



HAWERA AERO CLUB

NEWSLETTER

December
2011

AT COUNTS

ITS YOUR ATT

Joyeux Noel



HAPPY
CHRISTMAS

*& Happy
New Year*



Hawera Aero Club :: State Highway 3
PO Box 316 :: HAWERA 4640
Phone/Fax (06) 278 6301
secretary@haweraaeroclub.org.nz
www.haweraaeroclub.org.nz



OFFICERS

COMMITTEE

STAFF

Patron: Ray Babington

President:
Tony Muller 027 249 8223

Snr Vice President:
Graeme Bycroft 027 495 5336

Jnr Vice President:
Jim McKay

Club Captain:
Julie Ingram 021 150 2351

Vice Club Captain:
Jacob Maddren 027 499 9096

Committee:

John Roberts-Thomson 06 278 4495
Steve McKay 027 206 5040
Chris Schoen 021 169 9314
John Veldthuis 027 243 2019
Guy Oakley 027 309 1722
John Frew 06 278 7490

IPP:
Ralph Gibson 06 278 6113

Secretary: Vikki Lynch

CFI: Wayne Harrison (NP Aero Club)

Instructor: Craig Nairn 027 331 1533

***Hanger
space
for rent***

Enquire with Kevin Jane

Phone number from Vikki in
the office



www.flyingnz.co.nz



Upcoming Events !

Aopa NZ Summer Safari 2012

20 January, Omaka - 29 January, Hanmer Springs

Classics of the Sky Air Show

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Tauranga

28 - 29 January

Otago Aero Club - Wings and Wheels Show 2012

Taiari Airfield

12 February

Flying NZ National
Championships & Trans

Tasman Wings Trophy

North Shore Airfield

22-26 February

Matamata Airshow and
Carnival

4 March

Thames Airfield Air Show and Open Day

9 March: Practice Day, 10 March: Open Day Show

Event

Silver Fern Air Race

Hong Kong - Christchurch

29 March - 1 April



Hi there again everyone. I am back again as your 'not so new' instructor for the time being, after Hayden's resignation to go off on a trip around NZ.

Although I left as the instructor here a couple of years ago, (has it really been that long?) I have kept in touch with the club and what has been happening down here. Flying at the club is down a little of late, which is not uncommon to many flying clubs around the country. This I suspect is due to a variety of reasons, one of which most likely due to the world economic position. There are more strict compliances that are continually being introduced to training institutions that have, and will continue to put pressure on us in the future. Truly interesting times. However, HACs flying rates are ridiculously low so you local flyers should take full advantage of this while its there!

Currency.

A topic I would like to cover in this newsletter is currency, as there does seem to be some confusion with this. To be current, ie to take pax flying, you must have done a minimum of three t/o and landings within the previous 90 days, or 1 with a B Cat instructor or above, on each type of aircraft you have a rating for. You don't have to be current all the time on all types, (for some pilots this would be impossible), but you must be current on the type you are taking pax. You do not need to be



current to fly solo, (by yourself) however if you haven't flown for an extended period, it would be advisable to have a check flight with an instructor. Confused even more??? Hope not. Oh, just as an extra to those that are night rated, you must be current by night, on type, to carry pax at night. A day currency is not enough.

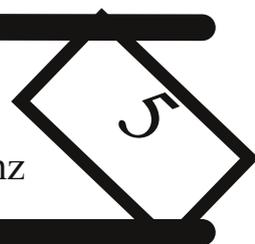
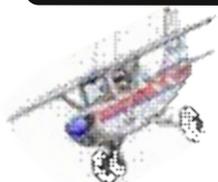
While on the subject of night ratings, if anyone is interested in attaining a night rating as another "feather in their cap", I'm more than happy to come down and do it for you. There is not usually a lot of interest in PPLs night flying, but for the sake of 5 hrs flying, (min 2 hrs dual, 2 hrs solo, 5 total) it adds a whole new dimension to your flying, and is really enjoyable.

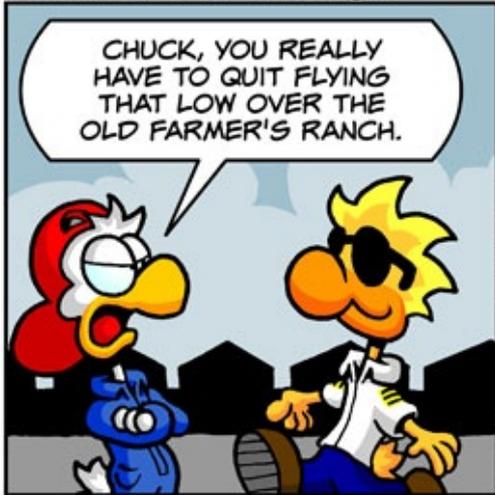
Just one small thing to finish, if you ring the club while I'm on duty and no one answers, the best course of action is to txt me on 027 331 1533. Its way easier to check my phone than to get a message off the clubs answer phone! Mostly because I forget to check the messages on the club phone!

That's more than enough from me, so everyone, summers here, come out to the club and get your BFR's done, dust off the maps, get yourself up to speed with the latest rule changes, (if I don't know the answer to any of your questions, I'll do my best to find the answer!) and GET FLYING!

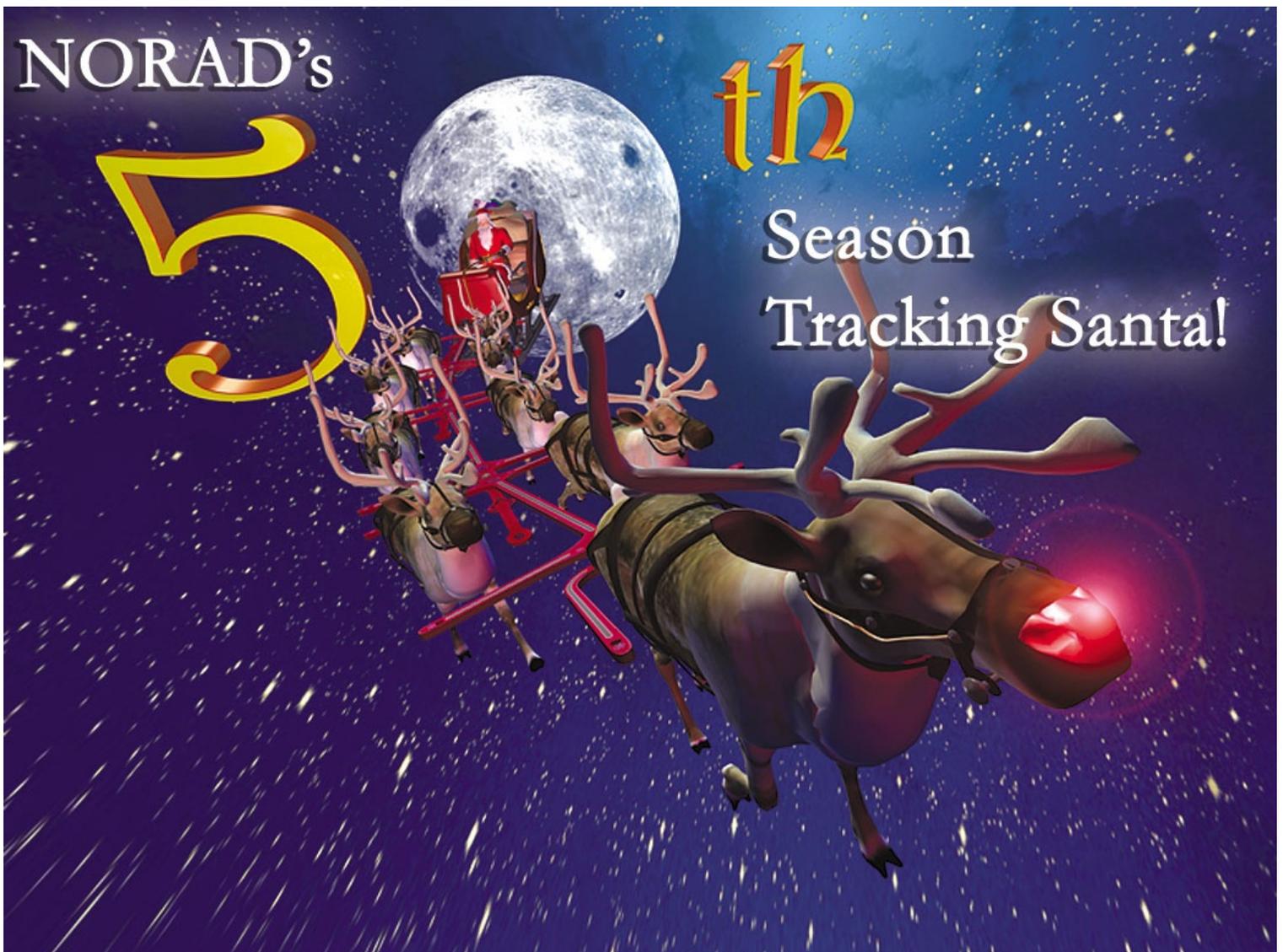
See you soon, Craig.

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<http://www.noradsanta.org/> NORAD uses four high-tech systems to track Santa – radar, satellites, Santa cams and fighter jets.





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 \$249.00

Microlight Pilots \$199.00



Young Eagles



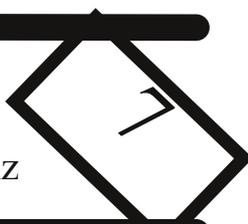
Friends of the Hawera Aero Club



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.

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Editor

Hi Everyone

Apologies for the long wait between newsletters, it's a new years resolution to put them out more frequently!

As always, I'm keen for anyone to contribute an article, a theme, cartoons, pictures, trip diaries.... the list is not endless but large enough.

Graeme Bycroft has qualified for the Flying NZ nationals at North Shore next year in the senior pilots bombing competition. Well done and best of luck in the nationals. There is still wild card entries available to a tiny number of competitions, and the Trans- Tasman Wings Trophy is also being held here. The Trans Tasman Wings Trophy competition is about aerobatics and formation flying, and is held alternately in Australia and NZ. With the nationals being on Thursday and Friday, Saturday is for the selected NZ team on Friday to compete against the Australian selection. See the Flying NZ website for more information.

The airfield is looking well groomed and with the warm summer weather, and long day light hours, there have been more visitors passing through and dropping in. Also good conditions for taking passengers up on scenic flights. Julie organised a well attended Xmas BBQ at the clubrooms on the 9th December. And it's nice to have Craig instructing with us again.

I hope everyone has a safe and wonderful christmas and new year, remember - New Year's resolutions are often made to be broken!

Thank you and safe flying, Raj

rajengosai@vodafone.co.nz



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Medicals and Medical Examiners

When you are a new student pilot, going solo seems like a scary hurdle, but is the most memorable moment in your flying life!

To be able to go solo you need to have a current medical from a CAA approved Medical Examiner, and you can't get your medical too soon, if you are under 40 years the medical will last five years before renewal is required.

Listed below are the available doctors in New Plymouth, Wanganui and Dr Dave in Palmerston North.

Dr P E Leary	Medical Examiner Grade 1	pat.leary@xtra.co.nz	06 759 1888
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283 Devon St West

New Plymouth Central

Dr J D Moore	Medical Examiner Grade 2	johnmoore@clear.net.nz	06 345 5477
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176 Wicksteed Rd

Wanganui Central

Dr C B Chilcott	Medical Examiner Grade 2	cbchilcott@clear.net.nz	06 345 8299
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220 Wicksteed Rd

Wanganui Central

Dr D E Baldwin	Medical Examiner Grade 1	dave@flyingdoctor.co.nz	06 355 2879
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61 Airport Drive

Palmerston North



Thames Airfield

Air Show and Open Day

Thames-Coromandel Heritage Week

Saturday 10 March 2012

(Weather Contingency Day – Sunday 11 March 2012)

Featuring:

- Warbirds
- GA Aircraft
- Microlight Fly-In
- High performance model aircraft
- Vintage Cars
- Static Displays
- Local Produce
- Children's Activities

And much more - details to follow . . .





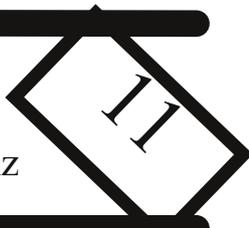
Organiser:

Geoff Furkert

E: geoff.furkert@extra.co.nz

M: 021 833 044

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Flying NZ Nationals -



WILDCARD COMPETITIONS

Entries are invited for
the Wilcard

competitions, to be held in conjunction with the
Flying NZ RNZAC National Championships at North
Shore airfield in February 2012.

The Wildcard competitions are:

Sir Francis Boys - Precision Circuits

G M Spence - Forced Landings

Streamer Cutting.

If entries exceed the number of places available
places will be allocated by ballot

GPS NAV COMPETITION

A new navigation competition using GPS navigation
techniques is being trialled at the Flying NZ
Nationals. It is an open competition and restricted to
a maximum of five entrants. If entries exceed the
number of places available places will be allocated
by ballot.

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ForeFlight Mobile Version 4.0 - Turning your iPad into an EFB

By John D. Ruley Tuesday, July 26, 2011

Georeferenced approach plates are one of the new features available in version 4.0 Pro.

In the brief time since its introduction, the iPad has become a runaway hit among pilots. That's partly due to the hardware, which offers a bright color display, touch-screen control and hours of battery life in a package smaller than many kneeboards. But the software is just as important—and of the many aviation apps available for the iPad, one of the most popular is ForeFlight.

Like many iPad apps, ForeFlight got its start on the iPhone, but its developers have taken advantage of the larger display and other capabilities of the iPad to deliver an amazing range of features while retaining the iPad's signature elegant interface. It's extremely easy both to learn and use, and works quite well both on the ground and in the air.

ForeFlight's map view uses most of the display to show your choice of a VFR sectional, an IFR low- or high-altitude en route chart, or a basic geographic map on which you can overlay weather data, including NEXRAD weather radar with echo tops, satellite imagery, wind barbs, dew-point spread, lightning strikes, flight conditions and prices for 100LL or Jet A. The map view also is where you can start preflight planning by laying out a route. You can do this by tapping on waypoints, including airports, nav aids and intersections, or by typing the route into a text search box at the top of the map—to which you can append airspeed, fuel flow and altitude. An ATC Routes button lets you check to see if a preferred route is available. ForeFlight supports "rubber-band" routing—tap and hold on a route segment, and the app will add an insertion point that you can move wherever you want it, which makes editing routes easy.

Press the File & Brief button, and you're taken to a form in which you can add or modify your origin, destination, route and all the other items on a typical flight plan. If you have a live Internet connection—either through WiFi or one of the 3rd Generation (3G) cellular networks the iPad supports (AT&T or Verizon Wireless)—you can get a complete DUATS briefing, and also file VFR, IFR or the special form of VFR used in the Washington, D.C., Special Flight Rules area. DVFR flight plans used to cross international borders aren't currently supported (as DUATS discontinued support for those). Copies of flight plans you've previously filed are retained, so over time, you can build a library of plans that can be easily updated and used on future flights.



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Beyond the typical text weather briefing, an Imagery button gives you access to graphical AIRMETS/SIGMETs, turbulence, icing, looping or static Doppler radar, prognostic charts, PIREPs, infrared and visible satellite, winds aloft and TFRs.

There's one more critical step before leaving for the airport: Press the Downloads button to show settings, and download charts for the areas where you expect to fly. Otherwise, when you leave your local area, ForeFlight will prompt you for an Internet connection, and unless you can provide that, you'll find parts of your maps are blank. You can choose which charts and types of data to download on a per-state basis, which minimizes download time.

With a route planned and briefed, and the necessary data downloaded, you can head for the airport—and this is where one of the latest features in ForeFlight Mobile HD 4.0 Pro shines: optional georeferenced airport diagrams and approach plates based on data provided by Seattle Avionics that show your exact position. I personally didn't think this feature was worth the additional cost until I tried it, but now I'm sold: Have you ever gotten lost at an unfamiliar airport? I have. With georeferenced charts, it's very clear which taxiway you're on! ForeFlight strongly recommends that pilots use the georeferenced diagrams and approach plates with an external Bluetooth GPS. Pilots flying in IFR conditions should only refer to georeferenced charts when workload permits.

In flight, I find the VFR sectional and IFR en route charts easy to use. The standard one-finger pan and two-finger zoom gestures used in other iPad apps work fine in ForeFlight, and are far more natural than other aviation map displays. As with the georeferenced airport diagrams and approach plates, an airplane symbol is superimposed on your chart, and a band at the bottom of the chart will show configurable performance data (groundspeed, altitude, GPS track and GPS accuracy by default). Of course, this requires a GPS—which is built into 3G iPads. If you have a non-3G model, you'll need an external GPS, which ForeFlight also recommends for additional reliability when using georeferenced charts. The result isn't a true moving map—the charts are always static with the airplane moving over them, and there's no option for a track-up mode (you can press the crosshair button to make the map auto-scroll with the aircraft staying centered).

ForeFlight's weather features really aren't intended for in-flight use, but I've been able to get updated weather, including composite-reflectivity NEXRAD with echo tops, using my iPad 2's AT&T 3G cellular modem at low altitudes. Stored weather information from your preflight briefing is always available, which can be useful.



ForeFlight also provides airport data from AOPA, including (in most cases) a diagram showing FBO location, local radio frequencies and telephone contact numbers, runways and nav aids, NOTAMs, local transportation, restaurants, hotels and operating hours. The Airports page also provides links to the appropriate FAA Airport/Facility Directory (A/FD) page, and to any instrument approach procedures for the airport.

I have two minor gripes: You can view weather or an aviation chart, but not both at the same time, and despite the best efforts of the developers, I still need to carry a clearance pad and pen. ForeFlight offers a ScratchPad function that operates in two modes: Type mode requires you to type with the on-screen keyboard, which I find acceptable on the ground but not in the cockpit; while Draw mode uses your finger. The result looks too much like a kindergarten Etch A Sketch for my taste, and it's limited to one page with no way to scroll up or down for more room.

That aside, on my last four flights all the other paper has stayed in my flight bag as ForeFlight provided everything else that I needed: flight-planning forms, navigation charts, airport diagrams, AOPA and A/FD airport info, approach plates, SIDs, STARs and weather briefing with imagery—all up to date, provided I took a few minutes to download revisions before flying.

Twelve years ago, I wrote the first review of an electronic flight bag (a Microsoft Windows-based device called the eFlightPad) in *Plane & Pilot*. I was thrilled with the capability, and hated to give it back after my review—but I couldn't afford over \$6,000 dollars to buy one. With ForeFlight, my \$729 iPad 2 has at least as much capability in a much more reasonably sized and easier-to-use package, with no less than an honest 10 hours of battery life.

Like all iPad apps, you'll find ForeFlight Mobile 4.0 Pro at Apple's iPad App Store. It's free for 30 days, and includes live data, but to enable full functionality (including downloads for off-line viewing), you'll need a data subscription. The full Pro data set, including georeferenced airport diagrams and approach plates covering the entire U.S. and southern Canada, costs \$149 per year, which is twice the cost of a standard data subscription. For more information, browse www.foreflight.com.



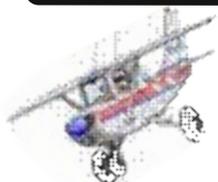
Pilot training: Simulator course for those who still hunger for the romance and adventure of long-haul flying.

It will all come to you if you practice the following at home:

1. Stay out of bed all night
2. Sit in your most uncomfortable chair, in a closet, for nine or ten hours facing a four foot wide panoramic photo of a flight deck.



3. Have two or three noisy vacuum cleaners on high, out of sight but within hearing distance and operating throughout the night. If a vacuum cleaner fails, do the appropriate restart checklist.
4. Halfway through your nocturnal simulator course, arrange for a bright spotlight to shine directly into your face for two or three hours, simulating flying an eastbound flight into the sunrise.
5. Have bland overcooked food served on a tray midway through the night.
6. Have cold cups of coffee delivered from time to time. Ask your spouse to slam the door frequently.
7. At the time when you must heed nature's call, force yourself to stand outside the bathroom door for at least ten minutes, transferring your weight from leg to leg, easing the discomfort. Don't forget to wear your hat.
8. Leave the closet after the prescribed nine or ten hours, turn on your sprinklers and stand out in the cold and 'rain' for twenty minutes, simulating the wait for the crew car.
9. Head for your bedroom, wet and with your suitcase and flight bag. Stand outside the door until your wife gets up and



Why Santa is late this year



leaves, simulating the wait while the maid makes up the hotel room.

10. When your spouse inquires, 'Just what in the hell have you been doing?' just say, 'Recalling the allure of all night flying to romantic places.' as you collapse into bed.

11. If you are a purist, do this two nights in a row.

12. To make this 'flight' more realistic find a stranger with gas and body odour, who you dislike, is boring and keeps falling asleep, to be your Captain.



Official Websites and Aviation Associations

www.ifis.airways.co.nz/

IFIS - Internet Flight Information Service

-Publications -Planning Info -Area Pre-Flight Briefing -Specific Pre-Flight Briefing -Flight Plans -NOTAM Issue -GPS RAIM

www.metflight.metra.co.nz

General Aviation Weather Briefing System (MetFlight GA)

The HAC committee is working on the subscription issue along with the RNZAC.

www.caa.govt.nz

Civil Aviation Authority of New Zealand

The people who set the rules we fly by.

www.rnzac.org.nz

www.flyingnz.co.nz

Royal New Zealand Aero Club aka Flying NZ

It is the umbrella organisation for most Aero Clubs in New Zealand and consists of an Executive body elected from member clubs through New Zealand.

www.saa.org.nz

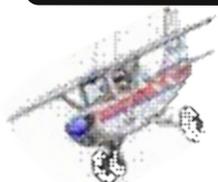
Sport Aircraft Association NZ

Although our prime focus is on the support of the builder we are also dedicated to ensuring that Sport Flying has its rightful place in New Zealand.

www.nzawa.org.nz

New Zealand Association of Women in Aviation

An enthusiastic group that aims to foster friendship amongst women interested in aviation.



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Place
stamp
here

To:



Merry Christmas and a Happy New

**Trial
Flights**

**Starter
Packs**

**Available
Now**



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