



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

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Well Hi Everyone, I'm back from all my tripping around and was really pleased to catch up with what has been happening at the club.

Firstly we are in to the third issue of the 'new look' newsletter and isn't it great!!! Thanks again Julie for taking this on – if you haven't already given her feed back on it please do or offer to help out with bits you want included. It is way more informative and some nice local pieces too - something for everyone really.

Next I suppose it was a catch up with the committee, I managed to miss the AGM and following committee meeting so a belated congratulation to Ralph Gibson on gaining the presidency and welcome to Tony Muller onto the committee.

What else did I notice? Mikes plane looks like it is nearly at the end, the grounds look great, all the aircraft are up and running, the new private hangar is keeping by passers interested in what is going on, flying hours are up as are the member numbers and the Scotts Trophy was in the cabinet and quite possibly the weather maybe ready to come good, what more could any member ask for.

I won't bore with you with news about my time away suffice to say there was lots of flying but as a passenger not pilot, something I am hoping to rectify in the coming month.

Be well everyone and safe flying.

Jenn



NEW MEMBERS

We have one new member this month. We at Hawera Aero Club would like to welcome and introduce —

Gary Ogle



President's Piece

As this is my first report since becoming President, I want to acknowledge the confidence of the members in nominating me to this position and I will endeavour to give it my best. Welcome to Tony Muller as the new committee member, and I am sure he will make valuable contributions around the table.

It is pleasing to see new members to the club, both as new students keen to take on the challenges of learning to fly and qualified pilots wanting to fly with us. A warm welcome to you all. As you will be aware Kevin Jane is building a new hanger on the drome for his two aircraft and until his hanger is finished they will be in the clubs hangers, when we can fit them in. Also Les Worsley is finishing off his plane in the new hanger. Which brings me to the point, these are all expensive aeroplanes and presented to a very high standard so take care when putting in and taking out planes. In other words give them plenty of space, no hanger damage please. EOS got a considerable ding on the end of one wing recently, even bent a rib, all caused, I expect because the hanger doors were not pushed right open. So please fully open the doors. Aeroplanes are expensive to fix. However, it is great to have more aircraft on the field.

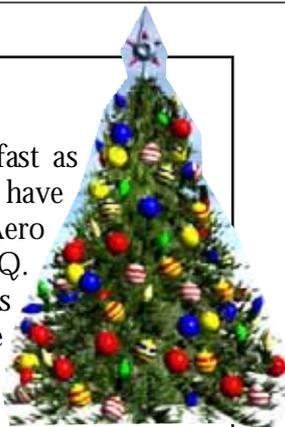
It was sad to hear of a Tauranga instructor tragically killed in a cross country accident last week and I am sure the club joins me in offering our sympathies to her family and friends. As aviation is really a small community we all fell it keenly.

Congratulations to those that brought the Scott's trophy home recently, well done. The regional competitions are this weekend at New Plymouth, so those members competing, fly your best and good luck. It is a great day and a good experience and I know from past times that New Plymouth Aero Club are good hosts.

Ralph Gibson
President

Christmas Lunch

The end of the year is sneaking fast as this is now November and we have talked about the annual Hawera Aero Club Christmas lunch/dinner/BBQ. So I am asking for the members input as to would suit them the best, what they would like to have and any other piece of detail that they would like included. Every year we usually have a fun landing competition prior to having our meal, but in some years this can be poorly attended, so if you have any other suggestions as to what you like to see incorporated into the Clubs Christmas function that will get more of the members keen to attend then we would love to hear it. Last year we had it in January so this is always an option too!



Patea Scholarship

We are proud to announce its almost time for this scholarship again, provided by the Patea Aero Club fund and the service delivered by us here at the Hawera Aero Club. This is a flight training Scholarship that is held every two years and includes a GA package and a Microlight package. The winner of the GA scholarship receives \$2500 and the Microlight winner \$1500. The winner pays half and the scholarship pays the other half of the training. It is open to anyone living in the South Taranaki area with less than half an hour of logged flight time.

So if anyone knows of anyone who would be keen and would carry on and get their licence bring this to their attention, starting November.



Brass Monkey fly-in Lake Rotoiti 2007

This was to be my first overseas trip, in a Cessna 172. What a awesome opportunity to see some of the country with a couple of great pilots from the Hawera aero club, and I was really looking forward to it!



Julie and Les had invited me to travel with them and I jumped at the chance to share the journey the experience with them. Saturday the 8th September we left Hawera heading for our first stop at Foxpine with Julie the pilot for the day. We followed the coast to the Manawatu river then headed inland, dropping in to the aptly named Foxpine club for a coffee and a chat, the first of many over the weekend.

I was the photographer for the trip with a digital still camera in one hand and a video camera in the other. Not being a techo wiz I was rather nervous about this duty, but as it turned out I did an awesome job and am now thinking about changing my mane to Tad Jackson (Peters Brother)

Our next destination was Omaka, after passing by Mana Island and the beautiful Queen Charlotte Sound, we came in over Cloudy Bay for yet another text book landing from the pilot. After refueling both plane, and passengers, we headed up the Wairau river & valley which takes us through some awesome mountain scenery I just didn't know where to look, my head was flicking from side to side and the cameras just kept rolling.

We past over Lake Rotoiti and St Arnaud and landed adjacent to Highway 63 at Lake Station, where there where a dozen or so other aircraft parked by the field (the final telly of aircrafts being 18).

Les, Julie and I tied down the EOS for the night and then got a ride into St Arnauds to our lodgings for the night.

We walked to Lake Rotoiti which was only a 5 minute from the lodge. The Scenery was just awesome with snowcapped mountains and a lake with water so clear you could see 2 metres to the bottom. There was a

sign on the jetty that said 'this lake is protected and some eels are known to be 90 years old amazing !

Anyway, back to the lodge for tea with another 20 or so pilots for a huge roast lots of laughs and tales we had by all. After tea some of us headed to the local down the road for a few beve's and a game of pool, where Julie and I cleaned up the others... except for the black I accidentally potted !

Sunday morning it was -4c and everything was frozen including the water pipes.

Les being ever the joker thought it was hilarious to capture me on film sneaking out from behind the bushes with my trusty roll of loo paper - no way was I going where all the others had already been and not flushed !

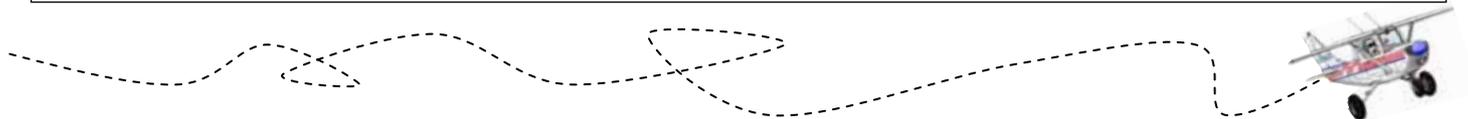
After breakfast a team brief and a big thank-you to the organizers of the Brass Monkey fly-in we spent an hour or so removing ice from the wings of the E.O.S with our bankcards and a towel. We had arranged to head over to Karamea following the Wanganui crews to the airfield and then on to the local hotel for the best whitebait sandwiches in the country, at \$11.50 each they were beautiful and much appreciated. Julie, Les and I headed back inland and following the Karamea river between the Arthur Range and the Marino Mountains to Motueka (I was still snapping photo's).



After refueling for the trip home and a check on the weather it was decided to head back across the sea. So with life jackets on, and some GPS magic we headed for home and low and behold we could see Mt Egmont and Fonterra's Powder 5 as we closed in on South Taranaki, home to Hawera.

Thanks Les and Julie for an awesome weekend, it was truly memorable (I've got the photo's to prove it). The trip was everything I expected and more, here's to many more trips like this one !

Tad Leach
PPL Student



AIRCRAFT MAINTENANCE PROBLEMS AND SOLUTIONS

Never let it be said that ground crews and engineers lack a sense of humour. Here are some actual logged maintenance complaints and problems, known as "squawks," submitted by QANTAS pilots and the solution recorded by maintenance engineers.

P = The problem logged by the pilot

&

S = The solution and action taken by the engineers.

P: Left inside main tyre almost needs replacement.
S: Almost replaced left inside main tyre.

P: Test flight OK, except autoland very rough.
S: Autoland not installed on this aircraft.

P: No. 2 propeller seeping prop fluid.
S: No. 2 propeller seepage normal. Nos. 1, 3 and 4 propellers lack normal seepage.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on backorder.

P: Autopilot in altitude-hold mode produces a 200-fpm descent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for!

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windscreen.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with words.

P: Mouse in cockpit.
S: Cat installed.

What's Coming up!

November 3
Regional's Central Districts Rally
New Plymouth

November 10
Black Sands Fly-in at Raglan

January 1
Manawatu Microlight Club Annual New
Year Fly-in at "Athbey Farm" airstrip,
Woodville

February 7-9 2008
National Championships
Timaru

February 15-17
SportAvex—Biennial sport aviation expo
Tauranga

February 15-17
Art Deco weekend Napier with NZ
warbirds

Taranaki Anniversary
March 7-8
Airshow NZ at Hamilton

March 8-9
RAANZ 2008 National Fly-In in
Waipukurau

March 15-16
Proposed Great Barrier Island trip with
Wanganui Aero Club

March 14-16
RNZAF Ohakea open day
Air displays March 15-16

March 21-23
Warbirds over Wanaka



The Hawera Aero Club Team

TROPHY		PILOTS
G M Spence Trophy	Forced landings without power	Jimmy Brown
Ivan Wormington Trophy	Liftraft Dropping	Jacob Maddren
Jean Batten Trophy	Precision circuits and landings & preflight	Dianne Burley
Newman Cup	Precision circuits & landings	Julie Ingram
Rotorua Trophy	Bombing	John Veldthuis
Sir Francis Boys Cup	Precision circuits & landings	Tony Muller

CLUB CAPTAIN'S CORNER

With the Regional competition in two days, I'm sure our team is all practising and preparing for their competitions. Let hope we can win a few! But its just great to see that we have such a strong and keen team, this is the largest team we have taken to the regionals in a number of years so thank you to all who put up their hands to compete.

As you can see for the list, we have a team of six pilots competing and one supporter, thanks to Christian Mahony who was going to compete in the G M Spence trophy, until we were informed that we could only have one competitor per event, (opps to me). Christian is going to come and support the team and help us to return our three planes home and an ecstatic winning team.

The next note to mention is that I am trying to organise and club trip away with the Wanganui Club to Great Barrier Island, the date that Wanganui Aero Club have suggested is the weekend of the 15th and 16th of March 2008. If anyone has any suggestions feel free to mention them, its your trip.

If you would like to contact me, you can email or ring me.

Email ja.ingram@gmail.com

Cellphone 021 150 2351

Lets Make the Club Fun

Julie

Second FIRST Solo

Now this has somehow slipped under the radar and the achievement deserves to be recognised. We had a Solo and it has seems to have been kept very quiet, Gary Ogle who started learning to fly a number of years ago and then delayed his training till he returned recently has once again completed his solo flight. Gary did his first solo back in the first phase of his flight training, but that doesn't make this "Second FIRST Solo" any less of an achievement.

I have been told that he completed this second solo about a month to a month and a half ago, so if you see him a round congratulate him, well done Gary.

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ATHBEY FARM



MILKING SHORTHORNS

Manawatu Microlight Club – Annual New Year's Day fly in
All aviators and aircraft types welcome

Date: 1st January 2008
Time: In time for mid day \$5 lunch
Place: "Athbey Farm" airstrip Woodville

How to find: 4 NM NE Woodville approx 1 NM west of SH2 on a line, Papatawa highway/rail over bridge – Whariti peak. 620m x 28m, vectors 31/13, 490 ASL

Caution: West end threshold has trees, two storeyed house and power wires.
Woodville is well known for fog, wind and turbulence. If unsure of you and your aircraft capabilities, please contact a MMC instructor.

Past visitors have been, C172, Rallye, PA 28, FU 24 950, C 188, Rand Kar Xair, Avid, Meteor Sky arrow, Jodel D9 & D11, Rans S6ES, Gardan Minicab (& UL), Pelican, Alpi 300, AirBorne Outback, Fisher Horizon, Rans S-9, Savannah, Maranda, Tecnam P 92, Zlin 37T, RF Dominator (& Sub4 tandem), Bensen B8m, Magni Gyro 2000T.

Ground support crews will find "Athbey Farm" airstrip on Valley Road, via Condoit or Pinfold Roads off SH2 north of Woodville.

Question, do all your flying colleagues know of this fly in?

For further information contact Manawatu Microlight Club:

Club President 027 3569787
Club Captain 021 2937705
Club CFI 027 2408500
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WHAT WENT WRONG?

From the Flight Safety Australia magazine dated September-October 2006

Mags On Both

A private pilot learns the value of correct procedures and the worthlessness of runway behind you.

Our local airfield has a wide, smooth runway that is not far short of 1,000m. We joke that the council engineer was briefed that it had to be long, flat and straight but nobody told him it would be better if it did not have a mountain at one end.

The runway runs east-west with a 150ft high ridge a relatively short distance from the eastern end of the strip. As you could imagine, landing to the west requires an unusually steep approach, while taking off to the east requires a short-field takeoff. Our local flying school has two Cessna 152s available for hire. Although they are almost identical to look at, one of them is quick to accelerate but rather slow in cruise, while the other is slow to get going but some 10kt faster overall. Presumably one propeller is finer than the other. On the day in question, the only aircraft available was the one that was slower to accelerate. I pre-flighted, started the engine and began a slow taxi to the runway. The only taxiway at our airfield joins the runway at the far eastern end; so departures to the east require a full-length backtrack. A light easterly was blowing so I was in for a long taxi to reach the takeoff point. To avoid a long interval between the engine checks and the takeoff run - and because there was nobody else in the circuit - I decided to defer the run-up checks until I'd lined up for takeoff. I soon reached the end of the runway, turned the aircraft around to line up and started the engine checks. I was part way through the checks when I noticed a large flock of seagulls settling just a few metres down the runway in front of the aircraft. Conscious of the damage that could be caused by a birdstrike, I opened the window and did my best impersonation of a seagull alarm call. The gulls were unfazed. I tried slapping the side of the fuselage with my palm to scare them off. Still no luck. I ran the engine up to full static RPM and still they didn't budge. Finally I rolled the aircraft forward a few metres. This worked, but they only moved a few metres further along the runway and settled back down again. I am not sure how many times I rolled towards them but they eventually got the message and took their corroboree elsewhere. I was ready to depart. I had taken off over the same ridge hundreds of times and I knew there was sufficient margin, even with a few metres of runway behind me. Full power, brakes off. Oil temperature and pressure were in the green. The RPM was lower than normal but the speed was creeping up. So too was the ridge at the end of the runway. By the time we were airborne, it was much more conspicuous in my field of view than usual.

Too low: I quickly trimmed for best angle-of-climb speed but the

damage was already done. We were too low and it looked as if we were on a collision course with a house on top of the ridge. It's remarkable how difficult it is in such a situation to resist the temptation to increase angle of attack - even though you know it will decrease, rather than increase the aircraft's rate of climb. Our ground clearance was slowly increasing but it was clear our little bird had lost the will to fly. I made plans to get back on the ground and while holding the best-angle-of-climb speed, gingerly began a turn to make a very compact downwind leg to land again.

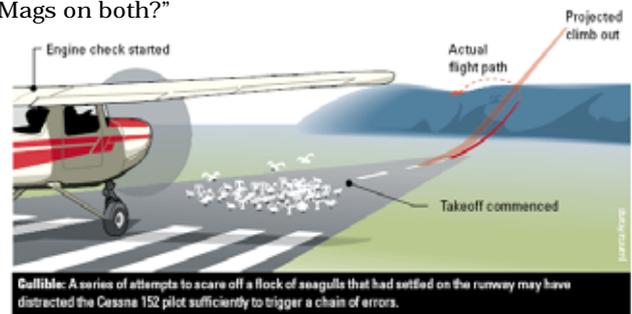
Established on a low-level downwind leg it was time to investigate the problem. Carburettor heat was cold, mixture set to rich and the throttle fully open. What about the mags?

I reached down to the key and immediately realised it was on "Left". I quickly switched it to "Both" and the engine gained another 150rpm. Concepts like "accelerate" and "climb" became realities again.

I cancelled the early landing and completed the flight without incident. With hindsight, it's easy to see there were things I could have done better. At the time, my one airmanship-like thought was to get rid of the gulls before takeoff. My experience of easterly take-offs indicated that there was still plenty of room to clear the ridge from the point where we eventually started. Of course, I had not counted on taking off on just one magneto. My dislike for taking off to the east now borders on paranoia. If the wind is light enough from the east, I take off to the west with a small downwind component. If it is blowing a gale from the east so that the takeoff profile matches that of a Harrier, I will happily take off to the east. Otherwise, especially if it is hot, I will wait for a westerly that almost always comes in with the sea breeze later in the day. I also learned that the adage about "runway behind you" is not to be taken lightly. If I ever have to use the aircraft as a mobile bird scarer again, you can be sure that I will backtrack afterwards to use the full runway length.

Most importantly, I learned that memorised checklists must be completed without interruption. Nowadays, if there is ever an interruption from an ATC call, a question from a passenger, or something distracting out the window, I always go back to the top and start again.

And now, when I get to the point just before I push the throttle forward to start the take off roll, my wife always murmurs "Mags on both?"



ANALYSIS

This story is a textbook example of how most aviation incidents and accidents unfold. A series of small, and seemingly isolated safety breakdowns combine to create a hazard much bigger than the sum of its parts. In this case, the cumulative effect of several factors - including airfield layout, distractions, missed checklist items, an incorrectly set magneto switch, and the pilot's reluctance to backtrack and use the full runway length for takeoff - nearly resulted in the aeroplane colliding with a house shortly after takeoff. The pilot identifies two shortcomings in his performance: not completing the pre-takeoff checklist (leading to the aircraft taking off with only one magneto selected); and failing to use the full runway because of the seagulls. These are important points, though there are other airmanship issues that require consideration.

First, the pilot opted to conduct his pre takeoff checks on the runway in the lined up position. This

is not advisable, as a stationary aircraft on the runway threshold can be difficult to see on final approach, and collisions between landing aircraft and those about to takeoff have occurred in the past in similar situations. Further, in Australia you should not hold in the lined-up position unless you are directed by ATC, or you have a sound operational reason for doing so, such as conducting an over-speed governor check on the first flight of the day.

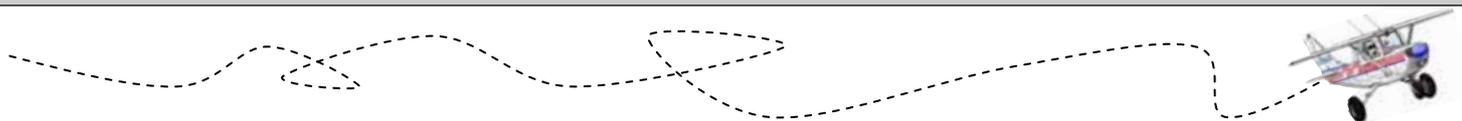
It's also worth noting that holding in the lined up position does not afford you the opportunity of a last check for other traffic on base and final. On top of that, the runway threshold is not normally the best place for a final check of the windsock.

Another factor worth considering is the way in which the magneto check was carried out. Many pilots do not use the correct technique and this, combined with the seagull distraction, may have been a factor in this incident.

The recommended procedure (in sequence) is to turn the magneto:

- Two clicks left (right magneto selected, left magneto inoperative).
- Two clicks right (both magnetos selected and operative).
- One click left (left magneto selected, right magneto inoperative).
- One click right (both magnetos selected and operative).

If you train yourself to do the magneto check in the above order you reduce the chance that you will commence a takeoff with just one magneto selected. Finally, a check of "Ts, Ps and RPM" (temperatures, pressures and RPM) during the takeoff roll should have revealed that the RPM was lower than normal. At that point, it would have been a simple matter to close the throttle and abort the takeoff. At the very least, such a step would have saved the pilot considerable anxiety.



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