



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



Instructor Cell Phone:
Craig- 027 3311 533

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**

Our hard working president Ralph has been too busy to spread his words of wisdom so you'll have to read my waffle. For starters, I would like to apologise for this newsletter being so late, it's also quite long so I hope you forgive me for that as well. In addition we have an issue with our fuel supply here in Hawera. The technicians discovered a contamination during a routine test. We are having to fly to Stratford on a regular occurrence just to fill up, at this stage we have not got a date when our fuel will be back to normal. This is a huge inconvenience, but at least we're still flying. Postponed, postponed. It's a word we have heard a lot over the last few months. However the weather in the last month has been much more appealing than in previous months. As you will see from the all the articles in this newsletter we achieved the main trip, THE BRASS MONKEY and not only that, the weather was really good.

We have a Fly In/Open day planned for Hawera on the 23rd of November, we will put on a lunch that the visiting pilot can purchase, hopefully we will get a good turn out.

We are also celebrating our 80th Anniversary next year and we are in the process of organising the weekend now, its going to be on the weekend of the 21st and 22nd of March 2009.

Next year is also going to be Hawera Aero Club's duty to host the 2009 Regional competitions in November 2009, so even now, next year is looking very busy with a lot of organising, so if you are looking to be more involved in the club we will be very happy to any bright ideas or if you want to help with the clean up.

Julie



LINE UP OF HAWERA PLANES

Instructors Insight

Hello Again Everyone,
Well, the flying is starting to really gear up, with the last couple of weekends being really busy. The weather is starting to play ball, (even though it is pouring down with rain as I write this!) so get those bookings in before everyone else does.

If you ring and nobody answers the phone, please leave a message and I will get back to you. I do try to remember to check the phone between flights if nobody is around to answer it.

Now that daylight saving is in we can continue to fly up until ECT, which of course seems an hour later now, (student solo's will finish at least a half hour prior to this), so we can get even a couple of extra lessons in as the nights draw out. I do struggle to get bookings in prior to 9:00am though, as I try to get my stockwork at home done before I come, plus I am about an hours drive away. If you want to make a booking earlier please ok it with me first.

Just a couple of things this month to mention. The first is regarding the plates in the clubs' AIP Vol. 4's. The Stratford plate in **BOTH** Vol. 4's is missing! Please do NOT remove plates, or any pages of the AIP's, without making a copy and replacing the original immediately. The practise of removing pages of these documents and then "forgetting" to replace them could be downright

dangerous for someone else! At the very least it could be annoying for someone to be looking up some information on a particular plate in their planning, and the page they want is not there!

The second thing is that it is very good practise, went transmitting at unattended airfields, to start, **and finish** your transmission with the traffic you are transmitting to. Eg. **Hawera Traffic**, Echo Oscar Sierra is left hand downwind for runway 14, full stop, **Hawera Traffic**. This is because it is very easy to miss the first bit, or the stations being addressed due to being caught in conversation, concentration, or please forgive us, inattention! You can usually catch the intentions alright, but you have just missed whether it was for you, because as you all know we do pick up transmissions from Stratford and Motueka readily.

Well that's way more than enough from me for at least a month. Let's all hope the fuel thing is sorted soon. Love Stratford, great place, drive through it twice each time I come down to Hawera and home again, don't really need to see it three times during the day to refuel as well! Not that we're not grateful, at least we are still flying.

Next month, hopefully will have an interesting story about a plane, or at least it's PIC!

Cheers for now,
Craig



www.flyingnz.co.nz

See our Newsletter
online on FlyingNZ
website.

Websites to check out

<http://www.aerohub.co.nz/>
For Calendar of events,
photos and more.

<http://www.leebottom.com/>
"Where old planes go to Fly"

www.edcoatescollection.com
Civil Register of NZ tiger
Moths.

<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



ANNIVERSARY 80th



ANNIVERSARY 80th

21st – 22nd March 2009

Watch this space for more details



Hawera Aero Club



Fly In & Open Day

Sunday November 23rd 2008

Kent Weir First Solo

The Winner of last years Patea Scholarship has been training in the 152 since the announcement of the

scholarship early this year, but his interest in flying started long before that. His first trial flight was a few years ago in Hawera with Julian Wicky. Julian was very complimentary about Kent's flying but told him and him and his parents

the best thing to do was to forget about flying until he was at least 16.

That's what Kent did and now he has accomplished his first solo on Saturday 20th October. To put the icing on top, the instructor that sent him solo was Julian Wicky all the way up from Palmerston North.

The conditions were perfect first thing in the morning when Kent was ready for the flight, but our friend and instructor Julian forgot to turn up so it was rearranged for 1pm, the weather was still good but the nerves were increased but overcome.

Congratulations Kent!



Foxpine Fly In

August the 11th could not have served better weather for flying than we had for the Foxpine Fly In. It was a cold but fine morning with just a hint of frost in the air.

EOS piloted by Julie and accompanied by Graeme and his wife and I. Also flying down on this trip was CAW flown by Les and Stephen with his Magni Gyro RCR.

We all arrived at the club nice and early and were ready for take off by 7am to Foxpine. Les led the way followed by Stephen and C172, EOS shortly there after.



It was a beautiful sunrise and to see the sun come up after so many days of rain was just awesome. We were flying along the coast line and it was just amazing to look at all the scenery and enjoy what nature had to offer from a birds eye view.

Flying to Foxpine was nice with no wind to talk about and feeling warm in EOS I did wonder how cold Les and Stephen must be on this cold morning.

As we neared Foxpine we could see more aircraft approaching and I was very excited about my first experience as a Hawera Aero club member attending a fly in trip to another airfield.

After we landed we taxied behind the pilot vehicle to show us where to park. By now we were all looking forward to something warm to drink and were not disappointed when we turned up at the hanger and were welcomed with warm vegetable soup, with a hint of curry just to spice up the day

even more.

It was good to see many aircraft turn up, some pilots came from quite some distance away as far as Napier, I believe.

The price for winning the spot landing was won by a trainee pilot from Wanganui, but received a lot of flack from all the people for being only 16 and not allowed to drink yet, wonder if his mum ever got that bottle of wine.

The breakfast was nicely cooked and it was really a nice day to be outside. It was still cold in the shade and when the wind started to pick up it felt like one of those lazy winds blowing through you not around you.

While most of the pilots were talking and sharing stories I walked over and looked at all the different planes that were gathered at Foxpine.

There was quite a few homebuilt planes that looked very good. To me it was just nice seeing all the different aircraft standing there.

I looked at the runway and thought man this is an awesome place. As time went on the clouds started to appear and the wind started to pick up slightly and the call was made that it was time to head back home, but I do believe the airfield tests the skills of pilots when we took off in the direction of the trees, I was glad Julie was flying and not me just yet. The flight back home I found quite interesting listening to the radio conversations between pilots and control towers or air traffic control, and some how thought that being a foreigner myself that hopefully I do not sound that interesting or challenging on the radio one day. I suppose only time will tell but it made me realize there is a lot more to flying than just flying an aircraft.

About 10 miles from home we flew into a light drizzle but by the time we landed and put EOS in the hanger the drizzle stopped and we went to the club house for a nice cup of coffee.

It was a great day out and I do look forward to attending more Fly in meetings.

Come on summer

Manie van Zyl



CLUB CAPTAIN'S CORNER

What's Coming up!

October 9-11

**Avex Aviation Expo
Mystery Creek Hamilton**

October 18-19

**Tiger Moth Club annual Spring Fly-In
Taurarunui**

Labour Weekend

October 25-26

**New Plymouth Aero Club 80th
Anniversary Celebrations**

November 1-2

**Black Sands Fly In
Raglan - No Beach Landing**

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**

December 6-7

**Bridge Pa Fly In & Display
Hastings**

January 17-18

**Wings over Wairarapa 2009
Masterton**

There's been a lot happening over the last month and the rest of the year is going to be just as busy. Finally the Brass Monkey trip went ahead with really good weather, much to the jealousy of the members who couldn't make that date. I also attended the taildragger Fly In the next weekend at Bridge Pa in Hastings, which had also previously been postponed due to weather.

There was some confusion in New Plymouth about the Scott's trophy that we hosted here in Hawera on Sunday the 21st. The confusion? Well there was a lapse in communication and the correct people were not informed and by the time the error was discovered it was too late from them to get a team together.

Wanganui was all ready and we had a few other extra attendees so we carried on without New Plymouth. We put on a great breakfast, thanks to Manie for manning the BBQ. Our team consisted of PPLs Graeme Bycroft and Tony Muller, students, John Veldhuis and Tad Leach, they did such a good job they claimed the Scott's trophy back for the club and it is now proudly displayed in our trophy cabinet. There were some other planes trying the spot landing too with CAW and EEJ (C180), but their interpretation of the rules was fascinating. We had a lot of club members come down and help with the morning so thank you very much and I enjoyed not having to compete this time and just working the grid.

The regional competitions are on the 15 and 16th of November in Tauranga and are open to all pilot/student members of our club. They are a good way to meet other clubs in our area. Please consider entering these competitions, we are within a month of the date and we do not have many names on the list at the club.

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 just get in touch with me phone or 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



Nelson Aero Clubs Brass Monkey Fly-in

Finally after several postponements the day arrived for the Nelson Aero Club's Brass Monkey fly-in. It had several date changes due to the horrible weather we have been having lately and finally it was happening for us on the 6th and 7th September.



The Dome(s), west of Blenheim

Julie, Les, Tad, Derek and I met up at the club on the Friday night before the flight, to plan what and where we were going. We found C172 DFH tied down outside, they were also going to the Brass Monkey and decided Hawera was a good place for a stop over. They flew with us quite a bit of the way there and back. We had planned to go to Hamner Springs for maybe a dip in the hot pools but this was cancelled the next day when everything was checked and several airfields in the South Island were found to be closed due to surface conditions, including Hamner Springs.



Looking South, Lake Station airfield to the right

Next day dawned bright and beautiful (yeah right).

Well it was really overcast and when Julie checked the weather it was found to be worse towards Wellington so we put off our departure for a couple of hours.

he nailed the mark on each of his three landings.

After that it was off to the lodge where we were to stay overnight. We took a stroll down to the lake and decided it was a bit cold to swim in. Then it was a good chat with



Lake Rotoiti, with Mt Robert in background





Lake Station Airfield

drinks at the lodge before dinner. I was put up to a bit of fun when I was pulled aside and told what to do. A short while later a guitar was produced and soon songs were being sung. One song got noisy so the guitar was to be taken away. This was my cue to get up and say I would handle it. I grabbed the guitar and took it over to the fireplace and smashed it on the hearth and then throw it in the fire setting off the smoke alarms on the way. There were some shocked faces around at this point and the joke was sprung. I got a bottle of wine for my work. I am still not sure if I got the right guitar or not.

Dinner was next and very nice it was as well. After dinner was drinks and games of all sorts in which a lot of fun was had. Slowly after that everyone found their way to their bunks.



Next morning we had a very nice breakfast and saddled up for the trip home. We took off about 10:30am (it meant all the frost had melted off the wings by then) and headed for Westport to refuel. Once refuelled we took off and headed for Karamea for lunch. We had about a 15 minute walk in to town to get there and talked about the pub being closed, and of course when we got there it was, but the owner opened up for us and let us get drinks and order lunch. Very nice big whitebait sandwiches they were as well. Another walk back to the field to burn off the big lunch and off home we went. We headed towards the top of the South Island and then direct to Hawera. It was a very smooth flight until the coast of Hawera and then it got very bumpy and continued until we landed at about 4:30pm.

It was a lovely trip and I would like to thank Julie for the organising of the trip and flying us that could not. Also the rest of the guys for making the trip well worth it. I got about 40 minutes of video.

Maybe next year I will be able to fly myself down in Tecnam LJW.

John Veldthuis



Taildraggers FlyIn Bridge Pa Hastings

It was one of those ideas germinated at the Friday night socials at the club. "Lets go to the taildraggers day at Hastings"!

The arrangements were, that Les Worsley and his father Neville would go ahead with the Acrosport and the RV 4 on the Saturday and Julie and I would follow on the Sunday in the Tecnam.



Saturday had been cool and showery and Les and his father got away at 3.00 pm. Sunday was a better day with a good forecast. It was an early start and the cloud dispersed as we flew south to the gorge. There was quite a bit of haze which detracted from the view, however once through the gorge the skies cleared and the view was breathtaking.

It was suggested an early start to avoid the congestion that would occur when many of the planes started arriving. This proved to be a wise suggestion as there was a good turnout. Some of the planes on display were, A Cessna Bird Dog in full military colours, a Boeing Stearman, a couple of Tiger Moths, Dehavilland Chipmunks, A Steen Skybolt, A WW1 replica biplane in German regalia, an RV 4, 6, 7 and 10, a couple of Maules, a lot of Piper Cubs of various types, and a flock of C180's. The planes were beautifully presented and made quite a display lined up on the field.

The facilities at the airfield were great, as the clubrooms are well appointed and had a second floor deck that gave a great view of the airfield. Suggestions were made that Hawera's facilities could be improved with the addition of a second story.

There were several activities organised for the day including a cross country flight, bombing runs and a takeoff and landing competition.

It would appear that the bombing runs

were very popular, with many of the aircraft taking part. The idea was to hit a moving truck with a flourbomb. There were a lot of low (probably illegal) passes and many attempts but the truck did not emerge unscathed at the end of the day as one flour bomb hit the running board, this provided great entertainment.

The Club laid on an excellent lunch, there was a friendly atmosphere and the crystal clear skies and lack of wind made for a memorable day.

There was a large new hangar on the eastern side of the field which provided another surprise. The businessman Graham Lowe has a Cessna Mustang executive jet which was brought onto the tarmac and we were allowed to look through it. It was a beautiful aircraft and probably the only time many of us will ever get that

close to a jet like that. Neville told us of the new security arrangements at Rotorua airport which makes access to the airfield almost impossible for those without a security pass. It made me wonder how much longer we will be able to enjoy the relaxed atmosphere we found at Hastings.

At about 3.00 pm it was time to make the return journey. A stop was made at Dannevirke. We had a cup of tea with some of their members in their clubhouse before setting off for Hawera. The smooth weather conditions changed once through the Gorge and we encountered fairly strong headwinds and hazy skies. We landed safely at Hawera at around 5.00 pm.

A very enjoyable day and thanks to Neville, Les and Julie for making it happen.

Guy Oakley



Last date to send in articles for
next months newsletter is
Thursday 23rd October

AIRCRAFT PROFILE

Cessna C-120

The Cessna C-120 was introduced in 1946 as Cessna's first two seat general aviation aircraft after the Second World War with the hope of getting America airborne on the returning soldiers GI Bill.

It differed from other American two seaters of the time like the Piper J-3 and Aeronca's because of its mostly aluminium construction with fabric covered wings and its side by side seating configuration.

The C-120 was introduced at the same time as the C-140, but was a stripped down version intended for the flight training market, it has the same engine, a Continental C-85 but does not have flaps or the side "D" windows and the electrical systems were optional.

The performance of these aircraft were impressive on their

small 85hp engines, they cruised at 95kts and stalled at 39kts. The wingspan is 33ft (10.2metres), a length of 21ft (6.6metres). The C-120 has an empty weight of around 770lbs (344kg) and a maximum take-off weight of 1450lbs (658kg).

Between the C-120 and C-140, Cessna produced more than 7000 aircraft in the four years they were in production and these aircraft were later succeeded by the every popular and more famous C-150 series of aircraft we all know these days.

Only one C-120 has been registered in New Zealand. ZK-FFK was imported into New Zealand by a Queenstown syndicate in 1984. Now owned by the Vintage Cessna 120 Syndicate of Hamilton FFK is currently undergoing a rebuild and it is hoped that FFK will be airborne in the near future.





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.



KLM Royal Dutch Airlines

Boeing 747-406

This one comes really low, I think only 10 meters above the fence!
Taken in St. Maarten-Princess Juliana, Caribbean
July 9, 2005



Mobil won't play ball over Milford aerostop

The closure of the Milford Sound aerostop smacked of a financial decision with little consideration for the unique needs of the area it served, air operators said yesterday.

The impact of the aerostop's closure last month has already put operators out in terms of day-to-day operations but it is also tipped the loss of the service could compound an emergency situation.

Mobil Oil New Zealand notified customers the aerostop would close in the first week of June.

However, the stop's primary user, Milford Helicopters owner Jeff Shanks, said fuel supplies had dried up before that with Mobil's decision not to refill the Jet A1 tank.

"It's almost two months, we ran out of Jet A1 two to three weeks before that (the closure)."

Aviation fuel was still available at the stop but that tank would also not be refuelled, he said.

Mr Shanks has had to transport his own fuel, at significant cost, from Te Anau or Manapouri.

The closure was a commercial decision that coincided with an application to the Commerce Commission by Shell New Zealand for competition clearance to buy Mobil's General Aviation (GA) aerostop business, he said.

Shell and Mobil have drawn up a conditional contract for the sale of the GA network's unattended refuelling points at 34 sites throughout the country.

The stops supply aviation jet fuel (Jet A1) and aviation gasoline (Avgas) to light aircraft and helicopter users.

However, Milford was not included in the sale, which seemed to only target stops with a high volume of fuel use, Mr Shanks said.

"Mobil will not relent, I offered to buy it, but they won't sell because of environmental issues." To push for the sale, Mr Shanks said he had gone to his insurers who had stated they would cover any environmental impact. However, it was a case of no dice on the part of Mobil, he said.

The cost of removing the two tanks at the stop and any subsequent clean-up has been estimated to cost Mobil \$80,000.

"Why not sell it," Mr Shanks said.

Search and rescue veteran Lloyd Matheson, of Southern Lakes Helicopters, said in the event of an emergency in Fiordland the aerostop formed a crucial hub in any operation and its closure showed a lack of foresight or understanding of the area's remoteness.

Valuable time would be wasted refuelling elsewhere, he said.

The Southland Times | Friday, 11 July 2008

Mobil



PPL Night Class

Wednesday Nights from 6pm to 9pm at the
HAWERA AERO CLUB
With Instructor Craig Nairn

Craig has completed the first subject and Flight radio
is about to start, if your keen text Craig
027 3311 533

Priced \$30—\$40 depending on numbers



Stamp

SENDER

Hawera Aero Club
PO Box 316
HAWERA 4640

