

May 2014

HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

Port Hutt, Chatham Island

Time has passed very quickly and I have been now instructing at Hawera, coming up twelve months. The time has been great, really enjoyable for me, getting back to the "grass roots" of flying.

The following are reminders.

Recording of Flight Time

On the Flight Record form there is a column where you must record your take off time. Record time in UTC to keep all the times consistent. This is a CARule Part 91 requirement.

Danger Areas

Kapuni will soon be promulgated as a Danger Area. No fly within a half a mile radius up to two thousand feet. The other areas in south Taranaki are Oaonui, Fonterra and Kupe sites.

Departures from Hawera Aerodrome

Do not turn right after take-off until you have passed one thousand feet. A few years ago there was a "near miss" occurrence at New Plymouth Airport, where a helicopter turned right after take-off (left hand circuit) and had a near collision with a Cessna 152 descending on the non-traffic side.

Overhead Re-joins

Recently I attended a meeting with CAA and overhead re-joins was discussed. Due to the increase in the number of mid-air collisions and near collisions in recent years, CAA has commissioned a review and basically no conclusions have been reached. The discussion was focussed on the fact that pilots have the access to numerous resources that inform them of what the procedure is and how it is followed under various circumstances. The local flight instructor should be advising students as to what they should consider in the process when joining an attended aerodrome.

Aircraft must join in accordance with the Aerodrome Chart in Vol. four of the AIP. If the circuit is "Left Hand" then you must join overhead making left turn or if the wind direction is known you may join left hand downwind left hand or left base.

Also remember the "Mark One Eye Ball". **LOOK OUT.** And use the 20x2 scan technique!

Wayne Harrison
CFI
027 583 9525

OFFICERS/COMMITTEE/STAFF

Patron..... John Roberts-Thompson	CFI Wayne Harrison	President..... Tony Muller
Snr Vice President..... Graeme Bycroft	Jnr Vice President.. Jim McKay	Club Captain..... Julie Ingram
Vice Club Captain Jacob Maddren		
Committee .. Ralph Gibson	John Veldthuis	Steve McKay
John Frew	Guy Oakley	Dave Hjorring
Jim Single		

Email: secretary@haweraaeroclub.org.nz

Website: www.haweraaeroclub.org.nz

OFFICE HOURS TUES & THURS 11AM-3PM

PH: 06 278 6301
FAX: 06 278 6301

STATE HIGHWAY 3
PO BOX 316
HAWERA



www.flyingnz.co.nz

See our Newsletter online on FlyingNZ website.

HAWERA AERO CLUB FLYING HOURS



February 2014

	<i>Dual</i>	<i>Solo</i>	<i>Non Revenue</i>	<i>Total</i>
UNB	22.8	2.5	1.8	27.1
EOS	2.8	21.2	0.0	24.0
LJW	0.9	2.7	2.1	5.7
TOTAL	26.5	26.4	3.9	56.8

March 2014

	<i>Dual</i>	<i>Solo</i>	<i>Non Revenue</i>	<i>Total</i>
UNB	37.2	3.5	3.7	44.4
EOS	4.7	12.7	1.5	18.9
LJW	1.8	4.9	0.0	6.7
TOTAL	43.7	21.1	5.2	70.0

Social Drinks

Every Friday night

from 5pm at the club

All Welcome



What's Coming up?

Regulars:

Every Saturday Dargaville Aero Club invites pilots to Lunch at club.

Third Sunday of every month everyone is welcomed to BBQ lunch at Turangi Aero Club

May 16

BBQ on the Deck
Hawera Aero Club

May 18

Focus on RVs
Turangi BBQ

May 30-Jun 2

Women in Aviation Annual Rally
Dargaville

June 1

NZ Warbirds D-Day Open Day
Ardmore

June 8

Dawn Fly In Manuwatu Microlight Club
Feilding Aerodome

June 22

Dawn Fly In
Dannevirke Flying Club

June 27-29

Brass Monkey Fly In
Lake Station, Nelson

August 17

Annual Winter Dawn Fly In
Hawera Aero Club

For more information on any dates
www.flyingdates.co.nz
or Aviation News and Kiwi Flyer

Chatham Is trip

The Chatham Is are an often forgotten part of NZ as they are 800 km out to the east of NZ at about the same latitude as Christchurch.

Graeme and I had talked frequently about arranging a trip to there. One day Graeme mentioned it to Hamish Thomson who came up with a plan. Two other companions, Alan Murray and Gavin Gray were roped in and we were off.

En route to Wellington where we were due to depart from at 1.00pm we got a phone call from Hawera travel who said that there had been a complication regarding our flight and it might be cancelled. This was not music to our ears and we proceeded to Wellington and indeed the Chathams flight was cancelled that day. It turned out that not only was the weather bad but one of the engines of the plane had developed a problem. We stayed in Wellington that night and we got transfers the next day to Auckland where we caught the flight.

The planes that fly to the Chathams are Convair 580B turboprops and the airline has three of these. These were built in the 1950's and had piston engines. As turboprops became available they were subsequently fitted to the planes. The Chatham Is airstrip is quite short and as it is around 800km to the mainland the planes that can fulfil these requirements are quite limited. Apparently Craig Emeny, the owner, pilot and mechanic purchased these aircraft for 1.5 million. The next suitable plane costs 14 million.

As we boarded the aircraft there was a large object taking up several rows of seats and covered with a blue tarpaulin. This was the replacement engine. It made us feel quite secure having a spare engine on board.



First glimpse of the Chathams

The flight was uneventful but as we neared the Chathams we could see that the weather wasn't all that great as there was a strong wind blowing and whitecaps surrounded the Island.

We had a small mishap when we picked up our baggage at the airport. The handlers had been a bit rough with Hamish's bag and when he picked it up there was an aromatic stream of liquid pouring from it. His bottle of whiskey and a bottle of wine had broken and were in the process of making an interesting cocktail.

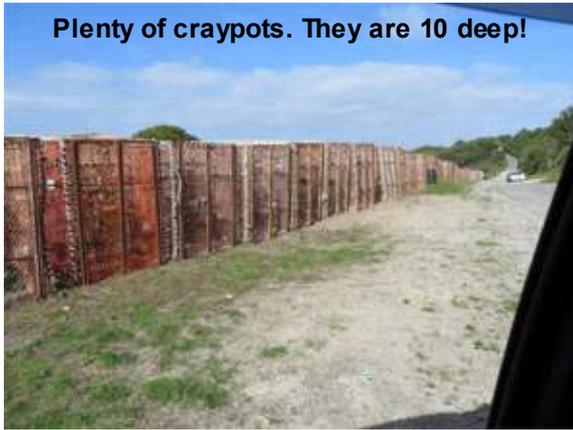
Our bus driver Toni picked us up and we proceeded down a gravel road to Waitangi. At a remote spot she asked Graeme to get out and open a gate into a paddock. She said she was going to take us to our motel. Apart from grass there was only a tin shack in the distance. She drove for a while to the shack and we were all looking at each other. Eventually she stopped and said we should get out. Soon it was apparent that we had stopped to enjoy the view across Petrie Bay to Waitangi. I'm sure she has got a few people going over that stunt!

The rooms at the Waitangi hotel were very comfortable and much better than what we had expected.

We had a Rav4 as a rental and it was a bit of a squeeze for 5 burly chaps to fit into. First port of call was Owenga on the eastern side of the Island to get paua. However at the location we were given there were none to be seen. We then adjourned to the wharf and tried a bit of fishing but the only fish that were biting were spotties. This was not looking good.

We all piled into the car and set off for Kaingaroa on the Northeast of the island. It was quite a drive to the small fishing settlement there. It was closed season for crayfish and the craypots numbering in the thousands lined the roadside. As there are only a few streams on the Island the water in Kaingaroa harbour was crystal clear and looked like it should have been on a pacific island. We made a side trip down to see the tree carvings made by the Morioris. These predated European settlement and at one time were very numerous. Over the years the Karaka trees that the carvings were made on have been cut down to make way for farmland. There is also a Sunderland flying boat that is in the process of

restoration near there.



Plenty of craypots. They are 10 deep!



Sunderland flying boat

Nights at the hotel were often social affairs as the visitors tended to stand out from the locals and we generally got together over a few beers. There was an obstetrician who goes there for 1 week every year. A Maori strategic planner for health services, a scientist who was studying the effects of tsunamis on peatlands on the Island and a final year medical student.

The following day we drove to the northwest part of the Island where we were assured we would get a feed of pauas. We drove to the rather bleak and remote spot on the island but alas no pauas. We were beginning to think that the island was fished out! However on the return we stopped at a likely looking sheltered bay and there were plenty of legal (125mm) paua. That made the boys happy. In about an hour we had 30 odd between us.

It was now time for the scenic flight over Pitt is. We arrived at the airfield only to see the cover off the engine of the Cessna 206 and a mechanic working on it. Thankfully they were putting a part onto the cooling system and soon the pilot and his 4 passengers were airborne. Graeme had hoped to do a circuit in the plane however, as it was for commercial operations it was

not dual control. Sorry Graeme you can't put that in your logbook.



Engine repairs



Pit Island is higher than Chatham Is and seems to have better farmland. We had initially hoped to do a day tour of the island but we had run out of time so the scenic flight was the only option.

On our last day we had organised a fishing charter. The boat looked impressive with twin 300hp outboard engines and we were soon at our destination just off the mouth of the lagoon. We could see plenty of fish on the sounder and we put our sophisticated lines (handlines) into the water. Pretty soon we had 50 large blue cod on board. We then moved to a new spot and we then pulled up 13 grouper. Gavin got the biggest one which weighed 13kg. Very impressive! It was the most amazing fishing I had ever experienced.



Good one Graeme

All the time we were fishing the deckhand was filleting at a speed that was astonishing. The next morning we packed the 60 kgs of frozen fillets into polystyrene boxes in readiness for the trip back to Wellington.



Air Chathams Convair

The morning was rather foggy which gave us a bit of concern as the flight has to be able to return to the island in the event of trouble. While we waited at the airport the fog gradually lifted and soon we were bidding goodbye to the Chathams.

Our adventure wasn't quite over as we got a phone call from airport security while we were driving home. It appeared one of our party had left his hand luggage on a trolley at baggage collection. As it contained only paua shells and some fishing gear he elected to tell the security people to dispose of it. A great trip and great company.

Guy Oakley

With winter soon upon us most people will put their flying gear away and wait for the fine weather to return, but winter come produce some of the best flying weather. Especially the early frosty mornings, even better the plane will perform better in the cold and you will get more bang for your buck.



CLUB CAPTAIN'S CORNER

your experiences and I would love to see it in this newsletter, the more articles from different members the better the newsletter is for everyone.

Some amazing achievements that have occurred in the club, with Wayne sending many students on their first solo. But the biggest and most exciting achievement is one of our club members, Chris Schoen won 2014 SAANZ Flyin Grand Champion aircraft with his Vans RV7. The Aviation News had a great photo on the front cover of the April edition, but the edition was so popular, they sold out in Hawera. Well done to Chris, you deserve it, ZK-SHN looks great.

This Friday from 5pm we are having a BBQ on the deck at the Aero Club, all invited to socialise with other aviators. Food will be provided but extra dishes are welcome, BYO. BBQ will be served around 6.30pm.

Hope to see you all at the club on Friday and if not, Happy Flying.

Julie Ingram
ja.ingram@gmail.com
021 150 2351

As most of you will be aware from the emails, that the deck is mostly finished and is looking great, there are a lot of photos on our Facebook page for all to look at. The QR code at the top of this page will take you straight to our page where you can "Like" our page and keep up to date with upcoming Fly Ins and BBQ's.

The calendar of events listed on page 3 of this newsletter contains many Fly Ins and events that is open to any interested person. if you are planning on going to any I'm sure the other club members would love to hear



Phillip Anderson after first solo

FIRST SOLO

Congratulations on achieving first solo flight.

David Jennings

1st May 2014

First Fly In of the Season

One of the exciting parts of the oncoming colder winter months is that the Fly In time is upon us. The thought of a great frosty morning and taking off at dawn and watching the sunrise as you're flying. Central Hawke's Bay Aero Club (CHB) in Waipukurau is the first of the year and was on Sunday 11th May. I had the Tecnam booked with one very keen passenger as others had gone on a fishing trip north in the 172. We got airborne from Hawera about 7am and wow, what a morning, fine weather and a clear trip towards the east.

We looked down at the fog in the valleys and the sun rising over the Central Plateau. The Tecnam flew very well and very fast in the cool morning air. As we passed Wanganui we heard another couple of planes heading in the same direction, that's good, we must have got the right day!

We crossed the range at the Norswood Gap, or Apiti Gap, depending on who you talk to and what side of the range you grew up on. Listening on 119.1 we heard a few more planes arriving.

After landing and taxiing to a parking place we got to see the large number of arrivals. We were one of the last to arrive, so we had a long walk to our breakfast.

Dr Dave was hosting a talk when we arrived at the clubrooms, he'd just arrived back from Europe and was very keen to share his experiences.

After a bite to eat and a quick catch up with the locals we couldn't resist going for

a wander to see what aircraft were there, especially that we'd heard that the Cessna 195 was on the field. The 195 has a radial engine and this one has been beautifully refurbished inside. What a awesome plane.

The pink Cresco arrived a bit later and was available for perusal after refuelling, it had been busy working that morning.

On the field was everything from open cockpit microlights, Tecnams, Cessna's and even a Mooney with a total of 68 aircraft.

Of note was Wanganui's new LSA aircraft the Viper, looks very fine with neat green paint scheme and glass cockpit.

This was a very worthwhile trip and full credit to the CHB crew for their fantastic organisation and hospitality. This sort of event is perfect for club members who wish to get out and about meet other aviators and see a large range of planes.

Julie Ingram



The 1949 Cessna 195



Some of the aircraft at Waipukurau



DUCT TAPE

USE # 1,001



Hawera Aero Club Incorporation