



CONTROL COLUMN

APRIL 2008

CFI REPORT – ROGERS BIT

Another month has gone by with some spectacular flying being had by many. A lot of cross countries being enjoyed by both the students and PPLs.

The big Wanaka trip was a success again thanks to good planning by Gordon M and ably carried out by Jono Mee . All reports so far have been good, lots of great sight and sounds.

Grass 18/36 has been reduced in width due to the condition of the grass surface along the middle of this strip. The grass runway is marked by the usual white marker boards at each end and a line of orange marker cones has been placed along the middle of the grass strip, the cones are the same type as you see at a road works site. "CAUTION", in some light these cones are hard to see until you are quite close to the runway end, just remember land over the top of the white marker boards.

Congratulations to all those who gained another mile-stone in their aviation pathways, names elsewhere.

I'm away for a few weeks from the end of March, back mid April; the usual team will be running the shop. See you all later, happy flying. ROG.

This Issue:

Meet the new guys!
Air Shows Air shows...
The Hour of Tower
Night Flying
Achievements
Cool Aircraft



*WINNER OF THIS MONTHS
BAR DRAW:*

RICHARD SMALL

'ONE HOUR FLYING'



***Last years winners
– please return
your trophies***

With a number of new-ish faces in the instructing team, we've brought you an introduction...

Kent Mickleson:

One of our initial NMIT full-time students, Kent has literally flown through his training and has completed a 'C' Category instructors rating. In the few months since, Kent has amassed some 250 hrs instructing. Kent is looking to complete a MEIR in the near future.



Terri Edwards:

It seems like just a year or two since Terri was last with us, but in fact five years have passed. During this time Terri has been working in the UK but has recently returned and is again instructing with us. Terri is an ex RNZAF Skyhawk pilot with a love of aerobatics! Terri holds a 'B' Category instructors rating.

Malcolm Reynolds:

Instructing with the club in '88 and '89, (and teaching John Shuttleworth IFR flying!), Malcolm moved through to Eagle before hanging up his headset in the mid-nineties. Just over a year ago and a short Law exam later, Malcolm starting instructing again at the Waitomo Aero Club and it's great that he can now help us out too. Malcolm is a 'B' Category instructor.

Welcome! *It's awesome to have you all instructing with us and we look forward to benefiting from your varied aviation experience.*

PRESIDENTS REPORT

Greetings fellow flyers.

I trust everyone thoroughly enjoyed the Hamilton Airshow! What a disappointment that turned out to be.

There are at least two groups working on getting a replacement event going but it is not likely to come to anything for at least one, and probably two years. The legal complications left over from the last attempt prevent anything significant from happening in the near future. On a brighter note, I believe the Wanaka show was a success and that all who participated in the club trip had a great time and witnessed some fantastic flying.

We do a lot of talking and instructing about safety around the Club. Most of you will be aware that some of our pilots, me included, tow gliders at the Piako Gliding Club and will also be aware of the recent tragic accident in which Trevor Atkins was killed. Trev was one of those people that got on with everyone, was an absolute enthusiast for anything he was doing, and was a very experienced and respected glider pilot and was deeply involved in the running of the Club and also the National Body. He was a New Zealand rep in his class of glider. He was a good friend to all of us who flew with him. He was the last person you would consider to be at risk of getting killed in normal circumstances, however whatever the outcome of the CAA enquiry as to the actual cause of the accident, there is little doubt that he put himself in a position of considerable risk in this instance.

Piako Club President Bill Mace wrote an article for the Gliding Club newsletter which encapsulates an aspect of flying that is classic food for thought. Bill has kindly allowed me to reprint the article. Bill wrote:

"It may seem contrary to say that the club is in sound heart. How can I say that when we have experienced the tragic loss of one of the cornerstone members of the club? When we were all struggling to come to terms with Trevor's death, club members offered to do what was required, and supported me, to keep the wheels turning. I thank you all.

Trevor's loss was a terrible shock to me, for here was a pilot I knew to be skilled, experienced and he had proved to be safe through many out landings. Even recently, in his well publicised land out with Roberta, when he knew he was going to be ridiculed for getting lost with a student pilot on board, he made the early and very wise decision to put down safely in a paddock rather than continue searching(for the airfield). There is no doubt Trevor was both well trained and experienced.

Inevitably I found myself reviewing my attitude to gliding, my risk profile, and asking myself if this accident required a change in what I do?

Perhaps I will answer that later on.

When I fly I accept a certain level of risk. This is a very personal thing and it is mine alone. It is tempered by my training, experience, observations, currency, and knowledge at any given time, and these combined affect my confidence. Does it change? Yes, I am even more conservative when I have students and passengers. I am a little less conservative when I am trying to complete a (competition) task, whether it is mine or has been set for me. So I recognise my level of risk to be fluid. Risk at any time is managed by the level of safety margin I build in. What to me is a "safety margin"? I guess at any instant it is time, and alternatives. We are taught strategies to increase both.

In recognising that risk is fluid, I am saying that I may be tempted to accept a high level of risk if the motivation is strong enough. Recognising this as a possibility empowers me to resist it. It is well recognised that the closer a human being is to a goal the harder it is to turn away from it. This is true for mountain climbers, long distance racers, and glider pilots. We should all be very aware of this phenomenon and resist its adverse effect.

Planning for the unexpected is an important part of preparation for any anomaly that can be foreseen. From rope breaks, and winch failures, to obstacles in our landing path and everything in between. Quick recognition of an emergency will give time to act, a plan, training and experience will start me taking the right course of action.

Undoubtedly tragedies such as Trevor's lead us to question if we should carry on.

Should we curtail our activities? My answer is a resounding NO! Yes, I should review my risk profile. Yes, we need to ensure we are well trained and educated, and remain current, while not becoming complacent with over familiarity. We should all do this periodically.

Trevor spent a lot of time and energy promoting all aspects of gliding, from recruitment to instructing and encouraging cross country and competition flying. From the technical side to the social side of the sport he wanted us all to participate and enjoy as he did. I intend to honour his memory by doing exactly that – enjoying and encouraging all aspects of gliding. I hope you will do that also.”

I am sure you can all draw the parallels to your own “power” flying. Please be careful out there. For me this incident was way too close to home.

Richard Small

New Look Format

Well, new for this editor any way.

Due to on-going issues with the photo copier, I have changed the format of the newsletter. As always, if you have any thing you would like printed; stories, jokes, articles, advertising, send it in!

(The advertising rates are great and we have a wide circulation!)

Cheers

Gordon

OHAKEA OPEN DAY

- By Chris N

Ohakea had its 2008 Open Day on the 16th of March, and after a mechanical problem put our aircraft out of commission, myself and Euan Kilgour decided to drive down instead.



It's, not surprisingly, quite a long day when you have to drive there and back the same day. Anyhow, we arrived just as the flying displays were starting, and in typical Air Force style there wasn't a break in the flying all day. The air show displays included much of the same displays we see at air shows, including the Red Checkers, the Yaks, and the Iroquois, but there were more of them than usual - nine CT4's, and four Iroquois. A number of them didn't refrain from flying directly over the crowd, which I thought was fairly naughty, although we reasoned that since, as far as we knew, much of military flying is excused from following civilian rules and the show was on an airbase that maybe they could do as they liked.

The static displays were also excellent; we saw a Skyhawk, a Strikemaster and a Macchi parked beside each other, which was the closest I've gotten to any of them. There was also a RNZAF King Air, which was parked right next to the Singapore Air Force C-130, which looked like it had about ten layers of clear coat over the camouflage. The ramp was open and a crowd was moving through all day, however I declined to wait in line for the two hours it took to get inside!!



The displays were excellent, both static and flying, but they were all eclipsed by the flying wall of sound they call an RAAF F111.

Cont...

I've never heard anything like it; the amount of noise it generated was just astonishing! The aircraft would tear past, turn away from the crowd so the tail was pointed towards us, just in time to light his afterburners. A moment later a massive wave of sound hit you, with an audible snarl from the afterburners. What was equally impressive was the amazing manoeuvrability of this aircraft, with a surprisingly fast roll rate.

Just as we thought he was finished, the pilot of the F111 cheated and turned what looked like a go-around into a full power climb with a dump and burn from about ten feet!! Very impressive, well worth going down for. Also worth the ninety minute wait to get back out of the car park.

In fact, our friends from Wellys had flown home in their 172 and managed to get home and call us before we even got out of the car park. I guess that's what happens when you have 30,000 people show up and they only have one gate on the car park.



Finally, a few facts on the F111. The first, fast pass was 980kph, during a dump and burn the aircraft uses a ton of fuel per minute, and for the 12 minute display it used 8 tons of fuel.

THE HOUR OF TOWER

Greetings all

Well, daylight savings is over and April is already stacking up to be another bumper month, averaging 490 movements per day so far... Night circuits are underway too, so seems like a good time to remind you all of our (ATC) requirements with regard to circuits and runway separations. The main point to make here is that we are restricted to FULL RUNWAY SEPARATIONS at night.

The diagram shown can be found in NZAIP Vol 1 AD 1.5 - 14, but practically speaking this means:

FULL RUNWAY LENGTH BETWEEN TAKE-OFFS AND DEPARTURES & PRECEDING LANDING AIRCRAFT CLEAR OF THE RUNWAY.

The other point to note is that at night we are unable to issue "Qualified Landing Clearances" (eg. *CESSNA DEPARTING, CLEARED TOUCH & GO* or *ROBIN VACATING, CLEARED TO LAND.*)

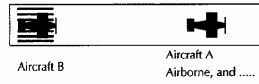
The preceding aircraft **must** be past the upwind threshold, or clear of the runway **before** we can issue a T&G or Landing clearance, so make sure you allow yourselves enough room on final when following traffic in the circuit.

This does, at times, slow things down a bit particularly with arriving scheduled traffic in the mix! However, as with any operation, awareness is the key!

Enjoy your flying - stay safe!

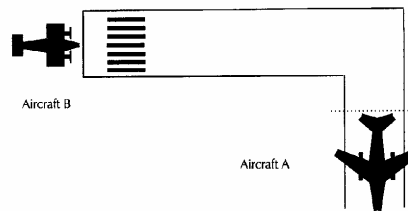
Megan

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

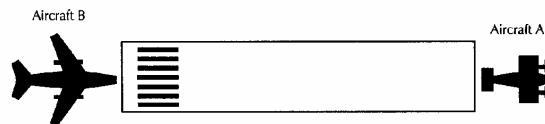
13.4 Single Runway — Take-off**Figure AD 1.5-4
Single Runway — Take-off**

13.4.1 In the situation represented in Figure AD 1.5-4, the pilot of aircraft B may be cleared for take-off when the following conditions exist:

- a preceding landing aircraft is clear of the runway; or
- a preceding departing aircraft A is airborne and has crossed the end of the runway-in-use; or
- a preceding departing aircraft A is airborne and has started a turn; or

13.5 Single Runway — Landing**Figure AD 1.5-5
Single Runway — Landing**

13.5.1 In the situation represented in Figure AD 1.5-5, the pilot of aircraft B may be permitted to cross the runway threshold to land when the preceding landing aircraft A is clear of the runway.

13.6 Single Runway — Landing versus Take-off**Figure AD 1.5-8
Single Runway — Landing Versus Take-off**

13.6.1 In the situation represented in Figure AD 1.5-8, the pilot of landing aircraft B may be permitted to cross the runway threshold to land once the departing aircraft A has crossed the other end of the runway-in-use or has started a turn.

CONGRATULATIONS EDNA

We have a major event to celebrate at the Club this month. On Friday April 11 Edna Tyler will mark her 20th anniversary of commencing employment with the Waikato Aero Club.

This is a major achievement for the person who has performed above and beyond the call of duty many times and has helped hold the club together through many changes in circumstances and personnel. Edna's contribution has been enormous.

The committee has decided to mark the occasion in an appropriate fashion, the details of which must remain secret for now as I am writing this a couple of days before the event!

CONGRATULATIONS Edna and thanks for all the things you have done for the club over the last 20 years. We look forward to having you around for a year or two yet and may the stories flow!!!

! RE-CALL !

In order to let all members see what's up for grabs, please return your Trophies for display in the run up to the 2009 club competitions!



'Oops, Some-one call the AA'

Achievements

FIRST SOLOS:

Portia Wood
David McAlister
Russell Preston

PPL's:

Mark Howson
Rohan Gadkari

CPL's:

Rocky Rua
Sam Daniels
Jason Howarth

Big congratulations to our three new commercial pilots, Rocky Rua Sam Daniels and Jason Howarth and to Jonathon Mee who successfully completed a Multi-Instructors rating. By all accounts the flight tests were completed to a high standard.

Sam and Rocky put on a shout after their successes and I believe that a great night was had by all, (my memory of it is a little vague...). Roll on Jason and Jono's shouts!

NEW MEMBERS!

Simon Reynold
Nathan Baldwin
Stephen Griffiths
Ian Smith
David Carswell
Mark Arnold
Art Gage-Brown
Michael Suisted
Don Grant
Rowan Donaldson

Darran Hunt
Michael Buckingham
Michael Kirhhain



Brakes, Under-carriage ...

WELCOME!



Radio Promotion:

A Day In The Life.....

Dave Grove - radio announcer, wannabe pilot

- 03.30 The alarm shatters the early morning slumber and the body rolls out onto the floor. Dreams of the weekend fill my weary mind. What I'd give for a sleep in. Reality Check - it's only Monday.
- 03.31 One foot in front of the other, slowly I negotiate the dark hall making my way toward the bathroom. So's not to disturb the others I use the lighted lcd display on my cellphone, come alarm clock, come torch to light the way.
- 03.32 Navigate my drooping jowls with shaving cream and then ever so carefully drag the blunted triple action razor with soothing dehydrating band around the crevices.
- 03.33 Into a refreshing shower - soap in my eyes - mental note! - buy body wash next time. Who uses soap anymore?
- 03.40 Put the dog outside to rid herself of any potential carpet monsters - how can something so small produce something so Titanic? She looks pleased with herself.
- 03.45 In the truck and off to work.
- 04.00 Arrive in the studio. Air conditioning has turned everything to ice. If I'd wanted to breathe steam I'd have moved to Antarctica.
- 04.05 Coffee number 1. Black, no sugar. Pour straight into eye socket by mistake. Where's my mouth again? Better find it as it's required in less than 60 minutes....tick tick tick tick!
- 04.15 Coffee number 2. Clear phone lines. Who would be calling at this time of the day. "Hello, The Breeze" - No I don't know what your wearing!
- 04.30 Computer on. Show preparation begins. Contemplate coffee number 3.
- 05.00 Show begins. Rural news blah blah weather blah.
- 06.00 More news, more weather more blah blah blah. Song.
- 07.00 The same news, the same weather, the same blah blah blah. Different song.
- 08.00 See 7 o'clock.

- 09.00 "Hello The Breeze" - What do you mean what am I wearing?
- 10.00 The show ends.
- 10.05 Brief the boss as to why I'm always talking about learning to fly - remind him it was his idea.
- 10.30 Phone Edna at the Aero Club to find out what time my lesson is today.
- 10.31 Edna reminds me that there is such a thing as a diary.
- 11.00 Contemplate coffee 4 while devouring lunch prepared the night before.
- 11.30 Arrive home.
- 11.31 Put the dog outside to rid herself of any potential carpet monsters - too late! Coco!!!
- 11.40 Pound the pavement for an hour. Must keep weight off. Excessive baggage at \$25 a kilo makes for expensive flying lessons.
- 13.00 Arrive at Aero Club. Sit in the corner and try to be sociable. Yawn! (Do they think I'm bored?)
- 13.30 Yawn - pre-flight check - Yawn - WAKE UP!
- 13.35 "Hamilton Tower, Whiskey Charlie Delta is at the aero club request taxi for swamp departure. 2 POB. 2.5 hours fuel and in receipt of Foxtrot 1018".
- 14.28 "Whiskey Charlie Delta taxi right and make your way back to the aero club".
- 17.30 On the internet writing daily report for Blog "Dave Learns To Fly".
- 19.30 Goodness Shortland Street was exciting. Prepare lunch for tomorrow.
- 20.30 Study navigation. Is that heading Magnetic or True? Mind fog.....growing sleepier.....and sleepier.
- 21.30 Yawn - set alarm clock, come cellphone, come torch.
- 21.31 Turn off the light - Goodnight

Keep up with Dave's progress at www.thebreeze.co.nz



Why is it that people say they "slept like a baby" when babies wake up every two hours?

NIGHT FLYING

It's that time of year again, with the earlier onset of DARKNESS its time to get a night rating or get current.



Make sure you get your name to the office and secure a spot on the night flying booking sheet.

Singapore Airlines has grounded a second Airbus A380 super-jumbo because of a fuel pump problem.

The carrier said the move delayed passengers bound for Sydney on Monday who had to switch to smaller planes.

It added that the A380 in question was now back in service. A similar fuel pump problem grounded another of the airline's A380s back in February.



Singapore Airlines is currently the first and only carrier to enter the A380 into commercial service.

At present the airline has three of the planes, with another 16 on order. Last week it flew an A380 into London's Heathrow Airport for the first time. It first introduced the plane in October, on its Singapore to Sydney route. Dubai-based Emirates will become the second airline to use the A380 when it takes its first delivery in August.

If a deaf person has to go to court, is it still called a hearing?

WANAKA REPORT - JASON HOWARTH

Thursday 7am all bright eyed and bushy tailed 12 of us were set to go. Unfortunately as we all know the weather never plays its part and we were slightly delayed due to one of the first fogs of the season. Finally the fog cleared and the Waikato team were underway for what turned out to be a scud run through tiger country down to Paraparaumu.

While at NZPP we got a sneak peak at the yak team. A moderately eventful coast straight crossing we arrived at Kioro for a lunch and a pie stop for Rocky. FWS decided that it wanted to stay an extra hour in Kaikoura by not starting. With the helpful aid of Bob Peacock he was able to get her started and our adventure continued to Tamara. All of us were treated to the picturesque Southern Alps on the way to Queenstown its time like that you realize what a beautiful country we live in.

Once again the Pinewood Lodge agreed to take us on. After a group, the younger members of the squad decided to experience the night life and celebrate a successful arrival.

Friday morning was reduced considerably for a few members, yet they did battle on through the day with activities ranging from gondola rides to driving segways.

Saturday with all of us excited and ready to see the action it was Wanaka here we come. With a chilling breeze the show was underway the underlying theme this year was the Vietnam war, with a P40 Kitty Hawk live firing display was impressive not to mention the sound. This was closely followed by the MX2 aerobatics display which was a definite show of pilot skill and aircraft performance a simply amazing show.

Despite the 15 kts of wind the World War I aircraft were airborne putting on a delightful display. With only having 1 or 4 Mags firing there a purely unique sound that comes from this display and these aircraft types.

Once again the Vampires filled valleys with noise of early jet propulsion, with performance that gained them a fan from the Club.

The Roaring 40 (Harvard's) but on a clean routine display which, display the huge amount of horsepower these warbirds display.

The Yak team followed with there display with formation flying also noting there excellent 6-ship formation loop. JP also provided good value demonstration to the audience of the full aerobatic capabilities of the Yak.

It was now the RNZAF turn to show the 35,000 strong tax paying crowd what they have got, once again they did not let down. Though a slow start to their display the Sioux had a well presented routine (for a helicopter).

There big brother followed next the Iroquois display with series of low passes and testament must be made to the aircraft and the pilot which show the high level of maneuverability, with commentary on how versatile this helicopter really is. A delight to watch

The clean pristine mountain air was soon destroyed by the sound and smoke of the C-130 Hercules which never fails to impress. For an old war horse (much like the editor) the maneuvers it can do and its performance is a salute to it manufactures

For the lunchtime entertainment Jurgis Vs Formula 3 race car, no clear winner was determined after 3 races, but Jurgis none the less put on a victory display

The Highlight of the show was next the Australian Air force F1-11, my favorite display a thought also shared by many. The pure speed of the aircraft and the sound which will make anyone stand up on end. Ending the Dump and burn which did help warm the crowd up.

It was now time for any Warbird enthusiast to get excited with a P-51 mustang, P-40 Kitty hawk, Hurricane and Corsair all sharing the same piece of sky, the sound, sight and smell could not be describe, it is a true privilege to see those four aircraft fly together as one. We also treated to both a mono and bi plane Polikapovs, for those not familiar with them, they were made by the Russians and look a lot like a stubby barrel just with a whole lot of horsepower with the noise to match.

With the Airfield under attack it was up to our warbirds and our jet team consisting of two vampires, L-39 and 1 further jet were scabbled to save the village and airfield from the enemy (play by the Harvard's) after intense dog fighting and many explosions la the airfield was safe.

The only personal let down for the show was the fact the C-17 Globemaster was unable to get thought the cloud to put on a display. (Might have to go next time to see it)

A quiet drive home, with one on the cars diverting to the Cadrona tavern, we all discuss the awesome sights we saw.

Sunday and it was home time, once again the weather didn't play its part and fog caused minor delays, yet seeing the amazing beauty of the Southern Alps all that was forgotten.

For a treat on the way home we stopped in at Ashburton, which has an outstanding aircraft museum, with a vampire, air truck even a harrier!! Outside was a Fokker Friendship which was still complete with seats and galley equipment.

From there it was smooth ride back home via Kiakoura, Paraparaumu, Wanganui. Out of the 12 of us that went none were disappointed. Well enough from me if want to know more you just going to have to go down in next time to experience it

Jason Howarth

THE WHO'S WHO OF APRIL 08

Flying Staff:

| | |
|-------------------|------------|
| Roger Cruickshank | CFI |
| Ash Wightman | D.CFI |
| John Shuttleworth | Instructor |
| Loreen Antony | Instructor |
| Marie O'Neill | Instructor |
| Scott Holtz | Instructor |
| Jonathon Mee | Instructor |
| Kent Micklesen | Instructor |
| Terri Edwards | Instructor |
| Malcolm Reynolds | Instructor |
| Gordon Hughes | Charter |
| Tony Petch | Charter |
| Gordon Malcolm | Charter |

Committee:

| | |
|---------------------|----------------|
| Richard Small | President |
| Phil Dunn | Vice President |
| Jeff Hunter | |
| Tony Petch | |
| Graeme Milne | |
| Phil Lawton | |
| Greg Van der Meulen | |
| Ross Nicholson | |
| Gordon Malcolm | |

Social:

| | |
|---------------------|--------------|
| Greg van der Meulen | Club Captain |
| Jason Howarth | Vice Captain |

Office Manager:

Edna Tyler

Bar Staff:

Chris Neilsen
Jason Howarth

Office Team:

Tracey Gore
Alyce Wilson
Jason Howarth
Alanah Gore
Wendy Ward

Newsletter Team:

| | |
|----------|--------|
| Gordon M | Editor |
| Chris N | Photos |

Why are you IN a movie, but you're ON TV?

AND ANOTHER ONE FROM TONY...

While walking through Golden Gate Park in San Francisco, a man came upon another man hugging a tree with his ear firmly against the tree.

Seeing this he inquired, 'Just out of curiosity, what the heck are you doing?'

'I'm listening to the music of the tree,' the other man replied.

'You've gotta be kiddin' me.'

'No, would you like to give it a try?'

Understandably curious, the man says, 'Well, OK...'. So he wrapped his arms around the tree & pressed his ear up against it. With this, the other guy slapped a pair of handcuffs on him, took his wallet, jewellery, car keys, then stripped him naked and left.

Two hours later another nature lover strolled by, saw this guy handcuffed to the tree stark naked, and asked, 'What the heck happened to you?'

He told the guy the whole terrible story about how he got there.

When he finished telling his story, the other guy shook his head in sympathy, walked around behind him, kissed him gently behind the ear and said, 'This just ain't gonna be your day, cupcake...'

THANKS

A MEGA thank-you to Terry Wilson and his team from Hamilton's 'Mitre 10 MEGA'. With the new IFR training room, oil storage space was needed and Terry has come to the rescue with a great deal on a new shed!



MITRE 10 MEGA

RETURN TO: WAIKATO AERO CLUB. STEELE RD. RD2. HAMILTON

The Waikato Bar Open every Friday and
Sunday Nights from 5PM

PPL NIGHT CLASSES NOW RUNNING!

Call the office on 8435655 to book your place.