



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

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**OFFICE HOURS TUES &
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From the President.

The recent rains have been very welcome and no doubt our farmer members will be very pleased. Even the airfield looks much better being its usual green. Flying has still been good with Amelia having some very full days instructing. Congratulations to John Veldthuis on his first solo in the Tecnam, good on you for sticking with it John when the Tecnam was out of service for a while. There will be some more first solos very soon provided we get a decent spell of good weather. Last month I mentioned the Patea flying Scholarships and the winners but overlooked acknowledging the Patea Aero Club and the Scholarships they have run through this club a number of times. Thank you Patea Aero Club. We will run a background story on the Patea Aero Club in a future newsletter. For those who fly the Tecnam a reminder that it now runs on 95 Octane Mogas whenever possible but if away on cross countries Avgas can still be used. There are three 20 Litre containers now kept in the old hanger that are to be used for fuel that can be purchased from the High Street Shell station and charged to the Aero Club Account and MUST be signed for. Welcome to those new members who have joined since last month and trust you enjoy your flying at Hawera. Thank you to all those that were involved in organising and running our recent public open day and making it the success it was. Thanks to Phil Hooker from Tauranga who arrived literally out of the blue and just at the right time to show off his beautifully restored Bell 47 helicopter. Thanks to Kevin for his Yak 52 aerobatic displays and Gary Hann from Stratford with his RV4. It was a very enjoyable afternoon.

Ralph Gibson



NEW MEMBERS

We have a number of new members this month. We at Hawera Aero Club would like to welcome and introduce —

Graeme Bycroft
Bruce Fowlie
Christina Harvey



www.flyingnz.co.nz

See our Newsletter online on FlyingNZ website.

I've had many favorable comments about the ANZAC day dawn parades around the region with the arrival of the Yak.

I think it is a great that someone has decided to commemorate the ANZAC's like this, and it is a good PR for Aviation in the region.



John Veldthuis First Solo Flight
12th April 2008

AIRCRAFT PROFILE

Grumman American
AA-5A

On the 24th of April 2008 this Grumman arrived amongst the test flying of the Worsley's Acro Sport.

This Grumman was fish spotting off the West coast from south Taranaki when he came in for a cup of coffee and a break before heading back out again.

He flies over a school of fish acquiring the specific location and relays this back to the fishing boat. He will also confirm that the boats are in the correct location when the boat arrives there a few hours later.

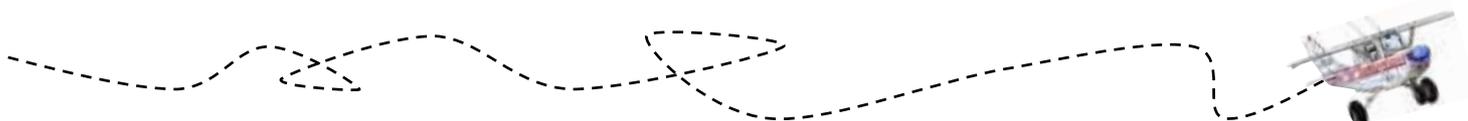
He says there is a lot of fish out there at the moment and was staying in Hawera that night before setting out to fish spot again the next day.

This particular Grumman was imported from Australia.

The AA-5A is name the Cheetah on Wikipedia and is

said to have a 150 hp Lycoming.

They were manufactured from 1975 and continued until 1979. A total of 900 were produced.



**Last date to send in articles for
next months newsletter is
Thursday 29th May**

What's Coming up!

May 18

Waipukurau Dawn Raid

Queens Birthday Weekend

May 31 - June 2

NZAWA Rally and AGM

June 27-29

**FlyingNZ Annual Conference 2008
New Plymouth**

July

FoxPine Dawn Raid

August 1-3

**Brass Monkey FlyIn
Nelson Lakes (NZLE)
Registrations close 4th July**

October 18-19

**Tiger Moth Club annual Spring Fly-In
Taumarunui**

Labour Weekend

October 25-26

**New Plymouth Aero Club 80th
Anniversary Celebrations**

November 1-2

Red Bull Air Race in Perth Australia

November 15-16

Regionals In Tauranga

CLUB CAPTAIN'S CORNER

Firstly CONGRATULATIONS to Les and Neville Worsley on completing their plane and taking it up for the first flight, it may have been a long time coming but it just makes it more special. So when's the party to celebrate?!!

The Scotts Trophy was on Sunday 13th for April and our team was Jacob Maddren, Graeme Bycroft, John Veldthuis and Kent Weir. I'm sure the team had a excellent breakfast. I was unfortunately working and could not make it up to New Plymouth. The Wanganui aero club took out the trophy with us coming...well lets not talk about it. We'll take it next time, although there has been a little confusion about the location of the next competition as it was meant to be in Hawera but Wanganui have organised it for there. I will have to have talks. The date has been set though and wherever we have it, that date will remain. Again if you are interested in competing just talk to myself or Amelia. If we do have it in Hawera we will need volunteers to help cook breakfast and to be on the field judging and setting up the field.

The Open day went ahead with a great turn out of the community, but the day wouldn't have been half as good without Kevin Jane and his aerobatic displays in the yak and Gary Hann, thank you.

Tad's article on our trip to Great Barrier is in this issue with so many photos I couldn't choose so I put heaps in! It's a good read.

Brass Monkey, its getting closer. I'm going to be going, well that's the plan, if you want to come let me know, the plane only seats four remember.

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

Cellphone 021 150 2351

Julie



Great Barrier Expedition – 7th – 10th March 2008 Tad Leach

Howard, Stu and Dave from Wanganui in the EOS, Julie and John in the Tecnam headed off from Hawera Friday morning and landed at Raglan to find they had a flat tyre on



ONE FLAT TECNAM TYRE

the Tecnam. Sending an SOS to Les to bring some tyre repair canisters, so that they could re-inflate the tyre.

Les and I left Hawera about 4.30pm after prioritising the loading of essential supplies, which didn't include my supply of beers but the peanuts got loaded. Arriving at Raglan at about 5.30ish... to find that the advance party had been in to town and got the tyre repaired, which was great news.



THE ACCOMMODATION FOR THE WEEKEND, OWNED BY THE WAIKATO AERO CLUB @ \$20 PER NIGHT, PER PERSON IT'S PERFECT!

We all headed for the Barrier, with EOS stopping in Thames for fuel, the Tecnam and Les and I flying direct to



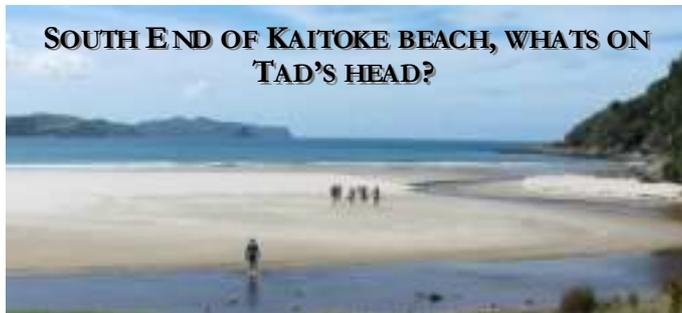
THE GROUP AT THE LOCAL "TEXAS CAFÉ" FOR BREAKFAST... OR IS IT LUNCH?!

the airfield at Claris. It was an awesome clear evening for flying across the Waikato, which could have been mistaken for the Aussie outback it was that brown.



TAD EATING THE LOCAL SHELLFISH

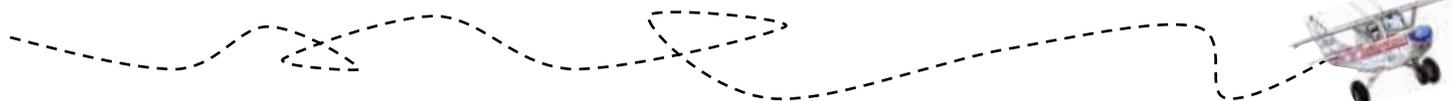
We had a few issues locating the key for the generator shed at the Waikato Clubrooms, (our residence for the next few nights). The payphone provided a technical challenge for one of the party. With our accommodation sorted we picked up hire car so that we could experience the Barrier over the next few days.



SOUTH END OF KAITOKE BEACH, WHATS ON TAD'S HEAD?

Some of our experiences on the Barrier:

- Enjoying good old fish'n'chips with the locals in the pub...
- Shell fish hunting, sunbathing, body surfing and enjoying the beaut beaches and weather. *me improvising when I left my sun hat behind, to the amusement of the team*
- Hiking to and from the hot springs in the dark and losing one of the party as he decided to mix things up a bit, by hiding in the undergrowth
- Dining out at the local Thai restaurant with the chilly sauce having a couple of us with mouths-a-burning and eyes-a-watering not to mention our butts then next day !!





FINAL ENTIRE GROUP PHOTO BEFORE WANGANUI AERO CLUB MEMBERS LEAVE IN EOS...ONLY TO MAKE IT AS FAR AS TAHAROA

- Giving the Wanganui boys a hiding at cards, with interludes of balloon games and party whistles... while the visiting Dargaville party were trying to get some beauty sleep (we didn't need much of that)
- Chef Les treated us to pancakes one morning... awesome
- Checked out the Ingram batch, tucked up a steep drive in a secluded bush clad spot.
- Sampling the local kai moana both raw and cooked on the bbq

any members to do the same, especially when Julie Ingram suggests "how about at trip to the Barrier?" don't pass up a great opportunity.



AERIAL VIEW OF KAITOKE BEACH, NORTH END



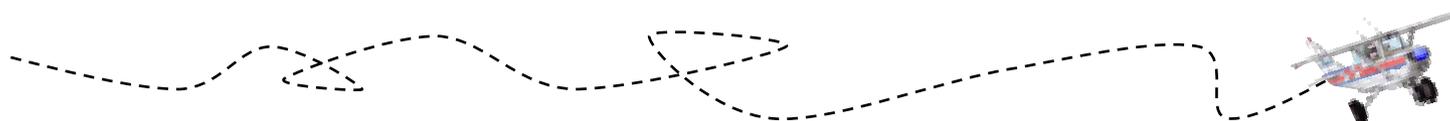
As you are probably aware the Wanganui guys that had left on the Sunday in EOS didn't have a good trip home with an unplanned stop at Taharoa with engine problems. Finally having to leave the plane awaiting an engineer's visit and arranging an aircraft from Wanganui to pick them up.

Thanks Julie and Les for arranging an awesome trip, and I'm only to happy to tag along to give you all someone to laugh with or is that at ???.

So after three great days exploring Great Barrier Island, we headed for home around midday Monday. The visit left me wanting to return and enjoy more of this beautiful Island when time isn't important and there are NO POWER POLES, yes that's right everyone is responsible for there own form of energy. With most residents opting for the solar power option with generator back-ups and it is really great not to see those ugly poles around the place. I will definitely be going back some time and I would encourage



WANGANUI CREW THREATENING TO TAKE TO EOS WITH WHAT LOOKS LIKE HAMMERS, WHILE STUCK AT TAHAROA



Scholarship winners get Flying

Manie Van Zyl after his first official flight after winning the Patea Scholarship.

Manie was all smiles after this flight on Sunday the 6th of April, Manie is very enthusiastic and has wanted to fly for some time, watching his uncle flying in South Africa. Manie feels more comfortable in the 172 for his training so that should increase the flying hours for all our planes, with the Tecnam training about three students including the winner of the microlight scholarship Bruce Fowlie, who I have yet to meet.



The Hawera Aero Club Open Day

The idea was to celebrate the completion of Kevin Jane's new hanger as well as giving the community an opportunity



to visit the field without feeling awkward, or better put in a more comfortable situation. Not too mention the end of daylight saving. So the day was organised for Saturday 5th April. With a bit of reasonably priced advertising , the public was

informed and dully arrived about when Phil Hooker was arriving in his bright orange, restored Bell 47 for a "quite" drink. Everyone was entertained by Kevin Jane and Gary Hann's many displays all while Amelia and her students were practising circuits. To complete the day, Les managed where I failed and got the BBQ going and we had a free sausage sizzle for everyone.

Everyone got to have a look around the planes of the clubs and its members, and hopefully giving them a idea of what we do down at the field. If they understand they may be less likely to complain of noise issues.



Correct Answers to Quiz from the previous Newsletter

Question 1. In which year did Concord enter commercial service?

- A) 1976

Question 2. Which of the Wright brothers is recognised as the first person to fly in a powered aircraft?

- C) Orville

Question 3. Who was the first person to fly solo across the Atlantic?

- A) Charles Lindbergh

Question 4. What is the altitude record for a hot air balloon?

- C) 65,000 feet

Question 5. What does the aileron on an aircraft control?

- A) Roll

Question 6. Which aircraft is, for most pilots, now as in WWII, the one they have to master before flying solo in a Spitfire?

- C) Harvard

Question 7. The R22 is a popular training helicopter. How many people can it take?

- A) Two



The Lawn Chair Pilot (true Story)

When Larry Walters was 13 years old, he went to a local Army-Navy surplus store and saw the weather balloons hanging from the ceiling. It was then he knew that some day he would be carried aloft by such balloons. This obsession would be with him for the next 20 years. On July 2nd, 1982, Larry tied 42 helium-filled balloons to a Sears lawn chair in the backyard of his girlfriend's house in San



Pedro, California. With the help of his ground crew, Larry then secured himself into the lawn chair which was anchored to the bumper of a friend's car by two nylon tethers. He took with him many supplies, including a BB gun to shoot out the balloons when he was ready to descend. His goal was to sail across the desert and hopefully make it to the Rocky Mountains in a few days. But things didn't quite work out for Larry. After his crew purposely cut the first tether, the second one also snapped which shot Larry into the LA sky at over 1,000 feet per minute. So fast was

his ascent that he lost his glasses. He then climbed to over 16,000 feet. For several hours he drifted in the cold air near the LA and Long Beach airports. A TWA pilot first spotted Larry and radioed the tower that he was passing a guy in a lawn chair at 16,000! Larry started shooting out a few balloons to start his descent but had accidentally dropped the gun. He eventually landed in a Long Beach neighbourhood. Although he was entangled in some power lines, he was uninjured.

The Lawn Chair FOUND!

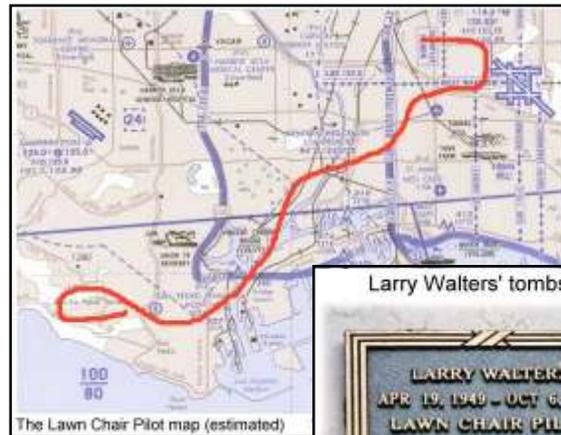
Larry gave away his lawn chair to a "neighbourhood kid" shortly after he landed. For the past 20 years, Larry and his family assumed this kid didn't know what he had and the chair was probably destroyed by now. For years, Larry regretted giving away that



chair, especially after the Smithsonian Institute requested to preserve it in their museum. However, Larry would never see his chair again. Then a miracle occurred on March 12th. Jerry (last name protected) who lives in southern California announced that he was the "neighbourhood kid" that Larry gave his chair to! Jerry had kept it in his garage for the past 20 years and has never revealed it to the public.

Larry committed suicide at the age of 44. He died Oct. 6 after hiking to a remote spot in Angeles National Forest and shooting himself in the heart.

References: www.markbarry.com
Wikipedia



The Lawn Chair Pilot map (estimated)



photo by Scott Michaels

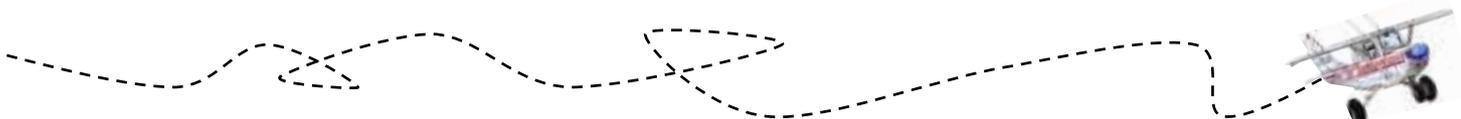
Copy-cat Flights

Kent Couch is a 48 year old gas station owner from Bend, Oregon, reportedly flew 311 km in his lawn chair on Saturday, July 7, 2007, landing in Union, near the Idaho border. Using amateur instruments to measure altitude and speed, a GPS device to track his location. Travelling at about 40 km/h, Couch used plastic bags filled with 75 litres of water as ballast against the 105 large helium balloons tied to his lawn chair. Like Walters, Couch also had a BB gun on hand to shoot the balloons in order to initiate descent on his first attempt. During his 311 km flight he developed a way to release helium out of the balloons allowing for a more controlled descent.

Adelir Antonio de Carli is a Brazilian priest from São Cristóvão famous for his attempt at cluster ballooning in April 2008. Carli, an experienced skydiver, undertook the exercise in order to raise money to fund a spiritual rest area for truck drivers in the Paraná port city of Paranaguá.

After taking off in a chair attached to 1000 balloons on April 20, 2008, Carli at one point reached an altitude of 6000 metres before losing contact with authorities. He is still missing, and pieces of balloon have since been reported floating in the sea off the coast.

Carli's flight equipment included a parachute, helmet, water-proof coveralls, GPS device, satellite phone, flotation device chair, aluminium thermal flight suit, and at least five days of food and drinking water. His training for the stunt included jungle survival and mountain climbing courses, but apparently did not include instruction on use of his GPS. A telephone call he made during the flight includes statements made by him in which he states that if someone could just explain how to use his GPS he could relay his position to rescuers. A Penha (SC) Fire Department commander familiar with the situation put the missing priest's chances of still being alive at 80%



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