



# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

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## From the President

Hello to you all and all the best for 2008. It certainly does seem that the years go faster as we get older, but we have lot to enjoy and be thankful for.

Its welcome to Amelia and goodbye to Tom although I think we might see a bit of Tom from time to time. I expect that by now most of you will have met Amelia but for those who have not go out and say hello and maybe do some flying. Amelia has got off to a very busy start with the weekends fully booked, so we are adding in some days during the week to cope. It has been great flying weather the last couple of months so good to see the flying hours up. A warm welcome to our new members and hope you enjoy your flying. It is a great sport/hobby but it can apparently also become disease, or at least that is what some of us often get told.

Janice and I and daughter Hannah had a great flying trip up to Kaitaia and back recently, with a few stops in between and what a great trip it was. Once again I was reminded of what a great country we have the privilege to live in, the beauty, the diversity and the wonderful people we meet along the way. I will write a short story about the trip for a future news letter. Well, that's the intention anyway. Thanks to all who have contributed to the newsletter lately, keep it up.

Ralph Gibson



Titan T51 Mustang at Hawera, Story Inside.

## Instructor's Insight

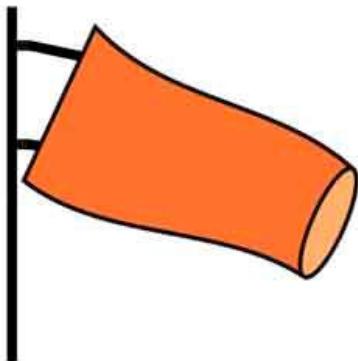
Happy New Year,

Hello I'm Amelia Crowley the new Instructor for the next little while. As you may have already picked from the last name I'm originally from South Taranaki, so I'm familiar with the area

and a few faces.

Who ever says January is a quiet month is defiantly wrong. The weekend bookings full up rather fast, so book well ahead to make sure you get your flights in. It's great to see so many active flying members.

Look forward to meeting you all.



*After the airline pilot had managed to land his plane -- albeit bumpily -- following a descent through exceptionally heavy weather, he came out of the flight deck to farewell his passengers*

*The most memorable comment he received was from a little old lady who asked politely, would he please satisfy her curiosity on just one point: "Did we land, or were we shot down?"*



## Titan T51 Mustang

On the 2nd January a Titan T51 Mustang owned by Mike Crene flew in from Blenheim, making a delivery trip to his new home in Matamata. He is an X airforce, air frame engineer and has for some time working in Blenheim, assembling other Titans, before completing his own machine. This mustang has a Suzuki Vitara V6 engine as others where Rotax 912's. On arrival over Hawera he put on some fast fly throughs before landing, which brought in several club members that recognised this machine had a different grunty sound to it. Refuelled his wing tanks plus 20Lt into each drop tank, the

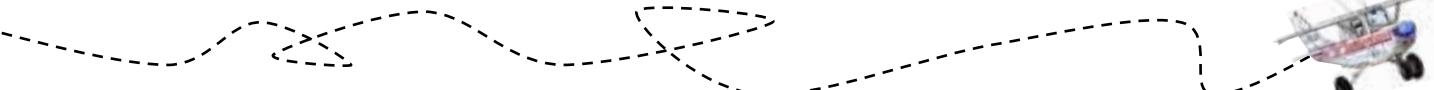


club rooms where opened for a drink and some more information about the machine.

Starting the machine the sound was not fitting its looks, the engine did the normal Japanese thing of running quietly and smoothly but once it got opened

up half way down the runway there was agreement this had transformed into a different, now war machine. Once again a close fly pass, tipping the wing then climbed out.

Stephen Chubb



## **Students Views of the Club BBQ**

Wow what an awesome and fun-filled day would be the best way of describing the Club BBQ through not only my eyes but possibly through also those of who attended.

As a student pilot wanting to become more involved in the club and its activities, I don't think that I could have found a better nor more relaxed way of being able to introduce myself.

I arrived not knowing anybody apart from my instructor and a face or two and left feeling as though I had spoken or at the very least said hello to just about everyone.

Although I did not get my scheduled lesson earlier that day, I did get to go up not once but twice.

The first time I was kindly asked by a gentleman (who's name I have unfortunately forgotten, but thank you again) if I would like to go up as a passenger with him in the

172, naturally I didn't have to be asked twice and man what a great view of both mounts Taranaki and Ruapehu.

The second time I went up in the 152 and this time it was my turn to have a go at spot landing, totally awesome not to mention good experience.

On top of that there was an excellent bbq meal, great people and a good range of interesting flying videos as well as opportunity to relax with a drink or two afterwards.

I just want to say a big Thank you to everyone who was there and indeed who I spoke with as I was made to feel truly welcome.

Derek Wyllie



**The Line up of planes at the club BBQ**

## **Dannevirke At Hawera BBQ**

I have been a member of the Dannevirke Flying Club for a number of years and try to attend their annual Dawn Raids and Club competition days.

After having a really enjoyable time at their latest event in early December, I thought it might be a good idea to extend an invitation to them and play host at the Hawera Airfield in the future.

Club Captain Julie had a January date in mind for our BBQ, so that was beamed over to Dannevirke. Their response of "we'll be there" came back, now it was up to the weather gods to play their part.

BBQ day, a south easterly was gathering strength by the hour. A final weather check was made from our eastern friends and their two Piper Cherokees with eight club members departed in scattered showers with an ETA of 12 o'clock at Hawera.

The trip was via the Manawatu Gorge then direct to Hawera, once clear of the showers and the Gorge, Ohakea Control cleared them to climb to altitude and were very helpful in both directions.

At midday the two aircraft were joining the Hawera circuit, at the same time our kitchen gang were hard out preparing lunch. With the strong tailwind their flight times were only 50 mins.

After the usual warm welcomes, comments like "wind conditions are not that bad" and "this is just another

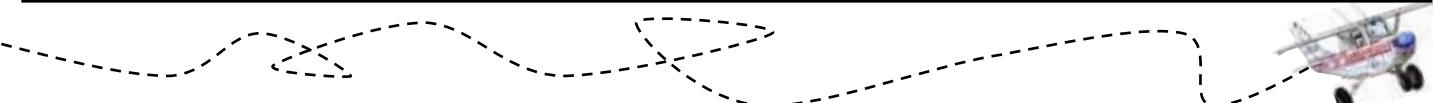
typical day at Dannevirke" were heard. This didn't scare us off completing against them later. They had a look good around the hangers then headed to the Club house for lunch and viewing some aviation videos.

With everyone fed and thirsts quenched a briefing was held to discuss the competitions, it was decided to do spot landings only as the wind conditions were enough of a challenge, as by this stage even the birds had given up the battle and started walking.

The landing competition were well attended by the Dannevirke members with five giving it a go and also going away the overall winner, well done Vince Payne. The pressure is on Hawera Aero Club to even the score!!! Every competitor had a story to tell about the conditions on short final which was highly entertaining.

The afternoon tea went down a treat and it was a final farewell to the Dannevirke Club who headed back east to smoother better weather with a flight time of 01:10. The feed back from the Dannevirke Club members was very positive and the guys passed on their thanks to Julie and those Club members present, for organising the day. We will be doing it again some time soon. Keep looking in the "what's coming up" segment in an upcoming Club Newsletter for the BBQ and competition day.

Les





Dannevirke planes at Hawera's BBQ



Please Note that the date for the Proposed Great Barrier Trip has been moved to Taranaki Anniversary weekend. I urgently need names of interested people!!

## What's Coming up!

**February 7-9**

**National Championships  
Timaru**

**February 15-17**

**SportAvex—Biennial sport aviation expo  
Tauranga**

**February 15-17**

**Art Deco weekend Napier with NZ  
warbirds**

**February 16-17**

**Mandeville Fly-In  
Vintage & Classic Aviating**

**February 23**

**Mercury Bay Shell Airshow Whitianga**

**February 23-24**

**Logans Fly-In Northwest of Auckland for  
light aircraft**

**March 1-2**

**Parakai Airfield Fly-In  
[www.parakaiairfield.co.nz](http://www.parakaiairfield.co.nz)**

**Taranaki Anniversary**

**March 7-8**

**Airshow NZ at Hamilton**

**March 8-9**

**RAANZ 2008 National Fly-In in  
Waipukurau**

**March 7-9**

**Proposed Great Barrier Island trip with  
Wanganui Aero Club**

**March 14-16**

**RNZAF Ohakea open day  
Air displays March 15-16**



## Hawera's Team

	Name	Rego
1st	Daniel Croot	NPI
2nd	Stu Parsons	EOS
3rd	Les Worsley	RVG



## Dannevirke Team

	Name	Rego
1st	Vince Payne	EBL
2nd	Steve Caswell	EBL
3rd=	Dave Larson Bruce Knight	DGL EBL



## Over All winners

	Name	Rego
1st	Vince Payne	EBL
2nd	Daniel Croot	NPI
3rd	Steve Caswell	EBL



## CLUB CAPTAIN'S CORNER

We had the club BBQ on Saturday the 19th, with a disappointing turn out of Hawera Members.

The BBQ was still a great day, we ended up having two "cook ups", one at lunch time and one at dinner. We had two plane loads of Dannevirke members (possibly more of them than us) fly over to meet and compete with us in the landing competition. Even though the wind was gusty and strong we had great results for competition, all showing incredible skill getting the plane so close to the target. I would like to thank Ralph for coming to apologise for not being able to stay, the effort was appreciated. I would also like to give a big thank you to Daniel Croot who not only took the time out of his busy airline career to come but also rang first to see if there was anything he could bring, and supplied us with a huge banana cake! Great work. Thank you to Stephen Chubb for supplying us with more aviation videos to keep us entertained throughout the day and to those that travelled to attend, Gary Hann and Stu Parsons, Hawera Aero Club members that made the effort to attend and of course the Dannevirke flying club members.

The Scotts Trophy will most probably be in February. If you are new to the club this is a team competition that we need two student and two licenced pilots for either bomb dropping or spot landing. If you are interested, get in touch with me or Amelia and we'll let you know when a date is set. We need to practice if we are to 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. We'll need to know soon if we are to book the Waikato Club rooms, they may already be booked up that weekend!

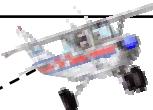
If you would like to suggest a club trip or event let us know and we can arrange it, it doesn't matter if you are only a student, we can utilize the clubs PPLs or even instructor?!?

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

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

Cellphone 021 150 2351

Lets Make the Club Fun  
Julie



## Wooden Propeller

Now that we have definitely arrived in the 21st Century, you'd think that the military with their substantial budgets would have only the latest and most fancy technology flying in the sky. They do, and surprisingly, not only does some of it run on propellers - the propellers are made of wood!

To an aeronautical engineer, a propeller is just a wing that happens to be rotating. You can feel what air does to a wing if you recklessly put your hand out of the car window, while traveling at speed. If the tips of your fingers are angled upward, the air pushes your hand upward (and correspondingly, the same for downward). The blades of a propeller cut through the air or water, and because they push the air or water backward, the propeller goes forward. (By the way, in the United Kingdom, they call front-mounted propellers "airscrews", because they "screw" through the air and pull the craft behind them.)

The amount of push, pull or thrust that a propeller generates depends on two factors - first, how much mass of air or water that it's pushing, and second, how rapidly it accelerates that mass of air or water. In general, the more efficient propellers shift a lot of mass, but with relatively small acceleration.

The blades can be set to cut through the air at a shallow angle, or at a steep angle. So in theory, a 41-pitch propeller would move forward through the air 41 inches when the propeller blade had spun one complete revolution. In the same way, a 50-pitch propeller would move forward 50 inches for one spin.

Then it gets a little complicated.

Propellers can be either variable-pitch or fixed-pitch. A variable-pitch propeller can change the angle at which it cuts into the air. This means that it can be set at one angle for taking off, and then a different angle for high-speed cruising. If an engine fails in flight, variable-pitch propellers can be "feathered". "Feathered" means that the blade is turned to point edge-on to the line of flight, so it produces the least drag, and the crippled plane can glide a long way. But variable-pitch propellers have a lot of complicated machinery in the hub, which makes them more expensive.

Fixed-pitch propellers are cheaper, but they are always

a compromise. A target-drone, which is designed to be shot at for training practice, usually comes with a fixed-pitch propeller. The fixed-pitch propeller of a target drone would typically be rated at 90% efficient when it's cruising at 480 kph. But the same propeller is so inefficient that at low speed, it can't get the target drone off the ground. So, to take off, it actually has to be catapulted into the air. A fixed-pitch propeller is much like a car that has only one gear.

Today, there are metal propellers and wooden propellers - and even in the 21st century, 10% of all the aviation market runs on wooden propellers. They're mostly Sensenich propellers.

Sensenich propellers got started on a summer day in 1928, when Martin and Harry Sensenich bolted an engine and a propeller to a farm wagon, and took a crazy high-speed ground run on the dirt roads of Lancaster County, in Pennsylvania. They created such a furor, including stampeding several herds of cattle, that they were banned from running their propeller-powered farm wagon on the roads.

But the boys weren't going to be stopped, and by winter they had harnessed their engine and propeller to an ice sled. They staked down a strong piece of wood in a nearby frozen river, and they tied their propeller-driven ice sled to the wood with a 30-metre rope. They had lots of fun doing 60-metre circles until the rope broke, and they got thrown into the bushes on the frozen riverbank. They were able to pick themselves up, but their propeller was shattered into a thousand pieces. So they used tools that normally make wagon wheels to make propellers instead - and three quarters of a century later their company is still making propellers.

In that time, Sensenich has made around 450,000 wooden propellers. In the USA, Sensenich supplies almost all of the fixed-pitch wooden propellers that pass Certification by the Federal Aviation Administration. Their factory, which employs 20 people, turns out around 4,000 fixed-pitch wooden propellers each year.

Wooden props are stuck with a fixed pitch, because they are fashioned as a one-piece entity along with the hub. But metal props can have variable-pitch, though

believe-it-or-not, wood still has advantages over metal, and that's in the next Newsletter.



# Portuguese Airport Runway

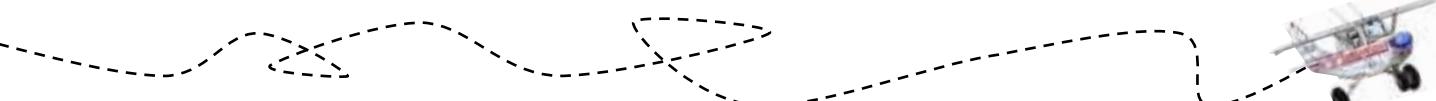
*New airport runway on the Portuguese island of Madeira*

## Portuguese Pillar Parking

The airport's runway has a length of 2,781 meters (9,000 ft), of which 1,000 m (3,000 ft) are supported by 180 pillars, each pillar 50 meters in length (about 17 floors). The runway is designed to accommodate 747s.

Like landing on an aircraft carrier. Note the cars parked below the runway.

Let's not even think about running off that runway!



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