



May 2010

# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS



Close up of the thunder storms in late January

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## Air Safari 2010 A ten day trek around New Zealand



The Air Safari, organized by Flying New Zealand, was a recreational flying event designed to test pilots navigational skills and precision flying. It was a very rewarding and challenging experience for both Andre and I. We met a lot of interesting pilots from all walks of life with all different levels of involvement and experience in aviation. Some of which had traveled as far away as Germany to compete in the event. It was a highly organized safari that flew over 200 villages and towns from Cape Reinga to the Bluff. We joined the Air Safari in Masterton, as they prepared for the South Island leg.

There were 65 aircraft competing and 7 autogyrocopters which traveled in unison. Aircrafts included Cessna's, Piper, Nanchang, Catalina, Maule, T28C Trojan, Cirrus, Gippsland Airvan, and also various homebuilts, RV's Falco – Sportsruiser's. Pilots, Pax and crew totaled 180 people.

### Day 6: Masterton via Moetuka to Omaka

We joined onto the Safari here.

The weather was cloudy and wet; we finally got away in route to Omaka after the Moteuka leg was cancelled. We missed out on whitebait fritters for lunch! Nice crossing via Lake Waiarapa and Turakirae Head to Omaka. All planes were on the 134.8 race channel leaving at 30s intervals-fastest last, but also arriving to “congested overhead



rejoins”. The evening was spent visiting The Omaka Aviation Heritage Centre which is well recommended.

### Day 7: Omaka via Hamner & Rangiora to Timaru

Good weather and hard competition flying to each waypoint to answer a series of questions enroute, such as how many pillars on the bridge at the intersection at some indiscernible town. Each leg had 6 or 7 waypoints and we flew two legs each day trying to end overhead destination aerodrome as close to your EET as possible. With the aid of G.P.S some teams got very accurate. Dinner was hosted by The South Canterbury Aero Club, a spit roast in the hanger with an Air NZ Executive discussing Flight Training in the modern environment.



### Day 8:

Rest day, competition flying including precision navigation organized by John Brunskill, Flying NZ. Other competitors chose a Brewery Tour or a look around Timaru. The weather wasn't too good but a number of planes managed to get up around Mt Cook.

The evening was a Dinner and dance with a live band in the Timaru Town Hall in Caroline Bay.

### Day 9: Timaru via Mckenzie Basin to Oamaru to Invercargill

Weather was good. We hit all our waypoints and answered some questions. We even managed to get some points! Also semi lost in Nth Otago but arrived in Invercargill before the approaching front. The highlight of this leg was getting buzzed by the T28 Trojan enroute by “Hairy” Paul





Stent- an airline pilot and syndicate owner. T28 is big and fast. It guzzles 200L of avgas per hour. Paul estimated that to take the Trojan from Ardmore to Wanaka it would cost 30k. This puts EOS hrly rate in perspective. Dinner was hosted by Southern Wings. Guest speaker was Tim Shadbolt followed by an excellent speech from a young family who required the services of the Life Flight Trust Aircraft who sponsored the safari. The Life Flight Trust Team flew their ill child to Auckland for a heart transplant which saved his life.



**Day 10: Invercargill via Manderville to Queenstown**

Weather bad which meant the cancellation of the Stewart Island and Dusky Sound leg  
 Rain didn't ease so it was a bus trip to Manderville for lunch, then onto Queenstown. Eight of the Sixty Four planes got through to Queenstown mostly IFR. Two turned back and a Tecnam did a precautionary landing in a paddock.  
 The next day was spent in and around Queenstown, the adventure capital. Andre and I had a blast on the shotover

jet which was a buzz. Two V8 Buick engines powering each jet unit, sheer power very exciting. Extreme effort also required to prise Andre away from the young backpackers.

**Finally the Wanaka Airshow**

An excellent event with lots of exciting display flying. I enjoyed Peggy Krainz a German wing walker on a Boeing



Stearman, the Japanese Zero and the Auzzie F- A 18 Hornets which commenced and finished their display from Ohakea - Ohakea is not far away when you are traveling 1000m/hr. Then of course there is the home grown Yaks who did an excellent routine.

Coming home, leaving from Invercargill to Kaikoura via Timaru and Rangiora. We stayed in Kaikoura a night due to bad weather, but got the all clear in the morning to fly home to Hawera. In all it took us five hours flight time from Invercargill. Probably the best thing about the trip was meeting pilots, father and son teams, husband and wife teams, talking planes, poking around various Aero Clubs and flying over spectacular scenery and not to mention experience gained.

Tony Muller



## Piper PA-28 ZK- DGO

The latest addition to the aircraft fleet based out of Hawera Airfield is a 1973 Piper Cherokee Challenger ZK-DGO, purchased by the Hawera Piper Limited.

The Piper PA-28 series of aircraft designed by John Thorp, received its type certificate in 1960 and still remains in production thru 2009. In 1962 the Cherokee 180 was added to the production line, this being powered by the Lycoming 0360 180hp engine.

The 1973 variation of which DGO is, varies to the original design, with the cabin area is increased, baggage area and weight increased to 100lbs and the wing and stabilator area was increased to cope with the higher gross weight.

ZK-DGO was imported in 1973 by the Waikato Aero Club who used it extensively for training and commercial charter work over a number of years. It was eventually sold to one private owner who maintained it until just recently.

There have been a

number of Mods incorporated into the airframe by its previous owner, one is called "Knots for U" upgrade. This is basically a speed Mod which includes installing aileron, flap and stabilator gap seals and extra streamlining fairings.

There is also a STOL kit installed on DGO, this consists of vortex generators mounted on the vertical fin, wing fences and modified wing tips to reduce induced drag and make the aircraft more controllable at low speeds.

This is the only PA-28 flying in NZ that incorporates both of these Mods and it is hoped that the Hawera Piper Limited will get full enjoyment out of owning a very special Piper



## Applications for iPhone and iPod Touch

This is a great FREE application for converting most measurements.

Ever had someone ask you how fast the plane is flying in Km, this will convert to kts!



**Units**

Units is a really useful app for the iPhone & iPod Touch that lets you easily convert from various units into lots of others.

Units can convert Area, Currency, Energy, Temperature, Time, Length, Weight, Speed, Pressure, Power, and Volume.

As an added bonus, Units also has a built in ruler, for doing small, quick measurements when the need arises.



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

See our Newsletter online on FlyingNZ website.



## What's Coming up!

**May 2**

**Scott's Trophy  
Wanganui**

**May 16**

**Dawn Raid  
Waipukurau**

**June 20**

**Dawn Raid  
Dannevirke**

**July 2-3**

**FlyingNZ Conference & AGM  
Wellington**

**Queens Birthday Weekend**

**June 4-7**

**50th NZAWA Rally  
Tauranga**

**October 2-3**

**Tiger Moth Annual Fly In  
Taumarunui**

**Labour Weekend**

**October 23-25**

**Lawson Field Reunion  
Gisbourne**

**November 13**

**Regional Competitions  
Waikato Aero Club Hamilton**

**January 29-31**

**Flying Proms  
Taupo**

**February 3-6**

**Great Plains FlyIn  
Ashburton**

## CLUB CAPTAIN'S CORNER

Firstly I would like to express my condolences to Graeme Bycroft as his mother has died very recently.

There has been plenty on in the last month, with Easter and all the end of summer Fly In's. Tony Muller and Andre De'Ath attended the Warbirds over Wanaka International Airshow as a grand finale to their Air Safari and Les Worsley and Chris Schoen attended the Turangi Fly In. Everyone who attended these events enjoyed themselves.

Graeme Bycroft and Jacob Maddren in EOS and John Veldthuis in LJW flew to the South Island with the Hawkes Bay Aero Club, by the end of the first day they had reached Hokitika, what an immense day of flying they must have done! We will hopefully read all about their trip in next months newsletter.

This Sunday (May 2<sup>nd</sup>) is the Scott's trophy in Wanganui. The previous competition was postponed due to bad weather in Hawera, hence we couldn't leave to get to Wanganui and New Plymouth couldn't get through the bad weather surrounding Hawera. I still need to have two PPLs and two students to compete and if anyone would like to attend as a spectator I am sure we will have plenty of seats in the aircraft.

I have searched the internet looking for upcoming flying events and have them listed to the left. I have also been informed of the Waipukurau and Dannevirke dawn raids, both provide not only a great day out with great hospitality but also great food.

I am hoping to have a club competition day sometime soon with a BBQ meal after. It'll be on a Sunday and will be either late May or June.

Happy Flying.

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Julie

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## The Northern Hanger—Completed!

After some months of busy building and strong winds and miserable days, the northern hanger (the smaller one) is complete.

As you can see from the photos, the early days of the hanger building were mainly of grey days. Chris has been very busy constructing the building to a extremely high standard.

Chris is now one happy builder!



## Pool Table

Many of you that frequent the club regularly will have noticed that the Hawera Aero Club clubrooms now has a pool table. It is a unique table with its own peculiarities.

On Sunday I discovered that almost all of the balls were missing and found them all around clubrooms, inside and out with some of them damaged. Since then I have had to make the sad decision to lock away the balls. These are in the bar and will be available on Friday nights. Please look after our amenities or you risk spoiling it for everyone.



## HAC's Newest CPL

On the 15<sup>th</sup> of April 2010, Julie Anne Ingram became Hawera Aero Club's newest Commercial Pilot. Whilst I certainly did not start her along the way of this achievement, I was involved with the last few months. This, I might add, at times was a real pleasure! We had ups, we had downs, (as you do in flying!) there were times we even had arounds! But one thing was for sure, come hell or high water, (at times very low cloud) we were going to get there! While we must be very careful of student/instructor confidentiality, here are some snippets of, let's say "a students" CPL training.

First there's the cross country flight test.....the day before...

**Student (S)**- "Don't know how to plan well enough, exams were too long ago"

**Instructor (I)**- "Yes you do, no they weren't"

**S**- "Won't get the diversion right in the plane, my maths aren't good enough"

**I**- "Yes you will. Yes they are"

**S**- "My forced landings are s\*\*t when I know the elevation, imagine how bad they'll be when I don't"

**I**- "No they're not, you will know the elevation by looking down"

**S**- "Have no idea how I'll do a lost procedure"

**I**- "Yes, you do"

**S**- "What do we need to plan for? I have a GPS...it's got colours, lovely colours"

**I**- "The GPS is staying at home, take too much power from the alternator if it's that hi-tech"

Result next day...Pass with flying colours, none from the GPS!

Now on to the Flight test proper. Now I'm not going to say too much about this, as **I WASN'T THERE**, but to all those who have done a flight test, even a PPL, imagine doing a flight

test under these conditions...

1. At Paraparamu, an airfield that you have only visited on a few occasions, at which a helicopter/fixed wing fatal accident happened not so long ago.
2. Having absolutely no knowledge of the training area.
3. Having a testing officer you have no knowledge of, and no-one else does either, the damn instructor you have is useless to glean any help from.
4. Exams expire the next day. One shot, that's it!
5. Flight day. Weather marginal, squeak out of Ha (legal of course) and sneak down the coast to PP, on your own! (Bloody instructor! I had contacted the testing officer the morning of the test and had expected to see me there. Julie doesn't know this...till now!)
6. Cloud base for most of the test 1600ft!

All this and you must now perform to a CPL flight test level for 4 hours or so!

Well done Julie, you have done HAC proud, but most of all you can be proud of yourself...**WELL DONE!**

Craig Nairn—B Cat Instructor and bloody good bugger.



## SOCIAL DRINKS

Every Friday night from 5pm at

All welcome





**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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