



CONTROL COLUMN

FEBRUARY/MARCH 2008

CFI's Report

Roger Cruickshank

Rogers bit for February.

Hello all for 2008 hope you've had a pleasant start to the year. With the fine weather the club has been busy with some days flying up around the 30 to 35 hrs.

Jono Mee is back from Africa and on the instructing line up along with Kent Mickleson who has come through the clubs NMIT course, so it's good to see the flow on from this course.

A few operational items have shown up with the dry conditions on the aerodrome, the dry grass is being picked up in the carb air filter, which it should be, however when during your pre-take off check you select "carb heat hot" remember the air for this check is "unfiltered", there is a, all be it small, risk of picking up some grass into the induction system. There have been some reports over the years of engines not giving normal power outputs on takeoff and upon investigation small amounts of grass seed has been removed from the carburettor and fuel filter system. The other item I would like to high light is when carrying out the engine run-up check, have a good look behind you for other aircraft manoeuvring as with power on during the run-up there are clouds of dust, grass and may be small stones blowing behind you.

Last item here, please, please when running up the engines, park in an area where there is some grass cover. There are large areas of ground at the holding points, with no grass cover at all and lots of stones. Even small stone will chip the

Inside this Issue:

New Appointment

Ivan Haynes– by Ken Derbyshire

Presidents Report

Bar Report

New Members

Achievements

Who does what around the place...

prop blades which all helps to shorten the life of the props and at around \$7000.00 for a new prop we don't want to have to replace too many.

With the building of Eagle Airs new maintenance hanger, the Tower can no longer see the threshold of grass 36. The threshold has been moved to just opposite Eagles new hanger however with this move there is very limited room to park at holding cone "Charlie" for run-up's and pre-take off checks.

We have a solution! Situated between holding cone "Delta 1" and the green hangars is a large area of concrete which is ideal for run-up's.

When taxi-ing for grass or runway 36 the tower is using the phrase' "Taxi for run-up's" all they mean is go to this area, see map at the attached.

Congratulations to all those who have achieved their first solo, PPL, CPL and Instructor ratings all fantastic achievements.

That's it from me for this letter, like the main-wheel tyre, see you round.

Rog.



Something for the
travellers to 'Warbirds
over Wanaka' to look
forward too...

Have a great trip and
Safe Flying!



Pictures speak for themselves ...

NEW APPOINTMENT...

Hi guys.

I've just been asked by Gordon to write a little something about my new position as deputy CFI here at the aero club. Now, as I am definitely not an accomplished writer I was kind of hoping that I could avoid this, but as tropical cyclone Geoff (or whatever) has bound me to stay on the surface, my "I'm too busy excuse" just doesn't seem to work! So here goes...

My position covers a couple of things. Firstly I am directly responsible for overseeing the flight training of the full time students, and making sure that they are on schedule. For some students this involves just a friendly chat to see what they are up to, and for some others a little more persuasion is needed to go flying. As some of you may have noticed the booking sheet is fairly full so in order to make sure the students are completing their training on time you may see some NMIT booking/reservations. Most of the time I'm predicting (guessing) the hours they need fairly accurately. However sometimes there may be a slot or two that we will ring the wait list people in order to fill. So if you are unable to make a booking on the day you would like please put your name on the list.

My other role is to watch over the place when or chief is on much needed time off. Usually (hopefully) this doesn't require anything out of the ordinary. If you have any questions or problems that you would like to discuss to hesitate to ask me, however if I do deem it too hard I will pass it on to Roger for you.

So far we have had a busy start to the year with very high flying hours logged each month, and with everyone still in a good mood we are looking forward to having a great year.

Ashley Wightman



Obituary

Ivan Herbert Hanes Sept. 10 1927 ~ Jan 11 2008

Ivan learned to fly with the Waikato Aero Club in the early 1960s. He was rated, and flew, everything the Club owned. He enjoyed and was good at competitions, bringing home the Wigram Cup in 1963. Ivan was a long serving committee member involving himself with everything, working bees, dawn raids, Club trips away, loved Great Barrier, enjoyed a drink or seven, a real Club member. He bought a Yoeman Cropmaster topdressing aircraft from James Aviation (I can't remember what year it was, but the photos taken as we stripped it down for overhaul show us all with black hair). The aircraft was converted to a three seater and it wore a track in the sky to and from the Barrier, with side trips to everywhere. This was sold eventually and replaced with a 152 Cessna Aerobat which Ivan flew regularly and only disposed of, about a year before he left us.

It is doubtful New Zealand will ever recover from the loss of two icons on the same day. I refer to Ivan and Ed Hillary. Not a lot not a lot of people know that Ivan and Ed shared the same capsule used to transport expired aviators up to the Big Hangar in the sky. Ed was a RNZAF navigator in WW2 so was entitled to share the journey. A tape of the cockpit voice recorder captures the discussion of the government's Share-travel arrangements, between the two and the presumption that it was to reduce the carbon footprint/global warming situation. Just as the tape begins to fade out of range Ivan can be heard "I'd Like to line up the lot of the Gov't b.....s and give them a carbon footprint right up the jacksy."

That was Ivan as we knew him. I have known Ivan since the early sixties and we have abused and "shafted" each other all of those years, so it will be hard to say something nice about him for a change, without a barbed response.

A mighty guy, very clever engineer, loved machinery, boats, planes, motor bikes, cars and loved life. His gammy leg only stopped him from marathons, high jumping and very little else. His sense of humour was legend, but he did have a serious side, which he always "switched on" when he was flying any aircraft. He still holds the record for flying around the North Island in a Day in a Waikato Aero Club Victa. He also holds the record (unofficial) for more time on his backside than on the saddle of a Vespa motor scooter He took over to Great Barrier Island, in the days the roads were all coarse metal and shocking. The Vespa had tiny wheels, not compatible with coarse gravel.

He was innovative and I recall one trip to the Barrier when Ivan produced this "balloon" he had bought, to tow the long line, with baited hooks, from the shore, to deeper water, all by the power of the wind. It started off well, but when seventy or so metres from shore, it got airborne, higher and higher it climbed, exposing all the baited hooks, which were then attacked by formations of seagulls. No fish or gulls were caught that day, However from a spectator's point of view it was a fantastic spectacle.

From time to time Ivan would make quite profound statements. His best, in my opinion, was the morning after assisting to inflict serious damage on some bottles of Gin and I quote. "I can't wait till I'm too old to drink booze"! Sadly, the "rust" won the race and deprived all of us of any further "sessions".

He has gone but will never be forgotten. Hope you get heaps of free flying up there and leave the Pearly Gates as they are. Transport costs will wipe out any profit.

Conclusion

After all those years, I am, for the first time, able to have the last word.

Ken Derbyshire

PRESIDENTS REPORT:

Greetings fellow flyers.

There's a lot happening around the club and the airfield at the moment.

The Air show is on everyone's lips. The way is not yet fully cleared in terms of the Resource Consent but there is a willingness on the part of the airport users and the Airport Company to see the show go ahead.

We have already given our approval to the Resource Consent for the Air show, and have made some arrangements with the promoter that will ensure that club members and their families will have unrestricted access to the club buildings, land, and facilities during the air show. Please see the separate article regarding the air show and what we can and can't do.

We have restructured the management of the club to cater for the expanded operation that we now have. Gordon Malcolm is appointed to the position of General Manager, Training and Logistics. As such, Gordon is responsible for the recruitment and supervision of our NMIT students.

Ash Wightman is appointed to the position of Deputy Chief Flying Instructor which makes him the boss of flying operations when Roger is not around. Ash is also responsible for ensuring that our NMIT students are keeping up with the flying component of their course.

Loreen Antony has joined our full time staff and is appointed to the position of Deputy Maintenance Controller which means that she keeps an eye on the hours that our aircraft have flown and ensures that scheduled maintenance takes place on time.

We have to create some more briefing room space so we will be moving the simulator into what is currently the store room. The "store room" will be expanded slightly to cope and the room which currently houses the sim will become a briefing room again.

Marie O'Neill is now responsible for issuing type ratings and carrying out multi IFR training in the Aztec to fulfil our training obligations to Sunair.

The restructuring has been spectacularly successful in boosting our flying hours. The club has flown about 1800 hours over the last three months which is a significant increase on previous years.

We are aware that instructor availability continues to be an issue. We now have eight instructors working full rosters and are looking for two more. There is a world wide shortage of instructors at present and since we are a bit fussy it makes it even harder. We will continue to address this issue and hope to get more instructor time available soon.

Our Club membership has increased steadily over the last few years and most of our flying comes from members not involved in the NMIT programme. This is great to see and I would encourage our newer (and longer serving) members to get involved in the club activities and bring your families out to enjoy the facilities.

Richard Small - President

BAR REPORT

Hi everyone!

Here's just a short note to update you all on the recent happenings at the bar. First of all I'd like to thank Wendy Ward for all her help last year on the bar, your help was most appreciated Wendy! Due to work commitments Wendy's not able to continue behind the bar, I'm sure all our punters will miss your smiling face!

Since then I've been ably assisted by one Jason Howarth, who most of you will know, everyone else should come, say hello and buy a beer while you're there!!

On the subject of beer, there's been some changes to the bar itself. The long-serving chiller and keg apparatus died of natural causes (corrosion in it's fuselage), along with the dishwasher, which I suspect did so in sympathy. A replacement bar fridge and dishwasher have been purchased, and boy the fridge is flash! It's set up temporarily at the moment, we hope to have everything sorted shortly.

All are welcome to come visit us on Friday and Sunday evenings from 5 PM, we've got plenty of cold drinks, alcoholic and non-alcoholic alike, all at very good prices, probably the only way to get beer at a better price is to work in a brewery!

I look forward to seeing all of you out at the bar soon then!

Chris

HEARD ON THE RADIO...

“Tower, the Twin-Star behind us, is that the traffic we're following?”

...ONLY IN HAMILTRON!!

CONGRATULATIONS:

Big congratulations this issue to Ash Wightman.

Ash and Holly were married at Raglan on Saturday the 1st March. We wish you the very best for your future together.



STOP PRESS

Congratulations to Alan Breen, or rather Captain Breen!
Well done Alan on achieving this milestone with Eagle Air.

DORNIER DO-335

Prior to and throughout World War II, German ingenuity created one outstanding aircraft after another for the German Luftwaffe.



The Dornier Do-335 "Arrow" or Pheil as the Germans called it was no exception with its twin "push-pull" configured engines, with a top speed of 417mph (26000ft) it was faster than, and handled as well as most fighters of the day.

With an armament of two fuselage mounted 20mm cannons, two wing mounted 15mm cannons, and if that weren't enough a 30mm engine mounted cannon its was originally designed to shred invading bombers to pieces, the do-335 was one of the only ww2 aircraft to have an ejection seat and was the only aircraft to have explosive bolts to separate the rear fuselage so the pilot wasn't turned into schnitzel by the rear propeller when he bailed out.



Early in 1943 Hitler ordered the arrow to be built primarily as a bomber which delayed the program almost two years...

The first production version, the A-1 was delivered in November 1944. Luckily too few and too late to help the Third Reich, only 38 production do-335's were delivered to the Luftwaffe before the wars end.

SAM'S TIPS FOR GOOD HOME BREW

Tip number 1:

Buy Heineken...

HAMILTON AIRSHOW - update

Well, after all the excitement, came speculation and now disappointment. What promised to be a great day in the sun has ended on a sour note. Thousands of people have been left with a ticket to no-where and a number of sponsors and advertisers are out of pocket.

As you will have read in Richards report, the aero club was supportive of the show, actively supporting the promoter in giving our approval to the resource consent application and also in dealings with the other tenants on the field. We are all sad that the work that has been completed has not come to any type of fruition. We will wait like so many others for some word from the promoter...

Please, if you know people who have purchased tickets, make sure they are aware of the 'postponement' as there is a real risk of a number of people turning up on the day with no where to go. Meanwhile if you're on holiday anywhere tropical, keep an eye out for the gent with the big hat, dark glasses and a large bank account...

New members

James Cleland
Oliver Plowright
Mustafa Alzudi
Matt Dobson
Oliver Dodd
Brandt Auld
Mitchell Steele
Paul Owen
Charlotte Wood
Alan Scott
Jonathon Schick
Teri Edwards
Cameron Dallas
Lyndon Stewart
William Downey
Laurence Johnson
Anna Barrett
Bella Ann Tuau
David Readman

Ross Milne
Tony Hennessy
Andrew Pickford
Jeremy Flay
Mark Kelly
Jason Ponder
Levesque Frank
Nicholson Edmeades
Rex Brunton
Tristan McHardie
Gary Stevens
Brent Hennessy
Ryan Tautari
Gareth Smith
Ken Walker
Andrew White
Chee Phua
Gavin Hampson
Craig Rabarts

Welcome, we all look forward to seeing you around the club!

Radio Promotion:

DAVE LEARNS TO FLY



Hi. I'm Dave Grove and I'm learning to fly. I work the busy breakfast show on Waikato radio station The Breeze (99.3FM). Having been brought up on a farm near Helensville I always managed to fall sick on the days that the Aerial topdressing aircraft visited our farm. We also lived not far from the Royal New Zealand Airforce bombing range at South Kaipara Heads and by night I'd sit on the back door step watching the Skyhawks do their bombing runs. It was then I decided that flying was for me. At 19 I joined the airforce but wasn't able to become a pilot due to my poor school exam results, so when The Waikato Aero Club approached the radio station and gave us the opportunity to learn to fly I naturally lept at the chance!

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



Easy Morning Wake Up
Dave Grove Weekdays 5am-10am

Competitions Report

Nationals was held this year way down in Timaru, members Kate Popay, Tane Apanui and myself, with our exalted leader Jono Mee all took the trip. The Friday was competition day, and we flew our respective events, along with doing the very defective aircraft preflight. The atmosphere at this comps seemed a lot more relaxed than any other, there were no protests or unnecessary heckling, which made for an overall very friendly weekend. Friday night saw a small outing to a little place called the DB Brewery, who sponsored the night. Why on earth you would tell pilots that they are entitled to free alcohol I don't know, but let's just say most of us certainly made the most of it. We then managed to experience what can only be described as a "pumping" Timaru night-life. Prize-giving night was Saturday Night, Second Places were the results all around for our competitors, all very close competition, one was separated by just 1 point, with the judges complementing the extremely high quality of flying. Suffice it to say that the three Waikato flyers were Unhappy (see picture). We quickly attempted to ignore these feelings by planning next year's victories. Brilliant weather was had the whole time, except of course for departure day, as we took off under IFR laughing at the poor sods who would be stuck there for days.

As a result of Nationals and Regionals results, we are discussing ways to improve our results, as of now we have some recommendations to club pilots to help them win and be the best in the country.

-All landings (except if the instructor says otherwise) should be precision, pick a point and use it for a target, accuracy is key.

-Accuracy in all aspects of flying, on a smooth day you should be able to maintain 20' either side of your desired altitude.

-Discipline, descending 200' below your initially desired altitude is not good enough, even if you are on a cross country outside controlled airspace, if you start well here you will see results come regionals

-Have Fun, don't let things become too serious, flying is FUN; you'll find if you relax and enjoy the flight you will perform at your peak.

I believe Regionals next year are to be held in Tauranga, with Nationals being held in (drum roll please)... Taumaranui!!!! Who put on a very enjoyable Regionals 2 years ago.

On a different note, we are currently revising the format of Sunday Comps, they simply were not working in the way we would like. Any suggestions to have more people turn up would be welcomed.

Greg



Achievements

A big bunch of roses to:

FIRST SOLO

Abby George
Pete Varga
Nick Peters
Dale Radford
Kate Popay
Terry Wilson
Aash Diwaniyan
Brett Puddle
James Clayton
Dave Grove
Leighton Bunyard
Michael Baumberger
Richard Haddrell
Aaron Peters
Luigi Johnstone
Graeme Smith

PPL

Mark Bevan
Andrew Nicol
Barry Chatterton
Gareth Miles
Tane Apanui
Allanah Gore
Rob Spear
Alyce Wilson
Alister Murray

ADVANCED

Andy Pender - MEIR
Joe Franklin - MEIR
Grant Sims – SEIR
Kent Mickleson – C’Cat
Ashley Wightman –B’Cat
Marie O’Neill – ME Instr
Greg vander Meulen-MEIR



Check out the photos on the Achievement Board!!

Captains Report

A brief report on the social side of the club. Not much has happened in terms of club trips and social events of late, partly due to the poor turnout of members, we have a core social group who is keen for anything, but please guys, we are an Aero Club, not just a flying school, participate, you never know who you’ll end up talking to at the bar.

NMIT students, you are members of the club, come to Friday and Sunday drinks, come on club trips and compete in the competitions. From personal experience, it is a very useful aspect of being at Waikato Aero Club, listening to the stories of older pilots, competing against fellow pilots from different generations I have no doubt has made me a better pilot, as it would for you. Come along all members and

participate in your club, you won’t regret it.

In terms of plans, upcoming we will be having a BBQ with all staff and members invited, possibly with some quite fancy meats to be had. A winter trip will be planned when we have allowed people to save after Wanaka, which I hope all going will enjoy.

Remember that Great Barrier Lodge is there and available for you to use, \$15 a night, and only an hour flight from Hamilton.

Hope you all have a great end to summer, make the most of flying while there’s no fog.

CC
Greg van der Meulen

WHO DOES WHAT:

Committee and Support Team

Club President Richard Small
Club Vice President Phil Dunn
Club Captain Greg van der Meulen
Club Vice-Captain Jason Howarth
Office Manager Edna Tyler

Committee Members:

Ross Nicholson
Tony Petch
Jeff Hunter
Phil Lawton
Graeme Milne
Gordon Malcolm

The Office Team:

Phil Dunn
Vivienne Webb
Wendy Ward
Tracey Gore
Allanah Gore
Jason Howarth
Alyce Wilson

Flying Staff

CFI/Ops Mgr Roger Cruickshank
Deputy CFI Ashley Wightman

Instructors:

John Shuttleworth
Loreen Antony
Marie O'Neill
Jonathon Mee
Scott Holtz
Kent Mickleson
Maint Controller Roger Cruickshank

Most Honorable Bar Staff:

Chris Neilson
Jason Howarth

Your Magazine Editors

Gordon Malcolm	Content
Chris Neilsen	Photos



THE OFFICE:

Hi. With the large numbers of students, staff and private fliers around the club at present, the booking sheet is becoming very complicated. Please do not make or amend any bookings yourself. If everyone makes half a mistake with this process then the booking sheet is a complete disaster and flights are missed. Please leave it to the professionals!!

From the Editor...

It's been a while since the last newsletter and so much has happened that it's not possible to recap everything in a short article. Everyone has been flat out and it's been really exciting to see and be part of the atmosphere and activity here over the last couple of months!

If you visit the Women's Lifestyle Expo on the 15th and 16th of March, look out for our stand and say hello to Tracey, Alyce, Jasonette and the team representing us! Our stand always attracts a lot of attention, although this may be a little diminished this year without Paul Pettit's antics however I'm sure Jason will do his best...

As always, a big thank you to the members who have contributed to the newsletter – keep it coming.

Gordon

If the facts don't fit the theory, change the facts. - Albert Einstein