



HAWERA AERO CLUB NEWSLETTER

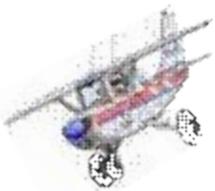
June / July / August 2011

ITS YOUR ATTITUDE THAT COUNTS

**It's a winter
wonderland!**



**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:
Julie Ingram 021 150 2351

Club Captain:
Jacob Maddren 027 499 9096

Vice Club Captain:
Rajen Gosai 06 272 8587

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: Hayden Lowe 027 746 7147

Hanger space for rent

Enquire with Kevin Jane

Phone number from Vikki in the office

 www.flyingnz.co.nz



80th Anniversary



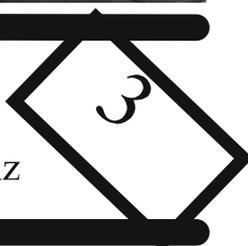
Bucket Hats \$21

Ask at the office


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Upcoming Events !

***Bridge Pa Tail Dragger 2011 September 17th - 18th
STOL - bush class/ heavy class***

Jail bar bombing

Wild Food Lunch

Spot prizes

Mark the weekend in your diary. A load of fun.

***Main competition day for those keen is Saturday
with Sunday as reserve. Wild food lunch on***

***Saturday. Informal dinner out at a local on
Saturday night.***

For more information contact Stephanie Eilers

021769963 or

Bruce Govenlock 021769913 or email

stephanie@stm.net.nz

Opotiki Flyboys Spring Fy-In

Opotiki 1-2 October

<http://www.flyingdates.co.nz>

& NZ Aviation News



Club Captain's Corner



Thank you to everyone that helped out at the Scott's Trophy on Sunday 17th July, we couldn't have hoped for a better day and everyone got in and helped to cook a very good breakfast, ended up having enough food for a small army so no one went hungry. Unfortunately New Plymouth were not able to get a team together in time and pulled out, but Wanganui did what I would have to say would be the best fly in I have seen from a club for this event in years, with a number of aircraft (approx ten from memory), also a couple from Stratford also came down as well which good to see, will have to talk them into joining back into these competitions again I'm please to say that Hawera got first place with Wanganui end up coming in second. Next Scott's Trophy is to be held in Wanganui in approximately three month's time – date to be advised.

A big thank you to Hayden our instructor who was the first person at the club and had got the fire going and was well into sorting out the food for cooking, also thank to Brooke helping out with this plus running the ground work and marking for the competitions - must have done a good job as Hawera won.

The weather is on the improve so come on out and take the family for that flight or get back into that training that you have putting due to all that rain.

That's it for me this month, until next newsletter safe flying,
Jacob

Cheers,
Jacob
Email: Jacob@HaweraNZ.com
Cell: 027 4999096



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5

Basic flying skills competition

End of the month



Register your interest with Hayden
Interesting and fun
for both spectators and competitors

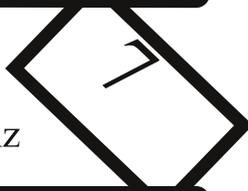
6

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Private Pilot Night Classes

I Will be running PPL night classes over the next few months. I will run a course for each subject and the costs are set out bellow.

The Classes will be based at the Hawera Aero club clubrooms from 6PM till 9PM on Sundays

Note:

The exam sittings will be in New Plymouth and the exam supervisor fee will be additional to the cost

Navigation

Start date: 9th of January 2011

Course length: 7 weeks

Cost: \$355 Per Person

Price includes:

*Navigation Book,
E6B flight computer,
Navigation Ruler,
2x maps
Exam sitting fee.*

Meteorology

Start date: 13th of March 2011

Course length: 5 weeks

Cost: \$200 Per Person

Price includes:

*Meteorology Book,
Exam sitting fee.*

Aviation Law

Start date: TBA

Course length: 5 weeks

Cost: \$340 Per Person

Price includes:

*Law Book,
AIP vol 4 and a years amendments
Exam sitting fee.*

Tech Class

Start date: TBA

Course length: 5 weeks

Cost: \$200 Per Person

Price includes:

*Tech Book,
Exam sitting fee.*

Flight radio

Start date: TBA

Course length: 4 weeks

Cost: \$180 Per Person

Price includes:

*Radio Book,
Exam sitting fee.*

Human Factors

Start date: TBA

Course length: 4 weeks

Cost: \$180 Per Person

Price includes:

*Human Factors Book,
Exam sitting fee.*

**Sign up
now!!**

Need More info?

Or wish to sign up?

Phone or TXT

Hayden Lowe

027-746-7147

Or leave a note on the desk and i will contact you when I can

Start dates, cost and course length may be subject to change.



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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.

10

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Editor

Hi Everyone

On the 28th May, a great afternoon was held with the forced landing competition Hayden had organised. wonderful skills were

We have a very promising bunch of competitive students, and they seem to keep Hayden very much on his toes. Thank you Hayden.

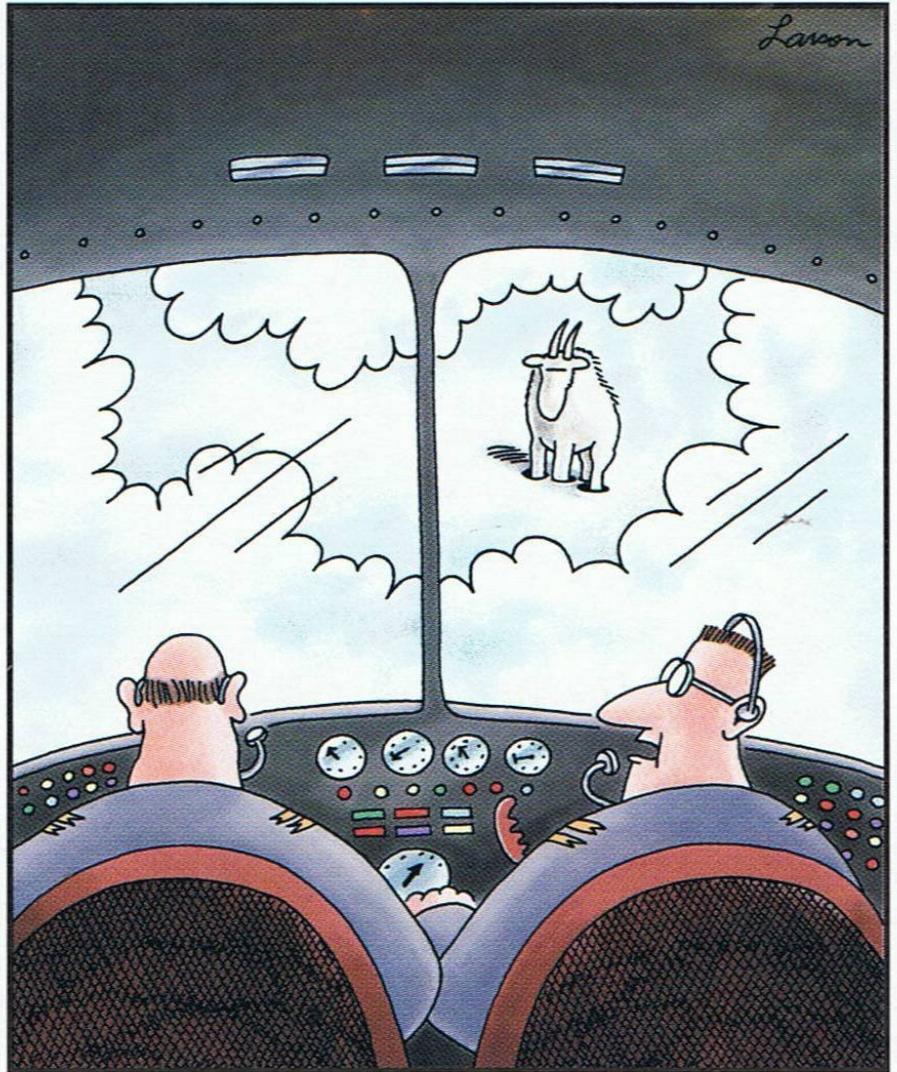
The snow has fallen on Egmont and Ruapehu, and the weather is not

always cooperative though.

Thanks to David Hjorring for emailing the cartoon on this page. The August Vector magazine has an incident where the instructor did controlled stall into the Ruahine ranges when they ran out of room to move in a valley.

And anyone who would like to buy a Hawera aero club hat, just ask Vicki in the office on Tuesday and Thursday.

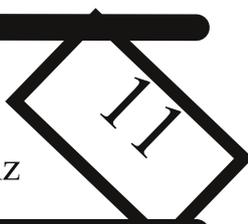
Thank you and safe flying, Raj rajengosai@vodafone.co.nz



"Say ... what's a mountain goat doing way up here in a cloud bank?"



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NZ pilots to trade air charts for iPads

BY MICHAEL FIELD 10/07/2011 Sunday Star Times

PILOTS FLYING New Zealand skies might soon be able to toss out bulky briefcases stuffed with maps and checklists and instead use an iPad in the cockpit.

The Civil Aviation Authority (CAA) said it was considering following an American lead where the Federal Aviation Administration (FAA) has given the go-ahead in a trial for a limited number of airlines to allow pilots to swap 15kg of paper for 600g of iPad – known as "electronic flight bags".

Communications manager Bill Sommer said CAA has received inquiries from air operators asking for permission to also make the swap.

"The CAA is considering the introduction of an Advisory Circular that would allow the use of iPads and similar devices for use on aircraft by operators as Electronic Flight Bags," he said.

New Zealand authorities were seeking guidance from FAA and European Aviation Safety Authority guidelines.

Alaska Airlines will try the iPads which can draw on around 250 general aviation apps that simplify pre-flight planning and assist with in-flight operations.

"The iPad allows pilots to quickly and nimbly access information," Jim Freeman, a pilot and director of flight standards at Alaska Airlines, which has given iPads to all its pilots, told the New York Times.



"When you need to make a decision in the cockpit, three to four minutes fumbling with paper is an eternity."

New Zealand will model its proposed circular on one issued by the FAA which said the major motivator for them was "to reduce or eliminate the need for paper and other reference materials in the cockpit". It said there were systems being developed for iPads that support the functions of all phases of flight operations.

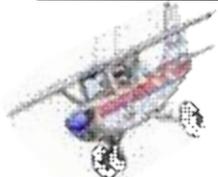
The FAA said that in the transition to a paperless cockpit, aircraft operators would need to find a way to provide a reliable backup. Suggestions included "paper products" be carried by a crew member. Another was to have an on-board fax machine to get paper to the cockpit if the iPad failed.

The FAA also considered where an iPad be mounted in flight and even the kind of colours used in aviation apps. It stipulated that red "should be used only to indicate a warning level condition" and banned the use of flashing text or symbols.

CAA has called for submissions on its proposed circular.



Airbus A380
Cockpit Even in the ultra high-tech cockpit of the Airbus A380, pilots still use paper maps and cockpit manuals. Some airlines are starting to replace the heavy books with iPads. Andy Mitchell UK via Flickr



iPad Flight Manuals Coming to a Paperless Cockpit Near You

By Rebecca Boyle Copyright © 2009 Popular Science

Despite using advanced technology that lets planes practically fly themselves, airline pilots are still bogged down by a lingering 20th-century artifact: Paper. Now at least one commercial airline is adopting cockpit iPads, after the FAA approved their use earlier this year.

By the middle of this month, all Alaska Airlines pilots will receive iPads with the GoodReader PDF app, containing PDF files of all their flight manuals and reference material. If all goes well, the iPads could eventually replace pilots' Jeppesen navigational charts, too. The company must prove to the FAA that the pilots are proficient with the tablet-based manuals; until then, they'll be carrying their flight bags along with their new gadgets, according to the pilots' union.

Tablets and laptops have been used in the cockpit for some time, and Alaska has reportedly tried out Kindles, Sony e-readers and netbooks in the search for a lightweight information-management system, according to Wired. But nothing stood out until the iPad came along, Alaska says.

Executive Jet Management, a charter company, became the first to use the tablets in cockpits earlier this year and used them to replace navigational charts.

For now, pilots don't get any special iPad privileges, as PC World notes. They're Class 1 electronic devices, which means the FAA requires them to be stowed during takeoff and landing — even in the cockpit. But if the iPad is the only way to access flight manuals, this would have to change. Alaska wants to integrate the tablets into the cockpit and classify them as a Class 2 device, used for critical flight



procedures, as Wired reports. The FAA will have to test how the devices interfere with other electronics in the cockpit, and that process is ongoing, Wired says.

Beyond that, airlines will have to work out procedures to be sure the gadgets don't become a distraction. Remember those Northwest pilots who overshot their runway by 150 miles because they were distracted by their laptops? Let's hope no one misses a flight connection because of a particularly engrossing game of Angry Birds.

Useful websites and software applications

www.flycalc.co.nz

A website with most New Zealand Aerodromes and locations, very helpful to check your manually calculated flight plan with.

http://download.cnet.com/E6B-Aviation-Calculator/3000-18553_4-10807571.html

<http://www.mye6b.com/>
E6B Aviation Calculator

A electronic E6B calculator for iphone's.

http://www.androidzoom.com/android_applications/tools/flighttools-e6b_fpdf.html

FlightTools E6B

A electronic E6B calculator for Android phones.

www.thirtythousandfeet.com Also has software links.

The recent tablet computer developments, ipad and android based tablets, have started the process of paperless cockpits. They don't have readily available software to make the most of the GPS chips they contain. Prices will fall and functionality will increase. A 10 inch screen is easier to use than a phone screen and almost A4 in size.

The Paperless Cockpit

By KATE MURPHY The New York Times

What is in those bulky, black flight bags that pilots carry into the cockpit? It is not a change of clothes but reams of reference material needed for the flight — about 40 pounds of it. There are the aircraft's operating manual, safety checklists, logbooks for entering airplane performance data, navigation charts, weather information, airport diagrams and maybe a book of KenKen puzzles thrown in for good measure.

But instead of carrying all that paperwork, a growing number of pilots are carrying a 1.5 pound iPad.

The Federal Aviation Administration has authorized a handful of commercial and charter carriers to use the tablet computer as a so-called electronic flight bag. Private pilots, too, are now carrying iPads, which support hundreds of general aviation apps that simplify preflight planning and assist with in-flight operations.

“The iPad allows pilots to quickly and nimbly access information,” said Jim Freeman, a pilot and director of flight standards at Alaska Airlines, which has given iPads to all its pilots. “When you need to make a decision in the cockpit, three to four minutes fumbling with paper is an eternity.”

Alaska Airlines received F.A.A. approval in May to permit its pilots to consult digital flight, systems and performance manuals on the iPad — cutting about 25 pounds of paper from each flight bag. The e-manuals include hyperlinks and color graphics to help pilots find information quickly and easily. And pilots do not have to go through the tedium of updating the manuals by swapping out old pages with new ones because updates are downloaded automatically.



In the next phase of what Alaska Airlines calls Operation Bye, Bye, Flight Bag, the carrier plans to petition the F.A.A. to use the iPad to read aeronautical charts, saving another five pounds of paper per pilot. Counting both the pilot and co-pilot, that would remove 60 pounds of paper from the cockpit — a significant savings not only in paper and printing costs but also in fuel because planes are that much lighter.

Because Apple's tablet computer weighs less and is more compact than a laptop and its touch screen easier to manipulate, its introduction in 2010 made the move away from paper in the cockpit easier.

Switching to the iPad is also expected to reduce health care costs and absenteeism from shoulder and back injuries associated with hoisting heavy flight bags, said David Clark, pilot and manager of the connected aircraft program at American Airlines. "Cockpits are small, and lifting that thing up and over your seat causes damage, particularly when you consider a lot of pilots are over 40."

American Airlines won F.A.A. approval last month for its pilots to use the iPad to read aeronautical charts. American received authorization last year to use the device instead of paper reference manuals. Executive Jet Management, a NetJets company owned by Berkshire Hathaway, received the F.A.A.'s permission in February for its pilots to read aeronautical charts on iPads.

Moreover, the F.A.A. said pilots at the two airlines would not have to shut off and store their iPads during taxiing, takeoff and landing because they had demonstrated that the devices would not impair the functioning of onboard electronics. Alaska Airlines pilots, like passengers, still have to put their iPads away during those critical phases of the flight.

"Each airline must submit a unique proposal on how they want to use



the iPad and prove that both the device and software application are safe and effective for that proposed use,” said John W. McGraw, the F.A.A.’s deputy director of flight standards. Executive Jet Management, for example, had 55 pilots test the iPad on 10 types of aircraft to prove that it was reliable and that it would not interfere with flight instruments. The iPad was also subjected to rapid decompression at a simulated altitude of 51,000 feet.

Private and corporate pilots, however, do not have to go through the same approval process. According to F.A.A. regulations, they are responsible for determining what technologies are safe and appropriate for use in the cockpit. As a result, iPads are quickly becoming essential tools in planes ranging from Gulf Stream G650s to Piper Vagabonds.

“I don’t remember a time when one product seemed to get so much buzz and acceptance,” said Ian Twombly, spokesman for the Aircraft Owners and Pilots Association. “Many pilots approach new toys with skepticism, and the iPad seems to be almost universally appreciated as a cockpit device.”

There are now more than 250 aviation apps for the iPad, and one called ForeFlight is among the top grossing apps listed on iTunes. Its closest competitors are WingX, Jeppesen Mobile TC and Garmin My-Cast. Jeppesen is a subsidiary of Boeing, and Garmin is a leading manufacturer of global positioning and aviation electronic, or avionic, systems.

“The iPad apps can provide additional information and are often easier to use than avionics technologies installed in airplanes,” said Mark Erickson, a corporate pilot who flies a Gulfstream G450 and Falcon 2000 for a company based in St. Louis.

ForeFlight, for instance, helps pilots devise and file flight plans, as well as provides maps, aeronautical charts, F.A.A. advisories, airport



information and weather. If an iPad is equipped with 3G technology, it may even track a plane's progress en route. The apps are usually free, but subscriptions to the data that makes them useful are \$75 to \$100 a year.

Jack Long, a technology entrepreneur in Austin, Tex., said he bought two iPads in December to use in his Pilatus PC-12, which he flies for business and pleasure. One iPad is for backup in case the other one fails. "I didn't ease into using the iPad," said Mr. Long, who has been a pilot for more than 30 years. "I jumped."

His motivation was to save on subscriptions to paper maps and charts, which had cost him \$1,414 a year. He now gets the same maps and charts digitally delivered to his two iPads for \$150 a year. His iPads are also loaded with digital versions of all his aircraft, equipment and operating manuals as well as a complete copy of F.A.A. rules and regulations.

"I never pull out paper anymore," Mr. Long said. "It's about safety as much as convenience. I can get at information immediately to make critical decisions."

Likewise, Alton Brown, a Food Network host and a private pilot, said his iPad had become standard equipment when he flies in either of his two airplanes — a Cessna 206 and a Cessna 414 — to book signings and locations where he is filming. "It's especially helpful when you get rerouted" because of storms and such, he said.

Using an aviation app and information stored on his iPad, he can search for alternate routes, look up various airports' approach procedures and tower radio frequencies and even compare fuel prices.

"Anything that makes me more alert, responsible and allows me to stay more focused on actually flying the plane is a good thing," Mr. Brown said.

Flying NZ (RNZAC) AGM

and

Conference Report July 2011

Hi everyone, just a brief summary of events from the weekend. Some 60 delegates representing Club's from through out the Country arrived in Wellington on Friday and Saturday to attend FNZ's AGM and Conference. I think everyone enjoyed the new format of a one day event.

Wayne Matheson stepped down from the President's position and John Brunskill has taken over.

The new Vice President is Richard Small from Waikato and Kevin Lloyd remains the Cook Area Rep.

The new subscription fee proposed by FNZ of 30.00 + GST was accepted by the meeting and should be charged to all members of your Club's who have "Voting Rights".

The financial report and budget was presented and losses from the past few years have been addressed by the Exec and forecast a break even 2012 result.

The Director of CAA addressed the meeting. Topics covered included their SMS or safety management systems and how they are using information gained through these systems to make flying safer. He also talked about the intended withdrawl of Met Flight which appears maybe not done and dusted at this point and he also touched on their intention to re visit Flight Training rules and requirements.

Richard Small gave a presentation on the Club's dealings with Airways and CAA regarding Airspace and charges issues at HN and

20

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Rob George from AK Aero Club talked about his recent experiences of flying in the USA.

Communication,

This subject was discussed at length and given that FNZ has around 3000 members it is important that all members are kept informed about what is happening in the aviation world and how FNZ is involved in representing its member Club's. It is also important that Club's in each Region pass on activities and info with regard to membership flying hours or any ideas or initiatives that may benefit all FNZ Club's, and then can be included in FNZ Exec meeting agendas.

Membership Cards;

Some club's have not yet sent in their membership details so the new cards can be issued.

Activities:

If your Club is having an event ,Fly-in etc in the near future I would like to know so it can be circulated to other club's in the Area.

I would also like to be updated of any changes in Club execs following your AGM's.

Cheers for now,
Kevin Vile
Central Area Rep.



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21

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.

22

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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



Place
stamp
here

Jo:

**Trial
Flights**

**Starter
Packs**

**Available
Now**



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