

# Whangarei Flying Club



## NEXT WFC MEETINGS –

→ Sat. 30th August 2014 – Committee Meeting at 11.00am; followed by \$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**

**August 2014**

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## President's Report:

Well firstly I would like to thank all that came to the mid-winter Dinner at Red Pizzeria. It would have been good to see a few more people at the event. The event was enjoyed by all.

So Father's Day is not too far away, so I hope to see you at the club for our big weekend of flying. I think we will have a discussion at the Meeting on Saturday to make some arrangements.

It's not too long until day lights saving, let's hope this translates to more flying hours. The only way of this happening is members actually go flying.

The weather has been a little inconsistent lately, so with winter nearly behind us and spring just around the corner let's hope for some more settled weather.

A couple of websites this month;

This is the international space station flying overhead at 7km per second.

<http://iss.astroviewer.net/observation.php>

(See my notes below. Ed.)

And I'm sure I don't need to introduce this one, but it's interesting to see Tecnam branching into twin engine aircraft.

[www.tecnam.co.nz](http://www.tecnam.co.nz)

That's it from me.

Linden Scott.

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## Whangarei Flying Club

### CFI's Report

Hi guys

Well I am back from South Africa and all I can say about that is that is really good to be home. Whilst I was there I visited Virginia Airport where I learnt to fly 26 years ago. I went solo in a Cessna 150 with the registration ZK-FNN and would you believe it that aircraft is still online there. It's a real testament to the engineering and maintenance behind these aircraft and it brought back many memories for me. I didn't have time to go flying as I was flat out dealing with family stuff, but it was wonderful to catch up with a few old faces.

Back in New Zealand it's getting lighter in the mornings and we are on the downhill slide to summer. Yeehaa!! Now is the time to brush off the cobwebs and come out for a fly. We really need you to come out and use the aircraft and facilities of your club as without you the club does not exist.

Our mid-winter dinner was great with excellent food and company but as Linden mentioned in his report it would be good if more people attended. I can appreciate that the rugby was on and that particular date may not have been the best idea, however when we planned the function the entire planning committee were unaware of that at the time. My apologies for leaving early but I picked up a really bad cold when I got back from SA and I was feeling dreadful.

Our next event is the Father's Day weekend and we are still taking registrations for the Parakai trip to the hot pools. If you are keen for that then please email me back and I will put you on the list.

I would also like to welcome Roman Zaytsev to the club. Roman has invested in a 10 hour pilot training package and will start his flying this weekend with us. A big welcome to you Roman.

Other than that there is nothing of significance on the operational front, so that's all from me.

Fly safe and take care.

Cheers

Shaun

**Shaun Sutherland**

*Chief Flying Instructor* 0272-201-343



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### Editor's Notes

Linden mentioned the link to observing the International Space Station flying past. This takes you to their web site where you enter your location and get a list of observation times over the next 10 days. The best times being just before dawn and just after sunset as the ISS will then be sunlit. So you can get up at 5:18:58 AM this Sunday, or if you're more of an evening person like me, you can wait a week and see it next Sunday evening at 7:31:27 PM sitting on the deck with a glass of wine!

## Whangarei Flying Club

How are you enjoying our new propellers on WCF and WTF? Great, aren't they! They are the result of quite a bit of research and advice, and followed a spate of problems we were having with stone chips on the previous propellers. Repairing these was a time consuming exercise which put an unfair (and unnecessary) load onto Mark, who maintains our aircraft.

One of the key problems with prop damage is the way a propeller can suck up gravel and stones from the ground immediately in front of it. To alleviate this risk I published a report from Shaun asking us not to perform engine run ups on any surfaces at Whangarei that might have loose stones. The next major risk is visiting airfields that have limestone runways; the nearest and most frequently visited being Dargaville.

In order to help us all, Bob has produced the following guidelines, in this case specific to Dargaville, but applicable to any limestone runway. If unsure, I'd even suggest you practise the nose high technique here on our runways before your next cross country. All practise is good, and it's another skill learnt. Ed.

### **Suggestions about landings and take-offs from Dargaville Aerodrome with WTF and WCF**

WTF and WCF are fitted with carbon fibre Bolly propellers. The following suggestions should help to **prevent stone chips to the end of the propellers which are thin and very easily damaged** in the winter time (the grass is very wet so stay on the limestone) - BUT I would qualify that further and say no run-ups on limestone as the propeller will pick up stones.

**When taxiing** pull the stick right back. There's enough thrust coming off the propellers to push the tail down and give you 50-60mm extra clearance between the propeller tips and runway surface.

**On take-off** roll the hand control stick right back and feed power on slowly until you have full throttle. By then the nose will be quite high so just lower it a bit until you feel comfortable and you can see over the nose. The aircraft will most likely rotate a bit before it should so once airborne just lower the nose a bit to build up a bit more speed and then climb away.

**On landing on 22**, if you don't land short enough you will miss the turn-off entrance to the Club house and will have to roll onto the other end to turn around. The runway is narrow and if you try to turn around on the runway you will have to hold one brake on and use quite a bit of power to turn around – and the propeller will pick up stones again.

In the summer when the grass runway is open, **using 22 after landing** you will have to taxi on the limestone runway to get to the Club house. So taxi onto the limestone runway at an angle, build up a bit of speed on the grass and just before you rise up on the limestone pull power back and raise the nose.

**Parking:** In the winter, when the grass area at the Club house is wet you can't park on it and will have to park on the metal pad instead. So taxi aircraft towards the Club house, stop short, turn the motor off and hop out and manoeuvre the aircraft into position by hand.

**When using Grass 04** there is no need to go on to the limestone and you will have grass right to the Club house and parking area. In the summer and when the grass vector is open *always* use that ahead of the limestone. Grass is easier on the aircraft to land on, especially in crosswinds.

The Club has spent about \$6,000 on the purchase of the two carbon fibre Bolly propellers on WTF and WCF which run very smoothly – so we have to look after them.

Thanks.

Bob Foster

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## More Editor's Notes

Thanks to Les Allen who sent me this...

Highlights from the Budapest Airshow 2014 featuring planes flying through the beautiful city and taking off from and flying under the bridges of the Danube river.

Featuring Hungarian pilot Peter Besenyi taking off from Elisabeth Bridge, Zoltan Veres flying under the historic Chain Bridge, the Wizz Air A320 Airbus making a low pass above the river and the BO-105 back-flipping helicopter.

<https://www.youtube.com/embed/0px9HFIVYjY>

## Repairing Christ The Redeemer

**Christ The Redeemer is a world famous statue that sits on a hill above Rio de Janeiro, Brazil that occasionally needs a bit of tender loving care.** In this case, Christ The Redeemer needed some small repairs due to damage from being struck by lightning. The workers from Pirelli demonstrate how they climb and walk on the statue to make the repairs. *(Gave me that cold feeling on the back of the neck just watching this! Ed.)*

[http://biggeekdad.com/2014/08/repairing-christ-redeemer/#at\\_pco=smlrebh-1.0&at\\_si=53ea93fb664f8c50&at\\_ab=per-2&at\\_pos=2&at\\_tot=5](http://biggeekdad.com/2014/08/repairing-christ-redeemer/#at_pco=smlrebh-1.0&at_si=53ea93fb664f8c50&at_ab=per-2&at_pos=2&at_tot=5)

## Wing Suit Flyer Meets Maker

**An urban wing suit flyer has met his maker after performing an amazing urban wing suit flight between two sky scrapers in Rio de Janeiro, Brazil.** It appears that he wasn't quite quick enough to make the wingsuit flight past Christ The Redeemer.

<http://biggeekdad.com/2014/08/wing-suit-flyer-meets-maker/>

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## Coming Events... with thanks to Brian Millett and the NMC Newsletter

**Waikato Aero Club Flyin.** Sunday August 24<sup>th</sup>. 09:00 Steele Road, Hamilton.  
[http://www.saa.org.nz/public\\_pages/events.php](http://www.saa.org.nz/public_pages/events.php)

**Wings Over Wairarapa.** Hood Aerodrome, Masterton. 16<sup>th</sup> – 18<sup>th</sup> Jan 2015  
<http://www.eventfinder.co.nz/2015/wings-over-wairarapa/masterton>

**Classic Fighters Omaka Airshow.** 3<sup>rd</sup> April 10:00am – 5<sup>th</sup> April, 4:00pm  
<http://www.eventfinder.co.nz/2015/classic-fighters-omaka-airshow/blenheim>

**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.**

## Whangarei Flying Club

Did you catch the documentary last night on the man in his mid-70s who landed a Cessna 172 at night after his friend and pilot collapsed (and died)? This link just shows the final landing, but this followed over an hour of him flying solo with no previous flying experience, and 3 aborted landing attempts.

A flying instructor was called in to talk him down, but as it got dark they couldn't risk him flicking switches to turn on instrument lighting in case he killed the engine – so he was flying blind ! Couldn't read the altimeter or ASI and was even having difficulty seeing the rescue helicopter he was trying to follow down in the dark. Amazing! They played the actual radio talk, and he remained calm (with a sense of humour) throughout.

They first tried to get him down on an unlit runway just before dark because it was directly into wind. It then got too dark to try again, but the wind dropped just enough for him to try the main lit runway at Doncaster.

The main problem then was getting him down without over speeding or stalling. Twice he was too high and had to go around, and at one point he calmly describes how a wing dropped and the ground was spinning around before he recovered! An amazing man.

One thing I noticed was that the Instructor didn't want to overload the poor guy, so didn't let him try the rudder pedals. This was fine until touchdown when he veered off the runway, but all in all a brilliant effort!

[http://video.uk.msn.com/watch/video/passenger-forced-to-land-plane-meets-his-rescuers/2inyvj1m?from=gallery\\_en-gb&sf=Relevancy#1](http://video.uk.msn.com/watch/video/passenger-forced-to-land-plane-meets-his-rescuers/2inyvj1m?from=gallery_en-gb&sf=Relevancy#1)

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## HOW LOW CAN YOU GO? (A series of photos to appear each month. Ed.)

### B-17 Flying Fortress

Modern day photographer Murray Mitchell captured this action shot super low B-17 Flying Fortress performing for a film crew and followed by a P-51D Mustang and a P-47 Thunderbolt.

Photo via <http://www.murraymitchell.com/>



HAPPY FLYING



29<sup>th</sup> August 2014