



August 2010

# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS



**A flight over Mount Egmont before Sunset**

#### OFFICERS/COMMITTEE/STAFF

<b>Patron</b>	Ray Babington	
<b>President</b>	Ralph Gibson	06 278 6113
<b>Snr Vice President</b>	Tony Muller	027 249 8223
<b>Jnr Vice President</b>	Graeme Bycroft	027 495 5336
<b>Club Captain</b>	Julie Ingram	021 150 2351
<b>Vice Club Captain</b>	Rajen Gosai	06 272 8587

<b>Committee:</b>	Rodney Harrison	06 764 5011
	John Roberts-Thomson	06 278 4495
	Steve McKay	027 206 5040
	Chris Schoen	021 169 9314
	John Veldhuis	027 243 2019
	Jacob Maddren	027 499 9096
	John Frew	06 278 7490

**Secretary** Vikki Lynch  
**CFI** Wayne Harrison (NP Aero Club)

**Instructor Cell Phone:**  
**Ben - 027 363 6948**

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Written by a DC-3 copilot...in 1942  
May the old times never return !

## **THE COPILOT** by Keith Murray

I am the copilot, I sit on the right.  
It's up to me to be quick and bright  
I never talk back for I have regrets,  
But I have to remember what the Captain  
forgets.

I make out the Flight Plan and study the  
weather  
Pull up the gear, stand by to feather;  
Make out the mail forms and do the  
reporting  
And fly the old crate while the Captain is  
courting.

I take the readings, adjust the power,  
Put on the heaters when we're in a shower;  
Tell him where we are on the darkest night,  
And do all the book work without any light.

I call for my Captain and buy him cokes;  
I always laugh at his corny **jokes**,  
And once in a while when his landings are  
rusty,  
I always come through with, "By gosh, it's  
gusty!"

All in all I'm a general stooge  
As I sit to the right of the man I call  
"Scrooge";  
I guess you think that is past understanding,  
But maybe some day he will give me a  
landing.



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



## **80th Anniversary Bucket hats**



**\$21 each**

Contact Julie  
021 150 2351





# HAWERA AERO CLUB

## AGM

THURSDAY 7.30PM

19<sup>TH</sup> AUGUST 2010

All Welcome and Encourage to Attend

<b>Patron</b>	Ray Babington	(Available)
<b>President</b>	Ralph Gibson	Not seeking re-election
<b>Snr Vice President</b>	Tony Muller	(Available)
<b>Jnr Vice President</b>	Graeme Bycroft	(Available)
<b>Club Captain</b>	Julie Ingram	(Available)
<b>Vice Club Captain</b>	Rajen Gosai	(Available)
<b>Committee:</b>	Rodney Harrison	Immediate Past President
	John Roberts-Thomson	Not Due for Election
	Steve McKay	Not Due for Election
	Chris Schoen	Not Due for Election
	John Veldthuis	Not Due for Election
	Jacob Maddren	Not Due for Election
	John Frew	Seeking Re-election

### HAWERA AERO CLUB NOMINATION FORM

Name .....

Position .....

Nominated ..... Seconded.....

Signed .....



## Dawn Raid To Masterton - July 11<sup>th</sup>

I knew about the Masterton breakfast flight for a week or so before the day, but on the night before it was still only my father and I heading over. The weather was forecast to be wonderful so with a bit of quick texting, Peter Williams jumped at the chance.

When the alarm went off on Sunday morning, so very early, it was so very cold, but that confirmed that we were going to have a spectacular day. DGO was all ready to go, so a preflight by good torch light and in we got to warm up the 180 horses (they run better when good and warm). According to the Daylight tables in the AIP, we could be

### An early start



airborne at 7.12 am. We were airborne at 7.14am. It was a very frosty morning, with the frost reaching the beach in some parts of the coast.

Our planned route was to follow the coast to then overhead Foxpine and then to assess whether we would need to track north to the gorge or if the cloud height would allow, cross the range further south and height. We made our track from Shannon to Masterton. With all the Common Frequency Zones now, we weren't on the Masterton frequency of



Ruapehu



119.1 until we were over the range and it was then that I realised just how quiet the radio was. Normally when flying to a fly in the radio is buzzing during the entire flight with people at different stages of their flights.

I was starting to worry that I had either got the wrong day or there was something wrong with our radio, Peter being the radio expert was happy that seeing as we could hear AWIB/FISB that it wasn't our radio.





### **Finals for Masterton**

We landed at a very frost covered Masterton and taxied to the club. There were cars there and a fire going, but no other planes. Have I really got the wrong day?!? Some members came out of the club and greeted us, yes it was the right day but they didn't expect anyone till 9am and it was about 8.25am. We were given hot drinks and a good cooked breakfast and slowly

other planes arrived, coming from Wellington, Foxpine and Dannevirke to name few. The club had organised a "Pylon Race" as a memorial of a local pilot.

Suffice to say, we didn't win, we were also passed by three other aircraft! The winner was the Nanchang from Wellington.

Slowly people started heading home, we decided to try out the local café on the field to have a coffee before heading back, they were very busy. After fueling up we were back in the air and on our way back home,

crossing the range at almost the same place. The traffic on the radio this time was many, with a lot of aircraft in training areas, need to keep a good look out! Although it wasn't greatly supported, it was a great day out and the club put on a good feed and day!

Julie Ingram



### **Famous film directors house**



## 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 150hrs total air time	PPL Student
Cory-Wright Cup	Intermediate Aerobatics	PPL Student
DM Allen Memorable Cup	Intermediate Aerobatics	PPL CPL or Higher
G M Spence Trophy	Forced landings without power	PPL Student
Ivon Wormington Trophy	Lifraft dropping	PPL & someone to drop raft
Jean Batten Trophy	Precision circuits and landings & preflight	Student
NZ Herald Challenge Trophy	Navigation—More than 150hrs total air time	PPL
Newman Cup	Precision circuits & landings	Women PPL Women Students
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

## WAIKATO ARE HOSTING THE REGIONALS NOVEMBER 13TH 2010

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

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

The **Air Corporation Trophy** would be a good competition for those who have not been flying that long as it involves the manoeuvres that are taught in some of the first few lessons of your training, ie: medium turns, gliding turns and Standard Overhead rejoins.

**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.

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 14-15**

**Fly Away with Hawkes Bay Aero Club  
To Great Barrier**

**September 3-5**

**21<sup>st</sup> Brass Monkey Fly In  
Lake Station**

**September 11-12**

**Tail Dragger day  
Bridge Pa**

**October 2-3**

**Tiger Moth Annual Fly In  
Taumarunui**

**Labour Weekend**

**October 23-25**

**Lawson Field Reunion  
Gisborne**

**October 24**

**Dawn Raid- In conjunction with Wine  
and Food Festival  
Gisborne Aero Club**

**November 6-7**

**Black Sands Fly In  
Raglan**

**November 13**

**Regional Competitions  
Waikato Aero Club Hamilton**

**January 20-22**

**Cessna 182 50th Birthday Celebrations  
Hood Aerodrome Masterton**

**January 21-23**

**Wings over Wairarapa airshow  
Hood Aerodrome Masterton**

## CLUB CAPTAIN'S CORNER

I hope that most of you have taken advantage of the good winter flying weather, I know when its bad its really bad...but when its good its great! Winter dawn raids have been a good reason to drag yourself out of bed a crazy hour to preflight a plane in almost darkness. We had great success with the flight to Masterton.

Graeme has the 172 book for this coming weekend to join the Hawkes Bay Aero Club to go to Great Barrier Island, hope the weather is good enough to get there...and back again.

It's that time of year again, time to head down south to the "Brass Monkey" Fly In and defend our trophy. We are taking the Cherokee and the 172 five confirmed members heading down. The planned leaving time for the Cherokee will be about 9am and the 172 is heading down around lunchtime of Friday 3<sup>rd</sup> September, if that is more suitable and you would like to join us, get in touch with me ASAP. We will be away for two nights and will see as much and we can in the short time provided, weather as always permitting!

The Central area competitions are coming up again, this year they are being hosted by Waikato Aero Club at Hamilton airport on November 13<sup>th</sup>. Please have a look at the competitions on the following page and think about what you would like to compete in. These competitions are a great learning exercise and this year everyone will probably learn a think or two just getting to Hamilton!!

There are a few more Fly Ins scheduled before the competitions in Hamilton, the tail dragger day is always a good day along with the Tiger Fly In, and who of course could forget the Black Sands Fly In at raglan, if only to eat curly fries at the café in town.

Happy Flying.

Email [ja.ingram@gmail.com](mailto:ja.ingram@gmail.com)

Cellphone 021 150 2351

Julie

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## Dawn raid Bridge Pa

I hate early morning starts especially in the middle of winter. While driving to the airfield you can see those hardy souls that are dairy farmers with their bright lights illuminating their yards as they milk their cows.

At the airfield the rain is clearing and Graeme Bycroft, Craig Nairn, Julie, and Terry Ingram and I discuss the weather.

As the skies clear Graeme and I take off in EOS while Julie in DGO follows shortly after. The weather doesn't look that great ahead but Julie has contacted Howard in Marton who says the skies are clear there. We press on and as predicted the skies clear as we head south.



Graeme twists my arm to take the left hand seat for the return journey

The return trip is uneventful, we did hear DGO returning to Hawera at a rather high altitude. Uncharacteristically the weather back home is better than at Hastings.

Guy Oakley

For some of the trip we can see DGO off our right wing. It's quite nice to have visible company.

Cloud cover means we have to go through the gorge and we get a good look at the wind turbines.

The flight up to Bridge Pa is uneventful. We are late arrivals, LGE arriving from Dannevirke about the same time flown by Bruce Knight. Most have finished breakfast but thoughtfully they have left some for us. It is welcome after a long flight. The indifferent weather must have put a few people off flying as there aren't many planes at the airfield.

We catch up with the other pilots and are invited to see the damaged Tomahawk which has been rescued from a recent incident. Thankfully both pilots are recovering but there is extensive damage to the plane and it is remarkable that they survived.

We take a leisurely tour around the hangars and admire the various aircraft. For me the magnificently restored De Havilland Rapide is my favourite.



## BRILLIANT EXAM ANSWERS

Name one of the early Romans' greatest achievements.

Learning to speak Latin.

What is a fibula?

A little lie

Explain the phrase 'free press'.

When your mum irons trousers for you.

Name six animals which live specifically in the Arctic.

Two polar bears  
~~Three~~ four seals

Where was the American Declaration of Independence signed?

At the bottom.

Expand  $2(x + y)$

$$\begin{array}{c} 2(x+y) \\ 2(x+y) \\ 2(x+y) \\ 2(x+y) \end{array}$$

State three drawbacks of hedgerow removal.

1. All the cows will escape.
2. The cars drive into the fields.
3. There is nowhere to hide.

Why would living close to a mobile phone mast cause ill health?

You might walk into it.

What is the highest frequency noise that a human can register?

Mariah Carey.



Steve is driving his car. He is travelling at 60 feet/second and the speed limit is 40 mph. Is Steve speeding?

He could find out by checking his speedometer.

Joanna works in an office. Her computer is a stand-alone system. What is a stand-alone computer system?

It doesn't come with a chair

Give a reason why people would want to live near power lines.

You get your electricity faster.



## Flying in the wire and Obstruction Environment

The third Aviation Industry Conference was Held in Palmerston North late July. It involved a week of programmes looking at a wide range of aviation issues including the one I attended “ Flying in the Wire and Obstruction Environment”



While the seminar was focused towards Commercial Operations, in particular the helicopters' roll of transmission line inspections, it did cover a wide variety of situations that as Club pilots, we could relate to.

Any height below 1000ft is known as the “wires environment”. This low level airspace is becoming increasingly crowded with man made obstructions such as electrical transmission towers and wires, telecommunication antennas and wind turbines.

The AOPA Air Safety Foundation says a wire strike occurs an average once a week in the United States and over 60% result in a fatality.

In the US, as in NZ, Electrical companies are rapidly constructing transmission and distribution towers and poles to upgrade and expand the power network. Markings or warnings are not required on most obstructions and many not indicated on our navigation charts initially, because they can not keep up with the changes.

The day long seminar identified key hazards and important issues that have been a common theme of wire strikes. The first one being “Crew Resource Management” CRM. It shows how important it is, even with passengers on board, to get them involved with the flight, to use them to help identify obstructions, be it another aircraft, or a mast, lines etc, not just by pointing them out, but verbally identifying and making sure you and your passengers are looking at the same obstruction and keeping it in sight till that hazard has passed. A number of accidents have occurred when the crew have identified different hazards, thinking they were looking at the same.

Another common theme to wire strikes was the pilot getting fixated with the task at hand and the crew or passengers not saying anything to bring the pilot back into the reality of their surroundings or thinking the pilot has seen the obstruction, but instead has flown right into it.

The video's, photo's and audio's of wire strike accidents were very graphic and certainly had an impact on those on the course.

The second part of the course covered the construction of towers and masts, whether guy wires are needed, the earth wire, which is the smallest and highest of the wires on a





Some interesting facts:

- ◆ Longest overhead powerline span unsupported is 5.376km long in Greenland
- ◆ The tallest guyed mast is 2063ft agl or 3038ft amsl in North Dakota USA, the mast and guy wires take up 160acres of land

Les

pylon and the visual illusions trying to judge height and distance from the obstructions. Reduced visibility like haze doesn't pay a major roll in wire strikes as a large percentage of wire strikes happen in clear blue skies. Investigators have found that light intensity and the change in the background drastically change your ability to see the wire.

The course was very well presented by Bob Feerst from the USA who has many thousands of hours flying and crewing for American power companies and running these courses worldwide and the great thing about aviation is you never stop learning.



# Friends Of the Hawera Aero Club



**Invite your friends to join "Friends of the Hawera Aero Club". For only \$10 a year they will receive the newsletters in the mail, and kept informed for any other events.**



**Trial flight \$49.00**

- You are the pilot on this introductory flight.

**Starter Packs**

- Three lessons, log book, Flight training manual and a six month membership.

**Private Pilots \$199.00**

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Stamp

**SENDER**

Hawera Aero Club  
PO Box 316  
HAWERA 4640

