



# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

## OFFICERS/COMMITTEE/ STAFF

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



**Instructor Cell Phone:**  
**Craig- 027 3311 533**

**Email:**  
[secretary@haweraaeroclub.org.nz](mailto:secretary@haweraaeroclub.org.nz)

**Website:**  
[www.haweraaeroclub.org.nz](http://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**

From the President.

I felt very privileged to take Mr Muggeridge for a flight on the 15th of July, 67 years to the day since he did his first solo from the aerodrome as a RNZAF trainee pilot.

He later went to England and joined a bomber squadron where he did at least 2 tours of duty. He was also an instructor on bombers and did more than one thousand instruction flights. After the war he stayed in England and did airline flying retiring after 26,500 hours, recorded in his eight and a half log books. He told me that he retired 27 years ago and when I persuaded him to take the controls in the 152 he flew well. I was very impressed. He now lives in Wales, having been brought up at Manutahi where he lived until joining the RNZAF. It was a very special experience for me.

I attended the RNZAC AGM in New Plymouth last month. The AGM was over and done with in short order which was then followed by the Official Conference opening by the New Mayor and then an address by the New Plymouth MP and Minister for Transport Safety, the Hon. Harry Duynhoven. For anybody that's interested a full report is available on the RNZAC website.

I have shown several school classes around the aerodrome lately with 13 senior students from the Opunake High School taking trial flights. Maybe we will get some student members from these schools one day. Thanks for those who helped and Kevin for entertaining the Opunake students with some Yak aerobatics.

Ex student Simon Rea who started training with the Club and then went on to join the RNZAF and ended up on Skyhawks before joining the RAF to fly Harriers is now flying the NO 2 position in the Red Arrows. Congratulations Simon, well done.

Ralph Gibson

**SNOW OVER NATIONAL PARK TOWNSHIP  
6 JULY 2008**



## Instructors Insight

Hello Everyone,

Just a short piece to introduce myself as Hawera's latest Flying Instructor.

Yes Amelia has moved back to New Plymouth pretty much full time and now has her weekends back. She will be back on occasion though, as I am not available every weekend due to other commitments. What are those other commitments? Well for those of you who have not met me yet, I am a dry stock (sheep, beef and dairy grazers) farmer, farming 700 acres east of Inglewood, (Waitui). Helen, my wife, works at our local primary school (Kaimata) in between doing a lot of my farm work for me!

We have 2 children—Stuart (18) is in his final year at Wanganui Collegiate School, and Alistair (15) in his second year.

Over the last couple of weekends I have done a little flying with some of you and have much

enjoyed meeting and talking with you. The Hawera Aero Club has a great club feel to it and looks to be very busy and vibrant which I am sure I'm going to enjoy very much.

We are changing the weekday to a Wednesday from now on. This will just ease the pressure on me a little, as you can imagine 3 days a week in a row away from the farm does present some difficulties. When making bookings, just make sure that I haven't written 'No Instructor' in the booking register.

Please feel free to come down to the club at the weekends at anytime to say 'giddyay!'

My name is Craig Nairn and contact phone number should you want to get hold of me is 027 3311 533 to phone or text.

I will also be holding night classes at the Hawera club on Wednesday nights, see back cover for details.

Lets hope the weather clears up soon!

Happy Flying

Craig



[www.flyingnz.co.nz](http://www.flyingnz.co.nz)

See our Newsletter  
online on FlyingNZ  
website.

Check out this great new  
website

<http://www.aerohub.co.nz/>

It is regularly updated and has a  
good calendar of events, photos  
of previous events and more!

# AIRCRAFT PROFILE

## The PAC Cresco

The PAC Cresco, which is Latin for "I grow", was designed in New Zealand by Pacific Aero Space, and first flew in 1979. It was to be an improved turbine version of the well-known FU24 Fletcher that became a local legend throughout New Zealand hill country farms.

The Cresco was originally powered with a 600hp Lycoming turbine. It became an instant success because it was extremely rugged, and easy to maintain and fly.

In the early 1990's the Cresco was re-engined with the now famous Pratt & Whitney 750hp PT6-34AG turbine. This turbine engine from Canada was specially designed for the agricultural aircraft market, which in this configuration averages 17 take-off and landings every hour.

With an empty weight of around 1340kg, it has a max take-off weight of 3740kg for ag flying and 2930kg in the standard category. The Cresco normal cruise speed is 140kts and a rate of climb of 1500ft/min at max take-off weight.

39 PAC Crescos have been manufactured from the Hamilton workshops, most being used for agricultural operations here and a few overseas. It has also operated in the freight carrying role, as a skydiving platform, where it can carry up to nine skydivers, in the firefighting role as a water-bomber, and also for magnetic surveying overseas for the oil industry.

The largest local operator of the PAC Cresco is

Wanganui Aero work and the closest Cresco to Hawera is based out of Stratford and flown by Kevin Brown since 2004.

Wanganui Aero Work has a number of Cresco's based from Masterton to the South and Te Kuiti in the North.

Because it is economical to operate and carries the big loads, can handle the day in, day out business of ag flying operations.

They look set to be working off New Zealand airstrips for many years to come.



Les Worsley



## Fit and Proper Person Process

Note: Aircraft owners should the 24047/02 Fit and Proper Person form for initial registration or change of possession of an aircraft.



If you are in aviation you will have heard about the fit and proper person assessment. In simple terms, anyone holding or applying for an aviation document, or anyone who has control over the exercise of the privileges of an aviation document, must satisfy the Director of Civil Aviation that they are a fit and proper person to do so. This is a requirement of the Civil Aviation Act 1990, Section 9.

Examples of aviation documents are licences or air operator certificates. In organisations, the fit and proper person process applies to the nominated Senior Person(s), as well as the individual aviation document holders.

Applicants are required to complete the 24FPP form.

This form requires applicants to:

1. Provide proof of identity.
2. Provide proof of address-for-service.
3. Provide a Criminal Record History from the Ministry of Justice.
4. Obtain an Offence History Report from Land Transport New Zealand.

This applies even if you have no offences or criminal record – the reports will show that fact. It will take **three to four weeks to obtain** these reports – applicants need to consider this when applying for individual documents, or when nominating Senior Persons for organisations.

Applications will not be processed unless they use the required forms and provide all the required information.

For more information about the FPP requirements, [click here](#), or [www.caa.govt.nz/forms/fpp\\_more\\_info.htm](http://www.caa.govt.nz/forms/fpp_more_info.htm)

For more information about the fit and proper process see the article Fit and Proper in the May/June 2006 *Vector* magazine.

### Humour for Lexophiles:

- ◆ I wondered why the baseball was getting bigger. Then it hit me.
- ◆ Police were called to a daycare where a three-year-old was resisting a rest.
- ◆ Did you hear about the guy whose whole left side was cut off? He's all right now.
- ◆ The roundest knight at King Arthur's round table was Sir Cumference.
- ◆ The butcher backed up into the meat grinder and got a little behind in his work.
- ◆ To write with a broken pencil is pointless.
- ◆ When fish are in schools they sometimes take debate
- ◆ The short fortune teller who escaped from prison was a small medium at large.
- ◆ A thief who stole a calendar got twelve months.
- ◆ A thief fell and broke his leg in wet cement. He became a hardened criminal.
- ◆ Thieves who steal corn from a garden could be charged with stalking.
- ◆ We'll never run out of math teachers because they always multiply.
- ◆ When the smog lifts in Los Angeles, U.C.L.A.
- ◆ The professor discovered that her theory of earthquakes was on shaky ground.

Last date to send in articles for  
next months newsletter is  
**Tuesday 26th August**



## THE AVAILABLE TROPHIES

TROPHY		SKILL LEVEL
Aero Engine Services Trophy	Basic Aerobatics	PPL Student
Airways Corporation Trophy	Flight Manoeuvres	Student
Bledisloe Junior Aviation Trophy	Navigation—Less than 75hrs total air time	PPL Student
Cory-Wright Cup	Intermediate Aerobatics	PPL Student
G M Spence Trophy	Forced landings without power	PPL Student
Iverson Wormington Trophy	Liferaft dropping	PPL & someone to drop raft
Jean Batten Trophy	Precision circuits and landings & preflight	Women Students
NZ Herald Challenge Trophy	Navigation—More than 75hrs total air time	PPL
Newman Cup	Precision circuits & landings	Women PPL Women Students
Oscar Garden Trophy	Full Panel Instrument Flying	PPL
Rotorua Trophy	Bombing	PPL Student
Sir Francis Boys Cup	Precision circuits & landings	PPL Student
Graham Davidson Formation Pairs	Two Aircraft Formation Flying	PPL
W A Morrison Trophy	Formation Flying	PPL CPL
Waitemata Aero Club Cup	Sportsman Aerobatics	PPL CPL*
Wanganui Trophy	Low Flying	CPL

## TAURANGA IS HOSTING THE REGIONALS NOVEMBER 15-16 2008

### Quick Run-down on some of the Competitions

**Aero Engine Services Trophy** is an aerobatics trophy which includes but is not limited to a barrel roll, loop and stall turn.

The **Air Corporation Trophy** would be a good competition for those who have just started to fly as it involves the manoeuvres that are taught in some of the first few lessons of your training, ie: medium turns, but anyone can enter.

**Bledisloe Junior Aviation Trophy** and **NZ Herald Challenge Trophy** (Navigation trophy's), are mini cross countries that consist of at least three legs and require the necessary preflight planning.

**G M Spence Trophy** is the forced landings without power, each competitor will fly two attempts to land within the specified landing area.

**Jean Batten Trophy** and **Sir Francis Boys Cup** is basically a your normal two circuits and grid landing. The **Jean Batten Trophy** also includes a preflight inspection and an award of a monetary prize to the winner at the Nationals. That is put in your account at the aero club.

**Oscar Garden Trophy** includes preflight checks, climbing and turning on instruments, recovering from unusual attitudes and bearings from NDBs.

The **Waitemata Aero Club Cup** is an aerobatics cup, is a compulsory sequence. CPL pilots are only eligible providing they have not used privileges of CPL to fly and reward and is not a service pilot.

**Wigram Challenge Cup** consists of the Non Instrument Circuits, this requires the pilot to nominate all speeds and heights while only the air judge can see instruments. The Instrument Flying is basic PPL syllabus Instrument Flying such as climbs and turns on cardinal headings.

WIGRAM CHALLENGE CUP	
Non Instrument Circuits	PPL Student
Instrument Flying	PPL Student
Senior Landing	PPL Student
Junior Landing	Student



**What's Coming up!****August 1-3****Brass Monkey Fly In  
Nelson Lakes (NZLE)****August 3****Breakfast Fly In  
Hastings****August 10****Breakfast Fly In  
Foxpine****August 17****Manawatu Breakfast Fly In  
Feilding****August 24****Wairarapa & Ruahine Breakfast Fly In  
Hood Aerodrome Masterton****September 7****Scott's Trophy at  
Hawera Aero Club****September 14****Tail Dragger Fly In  
Hawkes Bay and Eastcoast Aero Club  
Bridge Pa****October 9-11****Avex Aviation Expo  
Mystery Creek Hamilton****October 18-19****Tiger Moth Club annual Spring Fly-In  
Taumarunui****Labour Weekend****October 25-26****New Plymouth Aero Club 80th  
Anniversary Celebrations**

Keep the 21st August free for the Clubs AGM, its your club, so help guide us to the future or join the committee, nomination forms are at the club now.

Well as the weather has not been the most appropriate for much flying, the much awaited Scott's Trophy has been postponed, again. The new date is not yet decided. But I will keep you all informed.

Also postponed due to weather was the tail draggers day that was due to be hosted at Bridge Pa aerodrome. By the way it was their weather that was bad, not Hawera's for once. It has now been rescheduled for September 14. Les and I were planning on attending in the RV4 and were all ready to go, so decided to go somewhere, anywhere-just because we could.

So we headed out to find some snow, since we'd just had some nasty storms. We found the closest dusting just over 20nm from the sea and Waverley. Taking plenty of photos, one of them is on the cover of this newsletter. But that's what you have your pilots licence for...to go flying (although I was the passenger).

There are many Fly In's coming up and one that I am definitely planning on attending is the FoxPine Fly In on August 10. If anyone is keen on joining me, just let me know.

The regional competitions are on the 15 and 16th of November in Tauranga and are open to all pilot members of our club. They are a good way to meet other clubs in our area. I have listed the all competitions available on the previous page and will have the list at the club where you can add your name to any that you would like to enter.

Next year is Hawera Aero Clubs 80th anniversary so we are starting preparations to have some sort of gathering, I'll keep you posted so watch this spot.

**BRASS MONKEY** As I write this there is only 9 more sleeps till we fly off to the South Island, there are two planes full of Hawera members flying off to Lake Station. All going will need to prepare for good fun, good food and good flying!

If you would like to suggest a club trip or if there's something in the upcoming calendar you'd like to attend I'm always open to talk to or you could even text me.

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

**Email** ja.ingram@gmail.com

**Cellphone** 021 150 2351

Julie



# HAWERA AERO CLUB

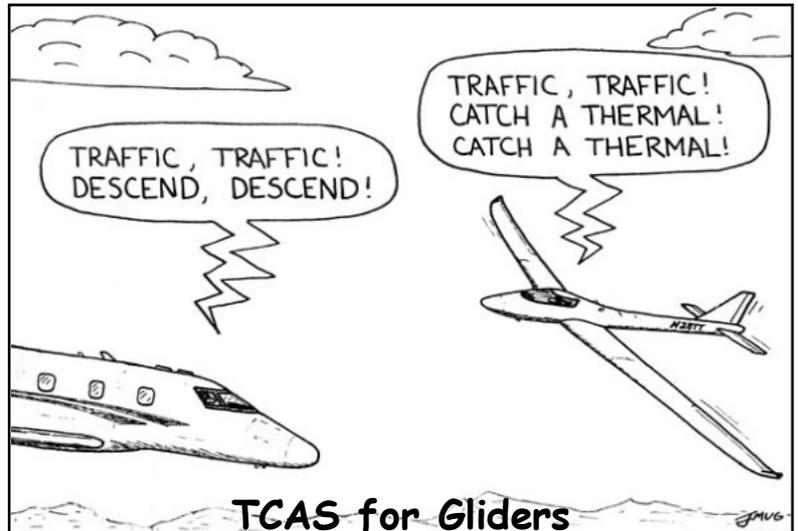
## AGM

### THURSDAY 21ST AUGUST 2008

All Welcome and Encourage to Attend

## SOCIAL DRINKS

Every Friday  
night from 5pm  
at the Club  
All welcome



## Tailplane



Courtesy of New Zealand Sport Flying Winter 2008

This tail strike occurred during at a 1990 Airshow in picture. So just as the MiG scraped the ground, Kelly Harrison, Arkansas. Kelly, who was a technician for the captured this rare image. Had it circulated at the time, this FAA and somewhat of a camera buff, was tracking this guy clear, once-in-a-lifetime photograph might have earned an award.

The pilot had just completed a loop and misjudged his pull-out. Everyone, considering themselves as potential victims, took off running in all directions. But Kelly had a non-threatening position with a strong motivation to take the

The pilot just flew a wide circle, lowered his landing gear, touched down and then taxied in, the plane showing very minor damage.



## China Airlines - A Forwarded Email

For anybody who is not familiar with a jet engine, a jet fan blade should be perfectly smooth. You might want to think twice the next time you fly on a Chinese Airline.

A pilot for a Chinese carrier requested permission and landed at FRA (Frankfurt, Germany) for an unscheduled refueling stop. The reason became soon apparent to the ground crew: The Number 3 engine had been shutdown previously because of excessive vibration, and because it didn't look too good. It had apparently been no problem for the tough guys back in China: as they took some sturdy straps and wrapped them around two of the fan blades and the structures behind, thus stopping any unwanted wind-milling

about this stuff, inspected the malfunctioning engine and immediately grounded the aircraft.

(Besides the seatbelts, notice the appalling condition of the fan blades.)



The airline operator had to send a chunk of money to get the first engine replaced (took about 10 days). The repair contractor decided to do some impromptu inspection work on the other engines, none of which looked all that great either.

The result: a total of 3 engines were eventually changed on this plane before it was permitted to fly again.

(engine spinning by itself due to airflow passing thru the blades during flight) and associated uncomfortable vibration caused by the suboptimal fan.

Note that the straps are seatbelts....how resourceful! After making the "repairs", off they went into the wild blue yonder with another revenue-making flight on only three engines! With the increased fuel consumption, they got a bit low on fuel, and just set it down at the closest airport (FRA) for a quick refill.

That's when the problems started: The Germans, who are kind of picky





**PPL Night Class**  
Wednesday Nights from 6pm to 9pm at the  
**HAWERA AERO CLUB**  
With Instructor Craig Nairn

Place your name and subjects you require on the  
sheet at the club or text Craig with intentions  
**027 3311 533**

Priced \$30—\$40 depending on numbers

Stamp

**SENDER**  
Hawera Aero Club  
PO Box 316  
HAWERA 4640

