

# Whangarei Flying Club



## NEXT WFC MEETINGS –

→ Sat. 24<sup>th</sup> August 2013 – Committee Meeting at 11.00am; followed by \$5 Lunch at 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 August 2013

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### President's Report:

Our monthly meeting has been put forward a week to allow our Father's Day fly-in to be held. We will need quite a few members to run this fly-in so anyone who is available could you ring Lou and he will allocate you with a job at the fly-in.

The final merger with NDAC and the handing over of NDAC funds and function went very well at the Grand Hotel, so we can look ahead for a bright future.

On a bit of a duller note, I am very concerned about procedures we've put forward and agreed upon at our monthly meetings that are not being done. After we let the condition of WTF get so bad one year ago with surface corrosion scratches on the paintwork, this took about 100 hours of labour to bring it up to standard again. We decided we would never let our aircraft get in that condition again so we set out a roster that laid out all the chores that had to be done. Bruce bought all of the materials needed and sent out a roster to all members; this meant you would only have to wash and clean aircraft twice a month (beginning/end of the month) *once* a year. Well, I am sad to say it's not working! My cleaning mate is June B. and we've done our cleaning month *and* two other months because the rostered pair have not done theirs. It really brusses me off to see June time and again having to clean away that brown stain from the exhaust pipe when she has already put endless voluntary hours into the Red Cross every week. I don't see why she should have to do other members' cleaning.

Both aircraft have not been cleaned for about 2 months now and they look very untidy underneath. It is a simple process to do cleaning twice in your rostered month as required, and then sign the roster on the notice board. We have got two of the best training aircraft in NZ and the cheapest to fly, so let's try and keep it that way. I would like a good, reliable person to run the cleaning roster to make sure cleaning is done, and another person to be in charge of hangar maintenance and hangar cleaning; the once a month cleaning by commercial cleaners is not enough and something like the toilets are maybe in need of cleaning twice a week. So anyone interested in those jobs, please give me a ring.

Since I will be working this weekend, Bruce will be chairing the meeting. See you all at the Father's Day fly-in.

Happy and safe flying.

Bob Foster

## Whangarei Flying Club

### CFI's Report:

Hi everyone.

It's been a quite month this month with the weather stopping quite a bit of flying. Never mind, we expect this in winter.

Drew and myself went down to a CAA instructor seminar this week. We found it very informative and we both learnt a lot from it. The CAA are really brilliant with these seminars and so far I have done their maintenance controllers course, their safety coordinator course and now this instructor seminar. Most of these seminars are free of charge or nearly free and I would encourage all instructors to take advantage of them to further their own personal aviation development.

Regular attendance at things like this shows the Civil Aviation that we, as a club, are interested in making our organisation the best it can possibly be. We get to know our colleagues at CAA on a more personal basis and this helps with problem resolution when we have to deal with them on an incident or other official flying related matter.

Operationally we also learn about the latest trends, rules and instructional techniques which we can put to good use in our club to help all members with their flying.

Lastly it gives us the opportunity to talk to other instructors, most of whom are GA instructors. There is a noticeable absence of Micro Light clubs attending these seminars and it doesn't go unnoticed. More Micro light Clubs should be going to these things to represent and promote our code within the aviation community. Failure to do this means that we are thought of as unprofessional or that we simply don't care. Yesterday I was encouraged to see our friends from the Dargaville club attending with about 5 members of their instructor team there. I feel both clubs attendance provides us with invaluable knowledge and puts us above the rest and assists in promoting our respective clubs as professional aviation organisations.

On another topic you may know that Eagle have replaced some of their flights with 4 flights daily in the Q300. This is a much larger aircraft so please be aware of their wider turning circle on the apron. You will notice new apron markings labelled Q300 (Painted on the apron.) which shows where the Q300 will taxi once on the apron. Please be aware of this and position yourself when doing your run-ups in such a way that you will not conflict.

Don't forget our father's day open weekend on 31 Aug-1 September. The club will be open to the public and our members for the entire weekend. This should be an excellent weekend and weather permitting we should get a lot of flying done. Please make a big effort to come out, have a sausage and do some flying. Trial flights for the public are being offered and there is no reason why you can't go up and hone your skills. June Billings is taking bookings so please give her a call on 4365616 if you wish to fly on this weekend.

Other than that I don't have a lot more news this month. Trial flights are continuing to come through with 5 sold this week and we sold another 10 hour training package to Jason Morgan who will be joining us as a new member soon. I have included his member application to be voted for at the committee meeting.

Fly safe everyone.

Cheers

Shaun

**Shaun Sutherland**

*Chief Flying Instructor* 0272-201-343



## Whangarei Flying Club

*At last – one of my ambitions fulfilled! – I'm starting to get interesting articles from you about your flying experiences. Many thanks to Lou this month. Who's up for next month?! - Ed.*

### MEMORIES OF OLD CLUBS AND THE JOY OF FLYING.

As a schoolboy in World War II we were inducted into aeroplanes – drawing Spitfires till they came out our ears, making models from flax stems with a pocketknife, then balsa and tissue paper models with rubberband engines. I was conscripted into Compulsory Military Training in 1950 in the RNZAF – unfortunately not as aircrew - however as an Airframe assistant working on Mosquitos, Mustangs, Harvards, Tigermoths and Ansons it was one of the best times of my life.

It wasn't until 1978 that I had time and money to afford to train as a pilot. That happened at Northern Districts Aero Club training under 'Wimpy' Baker who used to ferry Wellington Bombers constructed in Canada to the U.K. for the assistance to the Brits. My first flight with 'Wimpy' we took off on 06 in a trusty Victa 115. On downwind over Limestone Island, he whips CHE into a steep bank and says "just checking the cattle" as he looks sideways at me to get my reaction. I guess I said something like "Let's go farming". I was hooked!! CHE was taken out of service for a major and replaced with DEH PA28 Piper Cherokee 140. Again I was hooked - such a lovely plane to fly.

Not long after that we moved to Australia and I continued my training in a C172 on Coolangatta Airport. You could do 3 T&Gs on the runway it was so long compared to Onerahi, however a very busy airport working around interstate jets.

Back in NZ some years later I took up gliding in Taupo. I had a great time with Freddy Ladd (who was a very famous wartime and later a commercial pilot) as a neighbour and he was our Publicity Officer because he wasn't allowed powered flight due to health. Strange we thought as you can't do a 'Go Around' in a glider. He used to go downtown early on a Sunday morning in Taupo convincing tourists to come for a glider trial flight -- quite a man.

Some years later moving back to Ngunguru, the flying bug bit again. I was shown a brochure on a Tecnam Echo EKO and given a key to look in Bob Foster's Hangar 8. One look was enough – again I was hooked. At this time Northern Microlight Club was operating at Dargaville. Later Bert Gregory, main founder of Northern Recreational Flying Club - now based back at Onerahi - and also Neil Forman, retrained me into the microlight world. What happy times we have had. Due to Bob Foster's generosity, Tecnam EKO was housed in his hangar 8 which Bob and his father built by hand – a giant achievement.

NRFC then decided to build their own hangar 10. All was done with voluntary labour, pouring concrete donated by Golden Bay and mixed on site. A kitset steel hanger was purchased with a grant from ASB and assembled on site. Also donated was a ranch slider from Altherm Aluminium. Long hours were worked by our pilots and others – some flying in from other North areas. Later still, with Bruce Mackenzie at the helm arranging another grant from ASB, our Club Rooms Annexe was built on. Along with years of hard work, we have had many happy years flying and socializing - well worth it all.

Due to the foresight of key members we traded in EKO to purchase WTF, and more recently purchased WCF. With two Club planes now on line, and other private aircraft, it is a fantastic opportunity for our Flyaways. I would like to mention the many long cross country trips that we have had (some up to 4 days) many to the South Island, and that certainly boosts the skills and experiences. I would like to encourage newer pilots to aim for this as comparably it is quite affordable. We often stay at very cheap motels and have been as far south as Invercargill.

Also my deepest thanks goes out to our selfless instructors and AIs who dedicate their time, skills and experience to others. Without them our Club would not exist. Finally the icing on the cake is the merger with NDAC. It feels like I have come full circle. Thanks so much NDAC people.

Lou Du Flou  
Club Captain

... and here's the moment of the official handover ...



... and you can check out some of the other images from the dinner on our website here ...  
<http://www.whangareiflyingclub.com/images/> (click on one of the images to view them all full size)  
or borrow one of the two CDs I've put up in Hangar 10 with all of the photos for people to copy,,,

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### Drew's News from around the Web:

Check out what some troops overseas did to their helicopter.

This very special Mi-24 helicopter is presently flying in Afghanistan , where it is no doubt causing quite a stir.



## Whangarei Flying Club

### [More New Airplanes In The Works At Tecnam](#)

At EAA AirVenture this week, the Tecnam exhibit resembles a sea of aircraft, including five airplanes being shown at Oshkosh for the first time. The Italian planemaker, celebrating its 60th year in business, arrived this week with a long list of new products, updates, and data to share with their U.S. customer base. The new-to-Oshkosh products include a turbo version of the P2008 (the standard version debuted at Sebring's Light Sport expo back in 2000; [click here](#) for an AVweb video), and four different versions of the P92 LSA -- a floatplane, a taildragger with cargo pod for backcountry traveling, a surveillance version marketed as a low-cost law-enforcement option, and the classic Echo LSA, which sells for about \$75,000. The company also had updates on three new aircraft now in the works.



Three new models will start deliveries by year's end, the company said: Astore, a low-wing metal LSA that [flew for the first time](#) in June; the Snap! aerobatic airplane; and the P2010, a four-seat aircraft that AVweb [checked out](#) at Aero earlier this year. Another new model, the P2012, a two-engine, 11-seat piston-powered aircraft, will fly in 2015 and get certified in 2016, the company said. The company also shared their analysis of training costs, showing that career-minded students who train in an LSA, maximize simulator time, and take their instrument and complex training in a Tecnam twin can end up logging more multi-engine time for their money.

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### Plane crash lands on top of trees:-

[http://www.youtube.com/watch?v=i8C90Y\\_P3ME&feature=player\\_embedded#at=34](http://www.youtube.com/watch?v=i8C90Y_P3ME&feature=player_embedded#at=34)

*A great illustration of what **not** to do in a power failure on take off situation. Lesson One: Know your field and the PFTO options available. Lesson Two: Given the choice, I've been told that a forced landing in trees is preferable to one on water; and this would seem to strengthen that – but an open field is best! Ed.*

According to the pilot's statement and an on-board video, the engine experienced a partial loss of power after takeoff. While executing a crosswind turn, the engine experienced a total loss of power. The pilot manoeuvred to execute a forced landing into trees. ... and some of the comments by others ...

“Why he did not go straight ahead is totally beyond me. There is a perfectly good piece of flat grass to land on.”

“See how quickly things happened? There is no time for should have and could haves... You will have a chance only if you have gone through the emergency procedures before the take off.”

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*This is not only an interesting bit of historic filming; it's also a great Spitfire story with a happy ending!*

<http://www.youtube.com/embed/ie3SrjLlcUY>

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*Here's a question we've all asked ourselves (or even fantasised about – sadly!). You're a passenger in an airliner flying to Houston and the stewardess notices you're wearing a Whangarei Flying Club hat and asks if you can help. Both pilots have become incapacitated (they had the fish...) and she asks: can you come up front and help?! The real question is...*

### Can a private pilot land an airliner?

[http://www.youtube.com/watch?v=htq0VKi3j\\_w](http://www.youtube.com/watch?v=htq0VKi3j_w)

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HAPPY FLYING  
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