



CONTROL COLUMN

DECEMBER 2006 — CHRISTMAS EDITION

NEW MEMBERS THIS MONTH:

PRESIDENTS REPORT

RICHARD SMALL

Season's Greetings

Your club committee has been working very hard this year. There have been a lot of things happening behind the scenes in terms of planning, development and reviews.

A lot of effort went into looking at hangars and an extensive cost/benefit analysis showed that there is little financial benefit in housing the aircraft, especially as they all now have those natty new covers. Please use them, particularly in the summer if you are leaving the aircraft for any length of time.

We have just completed a rent review with the airport company. Aero clubs and GA support

services around the country are suffering from market rentals being imposed by airport owners and some operations are disappearing under the pressure. Regional airports are no longer "quiet" backwaters with rural rentals, rather they have become industrial parks with commercial rentals. Whilst our rent has increased by a substantial amount we have been fortunate in gaining a very generous sponsorship from Hamilton International Airport which helps our financial viability and allows us to keep our flying costs reasonable. We are currently crunching the numbers to see if we can avoid an increase in flying rates as the cost of avgas has recently come down a little. In the medium to long term however, price increases are an ugly fact of life.

Cont page 2

- Tim Buxton
- Robert Spear
- John Henderson
- Ewen McKenzie
- Luke Dinmiss
- Raymond Heath
- Kate Macey
- Patrica Ross
- Tania Jackson
- Gareth Miles
- Scott Bradley
- Moira Ellam
- Elton Haakma
- Noel Kruse
- Terrance Wilson
- Rolf Luchs
- Christie Thompson
- Tane Apanui

WELCOME!

WHAT'S GOING ON AROUND HERE?

Have you heard the murmur growing from the hanger adjacent to the aero club? John Shuttleworth, our esteemed B-Cat and Sim Instructor, has been keeping a poorly guarded secret...



but Now the word is out,
MUSTANG, Titan Mustang that is!!

This lean machine is a 3/4 scale replica of the legendary World War Two Fighter. Originally intended to be powered by a 100hp Rotax, John and his team of experts, have developed an air cooled Mazda Rotary engine complete with oil pump and dual sumps for sustained inverted flight. The team have made numerous tweaks to the original Titan kit and added a little weight, however nothing that will worry the more than 200 horses developed from the Mazda engine! We'll bring you updates and more details of this exciting project over the coming issues.

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Be quick this is a lovely Microlight Aircraft. Based at Springhill. Have fun this Summer

Price: \$106,000 + GST

Enquires Contact Bill Izard (07) 8718980



FROM THE BOSS'S OFFICE

Seasons greeting to one and all.

Well, there have been a few changes around the club over the last few weeks. In no particular order, the first two Alphas have arrived and are proving to be very popular, Jonathon Mee has left us, he had a short break in the USA then off to Africa chasing aviation opportunities there. We are starting a new C cat, Ashley Wightman about the 10th Dec, welcome to Waikato Aero Club Ash.

Congratulations to all those people who gained their first solo, PPL and CPL. Names else where. Paul has finished the new notes and training manual for the Alpha. This has been a significant under-

taking and one in which Paul has produced a very comprehensive manual, these are ready for use now, Thanks Paul, it's a great effort.

The club is applying for a micro light training approval through the RNZAC. This will let the club offer micro light training to Part 61 standard, which is what we currently train to with certified aircraft. The club will also be able offer micro light flight testing in the micro lights. The club may at some point, operate a micro light, however this is some way off as there a number of options to be looked at as far as what is available.

Lastly, if you are taking a plane away over

ROGER CRUICKSHANK

the Christmas, new year period to any holiday spot, make sure you have loaded the plane correctly, C of G and tying the bags down, also pickets and check on availability of fuel as not all fuel suppliers are at all aerodromes. Be aware the people from CAA are carrying out spot checks over the Christmas period, you should have with you your pilot license and the correct documents in the plane, Airworthiness Certificate, Aircraft Flight Manual and Aircraft Tech log with up to date entries. You should also have a Vol 4, current charts, weather and Notams.

Do have a great Christmas with family and friends, I will be in Palmy Nth for mine, see you all in the new year. **Roger**

PRESIDENTS REPORT CON'D

FROM PAGE 1

On a similar note, the Airport Company is currently reviewing its' landing charges with a view to increasing these around March/April 2007. We will be involved in the consultation process and will be working to keep any increases reasonable.

The simple answer is that the more flying our aircraft do, the cheaper we can keep the hourly rates. In the true spirit of all discounts, the more you fly the more you save!!!!

Our staff have been very busy as well. Our total club flying hours are well up on

last year and our aircraft are looking good.

We have had three substantial audits this year. CAA, NZQA, and NMIT have all been through our systems and it is a credit to our staff that we came through all of them with flying colours. We can all enjoy the Christmas break knowing that our club is in good shape.

The Lodge at Great Barrier Island will be rented out to a film company from late February for about 15 weeks. A reality TV show is being recorded on the island. The lodge will not be available for the use

of members during this period, so make the most of the summer holidays and get up there before the middle of Feb. For those of you who have not yet been there, it's a great little spot and a relaxed holiday is guaranteed. Where else can you stay for \$15 a night???

Have a great festive season and enjoy some summer flying. Please be careful out there and if you have not been flying for a while, make the time to get checked out with an instructor and spend a little extra time checking the weather and your charts.

Richard Small



This month's competition prizes kindly sponsored by IZARD Aviation



AVIATION HAPPENINGS FROM AROUND THE WORLD

Future fighter takes to the skies

The multi-billion dollar Anglo-American Joint Strike Fighter has successfully completed its maiden test flight. A full production version of the F-35 stealth fighter took off from an airbase in Texas earlier on Friday. The \$276.5bn

(£140bn) project, the world's most expensive military programme, will supply the armed forces of the US, UK and other countries. BAE has pumped \$2bn into the project, with the UK expected to take delivery of 138 fighters. However, the US will account for the lion's share of the planes, with 2,400 in service by 2027. The single-engine, supersonic fighter, each of which will cost in the region of \$45m, is designed to replace the US's aging F-16s and F/A-18 Hornets. Along with the US and Britain, the F-35 is being co-financed by Australia, Canada, Denmark, Italy, the Netherlands, Norway and Turkey.



The JSF is a supersonic stealth aircraft. Built to replace F-16s, F/A-18 Hornets and Harriers each plane costs approximately \$45m. Variations include one for aircraft carriers and a jump-jet. Possible weapons are 'smart' bombs, air-to-air missiles and the UK's Storm Shadow cruise missile.

From: www.bbc.co.uk

‘THE HOUR OF TOWER’

As the first installment in what we hope will be a regular column in the WAC newsletter, everyone in the Hamilton Control Tower would like to wish all members of the Aero Club a Merry Christmas and safe flying in the New Year!

FROM THE OFFICE...

Please ensure you book in advance if you would like to hire an aircraft over the holiday period as bookings have been heavy. With the introduction of the Alphas the booking sheet has been looking very full. Please remember to ring and book in advance if you want to fly!

Hours over Christmas:

The club will be open right through the Christmas break, with the exception of Christmas Day, Boxing Day and New Years Day!



Congratulations!

Jonathon Mee
DipAvSc

The first WAC-NMIT graduate.

BAR HOURS

"If God wanted us to fly, He would have given us tickets." - [Mel Brooks](#)

24th Dec	Closed	7th Feb	5-Late
31st Dec	Closed	14th Feb	5-Late

“THIS IS YOUR CAPTAIN” CLUB CAPTAIN... PHIL LAWTON

Once again Christmas is nearly upon us, which means a few days off for most of us. So let's make use of the time and try and get out and do some summer flying.

We have just had the Christmas BBQ at the club on Sunday 3rd Dec, once again this was well attended. Special thanks to Wendy for all her help.

The RNZAC regionals were held down in Tauramanui last month. We had mixed

success. Well done to those that won, and thanks to all the others that made the effort to go down and compete.

I am trying to organise a fly-in somewhere early next year so if you would be interested in going please place your name on the notice board at the club.

With the summer break almost here, it is a perfect time to make a trip up to Great Barrier Island for the

day or for a few nights. The Aero Club has a very nice lodge right next to the Claris Airfield for you all to use. So please make the most of it while you can.

Well that's about it from me. Have a safe and enjoyable Christmas and New Year, and I look forward to seeing you all out at the club next year.

Cheers,
Phil Lawton

FLY-IN EARLY
NEXT YEAR!
WATCH THE
NOTICE BOARD
FOR DETAILS
AND ADD YOUR
NAME TO THE
LIST IF
INTERESTED!

‘ME MATE DAVE’

HE'S BEEN AROUND THE CLUB FOR SOME TIME NOW, AND I DON'T THINK HE'S THE DAVE THAT ALI G WAS TALKING ABOUT?! BUT WE'VE DECIDED TO INTERVIEW DAVE HORSNELL, OUR NEWEST FULL TIME INSTRUCTOR AND ASK HIM THE STANDARD QUESTIONS...

Dave, where did you start your flight training, and why did you want to become a pilot?

I started up in the winterless north in Kaitia, then headed down south and continued full time in Canterbury. My bed time stories were about the Airlines of the world and how much stuff you can shove in to a C-130 before the door popped off...Hooked young, still addicted, no cure in sight!

Why did you come to WAC and where do you hope it will take you?

An opportunity arose through the grapevine and after careful consideration (about 24 hrs) I hopped in my car and journeyed north to the mighty Waikato. For now returning from each flight is the prime objective, but as many others aspire to as well, a long term goal in a domestic airline would be awesome.

There are some rumors around about your escapades at the pub with the ladies, is there anything you can tell us about this?

Which pub? I will need specific date and time, UTC, that these alleged escapades took place before I can confirm or deny these various rumors! For now... no comment!

Is there one piece of good advice that you've been given that has stuck with you and that you can pass on?

Wait for the Haze to clear and the strobe to stop blinding your eyes before making an approach...no pun intended!

One thing that has stuck with me though is not to be the best and bravest pilot alive, but to be alive, and the oldest pilot.

HOW OUR GREAT BARRIER LODGE WAS BORN

BY MIKE CUMING

The year was 1974 and aero clubs throughout New Zealand were booming. Private flying was at a peak and as private owners were still a rare breed, aero clubs needed large fleets to satisfy the demand. The Waikato Aero Club had thirteen aircraft including a brand new PA32 Cherokee 6 for which it paid \$31,206.00. It also had available a sum of money, invested in a farm mortgage, the result of carrying our own insurance for a period of time. In this atmosphere it was decided to use this money to build a lodge at Claris on Great Barrier Island on a section sold to us some years before, at a gift price, by local landowner Hec Sanderson.

Much thought was given to design as transport was a large consideration and as there was no quarry on the island, at that time, all sand and metal would have to be imported. Several pre-cut designs were rejected in favour of a professionally designed, purpose built, building. A building committee was formed and a lot of individual effort was put into the project. The timber was pre-cut in Te Awamutu where most of the other material was purchased.



New appliances mean that even the most culinary challenged can create master-pieces

The team that drove to Auckland the next day had a long wait to get their vehicles as Rope Shipping, the barge operators at the time, had decided in all their wisdom to off load the trucks a Port Fitzroy and transport cattle back to Auckland, then return to the Barrier for the trucks and a mob of sheep the returning journey ended up coming back through a typical Gulf storm and when it did arrive the trucks had all their windows down and were encrusted with white salt inside and out. Grease covered sheep shared the deck with the three trucks which had to be towed off as their batteries were flat. One of Simmons Transport trucks was close to a write off and sold not too long after this. Some time later this barge overturned, at night, dropping a grader and a GMC truck into the drink and was towed some distance before it was realised that it was upside down.

Double beds are standard in the upstairs 'Barrier Class' bedrooms



Located a stones throw from the air field and a short walk to this stunning beach



Transport had to be arranged as well as accommodation for the builders and equipment required on the Island had to be hired. A fortunate choice of builder resulted in Olympus Construction agreeing to a labour only contract of \$4.25 an hour plus accommodation and the two partners, Bill Van Den Berg and Eddy De Leeuw proved to be the ideal combination for such an unusual undertaking. We agreed to rotate their two teams each weekend and although it must have happened I can't remember the weather preventing the change over. These change overs resulted in quite a social time for all, builders, club members and locals..

Transport was provided, free of charge, by two committee members at the time, Doug Cameron (1 truck) and Pete Simmons (2 Trucks) and the three trucks, loaded with building material including concrete blocks, sand, metal and 84 bags of cement were driven onto the barge on Friday 22 Feb 1975. It was night when the barge arrived at Okupu to be met by the drivers and others who had flown across. The road from Okupu to Claris crosses the Island and is narrow and winding with numerous small concrete bridges one of which still bears the scars from contact with one of the trucks. This road wasn't built to handle vehicles of the size we were using. After working all night unloading all those concrete blocks, bags of cement, timber etc, in the dark, the exhausted crew had to return the trucks to the barge at 5.30am for the return journey before flying back to Hamilton later that day..



Accommodation was arranged at Ted Hollick's motel. A rather grand name for a collection of Harman garages, dotted under trees, a stone throw from the building site. The beds were comfortable however and there was plenty of hot water for showers as well as a coal range for cooking. Ted had learnt to Fly with the club and at various times had owned a Tiger Moth and a Piper Cub. He also represented NZ as a parachutist. He was a volatile character and it was probably inevitable that war would break out between him and our Dutch builders. An urgent trip was required, on one occasion, to broker peace, as there was no alternative accommodation. Fortunately Ted needed the money and was prepared to grovel.

Once the bricklayers had laid the blocks for the bottom level the builders started their one week rotation and progress was rapid. Club members contributed where they could and most of the finishing work was done by volunteer labour. The building was wired to mainland standards by a club member and others installed copper gas lines, dug the septic tank pit, sanded the floors, made and fitted curtains, painted the interior. Although flying was not subsidised there was never any difficulty finding pilots to transport the builders and helpers were always happy to pay their way.

Towards the end of the project it was necessary to find transport for additional material and after our previous experience we had difficulty finding anyone to lend us a truck. Doug Cameron came to the party again with his farm truck that had survived the first trip. The load included water tanks, tank stand poles, kitset bunks and lockers, gas stove and water heater plus all the material for the gas shed. No problems were experienced as the barge landed during daylight hours and there were no weather problems.



Three separate bathrooms and lots of hot water - no more hosing off under the outside stairs!



The Paint may be new, but if these walls could talk!



The Author enjoying a well earned break!

The lodge was officially opened on the 22nd of September 1975 at a function attended by club members, our builders and many of our Barrier friends including Hec Sanderson, who started it all. Almost all our aircraft were there and the Piper Cub was paraded along the main road to be parked in front of the lodge.

The tragic fire that destroyed the buildings interior saddened those that had put in so much effort. and it was feared that the committee might take the easy option and dispose of the lodge. To see it rebuilt, updated and improved gives us much satisfaction.

The original concept was modelled on the ski lodge environment with high-density sleeping and public ablutions. That seemed to work thirty years ago but is not acceptable today. The fittings and equipment were the best available at the time but huge advances have been made since then and the hi tech gas and power systems now fitted in the lodge makes mains power unnecessary.

Since the Lodge was reopened I have stayed there twice. I can't wait to get back.

Mike Cuming

Photos courtesy of Chris Nielsen

Also see Ken Derbyshire's article on financing the Barrier lodge March/April 2003

The Great Barrier Lodge is available to all Club Members and friends of the Club at the low nightly rate of \$15 per Member or Members Spouse and \$20 Non Members.

Bookings can be made by calling the Waikato Aero Club Office on 07-8435655.

COMPETITION:

NAME THAT PLANE!

Here it is again. Name the plane and enter the draw for two tickets to a movie of your choice!

Entries to be received by 10th January 2007

Email entries to:
gordon.malcolm@flywaikato.co.nz
Good Luck!

Thanks to Euan Kilgour for this
Brain Teaser...



ADVERTISING

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for more info..

Email:
gordon.malcolm
@gmail.com

Media Release

Airbus Industrie is aware that the new generation of airliners will cause some congestion at airports and has developed a new concept to help alleviate this upcoming problem. The new Airbus A3 is designed for the short haul airlines. It will also permit airport designers to develop new airbridges which can handle multiple aircraft at each ramp, thus saving valuable ramp space.

Initial deliveries are expected before the new larger A380 enters service.

Airbus Industrie



LIFE IN THE AUSTRALIAN ARMY...

The text of a letter a kid from Eromanga sent to Mum and Dad. (For Those of you not in the know, Eromanga is a small town, west of Quilpie in the far south west of Queensland)

Dear Mum & Dad

I am well. Hope youse are too. Tell me big brothers Doug and Phil that the Army is better than workin' on the farm - tell them to get in bloody quick smart before the jobs are all gone! I wuz a bit slow in settling down at first, because ya don't hafta get outta bed until 6am. But I like sleeping in now, cuz all yagotta do before brekky is make ya bed and shine ya boots and clean ya uniform. No bloody cows to milk, no calves to feed, no feed to stack - nothin'!! Ya haz gotta shave though, but its not so bad, coz there's lotsa hot water and even a light to see what ya doing!

At brekky ya get cereal, fruit and eggs but there's no kangaroo steaks or possum stew like wot Mum makes. You don't get fed again until noon and by that time all the city boys are buggered because we've been on a 'route march' - geez its only just like walking to the windmill in the back paddock!!

This one will kill me brothers Doug and Phil with laughter. I keep getting medals for shootin' - dunno why. The bullseye is as big as a bloody possum's bum and it don't move and it's not firing back at

FROM TONY PETCH

ya like the Johnsons did when our big scrubber bull got into their prize cows before the Ekka last year! All ya gotta do is make yourself comfortable and hit the target - it's a piece of piss!! You don't even load your own cartridges they comes in little boxes and ya don't have to steady yourself against the rollbar of the roo shooting truck when you reload!

Sometimes ya gotta wrestle with the city boys and I gotta be real careful coz they break easy - it's not like fighting with Doug and Phil and Jack and Boori and Steve and Muzza all at once like we do at home after the muster. Turns out I'm not a bad boxer either and it looks like I'm the best the platoon's got, and I've only been beaten by this one bloke from the Engineers - he's 6 foot 5 and 15 stone and three pick handles across the shoulders and as ya know

I'm only 5 foot 7 and eight stone wringin' wet, but I fought him till the other blokes carried me off to the boozer.

I can't complain about the Army - tell the boys to get in quick before word gets around how bloody good it is.

Your loving daughter,

Sheila

FOR SALE DR 400

The four seat DR 400/180 Regent ZK TZB
Powered by the 135kW (180HP) (Textron) Lycoming 0360 TT
Airframe 2469
Sapphire engine TT TSO 538 with new cylinders

This aircraft has just been totally refurbished throughout, complete with new leather seats and interior. New paint and recovered fuselage.

Good range of instruments. Price: \$110,000.00 + GST

Enquires to: **Bill Izard Ph. 07 8718980**



This lovely DR400 is available now. Christmas Special price \$95,000.00 incl GST



ACHIEVEMENTS:

PPL:

Darrel Bircher
Peter Wilson
Graeme Milne

CPL:

Kent Mickleson

FIRST SOLO:

Innes Way
Tracey Gore
Thomas Braggins
Michael Malone

Nicholas Clasper
Stephen Campbell
Cole Mossman

DipAvSc:

Jonathon Mee

Multi-I/F

Jonathon Mee Marie O'Neill



WELL DONE EVERYONE!!

VISITORS TO THE AIRFIELD- PHOTOS OF A FEW AIRCRAFT SPOTTED ON THE AIRFIELD OVER THE LAST 2 MONTHS...



No, just kidding, but if you see anything strange, new or different, take a pic and send it to us for next edition!



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EST 1933**

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Hamilton**

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WHERE ON THE WEB?



Committee and Support Team

Club President Richard Small
Club Vice Presidents Phil Dunn
Read Meban
Club Captain Phil Lawton
Club Vice-Captain Wendy Ward
Office Manager Edna Tyler
Committee Members:
Ross Nicholson
Tony Petch
Jeff Hunter
Gordon Findlay
Gordon Malcolm
The Office Team:
Leanne Cruickshank
Phil Dunn
Vivienne Webb
Wendy Ward
Tracey Gore
Gordon Malcolm

Flying Staff

CFI/Ops Mgr Roger Cruickshank
Senior Instructor Paul Pettit
Instructors:
John Shuttleworth
Dave Horsnel
Loreen Becker
Sue Bull
Marie O'Neill
Ash Wightman
Maint Controller Roger Cruickshank

Most Honorable Bar Staff:

Chris Neilson
Wendy Ward

Your Magazine Editors

Gordon Malcolm Content
Read Meban Publishing
Chris Neilsen Photos

A YEAR IN REVIEW...

It's been another fantastic year to be involved in Aviation. It's not often that a newbie to this industry can be involved in the planning and purchase of new aircraft, and it was a great feeling to be present at the hand over of WKF in September. I'm looking forward to the day when we have our full compliment of Alphas out on the flight line!

But that's jumping the gun a bit. The first highlight of the year for me, was the club trip to Queenstown and the Warbirds Air show in Wanaka. We also opened the new lodge on the Great Bar-

rier Island, and I hope you've enjoyed Mike Cuming's recounting of the effort that went in to the construction of this great asset.

The full-time student training program continues to grow and strengthen and it's neat to be part of this program and benefit from the excitement and learning that the students bring to the club.

The annual club comps were fun, and the monthly comps continue to be a great way to experience exercises that we wouldn't normally get to try. Well worth penciling in to next years diaries!

GORDON M



The Club farewells EOQ and EIZ as they make a final 'fly-bye' over Hamilton. Picture courtesy of the Waikato Times

I'm looking forward to bringing you the newsletter this coming year, along with Read and Chris. We're going to need some help with content so as always, please contribute. Finally, have a very

Merry Christmas and Holiday season! We'll leave you with a photo of our much loved 152's as they make a last pass over Hamilton. BUT, never fear...the Alphas are here...!!

WHEN WAS THE LAST TIME YOU FLEW?!