



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

OFFICERS/COMMITTEE/ STAFF

Patron	Ray Babington
President	Ralph Gibson
Snr Vice President	Tony Muller
Jnr Vice President	John Frew
Club Captain	Julie Ingram
Vice Club Captain	Jacob Maddren
Committee:	Rodney Harrison John Roberts-Thomson Mike Jones Steve McKay Graeme Brycroft John Veldthuis
Secretary	Doug Gray
CFI(NP Aero Club)	Wayne Harrison



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**OFFICE HOURS TUES &
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As this is my first report since the AGM I would like to thank all those that attended and welcome Graham and John on to the committee. Christian and Jenny did not seek re-election so thanks for your contributions and input to the committee meetings.

BP have made a decision to close down our avgas facilities which is a major set back. The underground tank needs upgrading and there is not enough litres throughput to warrant an upgrade. Ours is one of a number of facilities to close around the country, not that it is any consolation for our loss. It seems that the quickest solution is to get a trailer tanker that would have to be filled from another outlet and give about a months supply each time.

Congratulations to Kent and Daniel on their first solos, well done. Craig is kept very busy instructing even though the weather has not always been ideal. Welcome to those who have recently joined the club.

Ralph Gibson
President

MT. EGMONT SUMMIT 19TH OCTOBER 2008



Hawera Aero Club Open Day

There are a number of General Aviation (GA) Airfields around New Zealand namely Bridge Pa near Hastings, Paraparaumu, and Taieri near Dunedin just to name a few, that have been under threat by local Politicians and Real Estate developers, who envision a better use for the valuable, not to mention irreplaceable aviation facilities.

We see it as a common occurrence that yet another airfield is being targeted for restrictions of operation, due to safety issues or noise factors or even worse closure, just to please those Politicians, developers and property owners who recently purchased their 10 acres of paradise on the boundary of an airfield.

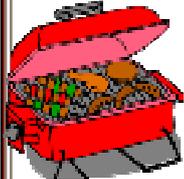
We as fliers, enthusiasts and supporters of General Aviation need to do a better job of promoting, protecting, and preserving the GA airfield's facilities and assets. This must be done on a regular basis, not just when there is a sudden threat of

restrictions or closure.

We as an Aero Club need a continuous effort to keep our Clubs facilities perceived in the community as a valued asset as well as a safety asset. This is absolutely critical and always the best approach to avoid the inevitable. We all can do more to assist in educating the public and help to maintain a positive and safe image of our Clubs facilities.

The Hawera Aero Club Open Day, on Sunday 23rd of November is to highlight to the local community our Aero Club and what we can offer in a safe and positive way.

The Hawera Aero Club is very fortunate to own its airfield and all of its facilities, we have one of the best maintained airfields in New Zealand and one of the cheapest flying rates for GA as well as microlight, please show your enthusiasm and come out and support our Open Day on Sunday 23rd November



Hawera Aero Club

Fly In & Open Day

Sunday November 23rd 2008





www.flyingnz.co.nz

See our Newsletter
online on FlyingNZ
website.

Websites to check out

[http://www.takeabreak.co.nz/
new-zealand-webcams.asp](http://www.takeabreak.co.nz/new-zealand-webcams.asp)
Up to date webcam photos

<http://www.flycalc.co.nz>
Calculation of flight plan
data

www.southernaircraft.co.nz
For aircraft purchases

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

SOCIAL DRINKS

Every Friday night from 5pm at the



Club

All welcome



A FAIRY TALE

Once upon a time, not so long ago, in a place not so far away, (let's call it Hawera airfield), there was a young and handsome Flight Instructor (YHFI).

One day, while in the office doing whatever Flight Instructors do, YHFI's attention was drawn to a rather unusual approach radio call to the airfield by an unfamiliar call sign. In fact, the radio call was so unusual that it caused YHFI to wander outside to observe joining procedure of the aircraft while having one ear on the radio. During the procedure 3 radio calls were made, (good) with the aircraft actually being in the position stated once. (Not so good)

After an uneventful final and landing, the aircraft pulls up to the pumps. An extremely helpful local, (thanks Kevin), informs the alighting Ageing Pilot In Command (APIC), that there is no fuel available due to contamination.

YHFI, after finishing the important task he was doing, himself walked over to APIC and his two, now alighted passengers, and also informed said gentleman of there being no fuel at Hawera, and enquired from where they had come.

"Oh, from deep in the South Island" was the reply.

To the very polite enquiry from YHFI as to why notams had not been read, APIC's response was an incoherent grumble, however he quickly went on to enquire as to how long it would take to get to Wanganui as he thought he had about an hours fuel left.

YHFI, (amazed at the query as APIC had surely come past Wanganui in the previous hour), replied that he should perhaps work on 30-40mins plus a SORJ, but we do have Stratford which is much closer.

"Oh she'll be right" came the reply, "we're not goin back 'till tomorrow and I don't want to go further to Stratford. We're staying here overnight. Where can I picket the plane?"

In his usual helpful and polite manner, YHFI showed APIC an appropriate place and went about his business back in the office.

About five minutes later APIC blusters into the office, Vol. 4 in hand, blurting "Where is Christchurch towers phone number in here, I have to ring them apparently as I have blundered into their circuit!"

YHFI, (assuming APIC meant Control Zone rather than circuit, but you never know!), duly found said phone number and APIC went on his way, cellphone in hand.

Some ten minutes later, while bringing the club's trainer from the hanger for another busy days flying, YHFI observed APIC once again on his cellphone, and got to within earshot, just to hear the last sentence which was, "I thought they would have terminated it for me!"

Now YHFI would never be one to jump to conclusions, but generally in aviation, he is one to associate termination with Sartimes and flight plans and leave it at that!

In due course, APIC and passengers ride into our lovely township

arrived and all were gathered in the office discussing the trip up, the weather etc., when APIC raised his voice a decibel or ten with the bold statement, "Well our the only issue we may have is that our fuel gauge is on 'e', but 'e' stands for 'enough' doesn't it?"

All in the party then left, with YHFI being left to enjoy the rest of his day with bright, intelligent, and very sensible students and locals.

The following morning dawned fine and clear, and mid way though YHFI's first briefing of the day, APIC arrives in the office, somewhat more circumspect than the previous day, with passengers (obviously not aviators or they would be bussing home!).

"How long will it take for us to get to Wanganui did you say?" the question was asked of YHFI.

"I said to work on 30-40 minutes yesterday, but I am sure you will know as you will have got the weather information and done your flight planning including reading the notams for your flight" was the reply, without a hint of sarcasm.

"Oh yes, yes," was APIC's reply, "and what is the fuel consumption of my aircraft?"

YHFI then paused to first make sure that his ears had heard this correctly, then even longer to make sure his brain had interpreted the information right.

On getting no reply, APIC repeated, "How much fuel does my plane use an hour, is it 35 or 45 litres?"

YHFI this time had to take a moment to pick his jaw up off the floor so that he could at least utter something constructive!

With composure once again regained, YHFI replied "I am sorry I have not got a rating on your type of aircraft, nor have I ever flown one, however you should go out and check the flight manual that will be stowed in the aircraft and find the relevant information.

Once all relevant information was gathered and confirmed, APIC and his passengers flew off into the wild blue yonder, to live, presumably happily ever after.

Hope you all enjoyed the Fairy Tale above, unfortunately the only Fairy Tale part of it is the bit about the Flight Instructor being young and handsome!, the rest is unfortunately true.

The lack of planning and obvious lack of knowledge of our APIC is what makes VFR cross country flights, at best uncomfortable for all involved directly and indirectly with the flight, and at worst, well we won't even think about it!

Don't let the telling of these experiences put you off flying, simply learn from others mistakes so you can really enjoy it!

Cheers for now,
Craig
Instructor



Tiger Club FlyIn Taumaranui

The morning started with a “will I, wont P” argument going on inside my head. I was trying to make the decision as the wind howled around the hanger doors making them bang and crash on their rail. It was gusting 25kts with showers racing across the airfield in that disturbed Southwest airflow.



I had already made two phone calls to Taumaranui (TM) and both times confirmed the wind was calm on the ground, with a high cloud base and plenty of blue sky around.

At 10:00am and now getting use to the wind and showers, I climbed aboard CAW, did the five point harness up extra tight and launched off to TM. My initial ground speed was 138kts leaving HA, eta TM was 24 minutes. Turbulence and open cockpits don't really go well together, I sure had a tight grip on that control stick!!

The further inland I progressed, the turbulence and ground speed reduced, the more I started to enjoy the scenery of the Central North Island. Table Top Mountain (I don't know its real name), just north of TM airfield came into view at about 30 miles, so that made the navigation way easier. There also was an Open Day at Te Kuiti Airfield and there was plenty of traffic around and 119.1 certainly was busy, that made me feel better as there were others out there enjoying the turbulence.

I joined number three in the TM circuit, and the windssocks definitely showed the lack of wind on the ground. John King editor of “Sport Flying” and “Aviation News” wanted some air to air photos of the Acrosport, so after a refuel and a

drink, we had a briefing and soon we were airborne again with Dad this time trying to find some smooth air to help with the formatting with the C182 camera plane. We didn't find too much smooth air and at times it was a challenge to hold position for the camera.

Back on the ground, it was time to relax with some great food and drink and catch up with friends. There was a wide variety of aircraft present with around forty aircraft showing up on the Saturday. These ranged from 8 Tiger Moths a number of Piper Cubs, Cessna Bird Dogs & 180's, Ryan, Stinson, and Austers. The custom-built aircraft were well represented including a couple of Corby Starlets, RV4, RV6, RV10, Pitts, Minicab, Glasair, as well as a number of Club Cessna's, Pipers and Alphas.

The flying competitions got underway before lunch, these were open to anyone and included a Spot Landing, by any means possible, bombing, which was won by a Cessna Bird Dog team, and the last competition of the day, the perfect loop.

The Tiger Club members are a very enthusiastic bunch who welcome any aviation enthusiast to their flyIns with open arms, they really enjoy their flying so there is plenty of activity to keep you interested throughout the day.

The Taumaranui Aero Club who host this event do an excellent job, they have limited club membership but always provide a great experience for the visiting pilot. They will also be hosting the RNZAC National Rally next year which will be a huge undertaking for them and would welcome the Hawera Aero Club support as much as we can.

Next year will also be the 40th Anniversary of the NZ Tiger Club, this will be held over four days during Labour Weekend 2009. Make this on your calendar and be sure to attend as it promises to be a very special event.



CLUB CAPTAIN'S CORNER

What's Coming up!

November 15-16

**Regional Competitions
Tauranga**

November 15

**Hawke's Bay & East Coast 80th
Hastings**

November 22

**Fly In
Matamata Aero club**

November 23

**Hawera Aero Club
Fly In and Open Day**

November 30

**Scott's Trophy Competition
Wanganui**

December 6-7

**Bridge Pa Fly In & Display
Hastings**

January 1

**Athbey Farm
New Years Day Fly In—Woodville**

January 2

**New Year Party
Pauanui**

January 17-18

**Wings over Wairarapa 2009
Masterton**

January 24-26

Great Northern Air Race

January 31 - February 1

Master's Games Wanganui

Congratulations to Daniel Buhler who completed his FIRST SOLO flight on 15th October 2008, in New Plymouth. That's quite an achievement especially doing it in unfamiliar airspace with controllers! Daniel has finished off his Consolidation. Daniel is a Volunteer Fire Fighter in Hawera so its lucky he can find the time to fly.

The Regional's are this weekend in Tauranga, so I hope you will wish the team well in our endeavors to win some competitions. With the National's in TM next year it very convenient for us to get there if we win an event.

We have our open day in a few weeks so if you can give me a hand in organising it on the day or before, that would be great. We have had some very helpful people cleaning up the club in preparation for the day, so thank you to Les Worsley, Manie Van Zyl, Derek Wyllie and Guy Oakley. Your efforts don't go unnoticed. We will be serving lunch to any that fly in, with the possibility that the airforce will arrive to!!

I attended the Black Sands Fly In in Raglan on Sunday the 2nd of November. Not as good a turn out as last year due to the weather. Stratford guys had braved the storm and had flown up on the Friday. But there wasn't much arriving or leaving there on Saturday. We got into town when we got there to have a spot of Curly fries! Oh and coffee to the coffee drinkers. Once we had chatted for a while and had lunch we set off for Te Kowhai, they are a very friendly bunch, and very welcoming, so after the planes were fuelled we got a nice cup of tea before heading off home.

Next year is Hawera Aero Clubs 80th anniversary so we are starting preparations to have a gathering of anyone interested in attending, including past and present members. We have decided the weekend of the 21st/22nd of March is the best possible date, with a dinner on the Saturday night. If anyone comes from afar they could camp on the field, if they wish.

If you would like to suggest a club trip or if there's something in the upcoming calendar you'd like to attend I'm always open to talk to or you could even text me.

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

Email ja.ingram@gmail.com

Cellphone 021 150 2351

Julie



ANNIVERSARY 80th



ANNIVERSARY 80th

21st - 22nd March 2009
Watch this space for more details

AIRCRAFT PROFILE

Pilatus Turbo Porter.

The Pilatus Porter first flew in May 1954 and was powered with a 340hp 6 cylinder Lycoming engine. The Turbo flew in 1961 and since then the engine power has increased to the Pratt & Whitney PT6-A turbine of 680shp.

Manufactured by Swiss based company, Pilatus Aircraft, the Porter is well known for its STOL (short take off and landing) capabilities and is ideally suited for alpine flying conditions.

Close to 550 Porters have been built in various configurations and have been operated around the world by a number of Armies, Airforces, scenic operators and parachute and spraying companies. The Porter also holds

the world record for highest landing and takeoff, above 18,000 ft !!, that was on a Glacier in Nepal.

The Porter can carry up to ten passengers, has a maximum takeoff weight of 6,100lbs (2770kg), will cruise at 125kts and stall at 52kts in the landing configuration.

Mount Cook Skiplanes is New Zealand's largest operator of the Porter, with three of the six on the current NZ register, registered to them. Mount Cook Airlines started operating the Turbo Porter in 1981 after successful trials were conducted in conjunction with Pilatus Aircraft. They are based out of Aoraki Mount Cook Airfield and regularly fly skiers, climbers and tourists daily around the Southern Alps and land on a number of Glaciers in and around the Mount Cook area.



Les Worsley





New Maps

A new series of VNC/VPC (Visual Navigation Charts / Visual Planning Charts) are being brought into service with the effective of the **20th November 2008**. These will be required to be carried from this date onwards.

These charts can be pre ordered for delivery by ordering online at www.aipshop.co.nz. Delivery will be around the **20th October 2008**.



FLYING NZ AIR SAFARI 2010

Planning is well under way for a "Round NZ Air Safari" in 2010. FLYING NZ will be organising the event and has appointed an action sub committee. Although it will be loosely based on the 2004 Round NZ Air Race concept, it will not be an air race. The Air Safari will commence on 23rd March 2010 from Ardmore Airport and travel for the next 10 days around various Aero Clubs throughout the country, finishing at Queenstown on 1 April 2010. Warbirds over Wanaka starts the next day.

The organising committee will be contacting the various Aero Clubs along the proposed route shortly.

It is estimated that up to 70 aircraft will take part along with 200 pilots and supporters.

Details will be promulgated on a dedicated website which will be linked via the FLYING NZ website.

WATCH THIS SPACE.



Medicals and Medical Examiners

When you are a new student pilot, going solo seems like a scary hurdle, but is the most memorable moment in your flying life! To be able to go solo you need to have a current medical from a CAA approved Medical Examiner, and you can't get your medical too soon, if you are under 40 years the medical will last five years before renewal is required. Listed below are the available doctors in New Plymouth and Wanganui.

Dr P E Leary	Medical Examiner Grade 1	283 Devon St West	New Plymouth Central	pat.leary@xtra.co.nz	06 759 1888
Dr R D Barclay	Medical Examiner Grade 1	20A David St Westown	New Plymouth		06 753 6629
Dr C B Chilcott	Medical Examiner Grade 2	220 Wicksteed Rd	Wanganui Central	cbchilcott@clear.net.nz	06 345 8299
Dr J D Moore	Medical Examiner Grade 2	176 Wicksteed Rd	Wanganui Central	johnmoore@clear.net.nz	06 345 5477

Last date to send in articles for next months newsletter is Tuesday 25th November



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

Hawera Aero Club
PO Box 316
HAWERA 4640

