



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

OFFICERS/COMMITTEE/ STAFF

Patron	Ray Babington
President	Ralph Gibson
Snr Vice President	Steve McKay
Jnr Vice President	John Frew
Club Captain	Julie Ingram
Vice Club Captain	Jacob Maddren
Committee:	Rodney Harrison John Roberts-Thomson Mike Jones Jenn Elgar Christian Mahony Tony Muller
Secretary	Doug Gray
CFI(NP Aero Club)	Wayne Harrison



Instructor Cell Phone:
Amelia—027 699 0947

Email:
secretary@haweraaeroclub.org.nz

Website:
www.haweraaeroclub.org.nz

**OFFICE HOURS TUES &
THURS 11AM-3PM**

**PH: 06 278 6301
FAX: 06 278 6301**

**STATE HIGHWAY 3
PO BOX 316
HAWERA**

You would have to say we are having the nicest summer for some years (I think I said the same thing a couple of months ago) which continues to give some great flying conditions and the long range forecast tells us that the good weather may go on for another month or so yet, so make the most of it. However, all sympathies to the farmers who are finding it a very tough and difficult season. It was good to see two club aircraft go to Great Barrier for Taranaki Anniversary weekend and thanks to Julie for organising it. EOS didn't quite make it home, making a precautionary landing on the Taharoa beach airstrip after the motor started to run a little rough. This proved to be a very sound decision as it was found that one cylinder had to be replaced due to an exhaust valve malfunction. It is now back and seems to be going well, thankfully.

Congratulations to the winners of each section of the recently run scholarship, Hermanus (Manie) Van Zyl for the GA section and Bruce Fowlie for the Microlight section. Well done and I hope you both enjoy your flying. Thanks to all the others who entered.

Welcome to the new members who have recently joined the club, I think we now have the highest member numbers for many years. The challenge is to now try and get some extra instructing days to try and fit everyone in for lessons. In the mean time it is going to require patience on the members part and make sure you book in well ahead, we will do the best we can.

Ralph Gibson

Busy Day at the Hawera Aero Club



NEW MEMBERS

We have a number of new members this month. We at Hawera Aero Club would like to welcome and introduce —

Ben Dickie
Hermanus Van Zyl (Manie)
Matthew Morgan
Hugh McColl
David Walsh



www.flyingnz.co.nz

See our Newsletter online on FlyingNZ website.

Instructors Insight

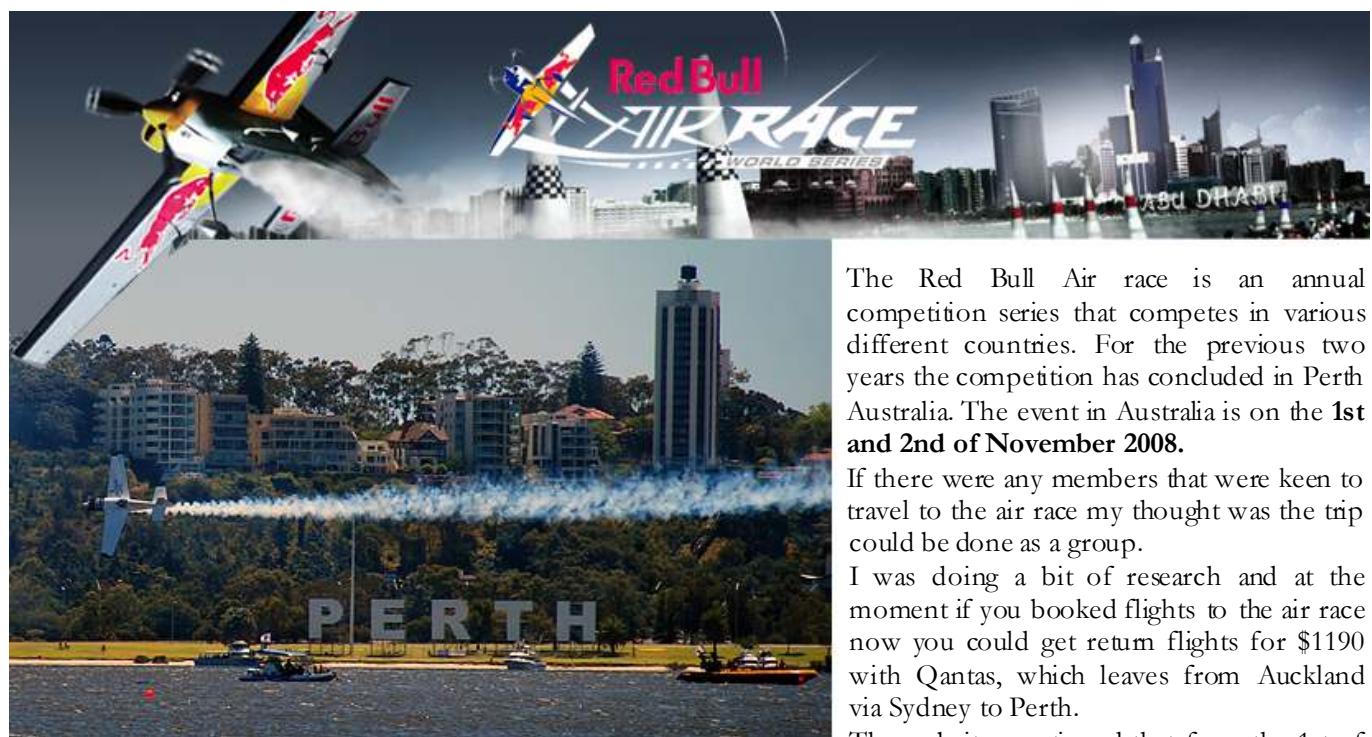
Well it's that time of year when the daylight hours are going to become shorter, we have had three weeks longer but they have flown by. So that means no more late lessons.

There are a lot of students at the moment and if this winter weather kicks in, some flights may end up being cancelled so there will be lots of re-bookings. To make the most of the winter days, it would be great if you could be ready to go as soon as the plane is on the ground and if you can't make your flight please call at least a couple of hours before hand, as we will be able to fill the gap fast.

See you all soon

Happy Flying

Amelia.



The Red Bull Air race is an annual competition series that competes in various different countries. For the previous two years the competition has concluded in Perth Australia. The event in Australia is on the **1st and 2nd of November 2008**.

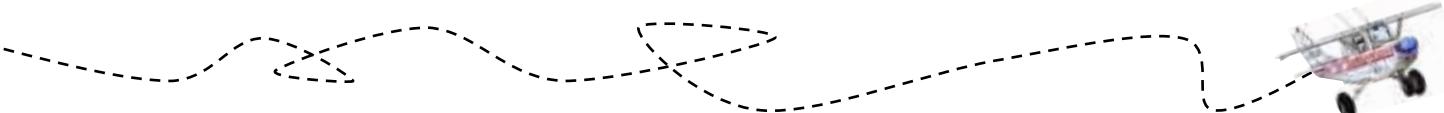
If there were any members that were keen to travel to the air race my thought was the trip could be done as a group.

I was doing a bit of research and at the moment if you booked flights to the air race now you could get return flights for \$1190 with Qantas, which leaves from Auckland via Sydney to Perth.

The website mentioned that from the 1st of

August the tickets would be available, but no mention on what the cost would be. But I was talking to someone who has been to the Perth Air Race and he said that there is no need to buy tickets as long as you arrive early to pick your water-front spot. He said it was great to be there and would go again in a heartbeat.

I'm not sure if this is of any interest to anyone, but even if you don't want to go as a group, it might be a good thing to consider going to by yourself! Keep it in mind!



Last date to send in articles for next months newsletter is **Thursday 29th April**

AIRCRAFT PROFILE

Jabiru J430

On the 3rd of March, Nick Herrold flew into Hawera in his four seat experimental Jabiru J430. With the forecasted bad weather Nick had rung ahead and organised a corner of our hanger for his plane for a few days while he was in town.



They then dismantled the aircraft and loaded it into a 20 foot container and it was shipped to FoxPine, New Zealand and reassembled ready for CAA to complete the paperwork for it to fly to Ardmore.

The aircraft is of fibreglass and has the two standard 65 litre wingtanks, but Nick also installed two additional 65 litre long range tanks. This with the 17.5 litres per hour consumption rate will give the aircraft 14 hours Endurance.

The aircraft also sports a central locking system on the three doors. Which is something that Nick went out of his way to install, he purchased it from a local car accessories store.

This Jabiru won the best composite



Nick and his wife actually moved to Australia to live during the time it took to build and fly the Jabiru, he worked 10 hour days to finish it. Building the Jabiru in Australia took 10 weeks through the assisted build programme offered by Jabiru at Bundaberg Queensland. He also decided to first register it in Australia as VH-NKH (for Nick and Karen Herrold) and do the entire test flying required before shipping it to New Zealand, as it was to be the first of its type in NZ. The first of aircraft of type requires 40 hours before it is cleared so by completing it in Australia after 25 hours he was able his wife and other passengers with him while he completed the other 15 hours. The first test flight was done on the 9th September 2005 by Jabiru test pilot Jamie Cook, and Nick Completed his 40 hours by the 3rd October, now that's a good effort!

aircraft at the 2006 SportAvex.
Nick installed a full instrument panel with six flight instruments and a garmin 296 colour GPSMAP. Its night flying capable with the landing light in the port wing.

It has a 6 cylinder 3.3 litre Jabiru engine with dual electronic ignition. Nick and his wife have commonly flown from Ardmore to Wanaka in about six hours and they were enroute to the South Island when his business in South Taranaki is complete, weather dependant on which day they could leave.

Most of the Facts for this article were sourced from New Zealand Sport Flying Winter 2007 magazine. Written by Norm Bartlett.



HAWERA AERO CLUB



OPEN DAY & HANGER PARTY

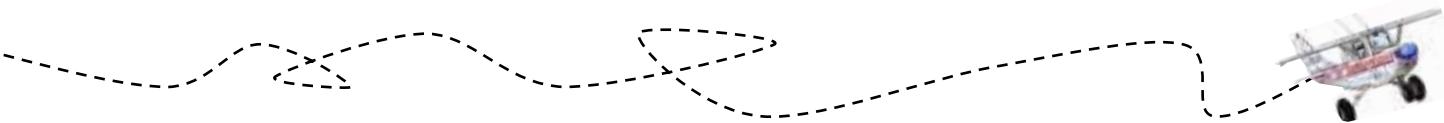
Saturday 5th April 2008

This Weekend

Hawera Aero Club is hosting a Open day for the public and visiting aircraft on the Saturday 5th April from 4pm. All members and public welcomed and encouraged to attend and look at Kevin Jane's newly finished hanger and the local homebuilt aircraft.

**Last day before daylight savings
Ends!!**

The Hanger's Finished!



What's Coming up!

April 5

Hawera Aero Club Open Day/Hanger Party

April 5

Annual Fly-In Tokoroa

April 3-6

NZ Aerobatics Club National Championships Waipukurau

April 12

"Hanger Do" Coromandel Flying Club Smorgasbord Dinner & Entertainment

April 13

Scott's Trophy in New Plymouth

Queens Birthday Weekend

May 31 - June 2

NZAWA Rally and AGM

June 27-29

**FlyingNZ Annual Conference 2008
New Plymouth**

August 1-3

**Brass Monkey FlyIn
Nelson Lakes (NZLE)
Registrations close 4th July**

October 18-19

**Tiger Moth Club annual Spring Fly-In
Taumarunui**

Labour Weekend

October 25-26

**New Plymouth Aero Club 80th
Anniversary Celebrations**

November 1-2

Red Bull Air Race in Perth Australia

CLUB CAPTAIN'S CORNER

We have a date for the Scott's Trophy! Its on Sunday 13th April, in New Plymouth. The team will need to ready to fly to New Plymouth at 7.30am to be there in time for breakfast and briefing. I haven't had a chance to ring the people who voiced an interest in the last Scotts trophy, but I should do that this week, hopefully, but if you're still keen you can let Amelia know and start practicing. We hope to come away victorious again.

This Saturday 5th April from 4pm OUR aero club is hosting an open day where the public is invited to the club to look around our facilities, club aircraft and privately owned aircraft, and any visiting aircraft. It will give them an idea of what we get up to at the club, and may even interest some to take up the hobby.

This event will be a much better success if as many club members can also be there, and bring your friends and family. Its just a fun social day, we have so many new members that hopefully some will be there so we can meet them and welcome them into the club.

The trip to Great Barrier Island went ahead with myself and John in the Tecnam and three Wanganui members in EOS leaving Hawera about 11am. We headed straight for Raglan, and were on the ground for longer than planned, but I'm sure Tad will tell you about that in his article next month. Les Worsley and Tad Leach in RVG met us at Raglan and then on to the Barrier. The Waikato Aero Club lodge on the island where we stayed was great, the solar power meant as soon as we walked in the door we had power. Would stay there again.

The date for this years Brass Monkey is set for August 1st—3rd. It's a month earlier than last year, so the mountains should be covered in snow and look absolutely gorgeous. If anyone is interested we could make the trip longer by heading down earlier and seeing a few of the South Island airfields. Tad, Les and I had a great time last year, so hopefully we can get there again this year.

If you would like to suggest a club trip or event let us know and we can arrange it, it doesn't matter if you are only a student, we can utilize the clubs PPLs or even instructor?!?

If you would like to contact me, you can email or ring me.

Email jaingram@gmail.com
Cellphone 021 150 2351

Lets Make the Club Fun
Julie



Quiz

Question 1. In which year did Concord enter commercial service?

- A) 1976
- B) 1978
- C) 1980



Question 2. Which of the Wright brothers is recognised as the first person to fly in a powered aircraft?

- A) Wilbur
- B) Steve
- C) Orville



Question 3. Who was the first person to fly solo across the Atlantic?

- A) Charles Lindbergh
- B) Charles Yeager
- C) Amelia Earhart



Question 4. What is the altitude record for a hot air balloon?

- A) 45,000 feet
- B) 55,000 feet
- C) 65,000 feet



Question 5. What does the aileron on an aircraft control?

- A) Roll
- B) Pitch
- C) Yaw



Question 6. Which aircraft is, for most pilots, now as in WWII, the one they have to master before flying solo in a Spitfire?

- A) Tiger Moth
- B) Stearman
- C) Harvard



Question 7. The R22 is a popular training helicopter. How many people can it take?

- A) Two
- B) Three
- C) Four



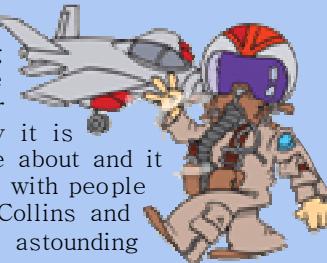
Quiz from www.flights4all.com/quiz.asp.

See how many you know, answers next month or if you can't wait you can do the quiz online.

If you want to quiz members, send me your quiz for the newsletter and puzzle others.

American Lunar Programme Documentary World Cinema Showcase

"In the shadow of the Moon" is a riveting documentary about the American Lunar programme. Surprisingly it is the first film ever made about and it includes great interviews with people like Buzz Aldrin, Mike Collins and Alan Bean as well as astounding archival footage.



The film screens as part of the World Cinema Showcase film festival in Wellington, Auckland, Christchurch and Dunedin.

Wellington March 20th—April 2nd (Paramount)
Auckland March 27th—April 16th (Academy Cinemas)
Christchurch April 17th—30th (Rialto)
Dunedin April 24th—May 7th (Regent Theatre)

If you would like more information about this film visit www.worldcinemashowcase.co.nz or the films website www.intheshadowofthemoon.com



WHAT WENT WRONG?

*From the Flight Safety Australia magazine
dated March-April 2008*

Tanks for nothing

With 70-knot westerly winds forecast, I calculated a longer-than-usual flight from Bankstown to Griffith in NSW. It would also be turbulent over the ranges, but with the ceiling and visibility fine, I was keen to take my future wife to meet my parents and also to impress her with my ability to pilot an aeroplane – a Grumman Lynx. It was her first time in a light aircraft. Although I had more than 100 hours logged in Piper, Cessna and Grumman four-seaters, I had less than one hour – a check-ride the day before – on the Lynx. The Lynx could not carry more than two people and minimal luggage, but I was attracted by its sporty appearance, relatively high cruise speed and the fact that it would consume only around 4 gallons per hour during the cruise. There was a fuel shortage at Bankstown, so we headed first to Camden. Camden Tower advised that the main runway was not available, and cleared us for the shorter one. We landed uneventfully and I filled one tank to capacity and the other to half full. On the wing beside each fuel cap, the capacity was listed as 22 gallons. Normally I would have filled both tanks, but taking into account our take-off weight and the shorter runway, I didn't want to risk the aircraft being too heavy to leave the ground. Besides, I had already determined that with more than 30 gallons on board, and a low consumption rate, I had more than enough to reach Griffith in the headwind with adequate reserves.

The flight was predictably rough over the ranges as we tracked via Mittagong and Yass. Once clear of the ranges it became smoother but the groundspeed

was still slow as we continued towards our next turning point, Cootamundra. My passenger wasn't saying much, but I imagined the increasing esteem in which she undoubtedly held me. We had been flying nearly three hours since our departure from Camden. The fuel gauges read less than I expected, so I started keeping an eye on them and thinking about my fuel situation. However, my calculations reassured me that all was going to plan.

While passing Cootamundra and turning towards Griffith, I became a little concerned that one of the gauges was now indicating close to empty. Was it faulty? I thought a little more, looked at the fuel cap, and suddenly realised that 22 gallons was the Lynx's total fuel capacity, not the capacity in each wing. Complacency over. Whatever fuel I had left, it wouldn't get me to Griffith. Wagga Wagga was in sight on my left-hand side, and I was confident that fuel would be available there. I turned to make it my new destination, and leaned the mixture to conserve the remaining fuel while keeping an eye open for suitable forced-landing sites in case the engine stopped. The engine kept running. We touched down at Wagga and taxied to the fuel bowser. My passenger seemed happy to be on the ground. I looked in the tanks but didn't see much.

We had an hour's wait for the refueller and I took the opportunity to visit Flight Service and re-plan the last leg – from Wagga to Griffith – thoroughly and with the benefit of a more accurate knowledge of my aircraft's fuel capacity. I found that we could safely depart with full tanks. I wondered how much fuel I would need to add.

The gentleman who refuelled the Lynx for us wasn't very expressive. He simply said, 'It took 22 gallons,' and accepted my payment. It's nice to be able to live and learn from our mistakes, and I clearly made a few on that day. I'm more careful now with aircraft familiarisation and pre-flight planning, and less relaxed in-flight, even if all seems to be going well. I also recognise that Cootamundra aerodrome, which was right beneath me, would have been a sensible place to land and assess my situation instead of risking fuel exhaustion.

We reached Griffith and I entertained my family with tales of turbulence and unexpected landings en route. I made no mention of my questionable airmanship. My passenger was made to feel part of the family. A couple of days later, we had a smooth and easy flight back to Bankstown. I am pleased to report that my passenger and I have now been happily married for 27 years. For some reason, though, she has not flown with me again.



A Grumman Lynx



LEARN TO FLY

WANT TO FLY

THIS?



YOU NEED TO START IN

THIS!



HAWERA AERO CLUB

All Pilots Flying Big Aircraft, Started in Small Aircraft!

The latest advert in the local newspaper.
If you know anyone that wants a career in aviation; cut out the advert from South Taranaki Star 24th January edition and give it to them!

Stamp

SENDER

Hawera Aero Club
PO Box 316
HAWERA 4640

HAWERA

**AERO
CLUB**

