

Waikato Whispers



Waikato Hot Air Balloon Club: www.waikatoballoonclub.co.nz Tel:07 856 0060

CLUB NIGHT Wednesday 5th April details below

CLUB DAY Sunday 5th February Flying activities if the weather is fine - Innes Common

NEWS IN BRIEF

Club Night: Meeting 7:30pm Woodworkers Guild Hall Storey Ave Hamilton. SGM followed by the AGM.

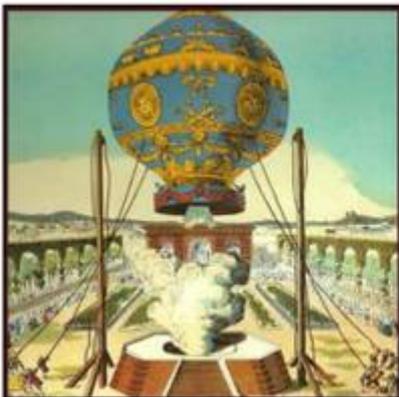
Club Day: Innes Common Sunday 9th April. Keep a watch on our facebook page for updates and meeting time. We are back to standard time.

We do potentially have some new members who we hope will be able to come along and join in. Breakfast after flying at the Farmers Market at the Te Rapa racecourse. If you enter from the Fairview Motors gate you can stop and get cash out at the ANZ Bank. Plenty of shade under the trees. With members travelling down from the Auckland region this makes meeting up a lot easier after flying. At this stage we hope there will be at least two balloons flying so plenty of opportunity to give our new members some crew training.

AGM:

Don't forget the AGM and SGM Wednesday 5th April 7:30pm at the woodworkers Guild Hall in Storey Ave. We still do not have any further nominations for committee which makes it difficult for those out of town to vote. Please send your nominations in to Linda. The Presidents Report is attached.

For our Younger Members: (Ref: Kids Learning Resources by Cameron Balloons)



13) How did it all start? - Hot-air ballooning history

The first hot-air balloon to carry people flew on the 21st November 1783 and was designed by two French brothers taking off from a place called Annonay, in France.

Earlier that year, in June (1783); a test flight, with a sheep, a duck and a cockerel flew for about eight minutes, on landing they were reported to be all fine.

It must have been a bumpy landing as they had no way of controlling the balloon.



Pilot Wellbeing (copied from <https://www.casa.gov.au/wellbeing>)

It goes without saying that healthy pilots are critical to aviation safety. They are responsible for the lives on board their aircraft, so must have the knowledge and self-awareness to monitor their own performance; addressing any issues that could affect safe operations. This includes the obvious technical skills and currency, as well as general wellbeing - physical and mental health.

We are collaborating with industry bodies dedicated to furthering the wellbeing of Australia's pilot community. We encourage an environment of trust where pilots feel comfortable reporting any wellbeing issues, so they can receive the help and support they need.

We also have various resources to assist pilots, and other safety-critical personnel approach a range of health and welfare issues with the goal of maintaining the highest level of safety.

Alcohol and other Drugs

Alcohol is the favourite mind-altering drug in our society, and the one with the greatest overall effect on aviation safety. However, other recreational drugs are becoming more prevalent, bringing a wide range of additional risks.

Problems with alcohol and other substances do not necessarily mean the end of your aviation career. As a safety regulator, we are continually looking for ways to help affected pilots get back in the air, by working with operators and industry bodies to ensure a supported and monitored return to work through transparency, cooperation and coordination.

The alternative-unreported drinking and substance abuse-is simply too dangerous.

The [Human Intervention Motivation Study \(HIMS\)](#) is a new program for members of Australia's aviation community, aimed at helping anyone whose use of alcohol or other drugs is of concern. A cornerstone of HIMS is the understanding that substance dependence is a treatable medical condition, and is modelled on well-established overseas programmes that have assisted thousands of pilots return to work.

Mental Health

While we all feel sad, moody or low from time to time, some people experience these feelings intensely, for long periods (weeks, months or even years) and without any apparent reason. Depression is more than just a low mood-it's a serious mental illness that impacts physical health, affecting your concentration levels, alertness, reaction time and decision-making ability.

Needless to say, for pilots, the hazards of depression could mean the simple difference between life and death.

While depression is a serious health consideration, being diagnosed doesn't mean the end of your aviation career. Every case of depression is different and CASA makes aeromedical decisions on a case-by-case basis. CASA is looking for good stable recovery, and even if in some cases ongoing medication is required. Some medications are approved, others have side-effects which may affect performance in their own right.

Fatigue

Pilots must take steps to manage fatigue, including the possible decision not to fly if they feel that they are unfit as a result of fatigue, or are likely to become so.

We're currently in the process of introducing new rules requiring the management of pilot fatigue that better reflect modern flying conditions, scientific understanding of human performance limitations and advances in technology.

Diet

The old adage of 'you are what you eat' applies both on the ground and in the air. In fact, the leading cause of pilot incapacitation over the last decade wasn't laser pointer strikes, fatigue or hypoxia - it was upset stomachs and food poisoning.

More generally, your diet can have a significant impact on how you feel. Large meals require energy to digest and a full stomach draws blood away from the brain, leaving you feeling tired. Smaller meals, more often, can avoid this effect.

The Australian Transport Safety Bureau has reviewed [pilot incapacitation occurrences between 2012-2014](#) and produced educational material on the subject.

Hydration

Did you know your brain is about 80 per cent water? It doesn't work well if you become dehydrated. The recommended daily amount is around two litres per day; more if your work is physically demanding, or in hot conditions.

Certain medications as well as alcohol and caffeine consumption can also impact your hydration and performance levels. *Flight Safety Australia* recently covered these effects in [Dying of Thirst?](#)

Editor comment: Both CAA and CASA have aviation medical information sheets available on their web sites. Pilot Wellbeing is part of an overall assessment: **I'M SAFE TO FLY**



https://www.caa.govt.nz/assets/legacy/Publications/Posters/im_safe_poster_web.pdf

Te Kowhai Airfield

We are welcome to land at the Te Kowhai Airfield. There is 24hr surveillance in place and they use this to know who has landed. They will then send you an invoice for the Landing Fee which is \$10.00.

They ask that if you have to land on the runway, please move the balloon off the runway before deflating and packing up so as to free up the runway for other aircraft. The airfield is now quite busy.

Also – USE YOUR RADIO TO COMMUNICATE YOUR INTENTIONS TO LAND. Given the increase in weekend traffic it is important that we radio our intentions well in advance of landing so that any other aircraft in the vicinity can make appropriate decisions in respect of landing early or entering into a circuit to allow a balloon to land and clear the runway.

Please respect the use of this airfield.

Junior Balloonists

We will be starting up the Junior Balloonist group. If you know of anyone aged between 11-14 who are interested in ballooning please get them to contact us. Have three very eager youngsters. I will be contacting them directly once we have set a date and time.

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