

February 2010

An Older photo of Mike Jones beside his beloved ZK-LIZ



# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

# Mike Jones



Photographed here with his best mate Ray on the left, died Friday 15<sup>th</sup> January 2010

A valued club member, committee member, past president and Life Member

RIP



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

See our Newsletter online on FlyingNZ website.

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Thanks to  
**@ your office and lotto**

For Printing our last Newsletter at a discounted price to have Stephen Chubb's photos in colour.



## Applications for iPhone and iPod Touch

Here's another free application which is cool and actually works.

This application needs an iPhone with GPS capability to work, so 3G or 3Gs, sorry to the iPod Touch people.



### Air Navigation

Air Navigation Free is a flight information system. It is a basic version of Air Navigation, a full featured aircraft navigation application for iPhone 3G. Using the GPS receiver and accelerometers of the iPhone it can simulate different type of real IFR or VFR aircraft navigation devices.

- a VOR-DME
- an ADF
- a Gyro compass
- Slip indicators in every instrument view

## New Maps

November 11 brought more changes to the maps, if you haven't already heard there has been a few frequency changes. The one we may notice most in Hawera is, Motueka now has its own dedicated frequency so we won't be hear them anymore.

Other changes include Coromandel CFZ and transit lanes through Hamilton and Woodbourne airspace. You can now fly into Omasaka without having to ask permission from the tower, so long as you follow the transit lane.

Make sure you study your route for any changes.

# Friends of the Hawera Aero Club



Do you know someone who is in love in Aviation but hasn't yet caught the bug to learn to fly, well maybe they would like to join "Friends of the Hawera Aero Club". This has been established with the recent demand, it is also a great opportunity for people who are not in the region but still want to know what is happening in Hawera.

For only \$10 a year they will receive the newsletters in the mail, and kept informed for any other events.

## SOCIAL DRINKS

Every Friday night from 5pm at

All welcome



## Heli Harvest Visit

On a slightly gloomy day back on 30th September 2009 the town heard the powerful rumbling of Heli-Harvest helicopter Mil Mi-8 attempting to land in the paddock beside the Furlong Motor Inn. In the past the crew had landed here and stayed in the accommodation sometimes for days at a time. But it had been quite some time since they had been through and were unaware that the properties had been sold and the paddock is now a subdivision and that the new owners of the Furlong would have had no idea who they were or why this large helicopter was circling overhead.

The crew then decided that they had better go to our very own Hawera Aerodrome and wait there for the weather to improve. They had flown up from the South Island and were heading North when they heard from others that the weather from Stratford and north was deteriorating.

Not long after landing and the press was there, must have been a slow news day for the "Daily News".

Mike Jones and Ray Babington were in their hanger working on ZK-RMJ and were quick to sit in the pilots seats, they just couldn't seem to find the start switch!

The Crew, some Russians (including the cross country pilot) and some Kiwi, stayed for some Hawera hospitality.

Once the weather improved and they got word that the weather further north was better, they checked our maps for a bearing on Stratford and all climbed aboard. After much warming up, they were off, although you could still here them long after you could no longer see them.

All they left behind were three large holes from where there wheels had sunk into the ground!

So if you would like them to lift something around your place, they charge it out at:

**\$8000 +gst per hour.**



### Dimensions:

Main rotor diameter	21.25 m	69.72 ft
Tail rotor diameter	3.91 m	12.83 ft
MTOW	13,000 kg	28,660 lbs
Max. Payload		
External (Sling Load)	5,000 kg	11,020 lbs
Internal	4,000 kg	8,818 lbs



## PA-28 Cherokee 50<sup>th</sup> Celebrations

### A little history.

Piper Aircraft was founded in 1927 by two brothers called Clarence & Gordon Taylor in New York USA and was originally called Taylor Aircraft Corp.

In late 1930 William T Piper purchased the assets of the company, he firmly believed a simple to operate, low cost private aeroplane would flourish even during the Great Depression. In 1937 the company was renamed Piper Aircraft Corporation.

The Piper Cherokee series of aircraft were designed and manufactured at Piper's Vero Beach Municipal Airport facilities in Florida. The original Piper Cherokee first flew in 1960 and went into production a year later. Its Chief Designer was John Thorp who was well known for his homebuilt Thorp T-18 design as well as the FU-24 Fletcher that became legendary in NZ hill country.



With the Piper Series of aircraft very prominent in NZ's General Aviation scene and the 50<sup>th</sup> Anniversary of the PA-28 looming, the Ashburton Aviation Museum decided to hold a birthday party in her honour on the 15-17 Jan 2010.

After exhausting all avenues of acquiring a Cherokee and with EOS still out of the air, Cessna 172 ELH was our means of transport to the Mainland. The summer weather has been a real challenge this season and that weekend was no different.

The day dawned cold with low cloud and drizzle coming in on a 15kt Southeasterly. A couple of calls were made to Cherokee owners in Rotorua and Dannevirke, the response was the same "weather and forecast no good, we aren't going anywhere"! By mid morning the weather did improve so we got airborne for a "look", the skies were clear over the water, the South Island was visible so a stop in Nelson for lunch was had before planning the next stage of the flight through the Southern Alps

The cloud base and turbulence were an issue so we remained in clear skies south of Nelson until heading inland at Spring Junction, through the Lewis Pass to Hanmer Springs then on to Ashburton. The weather was way better than forecast.

On arrival at Ashburton we were greeted by "the sign" PA-28 this way, "others" that way, so after a refuel the C172 was tied down behind some hangers so not to upset the "low wing fraternity". By the end of Friday, thirteen Cherokees were present, with a lot more promising to show up on the Saturday.

The Museum always puts on a great spread and this weekend was no different. A fish and chip dinner was well attended, then a shuttle van took us to our accommodation then a further catch up was organised with other PA-28 owners at the local for a very entertaining first evening.

Breakfast the next morning was at the Museum followed by a briefing on the days activities, soon the skies were

buzzing with visiting Pipers, thanks mostly to the Canterbury Aero Club, by mid afternoon 33 Cherokees and close family members were on the field making an impressive line up. Our C172 also had company now, with the DC-3, Boeing Stearman and local homebuilt and microlights parked along side.

A Fly-over town of 16 aircraft, formation flying and competitions were held throughout Saturday, it was great to see heaps of locals coming out to the airfield and getting involved. Ex Hawera Aero Club's Piper Arrow EBI was also present flying up from Balclutha for the day and it still looks the same.

The day concluded with a formal dinner with around 200 guests present, the dinner got underway with the bagpipes, as they said a Piper for a Piper, it was also the official handing over of the Museum's latest acquisition, that being a restored PA-28 ZK-CUA, with many parts being donated by local organisations. It was a fun evening and great to listen to a local council member talking about the long term projection of the airfield, they certainly believe the airfield is of great importance to the local community.

Sunday morning started again with a Museum breakfast, then planning started for the flight back home. Weather inland was great with low cloud and drizzle blocking that route. By midday things did improve and with the owners of BZB from Feilding we decided to have "a look". The further north we went the better the conditions and passing Kaikoura a large pod of Dolphins were spotted, then into Omaka for a refuel.

Departing Omaka at 1730 we still had a little weather to contend with, but once clear of the Marlborough Sounds, Mt Egmont came into view to make an eventful flight across the Cook Strait landing at Hawera around 1915.

It was an interesting trip, the Ashburton Aviation Museum sure know how to run events and there are rumours about making this a regular event.

Les Worsley



## New PPLs

Hawera has two new Pilots, Congratulate the following:

### Daniel Buhler

Daniel passed his Restricted PPL on the 6<sup>th</sup> December 2009.

After practising in the C152, it was discovered that he needed to sit his test in C172 due to, too much fuel in 152.

As if sitting your PPL isn't stressful enough anyway!

Well done Daniel.



### Guy Oakley

Guy passed his full PPL on 25<sup>th</sup> January 2010 in New Plymouth after an earlier cancellation, it was worth the wait.

Well Done Guy.

Sorry about the photos, just dug up some old ones.

## New Instructor

Brent has left our horizon as he is heading south as his partner is completing a course down there.

Our new Instructor is Ben Rosser, he has already settled in well training in all our aircraft including the Tecnam.

I have yet to ask him if he would like to write something here in the newsletter to introduce himself.

I know he would like to meet you all, so come in and meet Ben and if you're not current book a lesson, or practice for BFR, PPL and enjoy the wx.



**Our Tecnam spotted at Parakai aerodrome when John Veldhuis flew it up for the day, seen on their website. [www.parakaiairfield.co.nz/Portraits3](http://www.parakaiairfield.co.nz/Portraits3)**

## Scott's Trophy

Sunday December 6th 2009, we hosted the Scott's trophy with both New Plymouth and Wanganui attending and enjoying breakfast with us.

Thank you to everyone who helped us with the day, it would be very hard work without your help.

The results were not in our favour...on more than one account. New Plymouth were first on points with Wanganui second and well, we did well also.

Wanganui eventually took home the trophy on a minor clause that left us without a C172.

## Hawera High School Runner-up Dux

One of our newest PPLs and future Airline pilot, that will be flying you all around the world, **KENT WEIR** was awarded the runner-up dux award at his senior prize giving in November. Kent is going on to Christchurch to continue his flying career at IAANZ (International Aviation Academy of NZ).

**SORRY THERE'S NO PHOTO OF HIM, BUT THOUGHT HE MIGHT GROWL AT ME IF I ADD TOO MANY PHOTOS OF HIM.**



## CLUB CAPTAIN'S CORNER

### What's Coming up!

**February 20-21**

**Vintage Fly In  
Mandeville**

**February 27-28**

**Central Hawkes Bay Aero Club 75th  
Waipukurau**

**February 27**

**Annual Fly In  
Parakai Airfield**

**Taranaki Anniversary**

**March 6**

**Mercury Bay Shell 2010 Airshow  
Whitianga**

**March 6**

**Jabiru Aircraft Fly In  
Foxpine**

**March 12-13**

**PilotExpo  
Ardmore**

**March 13**

**Airshow and Family Carnival  
Matamata**

**March 19-21**

**RAANZ National Rally  
Stratford**

**March 27-28**

**Waikato Microlight Club  
Family Open Day  
[www.wmlc.co.nz](http://www.wmlc.co.nz)**

**Easter**

**April 2-4**

**Warbirds Over Wanaka**

It's been a long time since the last newsletter and there has been a lot happening. The main occurrence is that Mike Jones lost his battle with cancer on Friday 15<sup>th</sup> January 2010 and a deserving service was held for him in the Aero Club hanger on Thursday 21<sup>st</sup> January 2010. The day was unfortunately not ideal for the flying that was planned but a memorable flight was completed in Taranaki Gliding Clubs Pawnee and Cessna 172 "ELH" (representing an aero club plane).

Mike will be missed dearly, there were many things that he would do around the club that was sometimes unnoticed. He was many times the "face" of the club, especially when working on the Cobra Arrow, he would greet those that came to the club. He was the first point of call for many people wanting fuel or advice.

Stephen Chubb's funeral was also not a good weather day and so the fly past for him was also abandoned.

On the 6<sup>th</sup> of December we hosted the Scott's Trophy. From that we had an incident with our 172 when it became the target for one of the bombing runs and with a sizable dent in the wing, EOS was sitting in the engineers hanger until about two weeks ago. The wing has been fixed back to new, with the whole skin being replaced.

While we were without EOS the engineers were kind enough to lease us ELH so we weren't without a 172 over summer.



As I have been slack and will continue to be for a little bit more (CPL on the horizon), I haven't planned any trips away etc, but there is not reason why someone can't plan one and take our club planes on a trip. If anyone would like to volunteer to write the next newsletter that would also be much appreciated.

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

**Cellphone** 021 150 2351

Julie



## Guidelines for the Hawera Aero Club

This is a list of guidelines for operating around and with the Aero Club planes, it is not limited to these so always use your common sense.

- Try and leave enough fuel in the aircraft at the end of each day for at least an hour's safe flight.
- If leaving the airfield unattended for any length of time ensure that the aircraft are away or locked and all the buildings are all locked.
- If returning from a field/airport that has a fuel bowser, always fuel up with the maximum fuel you can allow.
- Treat the aircraft and property as you would your own.
- If someone has the plane booked already, it is not up to you to change it or take it, without asking person who has it booked, your need is not greater.
- Don't start up an aircraft with the aircrafts tail facing into an open hanger.
- If you open a gate onto the field or see on open, close it.
- Be aware of other aircraft already in the hanger when putting away aircraft, we don't want to damage another aircraft.
- Always open hanger doors fully to reduce the risk of hanger rash when moving aircraft.
- Always remove the steering hooks after moving an aircraft, even in the hanger.
- When leaving the aircraft outside at anytime it is always good practice to use control locks.
- Park aircraft into wind when outside.
- If you damage an aircraft, no matter how small, REPORT IT.
- Don't leave aircraft unattended on the apron, thus blocking access to north hangers.

### Flying NZ new Website

You may have already experienced the new FlyingNZ website. My favourite part is where they host all the aero club newsletters that they receive, a good way to keep up on what's going on in other clubs. Check out the website today.



### Weather notices

Many of you may know, but for those who don't, the IFIS website no longer offers the same weather information pilots have become accustomed to. They still provide SIGMET & SPAR, NOTAM and now also ATIS information which can be very handy.

<http://www.ifis.airways.co.nz>

To get your weather briefings and forecasts you now have to use MetFlight.



This website has been available for a long time but it hasn't always been as suitable for student pilots as you need a licence to be able to log in.

This website provides ARFORs, TAFs, METARs/Speci and SIGMETs as well Radar images and Satellite images.

<http://metflight.metra.co.nz>

Our Aero Club Login is:

**Username :** HAWERA *Note UPPERCASE*  
**Password :** AEROCLUB

When you are going on a cross country, you now need to get your enroute information from both websites or you'll miss either the NOTAMS or a complete weather picture.

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**021 111 0800**



# **SPOTTED!!**

## **During the**

### **Annual Hawera**

#### **Push Bike Pub Crawl**



## Zaon XRX PCAS Review



### Overview

The Zaon XRX PCAS is a small device that is portable and can be used to detect other aircraft by listening for their transponder returns. As such it will not detect aircraft that do not have transponders, those that have them but are not turned on, or any that have them but are below the secondary radar coverage.

Therefore this unit is good as an aid to helping find aircraft in the sky and avoiding them it should not be relied upon and good VFR lookout/scanning should be maintained at all times.

### Initial Impressions

I went up to Auckland to purchase this new toy and once I had it, I headed for Auckland airport in my car to try it out at the end of 23L of Auckland's main runway. On opening the box I was presented with a hard shell carry case. In this case was the unit itself, a power cable, a cable for interfacing the unit with a headset (to listen to the warnings), an array of rubber feet for positioning in the aircraft, and a nicely bound and large manual. Also there were two laminated quick reference sheets.

Not being one to read the manual I quickly put the power cable in and hit the power button. It was quite noisy as it came on with a high pitched whine of the fan it uses for cooling. I quickly noticed the compass was not displaying correctly but later after reading the manual realised that all the metal in my car and the electronics in the dash were most likely playing havoc with it. However it was picking up aircraft traffic and alerting me to where it thought it was. I then decided I wanted to see this on my Garmin GPSMAP 495. I plugged in the data cable (brought separately) and hooked it into my GPS and turned the GPS on. Waited for the lock to come on and then watched for traffic. Nothing! Now time to read the manual. Turns out I needed to set an option in both the XRX and the GPS

which took but a second and suddenly I had traffic on my GPS. It was not quite where it should be but given the compass was out not surprising. I watched a 747-200 climb out at a good rate of knots with a good climb rate out to 4,500 feet and then it vanished off the GPS as it went out of the detection window. That being 6nm and plus/minus 4,500 feet as I currently had it set on. Watched a 737 take off and track left (no doubt heading for Wellington) and it stayed at 4,000 feet for some time so I could watch it track away. Very nice! Having seen about all I could at the end of the runway I decided it was time for the real thing.

### In the air at last

First off I had to mount it. It had to be level and at least 6 inches away from any pillar, compass, or GPS antenna. Plenty of space in the Tecnam so it was just a matter of getting it level which the various rubber feet made life easier. Next was the cables which needed to go from the utility plug to the XRX and then to the GPS. Bit of a pain to get it all tidy but in the end it was. The other cable went from the radio output plug to the XRX then out again and back to plug into the headset. You don't need this unless you want to get the audio messages from the XRX. A better way if you have an AUX input to your headset is to use that which is what I will be doing from now on as it just needs one thin cable from the unit to your AUX input on your headset.

Set the XRX into ground mode so it does not complain about all the planes taxiing around you. In this mode it only worries about planes +200 feet above you so those in the circuit. Not too good in Hawera though as we are below the SSR coverage here so the transponders are not reporting anyway. As you get airborne and climb through 200 feet AGL, the XRX will switch to flight mode automatically.

However I was really surprised. I turned the unit on and ensured the compass was within the limits it said and then transferred the data to the GPS. Already it was showing traffic approaching. Time to take off and once airborne off 25 I was getting another signal off to my right saying plus 2000 feet. Then almost at the same time a call saying someone was joining the circuit. Now tracking two planes and I was only at 1,000 feet with the others at 2,500 feet. Better coverage than I was led to believe. Tracked off towards Wanganui along the coast and soon after Waverly I picked up another blip on the GPS. It said out over the coast about 4nm away and 800 feet below me. I was at 2,000 feet by now. Took quite a bit of scanning but finally saw a little white dot just above the sea. Probably would not have seen this if the GPS (really the PCAS) had not shown it. No radio calls from this person as yet but as we closed in on Wanganui the call came and finally could put a call sign to this white dot. Approaching Wanganui and two more bogies appeared which I finally saw and all three were landing at Wanganui. Turned inland and then there was



another one ahead of me but I could not see this one and just as suddenly it vanished. Thought the unit may have been detecting bogus stuff but after re-reading the manual once home, I realised that due to the unit having a real compass which follows the normal compass rules it was just displaying where it thought it was. After a short interval when the compass had settled it was then indicating its real position. Note to self: not 100% accurate when turning. Off back towards Hawera at 3,000 feet due to the turbulence and picked up another signal prior to Waverly going the same direction off to my left and 1,100 feet below. Slowly drifted closer and then started climbing towards me. At 500 feet vertical separation and 2nm horizontal my GPS started warning me with a smaller window and a change in colour. I could not see this plane as he was below me and slightly behind according to the position it gave. I thought about changing course away slightly but thought he may have me in sight and trying to go around me. 10 minutes later he vanished off the GPS now out of range. Without this tool I may never have known he was there. The manual says that if traffic appears then there is something there even if you can't see it. You just need to be aware that it may not be exactly where the GPS and to get a good look all around.

### Final Thoughts

I think this was money very well spent and it is amazing how much traffic is actually around you even though you do not hear any radio calls from them and how much you miss even with a very good lookout. It certainly was eye opening especially traffic coming up behind you. The unit allowed me to narrow down the search area when there was traffic around making it much easier to spot. As I said though, it does not pick any traffic without transponders or those with them turned off so it is a helpful tool rather than a replacement to a thorough look out.

Just to finish off with some screen shots of the GPS. You can see what the Zaon itself looks like on the web and it pretty much is like that so here are a couple of shots at the recent Scott's Trophy day.

### John Veldthuis

NB: Have you decided you have to have one now, they are available in New Zealand:

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

Only \$2,240.00 inc GST



**The Zaon unit mounted on the dash of LJW and the GPS sitting in the holder for it. The cables run around the back out of sight**



**And Secondly EOS has just dropped a bomb. It is (or should be) at 300 feet above the ground level. As you can see it is saying 200 feet above me within 1 mile. It is showing orange circle as a warning. If I was airborne as well it would have a separate box to the left giving clearer details.**



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