

Hawera Aero Club

**NEWSLETTER**

April 2004



The Hawera Aero  
Club Inc

**Officers/Committee/Staff 2003 - 2004**

PATRON Ray Babington

PRESIDENT Jim McKay

(SNR) VICE PRESIDENT

Rodney Harrison

(JNR) VICE PRESIDENT

Greg Braggins

CLUB CAPTAIN Steve McKay

CLUB VICE CAPTAIN

Jacob Maddren

**COMMITTEE**

Ralph Gibson (Immediate Past  
President)

John Roberts-Thomson (elected  
'01)

Paul Macfie (elected '03)

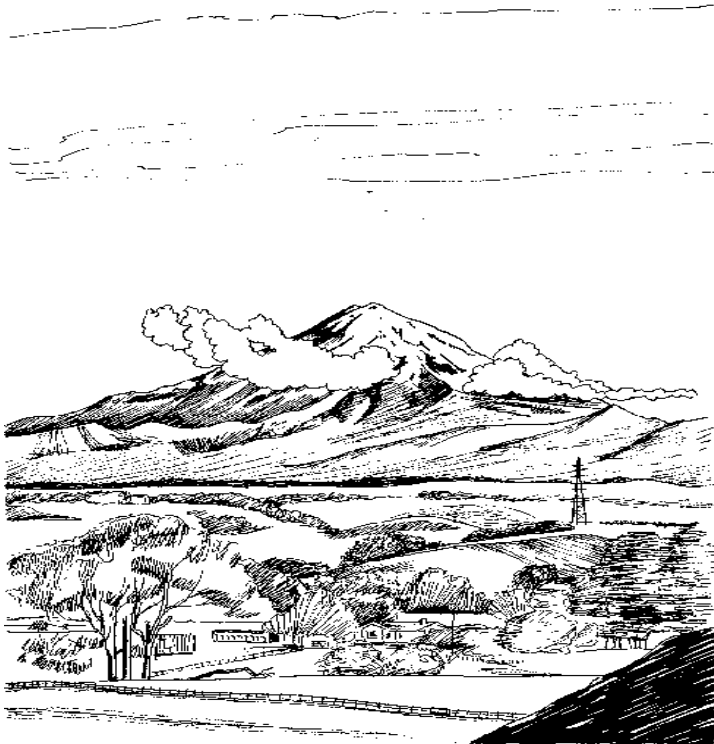
John Frew (elected '03)

Mike Jones (elected '03)

John Le Fleming (elected '02)

CFI – Wayne Harrison

CLUB PHONE/FAX (06) 278-  
6301 Web site:



<http://www.HaweraAeroClub.org.nz>

Email [Secretary@HaweraAeroClub.org.nz](mailto:Secretary@HaweraAeroClub.org.nz)

Postal address: P.O. Box 316, Hawera

SECRETARY: Doug Gray.

Office hours: Tuesday 11:00am to 3 pm

Thursday 11:00am to 3 pm

(A tape message for bookings may be left at other times, or use the email address.)

## About our Instructor:

As you all know we come under New Plymouth and Wayne Harrison is our CFI, and he sends us an instructor each weekend, so from time to time the person changes as keen men (all male so far) have been "promoted" to other airlines or duties. This is a good scheme for New Plymouth and for us. We are delighted with the instructors we have had over the past few years.

Our current instructor says ...

Hi Guys, Andrew Fleming here. It is time to talk a bit about myself. Most of you I have met by now. Some may even remember me from when I learnt to fly here five years ago.

My passion for flying started, like most people, with a keen interest in aviation generally. On my 16<sup>th</sup> birthday I received a Hawera Starter Pack (\$199 – great value). I enjoyed the initial flights and decided to continue flying with the Hawera Aero Club and over the next two years gained my PPL here. By this stage there was no turning back. I was now more than ever determined to pursue a career in aviation.

But I was also curious to explore other places in New Zealand, and chose Motueka to continue to my CPL with the Nelson Aviation College, completing it in 2002. Flying around the Golden Bay area and the top end of the South Island I saw some of the most surreal scenery in our country. From there I moved back to New Plymouth to finish my Multi Engine rating, my Instrument rating, and my Instructor's rating.

In January 2003 I started instructing part time for the New Plymouth Aero Club, and here I am today as the weekend Instructor at Hawera. I now work full time for New Plymouth conducting scenic and charter flights in both single engine and multi engine aircraft, as well as teaching CLP theory classes in New Plymouth.

I've got my goals set high and want to get into the airlines trade – the bigger the better. At the moment I am happy to be instructing at the place where I learned to fly. I hope to see more of you out here on the weekends supporting the aero club.

This is the starter pack Andrew used. It is still available at the same price!  
Cut this out and pass it to a friend who may be interested.

Don't forget the special introductory offer which we still have on offer to new or prospective students:

**Learn To Fly**



**\$199**

### Thought of learning to fly?

Give it a go using our special introductory offer

- Three flights in the worlds most popular training aircraft with professional instructors
- Personal classroom tuition
- Pilot log book
- Flight training manual

**Hawera Aero Club Phone 278-6301**

**Achievements:** Congratulations to Christian Mahony PPL, and Greg Braggins PPL, and to Linda Caddick – first solo. Also welcome to the following new members since our last AGM: Raman Autar, Linda Caddick, Stephen Chubb, Jenny Elgar, Tim Hartnell, Stuart Parsons, Ashoo Ranjith, Gerald Rutten, Craig Swan and Bruce Findlay. Welcome back to David Hjorring. Our current membership numbers 46.

**PPL evening lectures** in New Plymouth have been arranged for the subjects of Navigation, Aircraft Technical Knowledge, Aviation Law, Meteorology, Flight Radio Telephone Operator, and Human Factors.

There is a schedule of these running on Tuesday evenings and Thursday evenings from 6:30 – 8:30 from March of this year until October. For details see the club noticeboard, or ring Daniel Croot (027-418-6800 mobile or 06-755-0500 during work hours). Current students and prospective students can choose to come to which ever ones they need – there are ten slots for each subject to meet all time demands. Exam schedules follow each series.

**Now that it is here, what are the requirements for obtaining a microlight flying licence as a first licence?**



**Here is a short summary for you to share with a friend, or use yourself. (Pilots with a PPL need only get a rating, to be able to fly solo or with a passenger if they are current.)**

**Here are the details:**

1. Prospective students need to join the HAC at the reduced rate of \$60.00 per year. In addition, microlight pilots are required to join Sport Aviation Corp. Ltd. at \$60.00 per year. They need to be 16 years or older to be a Pilot in Command.
2. The medical certificate requirement can be completed by your own doctor and the standard is approximately that required for driving a car. Details and the forms needed are available.
3. We can and do provide microlight flight training here at Hawera.
4. There are three levels of certificate available:
  - a) **Novice Certificate.** This is valid for one year, requires approximately 10 hours of training with an instructor at \$95.00 per hour dual. Leads to solo flying but all flights have to be authorised by an Instructor. A pilot logbook is required. A Microlight Training Manual is also required, but no exams needed at this stage.
  - b) **Intermediate Certificate.** This is valid for two years, and when flying solo the costs are \$80.00 per hour. A minimum of 25 hours total flight time must be completed (as a novice) and a pass in a written multi choice two hour exam and a flight test with a Senior Instructor. All flights are restricted to 10 nautical miles

- from take-off point. A passenger rating can be gained at this level after 35 hours pilot in command and a further flight check by a Senior Instructor.
- c) **Advanced Certificate.** This also is valid for two years, and requires a minimum of 25 hours total flight time. In addition to the exam pass as for Intermediate Certificate and the flight test with a Senior Instructor you must have completed the cross country syllabus which includes five different flights of varying distances and difficulty. This certificate allows solo flight to anywhere in New Zealand from your take-off point subject to Airways Corporation clearance. A passenger rating at this level may be gained after 35 hours pilot in command and a further flight check by a Senior Instructor (same as at Intermediate Certificate level).
5. The written exam is a two hour multi-choice paper on the subjects covered in the Flight Training Manual. These include Aviation Law and Publications, Meteorology, Aircraft Technology, Flight Planning and Navigation, and (optional) Flight Radio telephone certificate.

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**Web site:** The Civil Aviation Authority has published an update 17<sup>th</sup> December 2003, (Revision 1), of the Radiotelephony Manual. Copies may be downloaded from their web site [www.caa.govt.nz/fulltext/acs/AC\\_91\\_9\\_and\\_172\\_1.pdt](http://www.caa.govt.nz/fulltext/acs/AC_91_9_and_172_1.pdt) A printed version is available at the club rooms for borrowing. Also on the Civil Aviation web site is AC103 Microlight Aircraft Operating Rules (Revision 2). Again a printed copy is available from the club rooms.

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*On the lighter side: quotes from the Website "Pilot Humour and Flying Jokes"*

*There is an art to flying. The knack lies in learning how to throw yourself at the ground and miss.*

*When the weight of paper equates the weight of the airplane only then can you go flying.*

*If Beethoven had been killed in a plane crash at the age of 22, it would have changed the history of music ... and of aviation.*

*That's not flying, that's just falling with style.*

*Flying a plane is no different from riding a bicycle, it's just a lot harder to put baseball cards in the spokes.*

*The bulk of mankind is as well equipped for flying as thinking.*

*Asked how he checked the weather the pilot replied, "I just whip out my blue card with a hole in it and read what it says: 'When the colour of the card matches the colour of the sky, FLY!'"*

*Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?*

*If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?*

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*One of the things we learn as we start flying is that aviation has its own technical vocabulary. So to help us all, here are a few dictionary definitions.*

**Dead Reckoning:** You reckon correctly, or you are.

**Engine Failure:** A condition which occurs when all fuel tanks mysteriously become filled with air.

**Firewall:** Section of the aircraft specially designed to let heat and smoke enter the cockpit.

**Glide Distance:** Half the distance from the airplane to the nearest emergency landing field.

**Lean Mixture:** Non alcoholic beer.

**Nanosecond:** Time delay build into the stall warning system.

**Range:** Usually about 30 miles beyond the point where all the fuel tanks fill with air.

**Roger:** Used when you're not sure what else to say.

**Spoilers:** The Civil Aviation Authority.

**Stall:** Technique used to explain to the bank why your overdraft keeps expanding.

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### **Why I want to be a pilot – A school student's essay**

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots who don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I would have to go to work.

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The quotation I like best comes from Gary Larson's well known 'Farside' cartoon where the pilot is talking to his co-pilot, "What is that mountain goat doing way up here in the clouds?"

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