



HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

OFFICERS/COMMITTEE/ STAFF

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Snr Vice President	Steve McKay
Jnr Vice President	John Frew
Club Captain	Julie Ingram
Vice Club Captain	Jacob Maddren
Committee:	Rodney Harrison Jim McKay John Roberts-Thomson Mike Jones Jenn Elgar Christian Mahony Tony Muller
Secretary	Doug Gray
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Well we finally did it! The team that flew to Wanganui on the 23rd September, to compete in the Scotts Trophy competition, completed that task and we RETURNED the trophy to the correct trophy case! We also got the front page of the South Taranaki Star. Our clubs three planes all went to Wanganui and we filled every seat, with the help of one of Jacob's workmates and prospective future student. The team included John Veldthuis and Jimmy Brown as the students and Jacob Maddren and myself as the PPLs.

To commemorate our win of the trophy we are hoping to start a new tradition that will go along with trophy. Not saying too much yet, but if anyone has any information or history of the trophy or the competition, I would love to know.

The photo below has members L-R Tad Leach, John Veldthuis, myself, Jimmy Brown, Jacob Maddren (in front), Tom Price and Tony Muller.

Julie Ingram



Members that flew to Wanganui for Scott's Trophy

NEW MEMBERS

We have a number of new members that have joined this month. We at Hawera Aero Club would like to welcome and introduce —

Guy Oakley
Phillip Brewer
Warren Fulljames
Diane Burley



Lake Station

The Brass Monkey Fly-In is an annual event that the Nelson aero club hosts at the Lake Station/Nelson Lakes airfield. It is open for anyone wishing to attend but you need to get your intentions in early as it is a highly enjoyed event.

The most recent was held on the weekend of the 8th and 9th of September and one Hawera aero club aircraft and three members attended, Les Worsley, Tad Leach and I.

Tad is in the process of writing a wonderful article on our trip that we made to the South, in the hope that we might get more members attending next year.



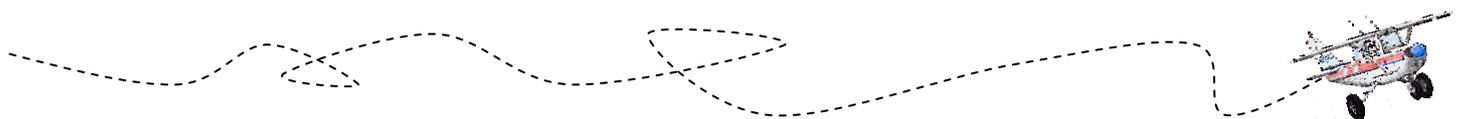
One day at a busy airport, the passengers on a commercial airliner were seated, waiting for the cockpit crew to show up so they could get under way. The pilot and copilot finally appear in the rear of the plane, and begin walking up to the cockpit through the center aisle. Both appear to be blind. The pilot is using a white cane, bumping into passengers right and left as he stumbles down the aisle, and the copilot is using a guide dog. Both have their eyes covered with huge sunglasses.



At first the passengers do not react; thinking that it must be some sort of practical joke. However, after a few minutes the engines start rewing and the aeroplane starts moving down the runway. The passengers look at each other with some uneasiness, whispering among themselves and looking desperately to the stewardesses for reassurance.

Then, the aeroplane starts accelerating rapidly and people begin panicking. Some passengers are praying, and as the plane gets closer and closer to the end of the runway, the voices are becoming more and more hysterical. Finally, when the aeroplane has less than 20 feet of runway left, there is a sudden change in the pitch of the shouts as everyone screams at once, and at the very last moment the aeroplane lifts off and is airborne.

Up in the cockpit, the copilot breathes a sigh of relief and turns to the pilot, "You know, one of these days the passengers aren't going to scream, and we're gonna get killed!"



Trip to Rangitaiki airfield

With Taranaki anniversary looming and with it the last days of warm summer flying. I made plans to trailer my gyro over to Taupo then onto a private airfield of Rangitaiki. The runway is owned by Stevenson Holdings and their property is called Lochinver Station. This is the largest high country station in the North Island. Janene and I started out late Friday afternoon, we had just stopped in Wanganui for dinner when one of Gary Beltons sons, Daniel, pulled in beside us to ask what we were off to. No gyro could get past Wanganui without them seeing it. After eating we came out of the restaurant to find several police around the trailer/gyro, my mind was racing with possible hassles. But they had been called near by for another job, then stepped over for a look and to talk about the magni, we had a quick chat then got on our way. Traffic was very light at this time of night, getting into Rangitaiki which only has the Hotel and a School, at 1am in a cold 2 degrees C.

Next morning we drove across the road to the runway for our first look at it. From the start of Lochinver station onwards it is impressive, driveways are large unsealed roads, and the very large fertilizer bin is a building with mown lawns surrounding it. Walking out onto the runway I wasn't happy because it looked rough but this was just the dry grass stalks and made no problem for my machine.

Kitted up, we headed off to explore the many open valleys of the area, which is a great place to fly around, plenty of open level country. We followed several valleys heading towards the back of the station for some different scenery, finding what we think is an old thermal area and the locals call there moon country paddocks. Without wanting to fly in circles looking around we started to explore the Napier Taupo road. Having read about the history and main points of the road, we picked up the Waipunga Waterfalls and the several small villages. Apart from a few miles of rough country we travelled over safe comfortable land ending our trip at the Titiokura Saddle Summit which overlooks Napier. I love finding interesting geology and the summit had it there for me. On top of a ridge line was an exposed slab of rock that



while huge looked as if it could slide off taking the radio station with it. We turned away for a straight line run home, the air was cold and we were happy to land for lunch at the Rangitaiki Hotel.

After a walk around the grounds we took to the sky again for a jump across the Kaingaroa pine forest into Murupara. The airfield at Galatea was empty of action so we stayed airborne looking around this long thin piece of dairy farm land, sandwiched between the pine forest and Urewera national park

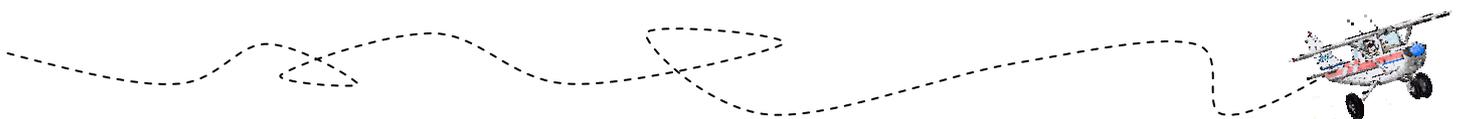


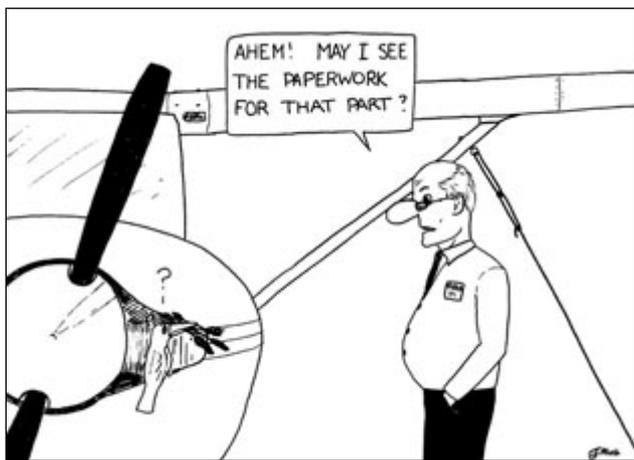
before our return back. Once back at Lochinver, the station manager called in to see if we were ok and the use of the building, to hangar the gyro over night. While he knew I was coming in we didn't get to formally arrange permission to use his runway so it was great to meet him.

Sunday started with very low cloud/fog and rain. So we headed off into Taupo for some car touring, seeing the Orakeikorako thermal area, finding the Turangi Aero club ending the day with a hot pool soak at Tokaanu. The day did clear, into another warm, clear, pleasant day.

Monday, I flew solo down the main road towards Taupo then around a few hills before packing up. My impression of the place was, it's size, the paddocks are huge. Lochinver station is impressive with the size of their wool sheds, maintenance buildings, dairy herds, roads that just keep heading off into more corners, stock herds of deer are several hundred if not into thousand in each paddock. Lochinver is beautiful country and worth a return visit.

Stephen Chubb





An airliner was having engine trouble, and the pilot instructed the cabin crew to have the passengers take their seats and get prepared for an emergency landing.

A few minutes later, the pilot asked the flight attendants if everyone was buckled in and ready.

"All set back here, Captain," came the reply, "except the lawyers are still going around passing out business cards."

Thank you!!

I would like to say a big thank you to our immediate past Club President, Rod Harrison. Rod has helped us out and provided us with a collection of new bombs for our club competitions. We now have no reason not to hit the target and defend the Scott's Trophy.



What's Coming up!

Labour Weekend

October 20-22

Piako Gliding club celebrates 50 years
(Matamata)

October 20-21

Tauranga Aero Club 75th anniversary

October 26-28

Tiger Moth Club Annual Fly-In to
Taumarunui

November 3

Regional's Central Districts Rally
New Plymouth

November 10

Black Sands Fly-in at Raglan

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 14-16

RNZAF Ohakea open day
Air displays March 15-16



THE AVAILABLE TROPHIES

TROPHY		SKILL LEVEL
Air Corporation Trophy	Flight Manoeuvres	Student
Bledisloe Junior Aviation Trophy	Navigation- Less than 75hrs total air time	PPL Student
G M Spence Trophy	Forced landings without power	PPL Student
Ivan Wormington Trophy	Lifraft dropping	PPL & Someone to drop raft
Jean Batten Trophy	Precision circuits and landings & preflight	Women Students
NZ Herald Challenge Trophy	Navigation- More than 75hrs total air time	PPL
Newman Cup	Precision circuits & landings	Women PPL Students
Oscar Garden Trophy	Full panel instrument flying	PPL
Rotorua Trophy	Bombing	PPL Student
Sir Francis Boys Cup	Precision circuits & landings	PPL Student

WIGRAM CHALLENGE CUP

Non Instrument Circuits	PPL Student
Instrument Flying	PPL Student
Senior Landing	PPL Student
Junior Landing	Student

Quick Run-down on some of the Competitions

The **Air Corporation Trophy** would be a good competition for those who have just started to fly as it involves the manoeuvres that are taught in some of the first few lessons of your training, ie: medium turns.

Jean Batten Trophy is basically a your normal preflight and two circuits, there is a monetary prize that is put in your account at the aero club.

Bledisloe Junior Aviation Trophy and **NZ Herald Challenge Trophy** (Navigation trophy's), would be a lot of fun, although you would have to be on the numbers in terms of height and timing.

CLUB CAPTAIN'S CORNER

A Note From Julie

So we won the Scott's Trophy and I would like to thank everyone that attended the competition and competed. But that's not the end of the competitions! The regional rally is almost upon us and we don't yet had a team. The easy and convenient aspect of this years competition is that it is based in New Plymouth.

There are a large selection of competitions that there is something for everyone and every skill level to complete in. I have had a look over the list of competitions and I have concluded that there is at least ten competitions that we as a club have the ability to compete in and even win!

The list of the competitions are to the left, if anyone would like to compete just get in touch with me or the club and we can organise any practice that you may like.

The competitions are a lot of fun, you get to meet pilots from other clubs and if you place first, second or third you are awarded a certificate. As well as that, the winners are awarded a place at the Nationals in Timaru in February.

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



Clouds

This article was given to me a while ago as a possible article to share with the club through the newsletter. It was from "New Scientist" 25th August 2007.

How do clouds like this form (see Photo, above)?

This cloud form is known as mamma (the Latin word for "breast" or "udder") and is technically described as a "supplementary cloud form". It is created when downdraughts bring cold air from higher levels, causing the air to reach its dew point and condense into cloud droplets. Compensating warm air rises between the individual pouches of falling air.

Mamma can form beneath various cloud types, including cirrus, cirrocumulus, altocumulus, altostratus and stratocumulus, where they often appear irregular in shape. However, beneath the overhanging "anvils" of cumulonimbus, where heat has been lost to the atmosphere from the top of the anvil, they are often sharply defined pouches, as shown here. Mamma sometimes take the form of long contorted tubes that resemble the intertwined trunks of elephants.

Storm Dunlop, Visiting research fellow, Sussex University, Brighton, UK

The pendulous features at the base of the cloud appear to be mamma (also known as mammatus or mammatocumulus), and are probably on the base of a cumulonimbus or storm cloud. Mamma occur when the upper parts of the cloud radiate heat into

the atmosphere, cool and sink. If the sinking is relatively warm and humid, the water vapour it contains will condense into cloud droplets as it mixes with colder drier air beneath the cloud. The process



is a upside-down version of the way cumulus clouds form – the air associated with the latter warms at ground level and rises, its water vapour condensing to form clouds. Mamma air in the troposphere cools and sinks to form the clouds. Mamma attached to a cumulonimbus are associated with severe weather conditions, and aviators are strongly advised to avoid them.

A good summary of this phenomenon can be found in Gavin Pretor-Pinney's *The Cloudspotter's Guide* (Sceptre, 2006).

*Ed Hutchinson
Cambridge, UK*

I hope that was an enjoyable read, and remember if you have anything that would be of interest to other members we'd love to have it!



This is a photo that I took 25th December 2005, in Hawera. It was a warm day, and although the clouds look threatening, it never rained. I thought that they looked interesting but otherwise thought nothing of them. Now I begin to wonder whether they are Mamma. What do you think?



From the Archives

*From the Hawera Aero Club
Newsletter dated March 1987*

The First Great South Island Safari

A clear morning dawned, a bit crisp, especially for the African members of the crew. Thought we had a mag. Problem, but it was only Hugh's teeth chattering out of synchro with the prop. Off we headed out over the blue Tasman sea clutching our life jackets. EOS first so that DQY would catch up over the scenic spots. As the golden beaches of Abel Tasman National Park came into view, the only instrument rated duck in the flock (or should I say, raft) compared EOS' and DQY's VOR bearings and speeds, made elaborate calculations, and announced it would take DQY 2 hours to catch up. 5 minutes later the close formation crossed Kaiteriteri Beach and gently rocked through the turbulence past Motueka up to Nelson Lakes, admiring their tranquil beauty and the snowcapped peaks of the Spencers and Kaikouras in the background. Smooth flying conditions prevailed, as we followed the Buller Gorge to Murchison, then via Reefton, down the valley, to a warm, sunny Greymouth. Nathan had hardly stopped EOS, when something blue from the right seat darted across to the small hut at the apron. Must've forgotten to fit the long-range bladder, it seemed. Next came a yummy lunch, compliments of Roger and Marie McLeod, formerly of Hawera. Would've liked to stay longer, but the Southern Lakes called. Crossing Hokitika at 6000 and climbing, dense Westland forest, deep blue lakes and braided rivers below. Ahead, gleaming white in the afternoon sun, the highest mountains for thousands of miles around. It was like entering a giant arena, as we crossed into the Tasman Glacier at 10,000 feet. Again in formation, cameras clicking madly, we flew past majestic Mt Cook, overawed by the mighty snowfields, and tumbling icefalls, and the turquoise waters of Lake Pukaki and Tekapo shimmering in the distance.

After striking some moderate turbulence over Lake Ohau, suddenly all went smooth, as we entered more lift: nose down to 130kts, power back, and VSI hand against the stop, as EOS soared through 11,000 feet. Magic! Lake Wanaka slid by beneath, then we followed the Cardrona road up to the skifield and past picturesque Arrowtown and Lake Hayes, in beautiful autumn colours, to famous Queenstown. Dodging swarms of low flying helicopters at the airport, we quickly arranged a cheap motel and promptly were driven, compliments of a friend of the Author, to one with a similar name, albeit not similar rates, as we found out next morning. At least it was close to town, and the author, like the Pied Piper, led the little group through primeval forest down to the waters edge to marvel at the ducks and the trout, completely forgetting to drink at infamous Eickhandt's. Due to the authors connections with the Italian-Restaurant-Mafia, we ended up dining in an affordable joint in town, but had to make do with Mediterranean sets of eating utensils, which turned spaghetti into an elusive and challenging meal for some.

Very little window-shopping was done and even less actual buying. Tourism-inflated prices do wonders for one's ability to keep cheque book closed. Next morning was a little grey, so Milford Sound was out, but it was decided to at least have a look at Te Anau and Manapouri. EOS was off first, heading up the west arm

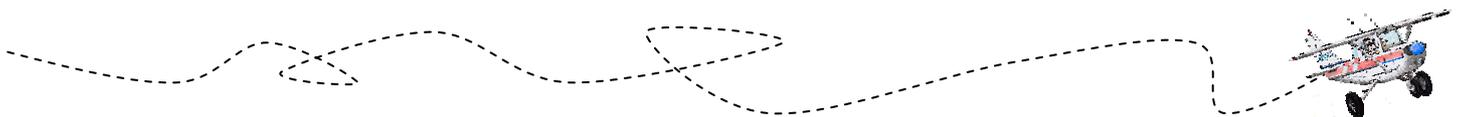
of Lake Wakatipu and down the Von River Valley, past the romantic Mavora Lakes, always wondering why DQY hadn't caught up with us yet, although having taken off right behind us. Had they fallen prey to the F18 that had screamed through at low level just before? No friends, it was mysterious magnetic rocks, in the Remarkables, that affected their compass, causing them to fly up the wrong valley! Oh dear! However, both aircraft eventually circled scenic Te Anau and Manapouri in opposite directions, never seeing each other, and headed east to Mossburn, then back to Queenstown and through the Kawerau and Cromwell gorges to Alexandra, where a friendly gentleman had fuel ready for us, as arranged by telephone. There in the hanger sat ZK-BVZ, a C150 in the HAC's service more than 20 years ago, still going strong.

The next leg, Omarama, made us all appreciate green Taranaki, she's real dry down there, only relieved by the man-made lakes whose colours, caused by glacial silt, are unbelievable. While DQY headed straight for Christchurch, EOS popped into Timaru to pick up a kettle, (no joke!) The fact that it wasn't there was no joke either. So on we flew over the great Canterbury Plains into West Milton. There our patience was tried greatly. Problems with the rental van took a while to sort out, but finally we got to Scotts Truck Stop (a place recommended—free beer in the fridge all of the time) our abode for two nights. Mingling with the crowds at late night shopping and keeping a group of 8 together can prove challenging, but we finally found a Chinese place (knives and forks provided) that made Mike sick for the next two days, just what he wanted. Just as well the flying doctors were with us. But in trying to find a chemist next morning, Colin and Hugh used up a great portion of the shopping hours before returning to the motel, very much to the lady's disgust (what a shame!) The afternoon was spent at the Airshow, about which Colin will report in detail. Some of us then decided to hit the movies (the ones with the most Oscars), after tea at the motel. Us poor country bumpkins! Not realizing that restaurants are packed on Saturday nights, thinking that carparks are abundant in Cathedral Square, and thinking Christchurch Cinemas suffer poor, or lack of, business too. Not only were they all half an hour into the main feature, they were all full! So much for that. So with tails tucked between our legs, we returned to the motel and watched 'The Revenge of the Nerds' on TV. Sunday was spent at the show again but we had to leave early to ensure return to home base before ECT. Chris Hallows joined the flock at this stage and we staggered, literally, out of West Melton into typical nor' west conditions, the VSI going up and down like a yoyo. GS was now surprisingly good and we cruised along the inland Kaikoura's, via Molesworth Station towards Woodbourne, which we crossed under Radar Control at 9000 feet, and then on over the magnificent Marlborough Sounds out to sea. How to confuse AT Controllers—only CPL holders know. They ask you which VOR Radial from WN you are crossing when you are somewhere in the Sounds. Answers: 015. That gave him a riddle to solve, but our CPL helped him a few minutes later and admitted that he was actually on the 270 radial, after all, we are humans too.

So the journey drew to an end. The sun slowly sank towards the sea in the west, providing a spectacular finale to a memorable flying experience.

See ya at the Club,

ERWIN



Trial flight \$49.00

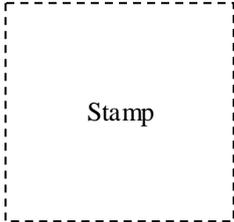
- You are the pilot on this introductory flight.

Starter Packs

- Three lessons, log book, Flight training manual and a six month membership.

Private Pilots \$199.00

Microlight Pilots \$159.00



SENDER

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