places of interest on the map, as we*

*meandered NW from Te Kuiti .*

*The mountain to the seaward side of Raglan eventually hove into view and as we*

*joined overhead, CHB was on final approach.*

*Derek was a little taken back at the locals casually walking the dog on the runway*

*as he came in, but I have been told by others, that some are even put out, that a*

*plane dare to land while they are on their daily walk.*

*After tying down the Rans X2 we walked 50metres to our accommodation at the*

*end of the strip. Very convenient and reasonably priced. After freshening up, the*

*beers beckoned and we set off over the footbridge to town. Our chosen watering*

*hole, was from the turn of the last century,” The Grand Hotel,” complete with a*

*large veranda, the perfect place for people watching. Settling in with tall beer*

*glasses and a bowl of fries we were entertained with the sight of old” Yank Tanks”*

*with active lowering suspension cruising up and down the main street and the*

*odd local trying to imitate them. A taxi van pulled up to take on board a crowd of*

*very happy local lads, who in their enthusiasm to get on board spilled the chillybin*

*of ice and spirit bottles. A relieved cheer followed as the contents were retrieved*

*and repacked. Advice from Ross and Derek followed, before Annette and I were*

*subjected to a fumey peck on the cheek as they departed. Derek asked for a kiss*

*as well, but was turned down as they could see he and Ross appeared to be a*

*couple. It was a good night.*

*The next morning we tackled the fuel problem, our spare had been used bashing*

*against the wind to get there. Cans in hand we set off to find a fuel station. A local*

*assured us it was just up the road, maybe in a car, but as we walked the hill got*

*steeper. Next thing the proverbial little old lady on her way to church, appeared*

*and stopped to offer such deserving souls as we appeared, a lift. Not only did she*

*take us to the gas station, but she waited as we filled up multiple cans and filled*

*up her boot and then took us back to the airfield and declared her good deed of*

*the day done. That one deserves a place in heaven we decided.*

*The flight back was much the same as the flight up, but the landmarks appear*

*different coming the other way and the westerly had picked up pace somewhat*

*and the relentless battle with the wind is wearing and so a rest at Taupo was*

*decided upon. The landing on seal, with gusts and short final turbulence, was*

*​sporting in the extreme, requiring 2 goes at the lollybag, to assist maximum*

*concentration and will be remembered for a while, with JDP still wanting to fly on*

*the taxiway, but I guess that was more of a measure of the crosswind being close*

*to her limitations.*

*Derek was casting longing glances at an airline twin that pulled up. I guess he had*

*had enough of CHB by then and so I decided it was time to go before he*

*abandoned us. A squall was blowing through, so we waited in the shelter of a*

*hanger, before a hurried departure between squalls, with the lapbelts pulled up*

*extra tight. Cloud and rain ensured we took the Taupo road route, but as we took*

*our time the pounding off the Kaimanawas wasn’t as bad as expected. In a*

*microlite , turbulence is to be avoided, as they suddenly seem to be more fragile*

*than they appeared on the ground on a sunny day. Nothing like a low cloudbase*

*and strong wind, to sharpen up the bad weather configuration flying skills.*

*We cleared the shit country and broke out of the hills to glorious sunshine and the*

*inevitable wind of Hawkes Bay, feeling like we had been lucky to experience*

*another one of those wonderful weekends that sticks in your memory for years to*

*come.*

​Thanks for that Wendy. It was a great weekend.

The following from Pres Rick; (A 2 months in one report)

*Hi All,*

*The club captaincy conundrum has been recently rectified with James*

*Greer, Ross Hatful and Peter Harris taking on the role as a team ,so*

*expect to see some increase in activity on this front. One thing they*

*will be pushing is to revitalise regular Sunday night dinners so if you*

*are keen to chip in and put something together give one of them a*

*ring .*

*A refurbishment of ETJ was raised at the September meeting as*

*she is looking somewhat scruffy and is currently quite busy. This led*

*to the question of is ETJ fit for future requirements, or should we be*

*looking at an upgrade with maybe a glass cockpit and other*

*modernisations .Make your thoughts known to a committee member.*

*As previously reported the clubhouse has had some work done and*

*now needs some painting. We have been donated some paint so*

*there will likely be a working bee for this and we intend to have it*

*completed by the end of November.*

*A very enjoyable Club Dinner was held at Oruawharo with Peter Cook*

*as our guest speaker . Peter is a very experienced rotor wing and*

*fixed wing pilot with approx twelve thousand hours logged on each*

*and he entertained us with an overview of his career which began in*

*CHB. As with most highly accomplished people one must talk to their*

*friends and colleagues to gain a full appreciation of their antics and*

*accomplishments. Thank you Peter.*

*Thank you also to Peter and Diane Harris for hosting the club,*

*providing a very tasty curry and expanding the culinary experiences*

*of some members.*

*​*

*On the way home after the dinner I had to walk the last 4 kms*

*because I believed my fuel gauge. It said I had enough*

*for a further 80 kms , so much for modern technology.*

*Yet another month has rolled by and we are making plans for the*

*Club Christmas Party already, it seems like only yesterday we had the*

*magic turnout of last year.*

*Personally I have done no flying this month but Ross has been very*

*busy of late with students racking up plenty of hours in ETJ with FGJ*

*and CHB ticking over as well.*

*Octobers committee meeting saw us deal with the last of our unpaid*

*subs, six months after they were due ! Considerable time and*

*secretarial cost is taken up with people who don’t pay their subs*

*promptly or tell us they have changed address or wish to resign.*

*Thank you to those who do appreciate the work of the committee*

*and pay promptly what is frankly a bloody cheap membership.*

*Organisation is well underway the Sport Avex Flyin March9-11 which*

*promises to be a busy few days, here's hoping the weather to plays*

*ball for them .*

*Rick Gunson*

*President*

*​*Joanna Lapish, the aviation Dr who comes to Hastings once a month will be there on Dec5th .

Contact her at [joanna.lapish@hotmail.com](mailto:joanna.lapish@hotmail.com) for a booking.



It’s been 70 years since Chuck Yeager squeezed into the sharply tapered cockpit of the Bell X-1 rocket plane and cracked a physical and psychological barrier that busted aircraft development wide open. After dropping from a B-29, Yeager reached Mach 1.06, causing what sounded like distant thunder to the crew on the ground. Then he did a victory roll and while supersonic flight is a daily experience for military pilots all over the world, it’s eluded widespread commercial success.

Building supersonic transports is not really a technical issue, but more a political one. After 70 years, researchers are still trying to figure out how to stop or lessen the thunder from the sonic boom so that governments will allow them to fly over land. Spike Aerospace flew a scale model of its proposed S-512 $60 million 22-seat Quiet Supersonic Jet in New England last week and says it will have a socially acceptable prototype flying by 2021. Aerion continues to promise an aircraft half that size at twice the price but hasn’t flown anything yet.

That will do for this month.

Take The Spoon Out Of The Sink.

Ross Macdonald

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