



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

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HAWERA**



**Some of the crowd at our 80th
Photographed by Mr & Mrs Paulsen ZK-PRV**

NEW MEMBERS

We have a couple of new members, we at Hawera Aero Club would like to welcome and introduce —

**Jacob Vincent
Andreas Bayer**

Apology from last newsletter, the new member is Piers Duncan not as I wrote D. Piers



www.flyingnz.co.nz

See our Newsletter online on FlyingNZ website.

Instructors Insight



There's no instructor insight this month, but I thought I'd use this space to kind of introduce you to our not so new instructor. His name is Brent Blacktop and he is a C category instructor with plans to be a B cat as soon as he can. He has also mentioned that he is keen to complete his night rating with the possibility of doing night ratings here in Hawera. He has also carried on the night classes and is working his way through Aviation law.

ARDMORE WHITIANGA NEW PLYMOUTH
QUEENSTOWN GORE INVERCARGILL OAMARU
TIMARU RANGIORA OMAKA MOTUEKA
MASTERTON TAUPO GISBORNE TAURANGA

You are invited to a Safari

A ten day air trek around New Zealand

Departing Ardmore Aerodrome on the 25th of March 2010 and finishing at Queenstown on the 1st of April, just in time for the Wanaka Airshow 2010.

For more information go to WWW.FLYINGNZ.CO.NZ

Websites to check out

<http://www.takeabreak.co.nz/new-zealand-webcams.asp>
Up to date webcam photos

<http://avmet.msgs.net.nz/>
Translates IFIS weather to plain English!

<http://www.ifis.airways.co.nz/>
Get your Weather and NOTAMS for your non commercial flying here

www.meflight.metra.co.nz
General Aviation weather

80th Anniversary Bucket hats and Caps

If you want your own anniversary hat you need to get in touch with me as soon as possible. They are selling very fast.

\$21 each



Microlight Intermediate Flight Test

Finally, after a couple of years I had enough hours, been through the required training and completed the required written exams and I could now do my intermediate flight exam for the microlight which then allows me to fly when I want within 10nm of the take-off point.

The flight test was scheduled for the 8th April but the weather gods were not smiling and the wind was 30 gusting to 40 knots. Not good Tecnam weather. Rescheduled to the 15th and the day was great. The idea was to fly to New Plymouth, do the flight exam with the CFI and then fly back but a flat tyre meant I had to shoot to New Plymouth in the car first to get it back and attach back on the plane. Finally got it all going and Brent and I took off and headed to New Plymouth. At this point I was starting feel a bit nervous.

This was going to be my first time flying into a control zone and I had been practicing in my mind for days now how it was going to come out. Got to Inglewood and contacted the tower and the first call was right on the button. Listened to the response noting a few things down and then it was my turn to read it all back. Well someone must have flicked the switch in my brain because it just suddenly went blank and I could not remember what to say. Brent to the rescue read back the call. Told to hold at Lepperton and look for traffic on approach and once we sighted it we got the okay to land number 2.

Arrive about 5 minutes late and caught up with Wayne Harrison the CFI who was to take me for my flight test. We had to do a bit of paper work first and found that in the rush I had left my logbook behind. Once the paperwork was out of the way it was time so back to LJW and a pre-flight done with Wayne watching. Then it was time to fire the plane up and do the warm up checks. The Tecnam takes a while to warm up so the run up checks are usually done here and seeing as we had just flown from Hawera it did not take long at all. Got permission to taxi to Alpha 2 and we were away. Only to have a twin blocking our way at the alpha holding point. Stopped and was going to wait but he started to move and looked like he was heading the way we were going to go so started moving forward. Unfortunately he was just doing a 360 and Wayne said to cross on the right side of him. At this point the tower asked ever so nicely if we knew where alpha 2 was and after an Affirm were directed to sharp left and go behind the twin. We got to alpha 2 holding point and advised ready and after a short hold for traffic were cleared for takeoff.

Climbed out to 2,500 feet in what can only be described as crystal smooth conditions and headed for the Motunui sector. Once there was asked to do a couple of medium turns and then steep turns. Next was the stall and not having practiced these for many months I forgot to do my HASEL

checks and went straight into the stall. Once the Tecnam finally did stall (nearly have to get out and push it backwards to get the Tecnam to stall) I recovered with only about an 80 foot height loss. Next was a wing drop stall but the Tecnam again was not obliging but it was close enough. The next exercise was the one I was dreading, forced landing without power. I tend to be too high on approach. Wayne took control and pointed out where he wanted me to land and pulled the power and gave control back. Was looking good until Wayne asked me where my 1000ft mark was and then realised I was going in the wrong direction for the wind. Only a 5 knot wind but still want to land into wind as it all helps. Still enough height and got back to where I should have been and again too high but some pointers from Wayne had us looking better and that was it. Engine failure after takeoff was next as we climbed out and that was easy. Next a precautionary landing from low altitude into the same paddock as the forced landing. And then we were heading back to the airport for some circuits. Again looking for traffic and number 2 on a changed runway (from 05 grass to 32) and a touch and go was done and on the second circuit a precision approach and stop. Finally a glide approach and full stop and I was starting to get confident and was right on the mark.

And it was all over. Back to the office and a bit more paperwork and Wayne congratulated me. I had been expecting it to be very hard but Wayne made it a very enjoyable experience and put me at ease as soon as we got into the plane.

Back into the plane for the short trip home to Hawera and we arrived back a bit later than we had booked for. It was well worth it but anyone else wanting to do this (including PPL) really should get experience in the control zone first as trying to get the hang of the radio calls is a bit of a distraction that can really be done without while doing a flight test. Maybe get your instructor to take you in a couple of times and do some circuits up there as it will certainly help.

Anyway now just 6 cross country flights and I am all set to go anywhere that I want to (well maybe not to Australia).

John Veldthuis

**John Veldthuis after his first solo flight
12th April 2008**



Getting Ready for 80th

Last months Newsletter was too full to report on the hard work that went into the cleanup on the weekend before our 80th Anniversary. We put up the new signs that Les Worsley recently repainted for us with magnificent colours of our very own Tecnam and Cessna 172.

Terry Ingram helped to lift them into position with his Hiab crane. Tad Leach had a generator to power all the many electric drills needed to re-drill any holes that had "moved". Derek Wyllie and Guy Oakley Provided the muscle to help get the into position. We must also thank Guy's lovely wife and Tad's lovely partner for the great morning tea.

Manie van Zyl and wife Irene hired a chainsaw and for the first time using a chainsaw cut up a lot of the wood pile beside the wood shed, it was a superior job.

While the Hiab was at the club we requested one last job, the removal of the tree stumps along the fence line, looks tidy now.

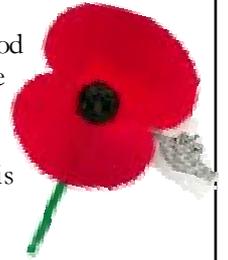


CLUB CAPTAIN'S CORNER

So there have been a lot of good intentions on my part to get to some Fly Ins in the past month, but with no result. Since the last newsletter there has been the Classic Fighters Airshow at Omaka, I was invited to a NZAWA BBQ in Wellington and there was a ANZAC day Fly In at Hood aerodrome in Masterton, all these would have been a good to be at, but I wasn't.

We have the first Scott's trophy competition of the year on this Sunday at Wanganui aero club. We have the trophy at the moment do we need to defend what is ours. If you are keen to compete just let me know, we need two PPLs and two students to compete. We will need to leave Hawera for Wanganui at about 7.30am.

Kevin Jane again did the region a good deed again by doing a Fly Past for the local ANZAC day celebrations, I have heard a lot of favorable comments already regarding this flight.



We are on the brink of all of the winter dawn raids, with the first in Waipukurau on the 17th of May, they put on a really good breakfast last year, I have a full plane already. The next dawn raid is in Dannevirke, this one is a must to attend as Dannevirke put on a good day and are very supportive of any of our events. The other dawn raid that we have a date for is Bridge Pa at Hastings which is in August. I am still trying to find dates for the following dawn raids Feilding, Masterton, Foxpine and also the Black Sands fly in, which should be in November, if history is to go by.

Our new fuel trailer is getting a good work out with it lasting a month before needing filling. If you haven't used it yet and you want a demo on how it runs, come down one weekend and our instructor Brent can show you how.

The regional competitions are in Hawera this year, some time in November. We need to have a good club representation and now is a good time to be thinking and training towards the area you would like to compete in. If you are keen have a go, talk to me or the instructor and we can go through what competitions are available and which ones will be the most suited to your place in your training. If you are a member of a competing club also, you need to learn where your allegiances are, Hawera is the answer, Master Brewer!!

Email ja.ingram@gmail.com

Cellphone 021 150 2351

Julie

What's Coming up!

May 3

**Scott's Trophy
Wanganui**

May 17

**Dawn Raid
Waipukurau**

May 22-23

**Ag Reunion Masterton
www.agreunion2009.co.nz**

Queens Birthday Weekend

May 29—June 1

**NZAWA Rally & AGM
Ashburton**

June 14

**Dawn Raid
Dannevirke**

June 26-28

**FlyingNZ Conference
Blenheim**

July 10

**Winter FlyIn
Omarara**

July 27—August 2

**EAA AirVenture
Oshkosh USA**

August 2

**Dawn Raid
Bridge Pa**

September 12

**Tail Dragger Day
Bridge Pa**



Jane Winstone, 1912 - 1944 Aviator

Dictionary Of New Zealand Biography—Diana Beaglehole



Jane Winstone was born at Wanganui on 24 September 1912, the daughter of Lina Storme Clapham and her husband, Arthur George Winstone, a chemist. The eldest of three sisters, she grew up in the family home on Durie Hill. At 16, while still a pupil at Sacred

Heart Covent, she took up flying as a hobby, travelling to New Plymouth and Hawera for lessons until an aero club opened in Wanganui. She flew solo at 17, becoming the country's youngest woman pilot at the time. After joining the Western Federated Flying Club, she gained her pilot's licence on 14 August 1931 – the 15th woman to be granted a licence in New Zealand.

On leaving school Jane worked in her father's chemist shop. Much of her spare time was spent at the flying club and she participated in numerous air pageants around New Zealand, excelling in competitive events. She was a member of the club's committee and organised several gatherings for distinguished aviators visiting Wanganui. Among the larger aeroplanes she flew was Charles Kingsford Smith's Southern Cross. In 1934, when Jean Batten toured New Zealand after her record-breaking flight from England to Australia, Winstone and the club's three other women pilots – Trevor Hunter, Eva Parkinson and June Summerell – flew down the coast in their de Havilland Gipsy Moths to meet Batten and escort her to Wanganui, then on to New Plymouth and Hawera.

Through flying Winstone met and became engaged to fellow pilot Angus Carr MacKenzie, the company secretary of a local garage. In 1940 he joined the Royal New Zealand Air Force. Commissioned as a pilot officer in June 1941, he flew on raids over Germany and France, twice surviving forced landings in the sea. Winstone was also keen to help the war effort and offered her services to the Air Transport Auxiliary (ATA) in Britain, whose main function was to ferry aircraft from factories or maintenance units to Royal Air Force bases within the United Kingdom. It also delivered and collected mail, signals and secret documents, and transported service personnel on urgent duties. Winstone's application was accepted, subject to her making her own way to England and passing medical and flying tests. In June 1942, shortly before leaving New Zealand, she received word that MacKenzie was missing on a raid over Essen; his body was never recovered and he was later officially assumed 'lost at sea'.

Winstone arrived in England in August 1942. After passing her tests she was appointed to the ATA, one of five New

Zealanders (Trevor Hunter was another) among the 90 women who served in the ATA during the war. She completed her initial training at White Waltham, Berkshire, the headquarters of the ATA, then undertook further training in handling different aircraft. Ferrying was hazardous work: pilots usually flew solo, radio contact was forbidden and sudden changes in the weather could necessitate unscheduled landings in difficult circumstances; pilots also had to be on constant alert for barrage balloons. In January 1941 the famous English pilot Amy Johnson had been killed flying for the ATA.

Working her way up to second officer, Winstone ferried many types of aircraft, including Supermarine Spitfires and Hawker Hurricanes. Among her more unusual assignments was delivering a Gloster Gladiator for use in a film. On another occasion she accompanied a recruiting party from the Air Ministry on a tour of women's colleges.

Winstone was based for a time in Luton, Bedfordshire, and by early 1944 was flying from Cosford airbase in Shropshire. After taking off on 10 February 1944 the engine of her Spitfire failed at 600 feet. The aircraft spun into the ground near Tong Castle and she was killed; she was 31 years old. Members of the ATA acted as pallbearers at her funeral, at the Church of St Joseph, Maidenhead; she was buried in a section of the local cemetery set aside for ATA casualties. After the war Trevor Hunter took Winstone's logbooks to Wanganui and gave them to Jane's mother. A talented pilot and a courageous woman, Jane Winstone was one of 16 women from the ATA killed during the war.



Jane Winstone (left) with another woman pilot, Mrs N. Richmond



Bird In The Cornfield

This (Air Force) tale is floating around the web, but in case you haven't seen it ...

One of the accompanying F-106 pilots, IP Major Jimmy Lowe, observed the ejection and watched 58-0787 straighten out right after ejection. He reportedly transmitted "Gary - you'd better get back in it!".



That story is similar to 'Flip' Wilson jumping out of an A-7E. He had compressor stalls and the engine would not run above idle. He made a precautionary approach to Crow's Landing (outlying field around Merced, CA), landed long and ejected as he went off the end of the runway. The plane rolled to a stop undamaged in the field. Flip sheepishly went over, shut down the engine and retrieved his camera and jacket out of the cockpit.

58-0787 is the famous "Cornfield Bomber". In 1970, while assigned to the 71st FIS at Malmstrom AFB, Montana, its pilot ejected during an inflight emergency. The pilot somehow got himself in a flat spin -- this is considered generally unrecoverable in an F-106 and the book says to get out. After the pilot did just that, 58-0787 recovered itself from this unrecoverable position. In a vain attempt to recover, the pilot had trimmed it to takeoff trim and engine throttle back. After it recovered itself, it flew wings-level to the ground and made a near-perfect belly landing in a farmer's snow-covered field. When the local sheriff arrived on the scene, the engine was still running. On a slight incline, the F-106 would move slightly as the snow under it melted which got the sheriff quite energized.



A depot team from McClellan AFB recovered the aircraft and it was eventually returned to service. When the 71st FIS was disbanded in 1971, 58-0787 went to the 49th FIS. Some considered it a lucky ship, others a jinx ship. We all referred to it as the "Cornfield Bomber".

58-0787 is in its 49th FIS markings at the USAF Museum.



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 \$199.00

Microlight Pilots \$159.00



Stamp

SENDER

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