



# HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS

## OFFICERS/COMMITTEE/ STAFF

<b>Patron</b>	Ray Babington
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<b>Snr Vice President</b>	Steve McKay
<b>Jnr Vice President</b>	John Frew
<b>Club Captain</b>	Julie Ingram
<b>Vice Club Captain</b>	Jacob Maddren
<b>Committee:</b>	Rodney Harrison Jim McKay John Roberts-Thomson Mike Jones Jenn Elgar Christian Mahony Tony Muller
<b>Secretary</b>	Doug Gray
<b>CFI(NP Aero Club)</b>	Wayne Harrison



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You all may notice that this newsletter has different format. This is a trial for a month to see how the club members accept it! I hope it will be a easier read the newsletter online.

The other reason that this newsletter is different, is that Jenn is away oversea's I am in charge of the newsletter and am stretching my artistic licence. I hope Jenn has a good time away.

So what's been happening this month? Well the AGM was on Thursday the 16<sup>th</sup> and I hope you were all there, if you could. From that meeting I would like to congratulate Ralph Gibson on being appointed President, and welcome Tony Muller onto the committee. Also Jacob and I have changed places as Club Captain. We are all here to help.

The photograph below was one that I took in Motueka when I flew the plane down for a week. I had wonderful weather and had a good trip across the Strait. If you want to know more just ask me.

Lets get down to business, I hope you enjoy my supplemental aero club newsletter.

Julie Ingram



**EOS Going Places — Motueka in February**

# NEW MEMBERS

We have had a number of new members that have joined in the last six months. We at Hawera Aero Club would like to welcome and introduce —

Matthew Conner  
David Drummond  
Michael Calvert  
Kevin Jane  
Angela Jane  
Tony Burn  
Maxwell Hill



## Presidents Report

Welcome to the 78<sup>th</sup> Annual Report of the Hawera Aero Club.

This year started slowly with only one or two students but has grown to eight students, with one attaining 1<sup>st</sup> solo well done Tony Muller. My thanks to New Plymouth Aero Club for their high standard of training provided by CFI, Wayne Harrison, instructors, Tom & Julian.

This year has seen plans for a new private hanger to be built in line with the other two existing hangers which is good to see. There are also two new privately owned aircraft to be hangered at the aero club with hopefully more to follow. This can only be good news for the club, as the more aircraft that use the airfield the more attention the club gets which hopefully means more members for the club.

Continued thanks to Doug Gray our secretary for his reliability and flexibility in keeping the office running smoothly.

### Airfield

The airfield is looking immaculate after a working

bee by the club members to paint and realign the tyres and marker boards. Except for a mishap with a tornado that ripped off part of the roof on the old hangar and uprooted part of the tree in the roundabout we have been trouble free.

### Club Fleet

UNB has run trouble free this year except for a starter motor that needed replacing however there may be some work to be done on the main wing spars due to corrosion.

EOS has been running exceptionally well since the total engine rebuild with a very smooth and balanced engine.

LJW has had a few problems with starting the engine. We are currently working with this problem and hope to have it sorted shortly.

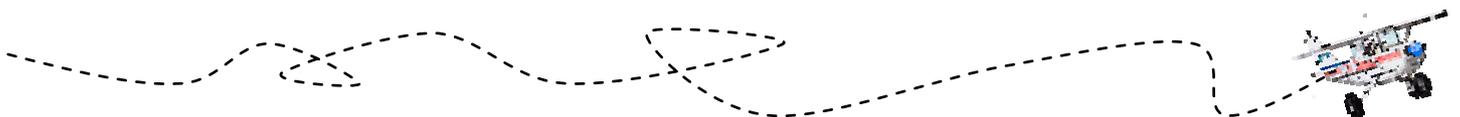
I would like to thank the committee and club members for all their help throughout the year.

Rod Harrison  
Club President.

## Good News For Daniel Croot

Daniel Croot has got a job with Air Nelson. Daniel was Hawera Aero Clubs first young eagles participant with the help of John Roberts-Thomson and was also an instructor for our club for a time. He has been working for Great Barrier Airlines since leaving New Plymouth Aero Club in 2005. At the time of printing Daniel was unsure where he will be based, but he may end up returning to The Naki. The Hawera Aero Club would like to congratulate

Daniel and wish him all the best for his future. So it all goes to show that you can start your aviation career in the club environment and Hawera is the best place to start with our prices.



## Foxpine Fly-In

Early morning starts during a normal working day takes a lot of effort, but knowing you are going flying, the morning takes forever to arrive. That was how I felt preflighting the aircraft at 6:30am under lights in the cold morning air.

Hawera Aero Club members were going to attend the annual Breakfast Fly-In held at John & Jenny Lester's Foxpine Airfield on Sunday the 8<sup>th</sup> of July.

The morning woke to a high grey overcast sky which showed signs of a great day ahead, certainly could not have been worse than the weather of the previous weeks. As the predawn light revealed a clear sky towards our destination we knew it was going to be a fun day.

The sunrise was witnessed just south of Hawera at 1500ft and was spectacular with the three central North Island mountains clearly visible above the inland fog patches. We tuned into the Foxpine traffic frequency a couple of times as we flew down the coast from Hawera to hear what was happening and it was busy, so it was with nervous anticipation as we tracked seaward of Wanganui. This was the first time I had flown down there since the major changes in airspace, so I was keen to see if it would make the trip less stressful. With the new CFZ (Common Frequency Zone) from south of Wanganui to Foxpine and the new FISB (Flight Information Service Broadcast), which is similar to an ATIS, (but with no weather info) for the status of Raumai M 306, this gives you a far better understanding of the traffic in the area and helped with the Foxpine arrival knowing where the conflicting aircraft were arriving from at a good distance out.

As we turned inland at Himatangi Beach it was a surprise to see how heavy the frost actually was with the beach and sand dunes all white, not a very common sight. It looked real cold down there. We arrived overhead Foxpine and slotted in at number 3 in the circuit, making the angled runway 27 approach over the trees. There was a spot landing to make, which took second priority over just making a good landing in front of the hundred plus visitors already enjoying their \$5.00 breakfasts. It was cold, there was still a heavy frost in areas where the winter sun had not reached.

It was yet another great turn out of aircraft with 74 arriving over a two hour period, without incident and parked up amongst the trees. They come from as far away as Marlborough, Motueka, New Plymouth, Hawkes Bay, Masterton, Hamilton,

Whangarei and points in between. Aircraft types ranged from Bantams microlight's, Mustang Replica, Pitts Special to a Harvard from Fielding and all the well known GA types in there as well.

A very relaxing time was had by all, catching up with pass acquaintances from around NZ over a cup of tea and cooked breakfast.

It was a perfect day for flying and no one was in a

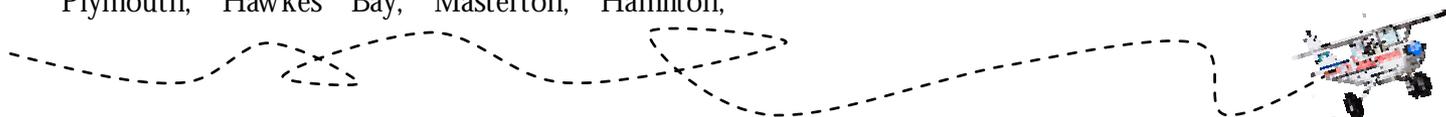


hurry to go home so the decision was made to accept the Dannevirke Flying Clubs offer of lunch. Around 11 o'clock we fired up and departed Foxpine, crossing the Tararua Ranges behind Shannon, then heading east of Dannevirke to see friends who were Topdressing off a steep little lime airstrip that was featured in "The Superpilots" video. After taking some interesting photos it was time for lunch at Dannevirke Airfield. A local Club member drove us into town to their best eating house and lunch was enjoyed sitting outside the club house soaking up the winter sun. It was a active day there as well, with many transiting aircraft joining the circuit for a touch and go, including another Harvard from Fielding involved in a type rating. Snow was about 1/3rd the way down the Ruahine Ranges, which made a great back drop to the flying activities.

After saying our goodbyes we departed for Hawera via the Norsewood Gap taking in the snow covered views of the Ruahine Ranges. The Norsewood Gap is an alternative route north of the Manawatu Gorge to cross to the East Coast although more height is required through this pass and definitely not to be attempted in strong westerlies conditions and always be on the lookout for conflicting traffic.

We arrived back in Hawera at 3:30pm refuelled the aircraft, had a cup of tea and contemplated the day. The weather was perfect, the company was great, it was just a lot of fun, a good way to spend a fine Sunday. I look forward to the next Foxpine Breakfast Fly-In.

**Les Worsley**



## Pilot wisdom

- Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.
  - Rule one: No matter what else happens, fly the airplane.
  - If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
  - Never let an airplane take you somewhere you brain didn't get to five minutes earlier.
- 
- If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller.
  - Every one already knows the definition of a good landing is one from which you can walk away. But very few know the definition of a great landing. It's one after which you can use the airplane another time.
  - Helicopters can't really fly — they're just so ugly that the earth immediately repels them.
  - Sorry folks for the hard landing. It wasn't the pilot's fault, and it wasn't the plane's fault. It was the asphalt.
  - What's the difference between God and pilots? God doesn't think he's a pilot.
  - There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

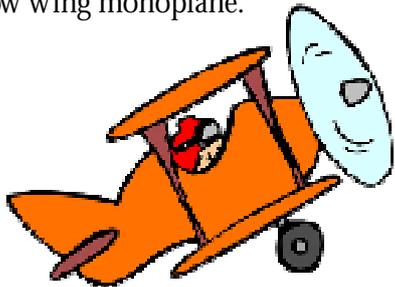
## New Aircraft in Hanger

A special note to mention that the number of aircraft based at Hawera has increased to seven.

On the first weekend of August the Acro sport 2 Biplane arrived. The Acro 2 similar looking to the 2 seat Pitts Special is the work of Les Worsley and family, has taken 16 years to get to it's current stage and should be completed within a year, things all going according to plan. The registration chosen is ZK-CAW is of special significance to the family, as it is the rego of a Fieldair DC-3 which Les's Dad, Neville, logged many hours of Topdressing in. Presently assembled in the new hanger behind the Tecnam awaiting final rigging and inspections, feel free to have a look but please do not touch.

The second is a Piper Comanche, which arrived on the last weekend of August, rego ZK-KJA.

The Comanche belongs to Kevin & Angela Jane, and is in the club's hanger until his hanger is built. It's a four seat low wing monoplane.



## What's Coming up!

September Sunday 16<sup>th</sup>  
Scotts Trophy in Wanganui

September 28-30  
Nelson Aero Club 75<sup>th</sup> anniversary

### Labour Weekend

October 20-22  
Piako Gliding club celebrates 50 years  
(Matamata)

October 20-21  
Tauranga Aero Club 75<sup>th</sup> anniversary

October 26-28  
Tiger Moth Club Annual Fly-In to  
Taumarunui

November 10  
Proposed date for Black Sands Fly-in  
at Raglan

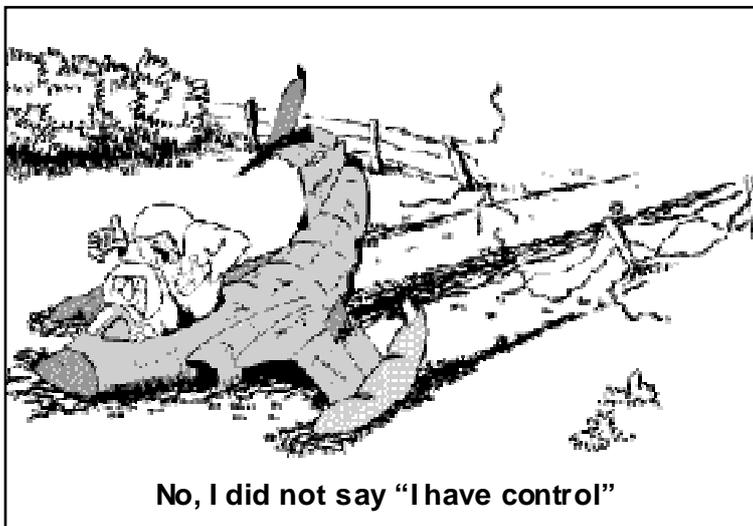


**A Note From Jacob**

As from the last AGM, Julie Ingram and I have changed roles so that Julie is now our Club Captain and I am her vice Club Captain. I am sure that everyone will give Julie plenty of support in this role.

Night flying – I will still be chasing this up with New Plymouth but the automatic runway lights are currently out of service. I am endeavouring to get these up and running again so that night flying is possible.

Safe flying everyone – Jacob



No, I did not say "I have control"

**A Note From Julie**

Thanks for that vote of confidence, Jacob. I am looking forward to the job, but hopefully our members aren't going to make my job too much of a challenge.

I have a couple of plans that I would like to try and put into action over the year that I am club captain. Some of them are-

- Having full planes going to Scott Trophy competitions. Spectators are great.
- Having club competitions and awarding some of the clubs 10 trophies we have in the trophy cabinet.
- Having trips away in the club planes, to increase members experience outside of Hawera. It makes the trip more affordable and exciting.

So as you can see I have a long and hard road ahead of me and any help and thoughts are always greatly appreciated.

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

**Email** ja.ingram@gmail.com  
**Cellphone** 021 150 2351

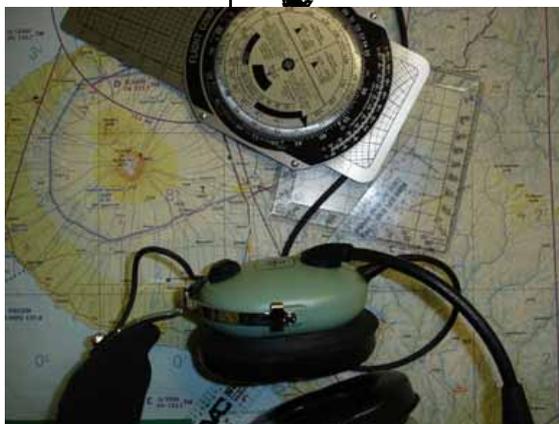
Lets Make the Club Fun  
 Julie

**New Maps**

Just a reminder that as of 7<sup>th</sup> June 2007 all of New Zealand's aviation maps were reprinted and it is now a legal requirement to use only the new 'up to date' versions of these maps.

These maps have many changes, one of these is SPA's (special Procedures areas) are now more logically called CFZ's (Common Frequency Zone's.)

If you would like to buy your own copies, you can do this via [www.aipshop.co.nz](http://www.aipshop.co.nz) or alternately Doug in the aero club office can order any and all of your aviation requirements.

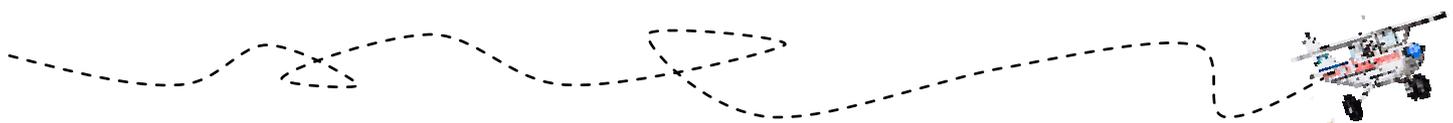


**Congratulations**

I have heard that Tad Leach has passed the last of his six PPL exams recently. So very soon he will progress onto cross countries and after that we will have another PPL flying around the district!

I would like to wish him well in the next stage of his training.

Well done and good luck. I hope the weather will improve for you to complete your cross countries.



## See You There

**Mission** Fly from Hawera to Murchison.

**Date:** 24 // 26 March 2006

**Execution:** Prepare and do it.

**Detail:** With an invitation in hand for a fly-In at Murchison, I was looking forward to turning up there. The first thought was which way was the best for me, the long way around via Wellington, or straight across some 80 miles plus of water. I chose to fly straight across for a lot of reasons, and the plan starts from there.

I got in touch with *Aviation Safety* for a 406 personable location beacon. They were very helpful by loaning me a unit for the weekend, as the unit I ordered was not quite in the country at the time, (I now have my own). This is a water tight unit and worn with a belt so it's always with you. It is small enough to not get in the way so it was no problem to wear. A trip to my aero club secured 2 life vests, one for me and one just in case. Clothing, food, navigation and gyro check sorted, it was up to the elements. The week before, saw the weather all over the place. On Friday we had a wind storm over Hawera, but by late afternoon, it was clear to see the forecasts were going to be reasonably correct, except for a now strong head wind out over the Cook Strait area.

Saturday morning I had the gyro out of the hanger and warming up just after day light. The sky had thick cloud overhead at 3500ft, but out at sea, some 10 miles out there was clear sliver sky. One last check over and a text note to John Wilkinson saying, "I'm on my way see you there". I was able to gain steady height up to my VFR cruising alt of 6500ft.

Once out over the sea, I soon lost the land cloud, and the clear sky I could see before take off, was before me. The wind gained in strength rapidly. With the IAS at 100 miles the ground speed dropped then held in the low 40s. Looking outside the machine for other aircraft or to see the constant white topped waves, instantly had me one mile down wind, so I had to think about my navigation, clouds, altitude, fuel and to hell with more photos.

I could see land, for what seemed a long time before I got there. With 1 1/2 hrs over the water, which was 50% longer than forecast but still within my range to make the total trip in one jump, if I could start picking up the average speed.

Over the sounds area the strong headwind was now

several water spouts in the area, (it will be quite some time before I complain about the Manawatu Gorge again!) Having trained myself for this it was not alarming, but there had to be a better way. This was achieved with more altitude which is where I quickly headed. Peacefully travelling on as far as I dared before coming down again over Havelock.

Heading up a large valley conveniently lying in the direction I wanted, a small swing here and there soon found the sweet spot for travelling. I was now on the good side of my planned average speed.

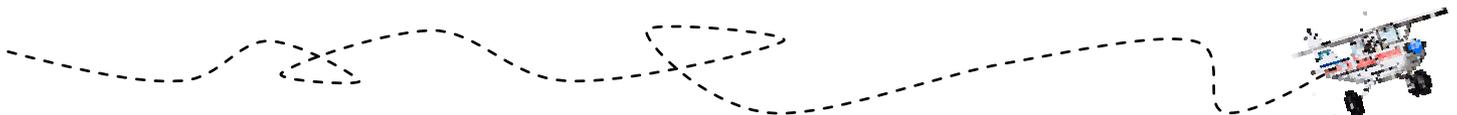


Looking eastward across the Wairau Valley

Doing some mental math's I decided that I would not have to divert into Omaka for fuel, I sidestepped their controlled air space and taking the Wairau valley I headed inland. While moving around some defense airspace, I knew Lake Station airfield was very close, and looking over the side saw two gyros on the ground. I had had a phone call earlier, that Lloyd Helsop in his RAF was coming out to meet me around this place; I lined up and came in for a landing. It wasn't the RAF but two single seat dominators. The pilots were enjoying a warm up and stretch their legs after getting geographically embarrassed taking a valley they didn't wish to explore. After a quick hello etc, I was off as I wanted to keep on the move rather than waste fuel on a warm up again. I put in a good climb up to 5000ft for an up and down jump into Murchison for just over 3 hrs total. More hello's, a cup of tea and fuel for the Magni and it was back into the air for joy rides around the local area.

Murchison is in the junction of 3 valleys and from there it is like a maze of narrow valleys. Some leading on and some not, but all are towered over by steep hills. Very different to what I'm used to and scenic both low or very high. For the

Continued on Next Page



barely got 10 meters away from the Magni before being asked a question or taking another ride so I didn't get a close up look at the other 6 gyros, but I did enjoy seeing that they all wanted to get out flying, to make the most of their weekend. Late in the afternoon we had the spot landing and a flour bomb drop. I had a young girl onboard for the bomb run and I decided a high level, strategic, stealth hover may be the way to go. We sideslipped in and together we agreed drop, but a bag of flour has no weight and fluttered away on the breeze, winning the most distant from target. The girl had a good laugh at what a stink shot "I" made. At the event was a camera man from Video Wings Ltd, who had turned down a wedding to be there. I took him for a fly in the Magni several times for a video shot of all of us in the air. He loved the machine because he could move around getting shots from both sides plus the machine was so stable he didn't have to brace himself to keep the shot tidy. I was given last years CD and I would recommend buying this years'. There is a lot of good viewing, better than some TV



Gathering of Gyro's at Murchison

After Sunday's lunch I had a chat with Lloyd and the Nelson microlight CFI about my return trip. I wanted to have more fuel closer to my next Strait crossing, so it was decided I would follow Lloyd into Nelson to fuel up. I must say I intended to sit back, enjoy the scenery and run a loose formation. But I needed to keep a good eye on Lloyd because he would be there, then gone, finding him up high etc. With so many hills and valleys, I didn't want to lose him or get squashed between him and a mountain. Because the wind had been increasing all day and from an unusual direction for Nelson, we were given a grass runway vector. I knew it was there, but where? The whole centre of the airfield

looked the same on finals. Just as we were going over the fence there was a small tin sign "R 06" "gosh now I see it!"

Once kitted up with the much needed safety equipment and a full tank of fuel, I was allowed to take off on the main sealed runway. The flight across the Strait got started with another strong head wind, just 10 degrees off my track. This made for a slow grind out past D'Urville Island staying many miles out over the water from Nelson onward. The sky was clear and I could see Farewell Spit pass by in the distance. Increasing my height through the air spaces to 5500ft the wind was turbulent from the Islands and once past them I decided to put on some serious height, going up to 7500ft. Looking out across the void of water the horizon was in a deep blue haze, but going through 7000ft Mount Egmont appeared, then the land. The only problem from this direction, it looked as if I would make land again in Wanganui, so I checked my paper work and GPS, then went with it. The perspective angle of the land and mountain was what tricked me. It was cold, pure untroubled air up there and all I could do was fold my arms to keep my hands warm, put my left knee lightly on the stick and wait. Up there the stick was absolutely dead still.

As time went on I watched a cloud roll down Egmont, then over about quarter of an hour this formed into a cloud shelf reaching way out past me and slightly lower, miles to the west so I was able to continue without further problems.

With the ETA in about half hour, the sun was getting lower and lower, but what could I do about it? My hand went for the throttle to speed this up, but I thought don't chance it, you still have a lot of water to pass yet and all is running fine.

Once back over the coast line, still at 7500ft, the town lights were just showing and I could make out each town over Taranaki to Wanganui. I didn't have much time before total lights out so I did the longest finals straight in. Coming down the wind was from one direction then another and I could smell the land, that was a surprise. Keeping a good look out for anybody like me out there, I was able to touch down just out from the hangers with 20 minutes of twilight left to cool down the engine and call my friends in Nelson. I was on the ground after two and a half hrs from Nelson.

**Mission Complete**

**Stephen Chubb**





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