

Whangarei Flying Club



NEXT WFC MEETINGS –

- Sat. 23rd May 2015 – **AGM at 10.00am; Committee Meeting @ 10.30am; \$5 Lunch about noon.**
- **Please check the Flying Club website for all upcoming events as this is constantly updated.**

{The Club Breakfast defaults to the **second** Saturday of the month, and the Committee Meeting / Lunch to the **last** Saturday of the month (unless circumstances force an alteration)}. All members are welcome to attend the Committee Meetings and Lunch.



**Providing Safe and
Affordable Flying**

April 2015

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Contact details:

President: **Linden Scott**
Phone: 027 2357053
CFI: **Shaun Sutherland**
Phone: 027 2201343

Secretary: **Mike Silvester**
Club Captain: **Linden Scott**
Safety Officer: **Grant Robinson**

Newsletter Editor: **Drew Barlow**
email: drewbarlow@email.com

Website:
<http://www.whangareiflyingclub.com/>
Post: **PO Box 1597, Whangarei**

President's Report:

Well as some of you may now know this will be my last report as President as I am shifting back home to Christchurch in the middle of May.

My time with the WFC has been good, having flown to many airports in Northland, Auckland and the Coromandel.

But it is sad to see that WTF being sold, I know we all want to have two aircraft in the club, but we could not afford to keep both aircraft.

Now it's time to concentrate on getting some good utilisation with WCF, although winter is arriving there are still many chances to get out flying. I could say this over and over but really the only way members will choose to fly is if they want to, so it's up to you to keep the flying hours up of WCF.

I would like to thank all members who have contributed to the aero club, by attending meetings, joining in on the cheapest breakfast in the north, going on a fly-away, and just being loyal to the WFC.

Also a big thank you to the committee for all the hard work, it has been challenging year with some important decisions having been made.

I hope we have learnt from these, so if issues arise I believe we are in a good position to make good proactive decisions.

So once again thank you for your supporting the WFC.

Linden Scott
lindenandrew@hotmail.com 0272357053

Revised Newsletter

IMPORTANT CHANGES:-

Please note the change of date for our next monthly meeting. This is a more important meeting as it includes our AGM at 10.00am which will include the election of officers for the next year. We hope to see a good turnout of members as we make plans for the future of the club. The Committee Meeting and \$5 lunch will follow. Two other special events that morning at the club!! A WWII Bomber Pilot will be talking to us and later a professional Drone pilot demonstration!!

All welcome!

I've added this date, and the AvKiwi seminar on the 21st May, to the schedule of 'coming events'.
Drew

Whangarei Flying Club

CFI's Report

Hi everyone

Well it's been a busy month at the club with a lot of housekeeping stuff being sorted out. The major news is that WTF has been sold. Whilst it is a shame in some ways it should also be seen as good news. The aircraft has not had the use it needs to make it viable to keep and we don't even make enough money out of it to pay the insurance premium. It has been behind in maintenance and that has taken a lot of money to rectify. It is also facing an engine replacement which will cost around \$30,000.00 – Money the club does not have. With aircraft values plummeting I believe that we achieved a good price for it. As we go into winter the club is going to need that money.

Both aircraft have been fully audited by Northland Aviation and new worksheets produced to ensure that going forward all maintenance and AD's are done in accordance with CAA regulations and the manufactures' specifications. WCF will be maintenance controlled by Northland Aviation and we will be alerted to maintenance requirements as they fall due.

In terms of training we have a number of students and it's good to see some young fellas coming through. We are also hosting an Air Cadets' day on the 9th of May and the Air Cadets have purchased \$1,500.00 worth of flying for their members. The instructor team will be doing half hour trial flights for about 20 cadets on that weekend, so come on out and join in on the activity.

Other than that not much more to report this month.

Have a great month and fly safely.

Cheers
Shaun

Shaun Sutherland
Chief Flying Instructor 0272-201-343



Club Flyaway – Sunday 19th April 2015

The trip was originally planned for 3 aircraft to fly to Pauanui Beach for “brunch”, however eventually 2 of the planes had ongoing maintenance problems which could not be resolved in time.

They were the “Piper Cherokee 235”, recently purchased by a syndicate of Club members which has four seats and the club Eaglet WTF (2 seats). Together with WCF (2 seats) it would have made up a group outing of 8 members. Sheila and I arrived at the hangar about 8.30 intending to be airborne at around 0900 but at that time the wind was increasing and the clouds were starting to look a bit moody and lower – although the weather forecast issued at 0600 was good and anticipated to be improving during the day.

Eventually we opted to take a shorter flight to the Great Barrier and took off at 1000 into a 20kt head wind. We had a comfortable flight past the Hen and Chicks and Little Barrier and called Great Barrier traffic with a position report 20 nm west of Claris at 2000 ft. – inbound. A Gt. Barrier Air NB Islander called to report they were 25nm south of Claris at 2000 ft. also inbound.

The heading from WR to GB is 100 degrees and the runway into an easterly wind is “10” so we obviously had a straight in approach and the Islander would approach over Whangaparapara for joining right base (a potential collision situation), but could not see them due to the heavy cloud. When we were 6 minutes from landing, and they called to say they were 7 minutes out and would join behind us as No. 2. We landed short and cleared the runway at the first taxi ramp, where we were parked at the designated parking zone west of the terminal apron before the Islander landed.



We had a leisurely stroll to the Texan Café for Eggs on toast and coffee, then walked back to the Art Museum which has some lovely artwork and also excellent maps with things to do at Great Barrier, (we will endeavour to come for a few days at some stage so that we can see some of the interesting sights such as the waterfall, lookouts and walking tracks), we left to return with a strong tail wind to Whangarei around 1230.

We had great day and look forward to many more flights to the Barrier and other close airfields where there is a “Café” within walking distance. Sheila took some photos which show typical views of the small island and bays around the Barrier. The aircraft parked beside us at Claris was quite a heavy looking machine with what looked like a radial engine, however I could not see any sort of indication of what it was. Can anyone reading this identify it??



Happy flying.

Bruce



Whangarei Flying Club

Drew's News

Drew,

You ask for copy for your newsletter - I think I'm still a club member for a few more days !

Best wishes,
Alan Murgatroyd
BoIAC
Kerikeri

I've just heard the news suggesting that the co-pilot of the German aircraft which crashed in the French Alps locked his Captain out of the flight deck, not confirmed yet so by the time you read this it might all be different, but it has also been announced that Air New Zealand will now insist that there will never be only one pilot left alone on the flight deck. This was never an issue in my day, with pilot, co-pilot, flight engineer and navigator there was never less than three around at any time. However I'm reminded of an incident that a colleague was involved in many years ago that might interest your readership?

I started my airline career flying with Captains who had flown during World War Two, and I guess if you've survived having spent many nights sat in the sharp end of a Lancaster bomber being shot at by enemy fighters and anti-aircraft guns, you might just have a right to display a certain authoritarian manner to lesser mortals, and some did!

One such character gained a certain notoriety in this regard, and when hijacking of airliners became a vogue, with 3 aircraft being hijacked simultaneously and subsequently destroyed on the ground, this Captain announced to his crew before take-off one night that "no one is going to hijack my bloody aircraft" and proceeded to brief the cabin crew that the flight deck door would be kept locked - unheard of in those days - and entry would only be allowed after they had rung the flight deck call bell with 3 rings, and promptly ordered the flight engineer to lock the door.

After take-off and established in the climb, he asked where was his bloody coffee. Lazy lot, he remarked, crew aren't what they used to be. The F/eng. noticed that the door handle was being turned, unsuccessfully, and went to open the door so that the steward could enter with the crew drinks - No, said the Captain, 3 rings is what we agreed, they have to learn.

Eventually there were 3 rings on the call bell, and the F/eng. unlocked the door and the Captain got his coffee.

This went on all night, until eventually the Captain went out to the toilet, and quick as a flash the F/eng. locked the door!

My mate was the navigator on this occasion, and as he was stood at the back of the flight deck using the sextant (GPS? - don't make me laugh) he noticed the door handle being turned, and the door rattling and shaking, and our 707's had a plain glass peephole in the top of the door so we could look out to see who was coming in, if we chose to, and my mate said he could see an eye looking around from time to time as the door was being shaken. The co-pilot continued to look ahead into night, and the F/eng. was busy at his panel as the door continued to shake and rattle.

"You'd better let him in, he told the F/eng. it's the Old Man". "No" said the engineer, "3 rings is what he said".

Eventually there were 3 rings on the call bell and the F/eng. opened the door. The Captain stormed in but before he could say anything the F/eng. said - "Captain, what a good idea that was of yours to lock the door, whilst you've been out some maniac tried to hijack us, your plan worked well".

The Captain returned to his seat and was quiet for few minutes, then said - "I'm sorry chaps, we did agree to keep the door locked.... BUT AT THE SAME BLOODY TIME YOU KNEW IT WAS ME!"

Whangarei Flying Club

Riding a bike

In flying you occasionally have those moments of pure delight. Moments when you just sit back and laugh at the joy of flying. I had one of those moments a couple of months ago. One of our guests, we'll call him Colin, was keen to have a trial flight. I have to say he was of 'mature' years, so I asked if he'd been in a light aircraft or flown before.

After a slight pause he said: "Not for about 60 years. 1955 I think !"

Well, of course that prompted the questions...

"Yes, I've been in light aircraft since then, but never in the left hand seat; never in control."

"So; what did you fly?"

"Meteors".

"Oh!"

"RAF".

"Ah. Well you might notice a few differences in WTF!"



We taxied out and took off on 24; called climbing to 2,000ft., and I handed him control. We climbed to 2,000ft... A nice cruise out to Pataua and I suggested he tried a turn to the left, "steep as you feel comfortable with".

Over we went, smooth medium rate turn, ball in the middle, altimeter 2,000; turning 90°; 180°, ball in the middle, Alt 2,000 ... 270° ... 360° all rock steady ... I was just laughing; just sat back with my arms folded and laughed with delight; absolutely fantastic, and what a joy. We came out of the turn without losing or gaining height, and with the ball stuck in the middle.

"Wow! Just like riding a bike, eh!!"

Coming Events...

with thanks to Brian Millett and the NMC Newsletter.

• **Thursday 21st May. WFC AvKiwi Seminar, 7.00pm at Hangar 10.** "Weather Matters". Even if you were at "Weather to Fly" in 2009 this is worth a revisit and I'm sure there will be new aspects discussed. Always a good turnout (hopefully not just for the free beer to follow!)

• **Saturday 23rd May. WFC AGM.** This will be followed immediately by the (new) Committee Meeting. We will try to get these both finished by 11.30 at the latest, when we will be able to enjoy a presentation of reminiscences from a WWII bomber pilot. We will also have a flying demonstration and presentation from a professional drone pilot. As pilots it is important that we keep in touch with drones; their abilities, restrictions and potential to all aspects of our flying.

Also **WESS Ruijne Flyin.** WESS airstrip, Pukeatua. Come and have a look at Wess's newest aircraft and join in the BBQ. The Gordonton Microlight club are planning a northern safari of the local strips. Wess's strip is 450m long. Vectors 30 & 12. GPS co-ord: 37-19-564/175-01-697. Frequency used is Mercer 133.05. Pukekawa Airfield is 2 miles NW of the Meremere Drag strip ACROSS THE RIVER. Contact Wess at 021929641 It pays to call as there is sometimes fog.

Whangarei Flying Club

• **OSHKOSH 2015. July 20th – 26th.** Start planning your visit now. Contact through NMC. Book early to get a seat on the DC3 flight from Chicago to Oshkosh.

If anybody hears of any up coming events on the aviation calendar that you think would be of interest to our members, please let me know, or contact Shaun to put on our web site. Ed.

Drew's Views

It's why we fly... Views from the cockpit... Contributions welcome !!

My first solo cross country . . . 8th January 2009 . . . What a day !



You know where this is, right!

HAPPY FLYING!



*25th April 2015
Revised 5th May 2015*

Please help make this Newsletter fatter by sending me anything you can that's flying related...! Ed.