



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

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| | |
|--------------------|--|
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| 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 |



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From the President

It is good to see more flying going on with the more settled weather and longer daylight hours. Its about time we had this better weather but some rain (at night preferably) will keep the farmers happy. Hope the increase in flying rates will not put a damper on things but the committee decided at the last meeting that it was needed to go some way to pay for ever increasing costs. We still have very competitive flying rates and want to keep it that way. We may even be the lowest in the country.

I brought the Tecnam back on Wednesday from being serviced by the Rotax dealer at Tauranga to deal with the starting problem. Seems to be better now so go fly it and enjoy it.

Thanks to those that took part in the regionals recently and congratulation to those that were placed.

Ralph Gibson

It has also been busy with the Regional's at the start of the month and Tom preparing and sending two students solo. Jacob and I went to Raglan for the Black Sands Fly In, where Jacob landed EOS on a beach, after a thorough briefing on the procedure. We also had a Homebuilt Fly In, at Hawera on Sunday 25th November. Many came, by air and by car and they looked over Les Worsley's "Acrosport" and Mike Jones' "Cobra" before a great feed.

Another note of news is that Tom Price who has been our instructor for the past ten months approximately, had his last day in Hawera on Sunday, he will remain in New Plymouth instructing. On Saturday Martin Fox came down and could be the clubs instructor for the interim until someone more permanent becomes available.

This is obviously the last Newsletter for 2007 and at this stage I am unsure if there will be a January newsletter, but if there is, it may be shorter, unless someone sends me some articles and or jokes to put in.

I hope everyone has a enjoyable festive season and a Happy New Year. -Julie



A FEW OF THE PLANES THAT ARRIVED FOR THE HOMEBUILT FLY-IN ON SUNDAY 25TH

NEW MEMBERS

We have one new member this month. We at Hawera Aero Club would like to welcome and introduce —

Richard (Rick) Lord



Christmas Lunch

We all know how busy Christmas is for everyone. So with that in mind we have decided that we will not make your time more stretched than it already is in the lead up to Christmas, it has decided to make our “Christmas” BBQ a more of the New Year’s gathering. We anticipate it will be about the third weekend in January, date to be confirmed.

We would like as many members as possible to be there, as it is a casual way for new and old members to get to know each other and have a fun day. We normally have a fun flying competition, like spot landings and then have a relaxed meal. I was also considering borrowing a projector so that we can watch a flying video or two. Tad and Les filmed our flight down to Nelson lakes and it has some amazing views set to some great New Zealand music, enough to get everyone keen to attend the Brass Monkey Fly In next year.



First Solo’s



It’s been a busy month for Tom, he has sent two of our students solo.

The First was late in the afternoon on Sunday the 11th November, with almost clear skies and little wind Tom sent Phillip Brewer on his solo circuit.

Phillip is a senior at Hawera High and will continue to his CPL next year in New Plymouth

The second was the next weekend on 17th November, again with clear skies but with slightly windier. Dianne Burley completed her solo circuit.

Dianne works at Northwest Motorcycles in Hawera.

Congratulations to you both. It’s a great achievement.



10 November – Blacks Sands Fly-In at Raglan Heather McKay

Saturday morning Jacob Maddren, Julie Ingram, Nick Kemp and I took off in EOS to attend the Blacks Sands Fly-In at Raglan. The weather was fine, with a



slight cool breeze while prepping the plane, and the view as we tracked north heading for Te Kuiti was good – not too hazy. We did a turnaround over the VOR/DME beacon at Ohura just to be nosy. It was noticeably warmer inland at Te Kuiti where Julie caught up with Grant Lennox who was topdressing nearby. We had a quick top-up of fuel and a chat to a local heli-pilot before making for Raglan. The traffic was building as we got closer, with a lot coming in from the north, while we made our approach from the south flying to the east of Karioi. We joined the circuit and, coming across the town, touched down on 23. About 80-90 aircraft made the fly-in with others expected for the rally on Sunday.

After a look around the site we made our way across the footbridge into Raglan Township for some lunch. I can recommend Vinnie's for the caesar salad and the others will vouch for the buffalo chips & lemon-garlic dip! Strolled back to the airfield via the beach for a briefing on the intended beach landings. Lots of good information was given and questions asked and answered. Then we just had to wait for low tide. We watched some of the aircraft doing takeoffs and landings until finally it was time.

We were third in the first group to leave, behind two RV-4's from Stratford (RVH & RVG), flying 8NM up the coast on the seaward side with a right-hand turn to land facing south into a moderate

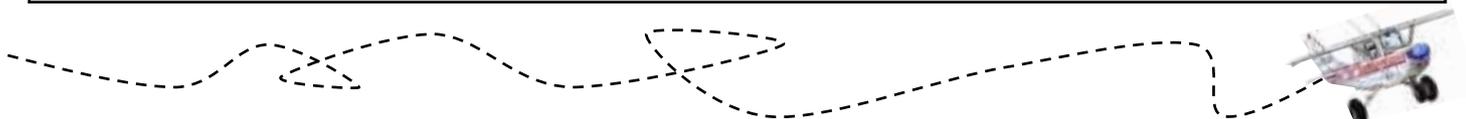
crosswind. The conditions were perfect (as far as this passenger was concerned) and we backtracked to park while more aircraft came in. From the rocks at the northern end of the beach we all had the perfect vantage point to watch the others come in and a few practiced their takeoffs and landings, putting on a mini-show for us. Plenty of cameras were in action; it felt pretty special to be there. There was a moment's concern when a local decided to park his 4wd in the path of incoming traffic while he went hunting for mussels but with the beach being rather long this proved no great problem. After about half an hour we all readied for takeoff again with Julie taking over PIC. We took off and headed along the coast west of Karioi and tracked down towards Taranaki again; Jacob and Julie discussing potential emergency landing sites and private airstrips en route – always reassuring for passengers!

I feel I had the better deal sitting behind the pilot where I could stare at the coastline most of the way; poor Nick could only look out to sea into the afternoon sun. Listening to radio traffic we heard the faster Stratford aircraft as they were landing at home, while we were still way back up the coast. A good day



out enjoyed by everyone on board. Raglan looks like a great place to fly into for a weekend away – good access to the town and accommodation.

I want to give a big "THANK YOU" to our two pilots. Will be going back to Raglan soon I hope.



Patea Scholarship

The applications for the scholarship are now closed. I am sure that there was a large number of applications as there was a large amount of interest. The trial flights will probably start shortly. The number of available bookings on the weekend will be tight for a while so please be patient and if you need a booking on the weekend with the instructor it pays to book in advance. I look forward to all the new members the Scholarship should bring.



Santa Claus, like all pilots, gets regular visits from the Civil Aviation Authority. The CAA examiner arrived for the pre-Christmas flight check. In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order. He knew they would examine all his equipment and put his flying skills to the test.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear, and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for sled's enormous payload. Finally, they were ready for the checkride. Santa got in and fastened his seatbelt and shoulder harness and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun.

"What's that for?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this ahead of time," as he leaned over to whisper in Santa's ear, "but you're gonna lose an engine on takeoff."

What's Coming up!

January 1

Manawatu Microlight Club New Year Fly-in "Athbey Farm" airstrip Woodville

January 12-20

Vintage Kiwi North Island Rally - Gliding Taupo

January 26-28

Great Northern Air Race

February 7-9 2008

National Championships Timaru

February 15-17

SportAvex—Biennial sport aviation expo Tauranga

February 15-17

Art Deco weekend Napier with NZ warbirds

Taranaki Anniversary

March 7-8

Airshow NZ at Hamilton

March 8-9

RAANZ 2008 National Fly-In in Waipukurau

March 15-16

Proposed Great Barrier Island trip with Wanganui Aero Club

March 14-16

RNZAF Ohakea open day Air displays March 15-16

Easter

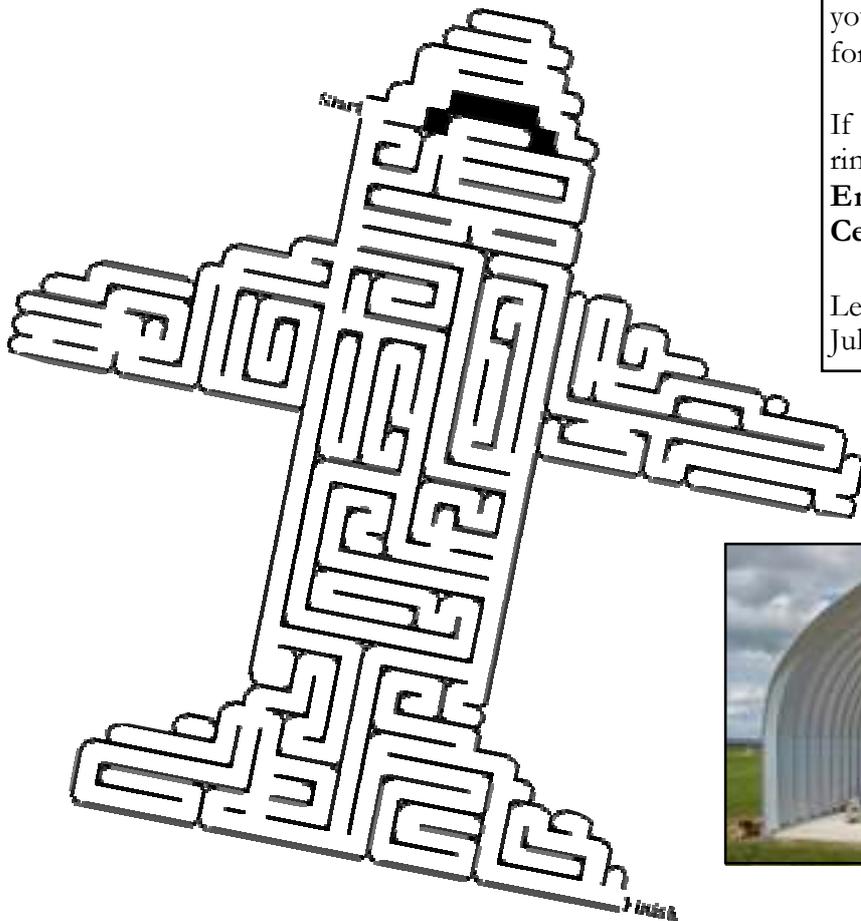
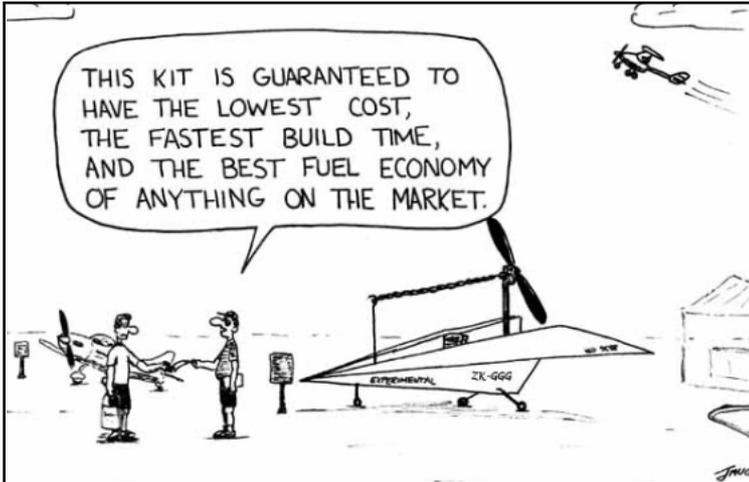
March 21-23

Warbirds over Wanaka



The Regional Results

| TROPHY | | PILOTS | RESULTS |
|--------------------|---|---------------|-----------------|
| Jean Batten Trophy | Precision circuits and landings & preflight | Dianne Burley | 2 nd |
| New man Cup | Precision circuits & landings | Julie Ingram | 2 nd |



CLUB CAPTAIN'S CORNER

The Regionals were at the start of the month and we our team performed well. We had a few glitches that will be remembered for the next Regionals which, are to be held in Tauranga around the same time next year.

The Nationals are in Timaru in February and the first day are for the Wildcard competitions, which include some of the same competitions and some new ones and are open to anyone that wants a backdoor to get into the Nationals. We never go any first placings, but if there is anyone that would still like to enter the Wildcard competition and have a last ditch effort to be involved in the Nationals, get in contact with me and we can see whether it's possible.

The Scotts Trophy may also be around January/February time too so we should get practicing and retain our Trophy.

Only one person has described an interest in the trip to Great Barrier with Wanganui aero club. If you are interested let me know, then we can plan for it.

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

Email ja.ingram@gmail.com

Cellphone 021 150 2351

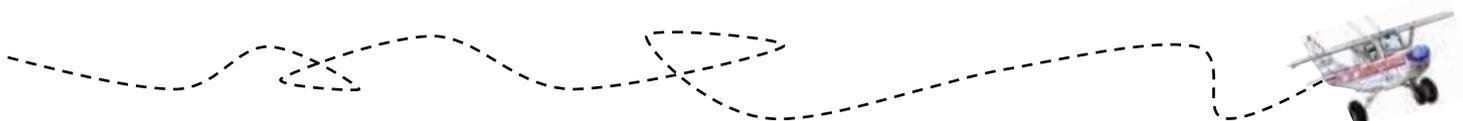
Lets Make the Club Fun
Julie

Hanger



Kevin Jane's hanger is almost completed with the ends on and just the doors to go. It's a well designed hanger as there is no place for birds to perch, and destroy his precious planes. On that note, we have a big

Thank you to Kevin Jane for bird proofing the club hangers.



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ATHBEY FARM



MILKING SHORTHORNS

Manawatu Microlight Club - Annual New Year's Day fly in
All aviators and aircraft types welcome

Date: 1st January 2008
Time: In time for mid day \$5 lunch
Place: "Athbey Farm" airstrip Woodville

How to find: 4 NM NE Woodville approx 1 NM west of SH2 on a line, Papatawa highway/rail over bridge - Whariti peak. 620m x 28m, vectors 31/13, 490 ASL

Caution: West end threshold has trees, two storeyed house and power wires.
Woodville is well known for fog, wind and turbulence. If unsure of you and your aircraft capabilities, please contact a MMC instructor.

Past visitors have been, C172, Rallye, PA 28, FU 24 950, C 188, Rand Kar Xair, Avid, Meteor Sky arrow, Jodel D9 & D11, Rans S6ES, Gardan Minicab (& UL), Pelican, Alpi 300, AirBorne Outback, Fisher Horizon, Rans S-9, Savannah, Maranda, Tecnam P 92, Zlin 37T, RF Dominator (& Sub4 tandem), Bensen B8m, Magni Gyro 2000T.

Ground support crews will find "Athbey Farm" airstrip on Valley Road, via Condoit or Pinfold Roads off SH2 north of Woodville.

Question, do all your flying colleagues know of this fly in?

For further information contact Manawatu Microlight Club:

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Club Captain 021 2937705
Club CFI 027 2408500
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WHAT WENT WRONG?

From the Flight Safety Australia magazine dated September-October 2005

TRAPPED ON TOP

A Cessna 172 pilot finds himself in a VFR cockpit above cloud with the fuel indicators hovering just above zero.

I was a brand new commercial pilot with a C Class instructor rating. I was filled with ambition, enthusiasm and confidence.



Unfortunately, the foundations of experience, airmanship and common sense were sadly lacking. The flight was from Collinsville to Mackay, Queensland – a relatively short leg, but over a mountain range. There would be one passenger on board. The Cessna 172 had a basic VFR panel which included an airspeed indicator, altimeter, magnetic compass, clock, outside air temperature gauge and turn-and-balance indicator. It was the turn-and-slip indicator, and my practice at instrument flying, that saved our lives. I made some calculations and decided there was enough fuel for the flight, one of several decisions I would come to regret. It was late afternoon but my estimated time of arrival at Mackay more than satisfied the 10-minute end-of-daylight buffer required by the AIP. After takeoff, I contacted Townsville on the HF radio to request the latest TAF for Mackay. It appeared I could expect more cloud than at Collinsville but otherwise there was little change. Just shadows. During cruise I watched as the cloud below progressively increased from around four to seven OKTAs. I contacted Townsville again for an “actual” on Mackay. Sometime later Townsville advised that Mackay was clear, though I still felt uneasy. I thought about turning back but, lamenting the

decision not to refuel, I estimated that I had probably passed the point of no return. In any case, visual navigation was now impossible above the cloud, and there was a risk that Collinsville was also socked in. Several times I changed track to head towards what appeared to be holes in the cloud – only to find they were just shadows. Since the heading changes precluded dead-reckoning (DR) navigation I soon had no idea of my position. And finding a way down through the cloud was not an option given the mountains below. So, with Mackay Tower on the VHF confirming clear conditions, I sat on the edge of my seat and headed east, while behind me the sun sank below the horizon. I will never forget the terrible choking fear of being in a VFR cockpit, on a featureless black night, above cloud, with the

fuel indicators hovering just above zero. With deteriorating composure I reduced power, applied carb heat and let down through the cloud while holding a constant easterly heading. The only indication I had that the wings

were level came from the turn-and-slip needle, which I cross-referenced with the magnetic compass and ASI. I was close to losing self-control and resolved that in a few minutes we would probably crash into land or sea. Thankfully, we broke clear at about 400 ft, but now there was a new problem: we were miles off the coast. I swung the aircraft around and navigated back to land via the lights of Sarina, just south of Mackay airport, until I saw the flash of Mackay's aerodrome beacon. The fuel gauges indicated zero, and I prayed there would be enough fuel left to make a powered landing. I crossed the coast, found the runway lights and requested a straight-in approach on runway 32. “There's a 14-kt downwind,” the controller advised. “I'll take it!” I replied without hesitating, not willing to risk a normal circuit. We landed just before the engine sputtered and failed. I think that I am lucky to live to tell the tale, and I give thanks in part to the author of CAO 20.18 Appendix 1, who required my aircraft to be equipped with a turn-and-slip indicator. Why ATC advised that the conditions were clear when they were not remains a mystery. Even so, I was the one who allowed the dangerous situation to develop. It was foolish not to carry more fuel and I should have turned back when I saw the cloud cover growing from scattered (SCT) to broken (BKN). Further, by desperately changing heading in search of breaks in the cloud I completely lost track of my position.

ANALYSIS

ESCAPE PLAN
Staff writers

Regardless of weather forecasts or observations by other parties (including air traffic controllers), prudent VFR pilots live by an unwritten rule that complements all published procedures: “Never go forward into deteriorating weather conditions unless you've established a clear escape path.”

You should pay close attention to along-track conditions as well as maintaining awareness of what is happening behind them. This would normally include:

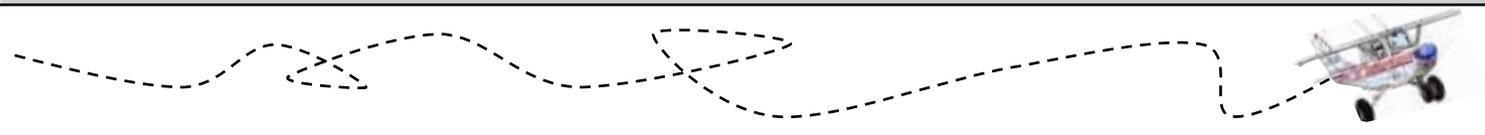
- Visually confirming your navigation at frequent intervals.
- Identifying any en route airstrips and assessing their suitability in an emergency.
- Getting any available information on conditions and weather at possible alternative airfields (in this case Bowen and Proserpine).
- Maintaining a careful watch on what the weather is doing, and anticipating what it is likely to do.

Declare an emergency: The warning bells should have been triggered long before it became necessary to make frequent diversions to look for cloud breaks. This pilot may have been misled by assurances from Mackay tower that “clear conditions” existed at the field, which was probably meant to indicate that the prevailing conditions

would not prevent a visual approach by a VFR flight. However, if the controller had been told the rest of the story, including the fact that the aircraft was over full cloud cover and not IFR-equipped, the pilot may have been given an assessment that was more informative, and more relevant to the situation. Certainly if the pilot had declared an emergency, and provided an accurate description of its nature, it's likely that much more could have been done to resolve the situation safely.

There is also the question of fuel flight planning. Although much of this route is over moderately populous areas, it still qualifies as a remote area in terms of terrain and navigation features, and the tropical weather in the area is known to be fickle. In that situation, most pilots will err on the high side when calculating their fuel requirements, if only to allow for the possibility of a major diversion. The story also illustrates the value in an emergency of any instrument flying capability as a last resort, including training for a private IFR rating. This is not to suggest that pilots should use that training to venture further than they otherwise would into unfavourable conditions, but rather that it may have helped this pilot to extract himself from the situation earlier. These lessons also apply to commercial operations. A good example of a commercial operation with robust procedures is Mount Cook Airlines, the carrier that has for over

40 years serviced Queenstown, New Zealand, a city which is surrounded by high mountains and affected by frequent weather events. Mount Cook Airlines aircraft first make a conventional instrument approach to the minimum descent altitude, which is over 4000ft. Then, if visual conditions exist, the aircraft track visually between the mountains, continuing descent. The key to safe execution is that a number of visual fixes and exit points are identified along the route, and the flight does not proceed from one to the next unless there is unimpeded progress at least to the next fix ahead, or an identified exit point. The company's procedures also specify minimum cloud base, minimum forward visibilities at the fixes, flap settings and maximum speeds to ensure safe reversal turns, radio and clearance procedures, constant traffic awareness and lookout, and even the use of landing lights to make the aircraft more visible to other traffic. Such a carefully thought out procedure is pre-planned for a particular route, and therefore isn't applicable to ad hoc general aviation charter. Lastly, while the visual flight rules may seem overly conservative, they offer a robust defence against this type of incident. If the flight had been compliant with the VFR minimum specifications, particularly in relation to in-flight visibility and clearance from cloud, it is difficult to imagine any pilot getting into this predicament.



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Stamp

SENDER

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