

Springtime at last and what a classic September it is. Warm NW windy days, fronts slashing through, a little bit of associated rain and then some more wind and as I write, a new sprinkling of snow on the ranges.

The airfield has dried out. With the kind donation of a tractor, mole plough and his time, James Butler dragged some moles along the southern end of the runway. Now that it's dried out I'll roll the ridges down shortly.

The majority of the sheep have now gone home. A handful of dry ones remain and may be there for a while. They have done a good job of tidying up the airfield although the southern end which didn't get mown earlier on is still a bit rank. It actually needs mowing off so that it can come away again.

The dawn visit to Hawera didn't eventuate as the weather didn't play ball. There is a dawn visit this coming Sunday at Masterton. I haven't really thought about going but if there is interest, let me know and we'll organise something.

Last month I talked about the requirements for wearing Hi Viz vests in certain areas. My comment that Hastings require you to wear same when refuelling was not exactly accurate. A couple of members pointed out that this is a policy used by the Academy personnel and is not a general requirement for everyone.

Last month I also mentioned that our club was working through a Health and Safety plan with the assistance of Ross St George. This is still on going but I'll point out that the sign which has appeared in the garden at the front entrance to the Airfield has nothing to do with this plan.

The annual dinner which I have given you notice about it still on at Oruawharo Homestead, Takapau on Friday 29<sup>th</sup> September. I did mention that in the absence of a guest speaker, I would perform my standup comedy routine. Although I have been practicing on family and friends, I can now officially announce that we have a guest speaker. Peter Cook, whom many of you will know or have heard of is going to tell us about his career as a fixed and rotary wing pilot. Peter has flown in NZ and overseas (New Guinea) and spent a portion of his flying career in Waipukurau. Peter was one of the very early live deer capture pilots in the SI. A great coup for us to get Peter to relate some of his stories.

There is a list on the board at the clubhouse for names of those wishing to attend. If you can't get in to add yours to the list, ring me on 0212629550 and I'll add you to the list. I'll need to confirm numbers to Dianne and Peter by early next week.

It will be a shame that at the dinner this year, we will not be presenting any trophies for Club Competitions. The reason being that there were none. We need to try to rectify this for next year. I can only do so much. I will be presenting the Piper Trophy for best student for the year and also the Cup for best duty pilot

We welcome Mel Poulton as a member of the club. Mel is one of my many students from Dannevirke and has joined us as have many of the Dannevirke members. We have a close

affiliation with the Dannevirke Club which is great. As I write I am receiving updates from a couple of DV members who are in Reno Nevada, USA at the pylon races there and are helping to support Graeme Frew from Blenheim who has undertaken the not inconsiderable task of transporting his Yak 3 to Reno to compete in the races. He has to date won the silver class.

The following from president Rick Gunson:

*Hello Fellow Members,*

*A lengthy discussion took place at August's committee meeting surrounding member involvement at the club . This was brought about by aeroplane utilisation being low, the future of BEF, and a large number of uninvolved members.*

*The club has prided itself for many years on being very affordable and accessible to its members and interested aviators ,and thanks to the legacy of past committees we are in the unusual, almost unique these days, position of owning our fantastic assets unencumbered. This equates to you, our members, holding a stake in something very valuable, and in which we would like to see you more involved. Communication ,or the lack of, was raised at the AGM , so we will rectify that from our end , but we also wish to see and hear more from you. We are therefore looking for input into ways we can better engage members ,so would ask anyone so inclined to put your thoughts in writing and send them to the committee, or better still come along on a Sunday , join in, and tell us what you think around the bar.*

*The eastern end windows in the clubhouse have now been replaced and look fantastic. Many thanks to Graeme Rees who has seen the work through even after standing down from the committee. Thank you also to those who helped.*

*This is but one example of the huge amount of volunteer work done by passionate members of the Aero Club. What follows are a few more examples of what members have contributed to the club in recent times although some do so on a monthly or even weekly basis so what they do goes unnoticed by most, like Brunny taking out the rubbish and recycling, mowing the roadside and updating the volume 4s each month. James Butler brought his tractor and mole plough in and moleploughed the southern end of the airfield. Frank Minton keeps an eye on the aircraft maintenance schedules and makes sure Julia gets the flying cards monthly. The driveway rails have been waterblasted and painted recently. The farm stock are checked and moved and fed hay on at least a weekly basis as well being bought and sold. Several days have been spent this year looking for water leaks with more to do and it often takes an hour or more to find electric fence shorts. The rails and hangers have all been sprayed around and considerable time is spent mowing around the clubhouse and hangers . The driveway was organised to be metaled and has been graded. Posts and rails were recently erected and gates swung behind the hangers to give us a holding pen for the sheep on weekends. Days have been spent in Hastings helping with maintenance to keep costs down for the club but the helpers have given up their earnings for the day. Threshold tyres have been painted .... and the list goes on. These contributions illustrate the very essence of what a club is , I look forward to seeing you in at your club.*

Tiger BEF has been put up for tender in “As is where is” condition. Tenders close on Oct 31<sup>st</sup> and I have sent out a few tender documents to interested parties.

The Tail Dragger Weekend at Hastings was unfortunately postponed due to inclement weather. They hope to rerun some time in the future so watch this space and I’ll keep you informed as soon as I know.

Last month I mentioned the duty pilot list was working well. I jinxed it because recently we’ve had a couple of no shows. When that happens the person often realises and rings all contrite and that’s fine. Sometimes we forget. If they don’t I remove them from the list. If you would like to be either added or removed from the list please let me know. Far better that I have people who genuinely want to help out on the list.

Duty pilot list:

*Sep 24th V Donald*

*Oct 1st A Sowry*

*Oct 8th R Day*

*Oct 15th E Orr*

*Oct 22<sup>nd</sup> D Simmonds*

*Oct 29<sup>th</sup> A Patchett*

*Nov 5<sup>th</sup> R Greville*

*Nov 12<sup>th</sup> J Riddell*

*Nov 19<sup>th</sup> D Russell*

With Daylight Saving starting shortly and the temps rising (hopefully) we can look forward to some beach BBQ outings and also some other half day trips away. Any ideas please pass them on. On that note,

There is a list on the board at the Club for a Saturday night away to Raglan on the weekend of 14th and 15th October. The plan is to wend our way there on Saturday, stay the night and partake of the bars and restaurants of the town and wend our way back home on the Sunday. A 1.5 to 2hr trip depending on your steed. Accommodation will be your own prerogative but some suggestions will be made. A postponement weekend could be the weekend after Labour weekend. Much later than that we are getting into peak season and accommodation may become difficult.

We have recently had Rans CHB to Tauranga for some work on a starting problem. We have now hopefully had this sorted. Interestingly, the Rotax motor fitted to her, has what is known as a “Soft start ignition module” , which retards the ignition timing temporarily to aid the

start. We never knew that this motor had the soft start module fitted as it had never been wired up from new. Why? We have no idea and as the builder is now deceased, we will probably never know. Anyway, it is now wired up and the start should now prove to be smoother without the jerky kickback that had been getting worse. A new battery has also been fitted which is important in these motors in order to maintain a high cranking speed at startup. She has not been doing much work recently as we have no micro students training and few of our other pilots fly her. Why? I have no idea as she is fun, at times challenging and importantly reasonably cheap. More so since we recently reduced the hourly rate by \$15 per hour.

I have some new students who have started training for PPLs in ETJ. More on them next month when their memberships come through.

Brittany Adamson and Josh Preddy are beating up the circuit and first solos for both of them are not too far away.

James Butler is pegging away at IF and advanced dual and will soon be ready for cross countries.

Once daylight saving kicks in there will be more time after work during the week so if this suits people wanting to fly with me, please don't hesitate to ask. Also, while I have always been available on Friday afternoons, because of work arrangements, I will also be available all day Friday so if the morning suits you then don't hesitate to ask.

The following from Clem Powell:

*“SAANZ are holding their Biennial North Island Fly In and annual AGM 9th to 11th March 2018. If the weather is good we could have over 100 a/c most of the Homebuilt/ Experimental variety with some of the flyers camping on the airfield. Clem Powell would like to invite the CHB Aero Club members, and aircraft, to mix in with the fun, and enjoy the wonderful array of flying machines.*

*Also any person who could spare some time to assist with setting up the Fly In , please contact Clem Powell 0275 999 273. Any assistance will be appreciated. At this point the major labours of love such as cooking meals are all going to be catered by Peter Harris (so you won't end up slaving in kitchen) The assistance required mostly consists of setting up safety barriers/ tape and installing camping showers in woolshed, arranging tables and chairs, in other words simple chores which should leave the days free as possible for flying, enjoying the company and of course raising a few ales.*

*No pressure but it would be nice to make this a success so they all want to return next time.*

*Clem is also seeking strip owners who are willing to have a/c dropping in (at arranged time) to make themselves known so we can include them in the flying schedule. Also any other places/ strips to visit would be considered.”*

Thanks Clem. This should be a great weekend if previous events are anything to go by and we are privileged to have been asked by the SAANZ to host the venue for this event. Mark your calendars. There are really some amazing aircraft that partake in this event. The majority of them homebuilt.

Check out this link. It's always good to have a decision point to abandon the take off when working in marginal conditions. <https://www.youtube.com/watch?v=ZmEVwyMRYYIY>

That's about all from me for this month. Keep watching that night sky. You never know what you may see.

Take The Spoon Out Of The Sink.

Ross Macdonald