



# HAWERA AERO CLUB NEWSLETTER

September  
2011

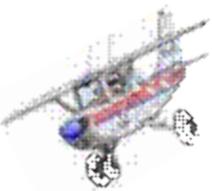
ITS YOUR ATTITUDE THAT COUNTS

**North Shore -**  
2012 Flying NZ  
National Competitions

How to get there, Read on!



**Hawera Aero Club :: State Highway 3  
PO Box 316 :: HAWERA 4640  
Phone/Fax (06) 278 6301  
secretary@haweraaeroclub.org.nz  
www.haweraaeroclub.org.nz**



## OFFICERS

## COMMITTEE

## STAFF

**Patron:** Ray Babington

President:  
Tony Muller 027 249 8223

Snr Vice President:  
Graeme Bycroft 027 495 5336

Jnr Vice President:  
Jim McKay

Club Captain:  
Julie Ingram 021 150 2351

Vice Club Captain:  
Jacob Maddren 027 499 9096

**Committee:**

John Roberts-Thomson 06 278 4495  
Steve McKay 027 206 5040  
Chris Schoen 021 169 9314  
John Veldthuis 027 243 2019  
Guy Oakley 027 309 1722  
John Frew 06 278 7490

IPP:  
Ralph Gibson 06 278 6113

Secretary: Vikki Lynch

CFI: Wayne Harrison (NP Aero Club)

Instructor: Hayden Lowe 027 746 7147

## *Hanger space for rent*

Enquire with Kevin Jane

Phone number from Vikki in the office

 [www.flyingnz.co.nz](http://www.flyingnz.co.nz)



## *80th Anniversary*



## *Bucket Hats \$21*

*Ask at the office*

  
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# Upcoming Events !

*Opotiki Flyboys Spring Fy-In*  
*Opotiki 1-2 October*

## 2011 REGIONAL RALLIES

Cook Area Rally, Wanganui  
29th October 2011

Central Area Rally, Tokoroa  
5th November 2011

Northern Area Rally, Kaitaia  
12th November 2011

Lakes Area Rally, Alexandra  
12th November 2011

Alpine Area Rally, Omaka  
19th November 2011



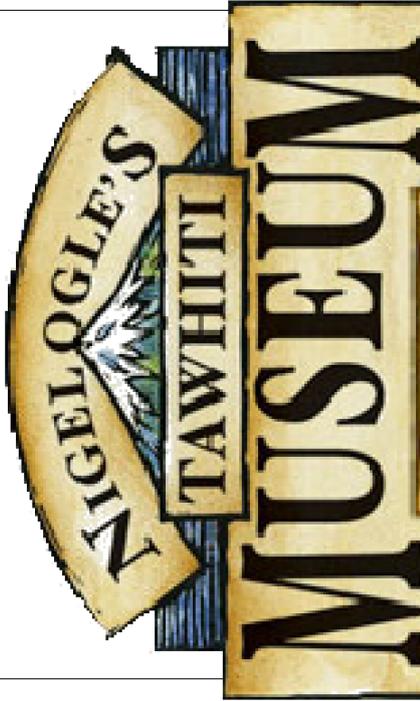
<http://www.flyingdates.co.nz> & *NZ Aviation News*

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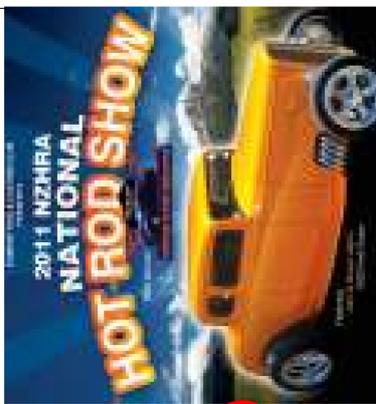
## Mark Your Calendar

Hawera Aero Club is hosting a Fly In. The main object of the Fly In is to invite pilots and their friends to visit the world class Tawhiti Museum.



We will transport visitors to the museum. The Fly In Weekend coincides with the National Hot Rod Show in Hawera.

Sunday 16<sup>th</sup>  
October  
2011



## CLUB CAPTAIN'S CORNER

I am back, as club captain. Ready for another busy year of Fly Ins and club trips. Every year at this time, we are always looking towards attending and competing at our regional competitions. This year we will be flying to Tokoroa, this is very exciting as the regionals haven't been held here for a long time. Tokoroa has a great facility with a long sealed runway and a very friendly club. There has been a few rule changes for the competitions but there is still the same competitions available, including the popular, bombing and landing ones. Regional competitions are a great way to meet other clubs and is good to students to experience different types of competitions and a cross country to different airfield. If you would be interested in entering or just to ask about the competitions, I am happy to assist with all queries by phone, text or email. ☺

Hawera Aero Club is hosting a Fly In on Sunday 16<sup>th</sup> October. We are offering attendees transport to South Taranaki's world famous Tawhiti Museum and good HAC hospitality. Any volunteers would be greatly appreciated. The weekend coincides with the 2011 NZHRA National Hot Rod show so guests can attend this also. Please encourage and invite any of your out of town friends to attend our Fly In, the more the better!

We are now on Facebook, yes Hawera Aero Club has a page on Facebook and will keep you up to date with any news and events. Anyone can post on the page so it's a great way to interact with fans of the club, you don't have to be a member to join.

Safe and Happy flying to all  
Julie Ingram  
ja.ingram@gmail.com  
021 150 2351



<http://www.facebook.com>

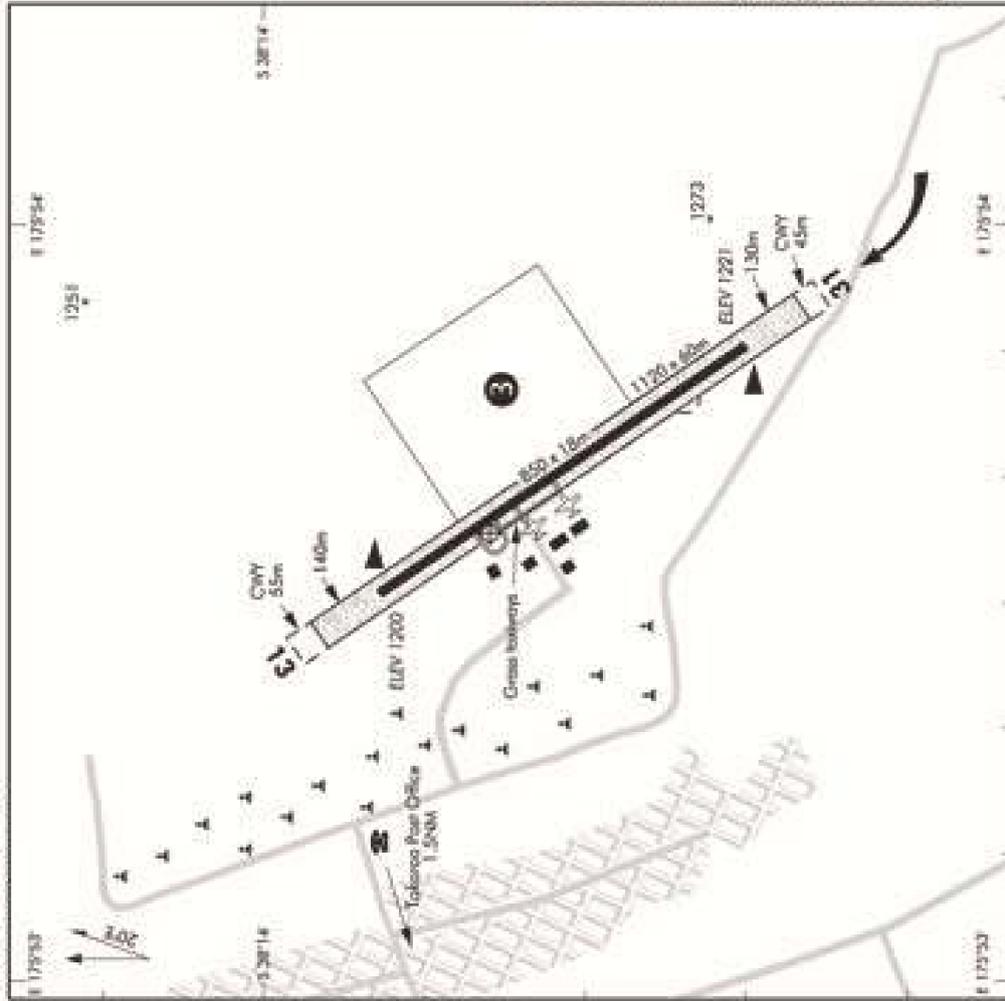
**TOKOROA  
AERODROME**

ELEV 1221

NZTO

NON-CERTIFICATED

UNATTENDED: 119.1



1. Circuit: RWY 13 – Left hand  
RWY 31 – Right hand
2. **CAUTION:** Power lines, 1280ft AMSL to SE.
3. Model aircraft flying may take place during daylight hours.
4. Use of grass runway summertime only.
5. Tokoroa Hospital heliport lies 1.5NM to the west.

**Effective: 15 FEB 07**

S 38 14 12 E 175 53 34\*

© Civil Aviation Authority

**TOKOROA  
AERODROME**

**TOKOROA  
OPERATIONAL DATA**

Non-Certificated Aerodrome 1NM ESE of Tokoroa

NZTO

**RWY**

| RWY | SFC  | Strength      | Gp | Slope          | Take-off distance |             | LOG DIST    |
|-----|------|---------------|----|----------------|-------------------|-------------|-------------|
|     |      |               |    |                | 1:20              | 1:40        |             |
| 13  | B    | ESWL*<br>2570 | 6  | 0.75U<br>0.75D | 850               | 763<br>850  | 850<br>783  |
| 31  | B/GF | ESWL*<br>1820 | 7  | 0.75U<br>0.75D | 1120              | 923<br>1120 | 1120<br>923 |

\*Aircraft MAXTOW 5700kg

**MINIMA**

| RWY   | IFR Take-off |       |
|-------|--------------|-------|
|       | Day          | Night |
| 13/31 | 800-3000     | NA    |

**LIGHTING**

Nil

**FACILITIES**

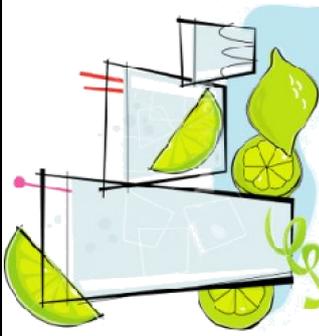
Nil

**SUPPLEMENTARY**

Operator: South Waikato District Council, Private Bag 7, Tokoroa 3444.  
Tel (07) 885 0340 Fax (07) 885 0718

Available for limited use subject to prior agreement of the operator.

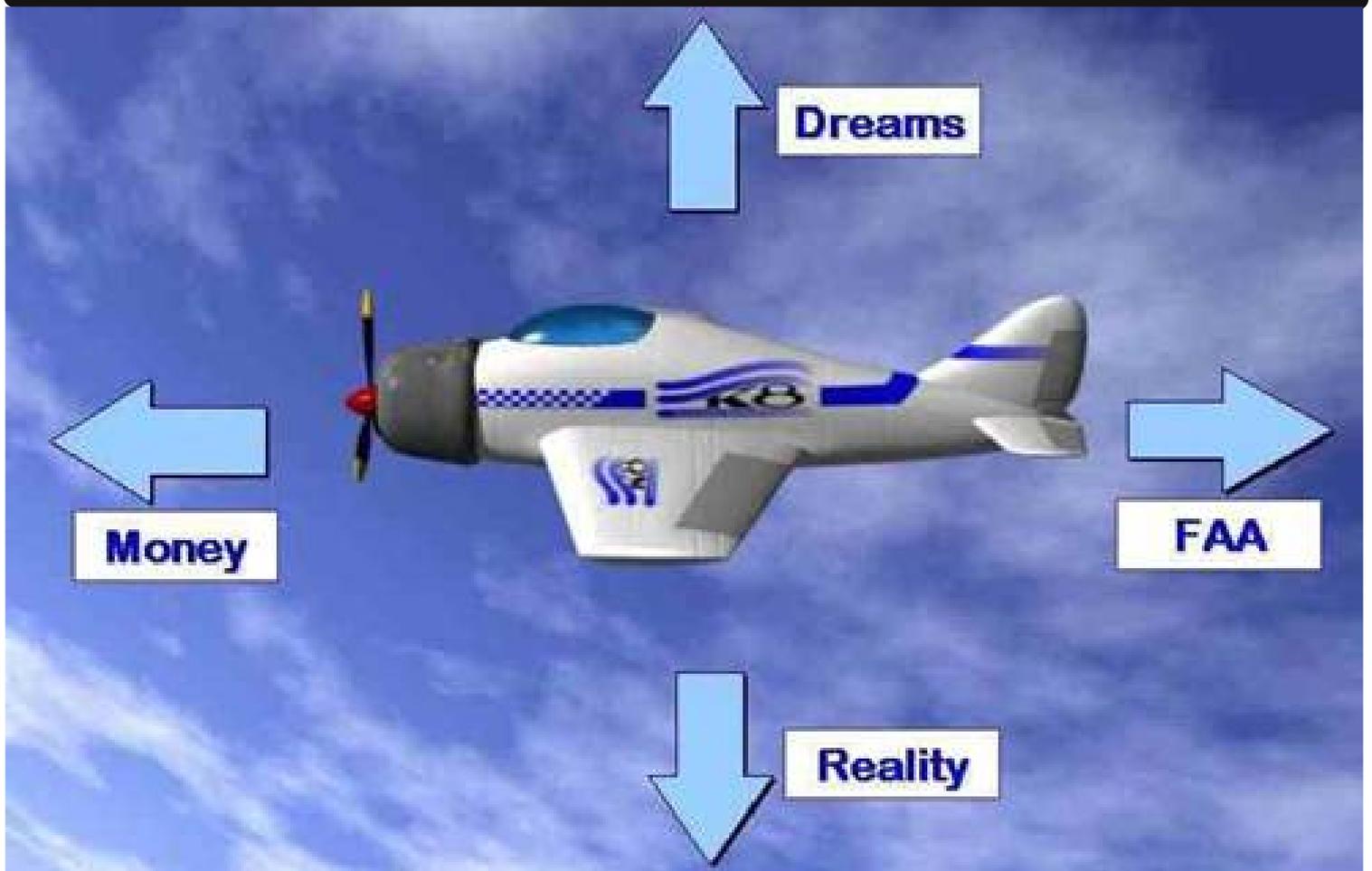
After hours the aerodrome gates are locked. \$25 charge to open gates after hours.



**SOCIAL DRINKS**

Every Friday night from 5.30pm  
at the Hawera Aero Club

All welcome



<http://www.trembath.co.za/aviationhumour.html>

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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## Trial flight \$49.00

- You are the pilot on this introductory flight.

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

*Private Pilots \$249.00*

*Microlight Pilots \$199.00*



Young Eagles



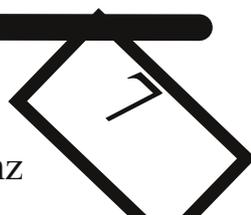
# Friends of the Hawera Aero Club



Invite your friends to join “Friends of the Hawera Aero Club”.

For only \$10 a year they will receive the newsletters in the mail, and kept informed for any other events.

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# Editor

Hi Everyone

The flying competition month approaches and to get the chance to compete at the nationals, qualification is through a placing at regionals. Competitor's and supporters are always appreciated.

Recent air shows at Oshkosh (EAA Air adventure) featuring the last flying B29 (Fifi), Boeing 787 dreamliner and a 290mph helicopter demonstration from

Sikorsky. The Paris Air show (at Le Bourget) drew some big crowds for a wide variety of aircraft plus the latest in military systems.

The warming weather of spring of given us more flying days and the planes are ready and able, so what are you waiting for. Otherwise feel free to drop into the club and watch others fly and shoot the breeze with fellow members. The season for Friday night chill out has resumed. Be responsible!

Graeme is still has a list of odd jobs around the field if anyone wants to help out.

Thank you and safe flying, Raj rajengosai@vodafone.co.nz

( I ALMOST FORGOT)....

Basic flying skills competition

End of each month (depending on interest) Register your interest with Hayden

Interesting and fun for both spectators and competitors

Also Hayden is offering Night Classes (at a cost)

[www.flycalc.co.nz](http://www.flycalc.co.nz)

A website with most New Zealand Aerodromes and locations, very helpful to check your manually calculated flight plan



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# 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, Wanganui and Dr Dave in Palmerston North.

|              |                             |                      |                |
|--------------|-----------------------------|----------------------|----------------|
| Dr P E Leary | Medical Examiner<br>Grade 1 | pat.leary@xtra.co.nz | 06 759<br>1888 |
|--------------|-----------------------------|----------------------|----------------|

283 Devon St West

New Plymouth Central

|              |                             |                        |                |
|--------------|-----------------------------|------------------------|----------------|
| Dr J D Moore | Medical Examiner<br>Grade 2 | johnmoore@clear.net.nz | 06 345<br>5477 |
|--------------|-----------------------------|------------------------|----------------|

176 Wicksteed Rd

Wanganui Central

|                    |                             |                         |                |
|--------------------|-----------------------------|-------------------------|----------------|
| Dr C B<br>Chilcott | Medical Examiner<br>Grade 2 | cbchilcott@clear.net.nz | 06 345<br>8299 |
|--------------------|-----------------------------|-------------------------|----------------|

220 Wicksteed Rd

Wanganui Central

|                   |                             |                         |                |
|-------------------|-----------------------------|-------------------------|----------------|
| Dr D E<br>Baldwin | Medical Examiner<br>Grade 1 | dave@flyingdoctor.co.nz | 06 355<br>2879 |
|-------------------|-----------------------------|-------------------------|----------------|

61 Airport Drive

Palmerston North

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# The Best Of All Possible Worlds

Four if by land, two if by sea: making a great plane greater

Text And Photography By James Lawrence

Tuesday, September 6, 2011

<http://www.planeandpilotmag.com>

Imagine this: You make a two-point landing...or a four-point! Then you back-taxi, take off and fly over to a lake. You land on the smooth-as-glass, sparkling water and beach the amphib next to your friend's beach party. After lunch, you and your buddy pile in to lake-skim the local waterways at 20 feet. Welcome to amphibious flying, where your landing sites and possibilities for fun increase exponentially with the simple addition of water.

Four If By Land...

Aerodynamically and aesthetically, the Legend Aircraft AmphibCub is a distinctive creature. No longer a taildragger, the plane anchors to wheeled floats with rigid struts. That pretty much levels things up to tricycle-gear country.

I suppose, technically, the retractable wheels fore and aft make the lovely creature a "quadcycle-gear" airplane. And having four wheels bestows interesting characteristics for ground landings. You can land level on all four wheels, just like a flying car; nose-high on the two rear wheels like a tricycle or taildragger plane; or, in a crosswind, on the two side wheels of the upwind float. Now, how cool is that?

Back To The Ground

Presenting yourself to the airplane on land, you look up at the cockpit—and I mean up; it's a tall bird. Aesthetically, this presents a sense-memory challenge for those with appreciable Cub time. The feeling of newness grows once you climb into that lofty cockpit. And

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what a sight you're greeted with. Your head is nine feet above ground. Looking out over the nose to an open, commanding view is a kick...and we haven't even fired up yet!

The metal Baumann BF 1500A amphibious floats, resplendent in classic Cub yellow, add so much sunshine you want to just soak it all in.

The LSA standard allows another 110 pounds on top of the max legal LSA weight of 1,320 pounds for duck feet, bumping max takeoff weight (MTOW) to 1,430 pounds. The Baumanns add a net weight of 160 pounds, resulting in a 990-pound empty weight and 440 pounds of useful load. Even so, the airplane cruises at almost the same speed as the wheeled version since the floats provide around 100 pounds of lift, helping unload the wing and resulting in less drag.

Taxiing from that lofty perch is way cool. Feed in pressure to the heel

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brake (Grove hydraulics) to initiate turns, taxi fast enough for rudder control, and you're good to go. The 100 hp Continental 0-200 cranks a big 72-inch prop that's pitched at 46 inches for a balanced off-water climb (750 fpm) and cruise (we saw 85 knots) performance.

All the controls are well placed in that roomier (three inches wider than a J-3) cabin. There's a Johnson bar landing-gear lever on the floor—nice, long and smooth-working. All flight surfaces are cable-rigged but feel near pushrod-tight. And the airplane's owner, Charlie Pickett, has some very cool modern gear in this classic son-of-a-fun flyer's panel: a fully rigged Dynon SkyView with EFIS and synthetic vision, a Garmin 496 GPS, Garmin SL-40 nav/com, a PS Engineering PM1200 intercom, an all-electric panel, a...enough, the sky's calling!



Once A Cub...

On a beautiful spring morning, we roll down the runway and rotate (10

seconds) at around 45 mph. The ASI is marked in miles per hour, not knots. It's a Cub, after all. I see 750 fpm climb at 60 mph.

"Everything works good around 60 mph," says Sehnert. "Climb out, best glide, and it's a good approach speed. I always tell people, 'If it all goes bad, find 60 mph first.'"

We climb east as Sehnert shares his deep Cub experience. "I tell people, 'The bad news is, the Cub's kind of a draggy airplane. And the good news is, the Cub's kind of a draggy airplane.' Even adding floats, you're not really changing the airplane's drag profile because you're also taking off landing gear and struts, and it all kind of balances out."



Flying the AmphibCub is pretty much like flying a Cub. The control inputs require firmness, and response in pitch and roll are smooth and steady and, all in all, no surprises. About the only difference is a slightly heavier control feel and a stable-feeling sense of a lower center of gravity from the mass below the airplane, which helps ride out the bumps a little better than the lighter land Cubs.

Floats also impart some pendulum stability. Pulling turns, everything feels familiar, rock-solid and friendly to me—pure Cub pedigree.

Quit Stallin’!

The AmphibCub is outfitted with metal Baumann BF 1500A floats; the LSA standard allows an additional 110 pounds over the max legal weight of 1,320 pounds, increasing max takeoff weight

We run through a full stall series—a real hoot. Power-off stall comes at 33 mph with the dual sticks buried in our manly bellies. The nonevent maneuver delivers a mild falling-leaf descent at about 550 fpm with minimal rudder to keep things centered up.

Power on: That’s a roller coaster ride.

Our pitch-up angle exceeds 45 degrees at 40 mph! Again, the sticks are buried. Quick pushes on the rudder keep the mild rock and roll under control. Recovery is a slight nose over and...“That’s it,” says Sehnert...the Cub’s flying again.

For fun, we do an aggressive accelerated turn at a high bank angle: Back on the power; dropping through 50 mph; back, back, back on the stick; there’s the buffet—but the AmphibCub hangs solid in the turn. Yes!



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A thin stream of morning dew drains out of the wings as Sehnert regales me with stories of a classic bush pilot mistake: the “moose stall.”

“They’ll see a moose, start circling to check it out...and stall the airplane. If you as a pilot don’t notice that the airplane’s buffeting hard, telling you what’s going on, well you have to be awfully excited; that must be one heck of a moose!” Maybe a Sarah Palin trophy moose?

### Two If By Sea

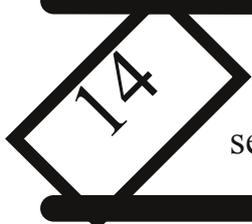
Water operations are deceptively easy, though training in all aspects of water operations is not only legally required but important: Water operations are a whole new ball game. We set up to land on a small lake, lining up easily straight into the 10-knot wind, which paints gossamer foam lines on the dark blue-green water.

Sehnert visually checks the gear three times to make sure it’s retracted, double-checks the gear indicators, one on each float’s forward deck, then we do a normal pattern...at 60 mph indicated, of course. It’s a Cub!

Flare is smooth and easy, and it’s back with the stick, back more, and settles like a seabird. Haul the stick all the way back to avoid nosing over into the water. We decelerate, come off the step, and we’re water-taxiing.

The main rudder does a fine job for steering on water, too. The two water rudders are left up until closer to docking or beaching. Looking out the open side door, I notice the cable between the float noses. That keeps the floats from doing the splits, like we all did learning to water ski.

The two doors are an added boon on water, since you always dock on the side dictated by the wind. With only one door, if it ends up



waterward of the dock, you've got an interesting challenge exiting the airplane.

A short stop yields a friendly chat with Jon Brown of Jack Brown's Seaplane Base, where thousands of float pilots have won their...wings? Duck feet? Then we taxi out for some high-speed fun on the lake.

Boating along at higher, on-the-step speeds over roughish chop feels completely secure, though we're only steering with the main rudder. "Be ready to give opposite roll," Sehnert advises. "Tight turns can lift that outboard wing and dig your inboard tip into the water." Hmm...dat not good.

He tells me of customers who fly the heavy iron, then rediscover the simple joys of flying in a Cub. The AmphibCub is the hot item right now at Legend, and no wonder. Of course, by now I'm thinking it's time to get my sport pilot seaplane rating. Sehnert smiles. "It's more fun," he quips, "than anybody should be allowed to have."

We laugh.  
Yeah, I get that. Way too much fun indeed.



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# The Coming Of The Super

Text And Photography By James Lawrence

Tuesday, September 6, 2011

<http://www.planeandpilotmag.com>

What do you get when you take America's top-selling Legend Cub airframe, swap in a 115 hp Lycoming IO-233 LSA engine, add flaps and rebuild the doors, seats, baggage door, cowl, boot cowl and some smaller components with carbon fiber? Answer: The Super Legend Cub.

Due for delivery next spring at Sebring's LSA Expo, the first production model will go to Rich Giannotti—who also bought the very first Legend Cub! How's that for a customer testimonial?

“All the orders on the book so far,” says Legend's marketing whiz Dave Graham, “are from existing Legend Cub owners.”

Arriving at essentially the same airframe weight, the slightly heavier IO-233's 115 hp, which comes with throttle body injector system, tuned intake manifold and dual electronic ignition, delivers greater short-field performance and cruise speed. And the flaps will augment short-field/steep-approach capability.

Another advantage of the Lyc is its certification to burn all grades of mogas (auto fuel)—even mogas with ethanol. That's a real boon for everyone worried about changing fuel realities down the road.

“The Super's not a redesigned aircraft,” says Dave.

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“Its wing profile and tail feathers are based on the original Cub and Super Cub.”

There also will be an Alaska Edition, with a bigger, longer baggage area to accommodate fishing poles and guns in the tail section; bigger tires; and a removable backseat for even better cargo hauling.



Other Older articles of interest

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# Official Websites and Aviation Associations

[www.ifis.airways.co.nz/](http://www.ifis.airways.co.nz/)

IFIS – Internet Flight Information Service

–Publications –Planning Info –Area Pre-Flight Briefing –Specific Pre-Flight Briefing –Flight Plans –NOTAM Issue –GPS RAIM

[www.metflight.metra.co.nz](http://www.metflight.metra.co.nz)

General Aviation Weather Briefing System (MetFlight GA)

The HAC committee is working on the subscription issue along with the RNZAC.

[www.caa.govt.nz](http://www.caa.govt.nz)

Civil Aviation Authority of New Zealand

The people who set the rules we fly by.

[www.rnzac.org.nz](http://www.rnzac.org.nz)

[www.flyingnz.co.nz](http://www.flyingnz.co.nz)

Royal New Zealand Aero Club aka Flying NZ

It is the umbrella organisation for most Aero Clubs in New Zealand and consists of an Executive body elected from member clubs throughout New Zealand.

[www.saa.org.nz](http://www.saa.org.nz)

Sport Aircraft Association NZ

Although our prime focus is on the support of the builder we are also dedicated to ensuring that Sport Flying has its rightful place in New Zealand.

[www.nzawa.org.nz](http://www.nzawa.org.nz)

New Zealand Association of Women in Aviation

An enthusiastic group that aims to foster friendship amongst women interested in aviation.





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