



September 2010

HAWERA AERO CLUB NEWSLETTER

IT'S YOUR ATTITUDE THAT COUNTS



Kent Weir was home for the weekend in a new Piper Archer III

OFFICERS/COMMITTEE/STAFF

Patron	Ray Babington	
President	Tony Muller	027 249 8223
Snr Vice President	Graeme Bycroft	027 495 5336
Jnr Vice President	Julie Ingram	021 150 2351
Club Captain	Jacob Maddren	027 499 9096
Vice Club Captain	Rajen Gosai	06 272 8587

Committee:	Ralph Gibson	06 278 6113 (IPP)
	John Roberts-Thomson	06 278 4495
	Steve McKay	027 206 5040
	Chris Schoen	021 169 9314
	John Veldhuis	027 243 2019
	Guy Oakley	027 309 1722
	John Frew	06 278 7490

Secretary	Vikki Lynch
CFI	Wayne Harrison (NP Aero Club)

Instructor Cell Phone:
Ben - 027 363 6948

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FROM THE AGM

Presidents Report

I am pleased to present the 81st annual report of the Hawera Aero Club.

This year has had its highs and lows which I will touch on. During the year the club celebrated its 80th anniversary of which 75 of those years have been at the present site. The club celebrated the occasion with a Fly In and some flying displays during the Saturday followed by a dinner at night. The anniversary cake was cut by our patron Ray



Babington and the clubs longest serving life member, Eric Scott. Sadly Eric passed away recently after a short illness.

It was the vision and foresight of our founders who purchased the land and established the aerodrome that we have today that we have to thank. We have a great facility and an asset that must be preserved so those coming on can enjoy what we enjoy.

The club hosted the Flying New Zealand regional competitions during November which were very well attended and with favourable weather it was a very successful day. A very well attended dinner that night where the prices were given out rounded off a very good day. With Flying New Zealand now having a greater input into the regional competitions it makes it much easier for the host clubs to run such events.

At last years AGM some members made it very clear that they were unhappy at the state of the airfield. The incoming committee took this matter on board and as a result we renegotiated some of the terms and conditions of the lease with our lessee. The club has now taken back under its own management what is referred to as the centre triangle. This will mean that we no longer have stock and machinery issues to deal with as previous which will make aerodrome management much easier and I believe safer.

Our member Stephen Chubb was tragically killed with Neville Adlam from New Plymouth in a Gyrocopter accident which happened on approach to runway 25. Stephen was a very good and helpful member of this club and is much missed.

Long time and very esteemed member Michael Jones passed away during the year and is also much missed. Mike was a past president and life member. He did a tremendous amount for this club over the many years.

There has been no change in the fleet this year and all 3 are performing well. Financially the club is in a sound position although costs were higher this year due to maintenance issues and a change in our maintenance provider.

I am not seeking re-election this year and must say I have enjoyed being President even with the challenges that sometimes comes with the job.

Thanks to a very supportive committee, it has been a pleasure to work with you all.

Ralph Gibson
President



www.flyingnz.co.nz



80th Anniversary Bucket hats



\$21 each

Contact Julie
021 150 2351



Presidents Report

I want to begin on behalf of the Committee and members to thank Ralph for another successful 3 year term as President. His business acumen and accuracy has ensured the club is in a sound and strong position to move forward in somewhat uncertain economic environment. Our club has been very fortunate over the last 3 years to have a dedicated President and passionate Committee who have put many hours of personal voluntary time into promoting the club. This ensures the airfield is maintained, the buildings are repaired, the fleet is maintained, finance managed, assets protected and most importantly aviation promoted.

Congratulations to newly elected Committee members, and to re elected positions. I feel we have a diverse group of people on our committee that bring individual skills and strengths together, which offer a broad realistic view of our club.

Over the next few months our team will endeavour to update and inform on issues and developments that occur in an ever evolving aviation and business environment. We encourage all members to be actively involved in our club and look forward to seeing you all on a regular basis.

Our flight training while a bit slower over the winter period, continues with the expertise of Ben our instructor and support from W. Harrison and C. Nairn. By operating under this umbrella we are able to offer professional flight training at reasonable rates. So feel free to book a refresher flight, a local or BFR. Our planes are well maintained and Ben has available spaces in the book. With the improving spring weather we look forward to a busy and exciting year of aviation at our club.

Tony Muller
Incumbent



From the AGM

There were a few changes to the committee at the recent AGM, I have listed the following as the previous office holder and the new office holder on the right:

IMMEDIATE PAST PRESIDENT

Rod Harrison - **Ralph Gibson**

PRESIDENT

Ralph Gibson - **Tony Muller**

SENIOR VICE PRESIDENT

Tony Muller - **Graeme Bycroft**

JUNIOR VICE PRESIDENT

Graeme Bycroft - **Julie Ingram**

CLUB CAPTAIN

Julie Ingram - **Jacob Maddren**

VICE CLUB CAPTAIN

Rajen Gosai - Unchanged

COMMITTEE

John Roberts-Thomson
Steve McKay
Chris Schoen
John Veldthuis
Guy Oakley
John Frew

I would like to wish everyone a good year in their new positions. Everyone will need the help and support of their fellow club members.

If you have any helpful suggestions to help the club then we are more than happy to take your idea onboard. We are all here to make the most of the club and make it as successful as we all can.

AGM
2010



THE AVAILABLE TROPHIES

TROPHY		SKILL LEVEL
Aero Engine Services Trophy	Basic Aerobatics	PPL Student
Airways Corporation Trophy	Flight Manoeuvres	Student
Bledisloe Junior Aviation Trophy	Navigation—Less than 150hrs total air time	PPL Student
Cory-Wright Cup	Intermediate Aerobatics	PPL Student
DM Allen Memorable Cup	Intermediate Aerobatics	PPL CPL or Higher
G M Spence Trophy	Forced landings without power	PPL Student
Ivon Wormington Trophy	Liferaft dropping	PPL & someone to drop raft
Jean Batten Trophy	Precision circuits and landings & preflight	Student
NZ Herald Challenge Trophy	Navigation—More than 150hrs total air time	PPL
Newman Cup	Precision circuits & landings	Women PPL Women Students
Rotorua Trophy	Bombing	PPL Student
Sir Francis Boys Cup	Precision circuits & landings	PPL Student
Graham Davidson Formation Pairs	Two Aircraft Formation Flying	PPL
W A Morrison Trophy	Formation Flying	PPL CPL
Waitemata Aero Club Cup	Sportsman Aerobatics	PPL CPL*
Wanganui Trophy	Low Flying	CPL

WAIKATO ARE HOSTING THE REGIONALS NOVEMBER 13TH 2010

Quick Run-down on some of the Competitions

Aero Engine Services Trophy is an aerobatics trophy which includes but not limited to a barrel roll, loop and stall turn.

The **Air Corporation Trophy** would be a good competition for those who have not been flying that long as it involves the manoeuvres that are taught in some of the first few lessons of your training, ie: medium turns, gliding turns and Standard Overhead rejoins.

Bledisloe Junior Aviation Trophy and **NZ Herald Challenge Trophy** (Navigation trophy's), are mini cross countries that consist of at least three legs and require the necessary preflight planning.

G M Spence Trophy is the forced landings without power, each competitor will fly two attempts to land within the specified landing area.

Jean Batten Trophy and **Sir Francis Boys Cup** is basically a your normal two circuits and grid landing. The **Jean Batten Trophy** also includes a preflight inspection and an award of a monetary prize to the winner at the Nationals. That is put in your account at the aero club.

The **Waitemata Aero Club Cup** is an aerobatics cup, is a compulsory sequence. CPL pilots are only eligible providing they have not used privileges of CPL to fly and reward and is not a service pilot.

Wigram Challenge Cup consists of the Non Instrument Circuits, this requires the pilot to nominate all speeds and heights while only the air judge can see instruments. The Instrument Flying is basic PPL syllabus Instrument Flying such as climbs and turns on cardinal headings.

WIGRAM CHALLENGE CUP	
Non Instrument Circuits	PPL Student
Instrument Flying	PPL Student
Senior Landing	PPL Student
Junior Landing	Student



What's Coming up!

September 3-5

**21st Brass Monkey Fly In
Lake Station**

September 11-12

**Tail Dragger day
Bridge Pa**

October 2-3

**Tiger Moth Annual Fly In
Taumarunui**

Labour Weekend

October 23-25

**Lawson Field Reunion
Gisborne**

October 24

**Dawn Raid- In conjunction with Wine
and Food Festival
Gisborne Aero Club**

November 6-7

**Black Sands Fly In
Raglan**

November 13

**Regional Competitions
Waikato Aero Club Hamilton**

January 20-22

**Cessna 182 50th Birthday Celebrations
Hood Aerodrome Masterton**

January 21-23

**Wings over Wairarapa airshow
Hood Aerodrome Masterton**

January 29-31

**Flying Proms
Taupo**

CLUB CAPTAIN'S CORNER

With Julie moving up through the ranks to the junior Vice President position at the AGM it left the position of Club Captain vacant and to my surprise I was nominated and accepted the position of Club Captain (after my arm was twisted a bit). Julie has left some



big shoes to fill as she has done an excellent job the last few years but will continue to be our newsletter editor. It was a good turn out at the AGM with almost twenty people which was pleasing to see and a number of changes, see elsewhere in the Newsletter.

It was sad to see the Great Barrier Island trip cancelled due to weather, lets hope their postponement day of the 28th/29th August was a success. All going well, the upcoming club trip to the Brass Monkey Fly In at Lake Station will go to plan. We have seven members attending in two planes, but the Tecnam will still be available for training that weekend.

We still need students, PPL's and CPL's for the Regional Competitions being held at Hamilton on the 13th November. I have done a few of these and they are great day out and I highly recommend it. There will be a sheet on the counter to add your name next to a competition you would like to give ago, don't worry if you have never done the chosen completion before as I have found it all comes together on the day, if people are keen we can do some practicing beforehand.

Let me know if you are keen on any other events and I will try to get a group together, some up coming events are Tail Dragger day at Hastings, where there will be competitions like bombing/spot landing etc..

Also the Black Sands Fly In held at Raglan which is an informal, fun get together for flyers of all types, Barbeque lunch, Flying Activities – Including the popular “Beach Flying” workshop (Saturday Afternoon) I have done this and highly recommend it.

Cheers,
Jacob

Email: Jacob@nzhaven.com
Cell: 027 4999096



Close Call with Thunder storms

Australia's north is a training ground for many a new commercial pilot. Aviation is a way of life, as aircraft are used almost as readily as taxis to supply essential services and administer government programs in remote communities.

I was one of many pilots who went north feeling quite chuffed that I had made it through my company's rigorous flight training and orientation program. I was now in command of a trusty workhorse, a Cessna 206.

The company I flew with was world-renowned for its experience in bush flying and had an enviable safety record. I had received much of the company's collective wisdom during bush orientation; however, learning to apply this knowledge was another thing.

The wet and dry seasons of northern Australia present two very different scenarios to pilots. In the dry, the wind is always a southeasterly and the sky is almost always clear.

In the wet, the winds shift to north-westerlies, and the weather builds up from isolated cumulonimbus to full monsoonal cloud and rain. In the transition between the two, anything can happen.

It was my first wet season and as the isolated cumulonimbus started to appear, I was mindful of the advice of many senior pilots warning me about windshear. A general rule of thumb was that landing and takeoff within five miles of an active cell should be avoided.

That sounded reasonable enough, but when there is only one cell in the vicinity and clear skies all-round a single cell doesn't look that menacing.

After a long day of flying, the last sector was a simple matter of picking up one passenger from a small aboriginal outstation in Arnhem Land and taking him back to base.

The outstation landing strip was typical of many in the area. It was 700m long, reasonably well maintained, and surrounded by moderately dense bushland with tree-tops around 25m (80 feet) above the runway elevation.

The parking area was near the western threshold, and the windsock was beside it so that it could get some clear air and be seen more readily. There was one minor problem; the strip had a rise in the centre, making the windsock invisible from the eastern threshold.

As I taxied for takeoff, the wind was a westerly, just as I had encountered during the landing. I was aware that the thunderstorm was nearby and to the north-east of the field.

Lining up for departure, I could not do a final check of the windsock as it was obscured by the rise.

I opened the throttle gently to avoid stone damage and checked for full power, oil temps and pressures in the



green, airspeed rising. All was good to go.

Reaching the middle of the runway, I could sense that something wasn't quite right. I was travelling very fast, but the airspeed was still very low. For a brief moment I could not make sense of it, but I had the presence of mind to check the windsock as it came into view.

To my horror, it was pointing in the direction I was travelling and perpendicular to the pole supporting it! I guessed it was showing 30 knots downwind component.

Time seemed to slow down as I tried to evaluate the situation.

Normally, I should have aborted by that point, but with a much faster groundspeed and a roaring tailwind, I was faced with a tough decision.

To abort now would mean a definite overrun into the trees. To continue the takeoff would be risky. I reasoned that in my favour was an aeroplane I knew was a good performer (it was the only one that I flew every day) and it was very lightly loaded. The trees were the only obstacles, as the ground surrounding the strip was flat.

I held the aircraft on the ground until rotate speed and the plane broke ground easily. I knew that I could not wring any better performance from my trusty 206 than to maintain V_x (max angle climb speed) and pray for the best.

The aircraft made it over the trees with little margin; I even checked for twigs in the landing gear when I arrived home. The climb out was very shallow and highlighted the effect of the massive tailwind we were experiencing. It was a very quiet flight home. My passenger said nothing. I volunteered nothing.

I have thought long and hard about it over the past 20 years. Common wisdom would say that I should have aborted; maybe I should have. I know of several others who did abort and ended in the trees with a plane written

off and significant injuries to passengers.

What I did was based on split-second reasoning in a set of circumstances that is



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not readily transferable. But I did learn some valuable lessons.

- ➔ Be aware of weather in the vicinity of an aerodrome. Note what is happening when you arrive and watch for trends while you are on the ground.
- ➔ Never underestimate the ability of thunderstorms to change the local wind conditions, even if it goes against the normal seasonal wind.
- ➔ Be ready to abort every takeoff early enough if it doesn't seem right - even more so if you have a short runway. Things happen fast even at 80 knots (40 metres per second).
- ➔ Know your aircraft's V speeds and don't deviate from them. The maker's test pilots had a vested interest in getting the best performance figures to put in the type's publicity material. You won't do better.
- ➔ Ask for windsocks to be moved to places where they can be seen from each threshold, or have additional ones installed.

- ➔ Know the expected performance of your aircraft both empty and fully laden. Never overload!
- ➔ Be aware of the terrain surrounding the airfield. Brief yourself on which direction to turn for the lowest ground, clear areas etc.

I cannot condone my actions but I still believe that to have aborted by the time I had worked out what was happening would have been disastrous.

In bush flying, I was always taught to use all the runway available for take-off using short-field technique. Operating in a standard, consistent way will alert you of something being amiss much earlier than if every departure is haphazard.

Thankfully, I got away with this one, but I have not forgotten its lessons. In the subsequent twenty years of flying I have tried to ensure that I allow sufficient margins for the unexpected.

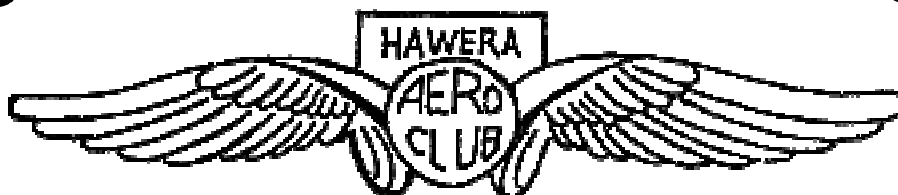
Excerpt from Flight Safety July-Aug 2010

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 Grade 1	283 Devon St West	New Plymouth Central	pat.leary@xtra.co.nz	06 759 1888
Dr J D Moore	Medical Examiner Grade 2	176 Wicksteed Rd	Wanganui Central	johnmoore@clear.net.nz	06 345 5477
Dr C B Chilcott	Medical Examiner Grade 2	220 Wicksteed Rd	Wanganui Central	cbchilcott@clear.net.nz	06 345 8299
Dr D E Baldwin	Medical Examiner Grade 1	61 Airport Drive	Palmerston North	dave@flyingdoctor.co.nz	06 355 2879

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.



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.

Private Pilots \$199.00

Microlight Pilots \$159.00



Stamp

SENDER

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