



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 Graeme Bycroft
Club Captain Julie Ingram
Vice Club Captain Rajen Gosai

Committee: Rodney Harrison
 John Roberts-Thomson
 Mike Jones
 Steve McKay
 Chris Schoen
 John Veldthuis
 Jacob Maddren

Secretary Vikki Lynch
CFI(NP Aero Club) Wayne Harrison



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 THURS 11AM-3PM**

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 PO BOX 316
 HAWERA**

HA & DV Planes flying all directions in South Island. Brass Monkey 2009



NEW MEMBERS

We have a couple of new members, we at Hawera Aero Club would like to welcome and introduce –

**Darryl McIntyre
Craig Nairn**



www.flyingnz.co.nz

See our Newsletter online on FlyingNZ website.

FROM THE AGM

Presidents Report

Welcome to the 80th Annual report of the Hawera Aero Club.

It is my pleasure to present the 80th Annual report, 80 years is a significant achievement in the clubs history. A FlyIn and anniversary dinner to mark the occasion held earlier in the year was a success, thanks to all those that got involved and helped out. Bruce Aitken, the guest speaker at the dinner kept us highly entertained, mainly with his crash stories and fights with bureaucracy.

Flying hours for the year were very satisfactory and thankfully accident free. The three aircraft gave good service although at times maintenance issues were a challenge. During the year BP closed down and then removed the fuel pump and tank which was very disappointing and a great inconvenience. The club brought a 2000 litre fuel trailer tanker at the cost of \$20,000 and whereas it does the job it is not as convenient as before as someone has to take it to Stratford each time it needs refilling.

Total membership numbers are still strong with still good student numbers for both GA and Microlight. Craig left us during the year and Brent is now the current instructor.

We farewelled our Secretary Doug during the year and welcomed Vikki, who has settled in well and trust she is enjoying her work.

The clubs finances are in good health with reserves slowly building. Last year the annual report stated that a deposit had been paid on a Cessna Skycatcher. The deal has come to nothing as the committee decided to cancel.

Thanks to the committee who have assisted me during the year and have been a pleasure to work with.

Ralph Gibson
President

Websites to check out

<http://www.takeabreak.co.nz/new-zealand-webcams.asp>
Up to date webcam photos

<http://avmet.msgs.net.nz/>
Translates IFIS weather to plain English!

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

www.metflight.metra.co.nz
General Aviation weather

Spotted recently in Hawera

This Sport Cruiser spent the day in Hawera recently, you may have seen it here before.

This aircraft is online at Motueka Recreational Flight Training under the guidance of Alistair Hart, who's fulltime job is Captain with Air Nelson on Q300s.

This microlight has a payload of 196kg, 5½ hour endurance and a 46 inch wide cabin. Compare that to the 172 or Tecnam!

This Sport Cruiser has a three bladed prop and has a 912 rotax the same as the Tecnam.

The low wing configuration provides excellent all round visibility.

Watch out for it next time its here.



Photo: Supplied



What's Coming up!

Labour Weekend

October 24-26

**Tiger Moth Club 40th Anniversary
Taumarunui**

October 31

**Regional Competitions
Hawera**

November 7-8

**Black Sands Fly In
Raglan**

November 21

**Fly In
Matamata Aero Club**

December 4-6

**75th Jubilee
Motueka Aero Club**

December 6

**Scott's Trophy
Hawera**

December 18-19

**75th Ann. of NZ's first airline
Hokitika and Haast**

January 14-17

**50 Years of Piper Cherokee
Ashburton**

January 30-31

**Tiger Moth Club
Annual FlyIn
Waipukurau**

February 5-7

**SportAvex
Tauranga**

CLUB CAPTAIN'S CORNER

This is the last newsletter before the upcoming Regional Area Rally that we are hosting on the 30th and 31st October 2009. I have had a few people putting their interest forward for a competition, but not much, please can you have a look at the competitions on page 7 of this newsletter (the colourful chart). Please decide what you would like to compete in and get in touch with me as soon as possible so we know what other competitions we still need people for.

When you decide what competitions you would like to compete in for our club, you need to enroll and pay online through the FlyingNZ website, we are in the "Central Area".

We will need to practice to have the best chance at winning an entry to the nationals and a chance at the trophies! The airfield will be very busy from midweek of the competitions with teams arriving and practicing.

There'll be a BBQ on the Friday night too, with all members encouraged to attend with a plate.

We also have the prize giving dinner on Saturday 31st October 2009 at the Hawera Bowling Club with Andersons as the caterers, who put on a great meal!! The dinner is \$30 and you can pay for that when you enroll in your chosen competitions.

Before the Regionals are completely on top of us there is the 40th anniversary of the Tiger Moth Club in Taumarunui over Labour weekend, it will be a sight to see.

We will need to make our club grounds look tidy and will probably be organising a working bee closer to the time, it is still looking quite good since the 80th, but the gardens and clubrooms could do with some TLC.

Email jaingram@gmail.com

Cellphone 021 150 2351

Julie

First Solo

Darryl McIntyre showed that hard work and dedication pay off when he flew solo on 20th September 2009 in the Tecnam.

Darryl drives from Wanganui for his flights. To make the drive worthwhile he flies as many times as he can during that the day that time and daylight will allow.

WELL DONE DARRYL



Brass Monkey 2009

Hi Everyone,

With much arm twisting, (ouch Julie!), I am writing this little piece about the club trip to Brass Monkey. I thought what went on at camp, stayed on camp myself, but what the heck, to the rules exceptions and all that.



Blenheim

Friday morn dawned fine and clear, so without any will we or won't we', we got airborne with ease for Omaka, via a fuel stop at Foxpine. Late lunch, (and a quick visit to the museum for some), then on to Kaikoura for the night. Julie of course had a little diversion to deal with, and a random FLWOP thrown in, (whose idea was it to take a Hitler of an instructor???)



Near Kaikoura

both of which were handled with ridiculous ease!

After putting the aircraft to bed, we went into town and found ours, then on to find a place to

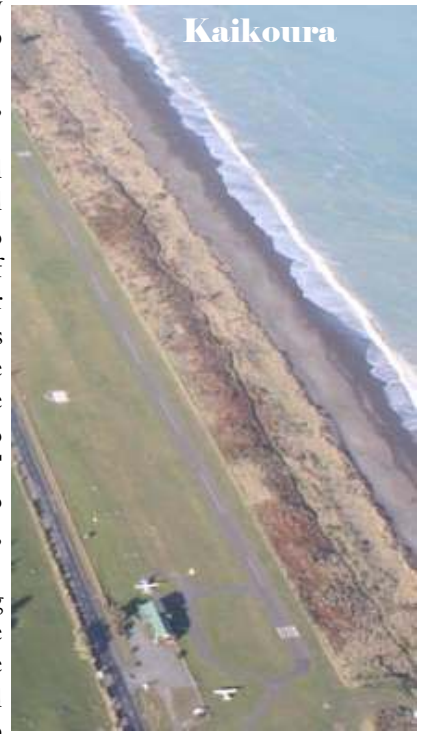
feed and WATER ourselves. Amazingly enough, this establishment was in a position for Graeme and Guy to show us what they spent their time on in

their youth, namely cleaning everyone up in pool!

After an early night, (David and I anyway), and a cold shower, we headed out to the airfield to get the planes out of bed and going our slightly different ways for the day. Graeme and Guy went whale watching, down to Rangiora, (**RIGHT** runway), over to Hokitika, Westport, then to Lake Station.

Les and Julie along with the Dannevirke crew headed to some obscure strip, inland of Rangiora for a cup of tea, after chasing the sheep off the strip. Hard up for a cuppa I reckon, then on to Hanmer Springs for a lazy hot swim for the arvo.

THE REST OF US WORKED!



Kaikoura



Rangiora

Kent flew us from Kaikoura to Rangiora, then David got us lost, heading to Lake Station, which I enjoyed immensely, as it was scenery that I had never seen before so made the most of it! Once we got abeam our destination, (only 25 miles off course) we made the appropriate heading change, (90° left) and made our destination. How easy flying can be



Lake Station





Hammer Springs



on crystal clear days! Arriving at our destination early, we decided to hop over to Westport to catch up with Graeme and Guy, to arrive just as they were taking off. Just as well as on arrival it was for the first time in his life that this instructor

thought rather than a standard overhead rejoin, a straight in, REAL flwop may be on!, but no, all cleared and all was well.

After getting back to Lake Station, Guy and Graeme took



Lake Station

part in the aerial golf, (note 1 to self, bombing practice by club members required), and were saved, and won, by the real golfer on the ground. (Note 2 to self, make sure a golfer goes each year, they make up for rubbish bombers!) However, they did the landing comp. beaut!



Transport

After being taken up to our beds by a yellow school bus that was made in 1850, my educated guess anyway, we had a great tea, and after cleaning up the quiz and winning the Brass Monkey



Eels

trophy for the first time, had an early night. (HA!)

Next day, bright, cold and clear, we lifted pickets and headed to Karamea for a whitebait fritter at the pub. Then on to Motueka for fuel, on to Foxpine after a bit of Dolphin spotting, and home, refreshed and replenished for work next day, (due early nights!)



Karamea

SUMMARY: Weather: Fantastic
Scenery: Spectacular
Company: Awesome
Flying : Tremendous
Experience: Priceless
Never miss this experience if you get the chance.

NB: The writer takes no responsibility for any slight inaccuracies in this article to the actual event.



Winning team at Karamea

L-R Steve Caswell (DV), Guy Oakley, Vince Payne (DV), Kate Payne (DV), Gary Mitchelmore (DV), Craig Nairn, Kent Weir, Graeme Bycroft, Julie Ingram, Les Worsley.
ABSENT: DAVID WALSH

I would like to thank Craig for such an enlightening article, and as he said himself "not to let the facts get in the way of a good story".

I would also like to thank him for making the trip a more "Hands on" experience for the students!!



Rogers Airfield—Springbank

A Couple a months ago a former Aero Club member Roger O'Byrne showed up at Hawera airfield for a couple of hours of reminiscing. He now farms half an hours drive from Christchurch, between Rangiora and Cust. He mentioned he recently put down an airstrip and invited Hawera club members to fly in when we are down that way. It was thought that it would be a good opportunity whilst down for the Brass Monkey 2009 to call in and say hi.

The Dannevirke Cherokee and RV flew in there on the Saturday morning to perfect conditions to meet Roger and look over his farming operation.

The two way strip is 800 metres long, (not really a Taranaki farm strip), with great approaches and overshoots.

We were on the ground for two hours enjoying Rogers hospitality and his humorous anecdotes concerning his neighbours and local council.

Shortly before lunch we headed off to Rangiora for refuelling before heading north to Lake Station.

Les Worsley



Things learnt from the trip:

1. Pillows should be changed every two years.
2. When the tower says ah-hummm, that's not always a good thing.
3. A +5°C sleeping bag is not that warm in -5°C temperatures.
4. A good look out is always required.
5. The tower can be helpful sometimes, especially when they see a vapour trail from a Cessna wing.
6. The push to talk buttons sometimes don't release as expected.
7. Sometimes \$20 a night accommodation isn't that classy.
8. Hamner Springs airfield can be hard to identify, no matter how much experience you have.
9. Aerial golf has demonstrated that Hawera members could compete in the PGA.
10. Past experience means that a vehicle is required to get the whitebait sandwiches in Karamea.
11. Distance to go increasing means you're heading the wrong way!!
12. The words "Airstrip" don't always mean short and rough.
13. Some things should be left unsaid.
14. We had a walking Google Earth in the team.
15. A walking Google Earth is not always a good thing.
16. Notams are there to be read and UNDERSTOOD.



Using the Tecnam Constant Speed Prop

Not everyone who flies the Tecnam is up to speed with the constant speed propeller and just uses it on automatic and use the Takeoff, Climb, Cruise mode. You can actually make a big difference to how much fuel you use and the cruise speed by making full use of the propeller.



At the end of this article is a table taken directly from the Rotax operating manual which shows the relationship between the engine speed and the manifold pressure. To take control of the engine speed all you need to do is turn the propeller control to hold. This then holds the speed at what it is currently at. You then use the course/fine switch to set the engine r.p.m. to what you want. The propeller will still control its pitch to maintain the speed you set so it is not the same as putting the propeller into manual mode. The nice thing about the Hold mode is that it remembers where you set it and if you go back to cruise or climb and then go back to hold it will go back to the speed you set it. It remembers this until you turn the master off.



On trips further than 15 minutes I tend to put it into hold after I have levelled off and then set the engine to 5,000 r.p.m. and set the manifold pressure to 26 and this gives a

nice 100 - 105knts cruise speed, good economy, and is actually a bit quieter as well.

John Veldthuis

----- Following information is from the Rotax Manual -----

Engine Operation is permitted without restriction between full throttle performance and power requirement of propeller, providing engine speed over 5,500 r.p.m. is restricted to 5 minutes or less. However, for economic reasons it is recommended to run the engine in accordance with the following table:

Engine Power Setting	Engine Speed [rpm]	Performance (kW)	Torque [Nm]	Manifold Pres. [in.HG]
Take-off perform.	5800	73.5	121.0	27.5
Cruising power	5500	69.0	119.8	27
75%	5000	51.0	97.4	26
65%	4800	44.6	88.7	26
55%	4300	38.0	84.3	24

THE AVAILABLE TROPHIES

Aero Engine Servicetrophy	Basic Aerobatics	PPL Student	Airways Corporation Trophy	Flight Manoeuvres	Student	Airwork Cup	FLWOP	PPL Student	Bledisloe Trophy	Navigation	PPL Student
Cory-Wright Cup	Aerobatics	PPL Student	DM Allen Memorable Cup	Intermediate Aerobatics	PPL CPL or Higher	GM Spence Trophy	FLWOP	PPL Student	Ivon Wormington Trophy	Liferaff Dropping	PPL & Someone to drop raft
Jean Batten Trophy	Precision circuits & landings & Preflight	Students	NZ Herald Challenge trophy	Navigation	PPL	Newman Cup	Precision circuits & landings	Women PPL & Students	Rotorua Trophy	Bombing	PPL Student
Sir Francis Boys Cup	Precision circuits & landings	PPL Student	Graham Davidson Formation Pairs	2 Aircraft Formation flying	PPL	WA Morrison Trophy	Formation Flying	PPL CPL	Waitemata Aero Club Cup	Sportsman Aerobatics	PPL CPL
Wanganui Trophy			WIGRAM CHALLENGE CUP		Non Instrument Circuits	Instrument Circuits		Senior and Junior Landing			



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Stamp

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