



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
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**STATE HIGHWAY 3
PO BOX 316
HAWERA**

Reporting's from the recent AGM

We've just had our AGM on Thursday 21st August with about 15 people attending. From the AGM there are a few changes to report. We have had to say farewell to two committee members, Jenn Elgar and Christian (CJ) Mahony who stepped down due to their busy lives, we would like to thank them for their service over the years . Steve MacKay also stepped down from his roll as the Senior Vice President but has remained on the committee, stepping into that roll is the very capable Tony Muller, who has also just passed his PPL flight test on Friday 29th August. There are also two new members on the committee Graeme Brycroft who is a very active pilot and was the Club Captain on the Hawkes Bay and East Coast Aero Club Inc committee and John Veldthuis who is currently learning to fly the Tecnam and tries to fly whenever he can, I would like to wish them all well in their new roles and we can continue to serve the club successfully.



**WHITE CLIFFS NORTH TARANAKI
17TH AUGUST 2008**

Instructors Insight

Hi Again Folks,

Well the weather isn't exactly playing ball with us, with the weekend flying being decidedly 'patchy' because of it. Whenever a system seems to arrive, it seems to be at the weekend and when we do get flying it isn't ideal conditions. That's Winter-Spring I guess. The mid-weekers are getting a little bit of a better deal of it luckily.

The night classes have started on Wednesday nights 6-9pm and we have a group of 7 attending. We have started Air Tech and once we have completed the material we will sit the exam. If you want to join at any time feel free to do so as you can either join in the subject we are doing (if we aren't too far through) or start when we start the next subject. Either phone/text me direct (027 3311 533) or ring the club during open hours.

A couple of things that have become 'legal requirements' in recent times that you may not be aware of.

1. If you need to 'top up' oil in the aircraft between services, you must log this (amount, aircraft and date). We have a black folder in the

briefing room by the aircrafts tech logs for this information to be registered. It has 'Oil Usage' on the front and the form to fill in is self explanatory.

2. We now need to register our take off time on the daily flight record sheet that accompanies the tech log. This is in UTC (Universal Time Co-ordinated) so just be careful when we get into Daylight Saving o get it right. If you don't do it at actual take off time then be sure to do it when you are filling in the stop time off the Hobbs metre and work it back from that.

Oh and just a small courtesy thing—if you need to fuel up here or anywhere else for that matter, remember to push your aircraft clear so others can get in while you go to the club to have a 'cuppa' or whatever. Some people get very annoyed having to push other people's planes off pumps so they can get in, and it really is a little rude!

Well that's more than enough rambling from me,

See you at the club

Cheers

Craig.



www.flyingnz.co.nz

See our Newsletter
online on FlyingNZ
website.

Check out this great new
website

<http://www.aerohub.co.nz/>

It is regularly updated and has a
good calendar of events, photos
of previous events and more!

FROM THE AGM

Presidents Report

Welcome to the 79th Annual Report of the Hawera Aero Club.

It is with pleasure that I present the 79th Annual report of the Hawera Aero Club. I can report that the club has had a good year and is in good health.

Flying hours are up on all three aircraft which combined gives the club the highest number of hours for some years. Aircraft have performed well and continue to be maintained to a high standard. EOS caused some concern for a while with a rough running motor which resulted in a precautionary landing onto the Taharoa airstrip, which proved to be a wise decision. The fault has now been fixed and EOS is performing well again.

The committee has discussed replacing UNB during the year and recently made a decision to pay a deposit on a Cessna 162 Skycatcher. A final decision to purchase will not be made until the Club has had an opportunity to fly

one to see if it will be suitable training aircraft. UNB has given great service and the club will need to see that any replacement will in fact be a forward step, but we do need to keep up with the times with things like glass cockpits.

We have more members than we have had for many years, 68 last count including 28 students, which is a very healthy way to be. Welcome to those members who have joined during the year and trust you enjoy flying with us and being part of a great Club.

The Clubs finances are in good health with reserves building for the time when motors need overhauls and aircraft need replacing.

Thanks to the committee who have assisted me and been a pleasure to work with and I can say have interests of the Aero Club at heart. And of course Doug who is a pleasure to work with and keeps the office work up to date and all those other things that need doing on a day to day basis, many thanks.

Ralph Gibson
President



We have two new Committee members to welcome to the table. I hope you will enjoy your time. Welcome to:

Graeme Bycroft
John Veldhuis

AIRCRAFT PROFILE

1929 Pietenpol Aircamper

No other aircraft has had such a dramatic effect on the homebuilt aircraft movement as Bernard H Pietenpol's two seater "Aircamper" of the late 1920's. When only the very rich could afford to fly during these "Great Depression" years, this easy to build, cheap to fly aircraft was responsible for keeping the common man flying.

The Pietenpol is an all-wood and fabric design, made from spruce and plywood, and originally covered with discarded bed linen with a few coats of aircraft dope for strengthening. It also uses 26 inch bicycle wheels from the local bicycle shop. The engine, a Ford Model A, came straight out a Ford Model A car and installed with minimum of modification. It was turned around in the airframe and the radiator was mounted between the top wing and the fuselage just behind the engine. With the engine running at 1600rpm, it would develop 35 horsepower, which was enough to lift two people skyward, thanks to the aerofoil design, large wing area on those big wheels.

The Pietenpol has a wing span of 29 feet (8.8 mts), length of 17 feet (5.4 mts), and a wing area of 135 square feet (12.5 sq mts). The empty weight is around 610lbs (277 kg) range and max. take-off weight 1080lbs (490 kg), so it can be flown

under the microlight licence and the new recreational pilot licence. Performance isn't startling. It has a maximum speed 86kts, and stalls at 30kts. It does operate out of small fields with ease.

As popular now as it was in the 1930's, the Pietenpol's main mission is to get pilots airborne with the minimum amount of fuss and investment, and nowadays with modern materials, the airframes are lighter and stronger. They are powered by many different engines now, ranging from the Ford Model A to more modern car engines. Also Lycoming and Continental have proved very popular.

There are two Pietenpol's presently flying in New Zealand, with a number of others under construction. The future is as bright now as it was in the dark years of the depression for anyone who wants a "back-to-basic", 2-seat, economical flying machine, with that antique, vintage appeal.



CONGRATULATIONS

TONY MULLER

PASSING HIS PRIVATE PILOTS LICENCE 29TH AUGUST 2008

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 Westow n	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

Sukhoi Su-26

Apparently the ribbon cutting is easier done when inverted! Will Curtis impresses the crowd at the Air Tattoo! Taken in UK - England, July 16, 2005



CLUB CAPTAIN'S CORNER

What's Coming up!

September 5, 6 & 7

**Brass Monkey
Nelson Lakes
~~~~~TAKE III~~~~~**

**September 14**

**Tail Dragger Fly In  
Hawkes Bay and Eastcoast Aero Club  
Bridge Pa**

**September 21**

**Scott's Trophy at  
Hawera Aero Club**

**October 9-11**

**Avex Aviation Expo  
Mystery Creek Hamilton**

**October 18-19**

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

**Labour Weekend**

**October 25-26**

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

**November 1-2**

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

**November 1-2**

**Red Bull Air Race in  
Perth Australia**

**November 15-16**

**Regionals In Tauranga**

**December 6-7**

**Bridge Pa Fly In & Display  
Hastings**

The much, much awaited Brass Monkey has been postponed and postponed due to weather, and the new date is now the weekend of the 5th to the 7th of August and once again we are planning to attend with at least five club members in two planes. I am hoping the old adage of "third times a charm" will pay off for us.

I had booked the Scott's Trophy for 7th September but with the rescheduling of the Brass monkey, dates have changed. Hawera is to be hosting the next Competition and I have arranged for Sunday 21st September. We will need all the available hands we can manage as we need to prepare and serve breakfast, have grid marked out and people stationed there to mark landings and bombings and to generally help out for the day. Of course we obviously need a team too!

So of all the Fly In's that were scheduled for August I attended one, the Foxpine Fly In, we took EOS and filled all the seats. There is to be a article in the next Newsletter written by one of the pilots attending. Stephen Chubb also attended the Foxpine and then the next weekend attended the Feilding Fly In but Feilding not being as lucky with their weather as other dawn raids there were not a large number of aircraft attending.

The regional competitions are on the 15 and 16th of November in Tauranga and are open to all pilot members of our club. They are a good way to meet other clubs in our area. I have listed the all competitions available in the last newsletter and have the list at the club where you can add your name to any that you would like to enter.

Next year is Hawera Aero Clubs 80th anniversary so we are starting preparations to have some sort of gathering, with the possibility of the second or third weekend in March, if anyone knows and reason why this date is unsuitable please tell me. I'll keep you posted so watch this spot.

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



## Market Place

The Flying NZ website now has a area called MARKET PLACE. This advertising space is open to all Aero Clubs and their members to advertise any form of aviation related activity, material or equipment they may wish to sell.

Up to 30 September 2008, advertisements for the first two weeks will be FREE.

Details on lodging advertisements can be obtained from the website [www.flyingnz.co.nz](http://www.flyingnz.co.nz)



## 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](http://www.aipshop.co.nz). Delivery will be around the **20th October 2008**.



*Richard and Edna were both patients in a mental hospital.*

*One day while they were walking past the hospital swimming pool, Richard suddenly jumped into the deep end. He sank to the bottom of the pool and stayed there. Edna promptly jumped in to save him. She swam to the bottom and pulled Richard out.*

*When the Head Nurse became aware of Edna's heroic act she immediately ordered her to be discharged from the hospital, as she now considered her to be mentally stable.*

*When she went to tell Edna the news she said, "Edna, I have good news and bad news. The good news is you're being discharged; since you were able to rationally respond to a crisis by jumping in and saving the life of another patient, I have concluded that your act displays sound mindedness. The bad news is, Richard, the patient you saved, hung himself with his bathrobe belt in the bathroom. I am so sorry, but he's dead."*

*Edna replied "He didn't hang himself. I put him there to dry. How soon can I go home?"*



## SOCIAL DRINKS

Every Friday night from 5pm

at the Club

All welcome



## Landing Incident

A Warrior landed on top of a Stinson at an airport in Texas. The pictures are amazing. It happened at Northwest Regional Airport near Dallas May 15th, 2008. The Stinson (red plane) was taxiing into position for takeoff. The uncontrolled airport has only one runway. The Warrior (white plane) was coming in for a landing and landed right on top of it. Believe it or not, everyone walked away from the crash landing and everyone's okay. The Warrior was making a quick flight from Abilene, Texas when this accident happened.





**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.

Last date to send in articles for  
next months newsletter is  
**Tuesday 23rd September**

Stamp

**SENDER**

Hawera Aero Club  
PO Box 316  
HAWERA 4640

