

# Whangarei Flying Club



## NEXT WFC MEETINGS –

- Sat. 11<sup>th</sup> January 2014 – First Club Breakfast of the year!
- Sat. 25<sup>th</sup> January 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 December 2013

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## CFI's Report:

Merry Christmas everyone.

Well we have completed another great year of safe and exciting flying. We have had good utilisation of both aircraft even though some of the winter months were a bit slow at times.

As we come up to our Christmas period we are selling a lot of trial flights and this gives us valuable utilisation throughout the summer. A lot of our new members are inducted as a result of a trial flight so it is a valuable source of flying for the club.

We have been challenged a bit with mechanical and maintenance issues throughout the year, especially where WCF is concerned. Mark Norgate has worked through most of these issues and hopefully we are coming to an end to these. Recently Drew and Mark went down to Tauranga to get the carbs sorted out. By all accounts the right carb is no longer leaking which is great news. We have tested the new prop thoroughly and are getting good results from this, especially in the cruise where it is a good few knots faster than the old one. A big thank you must go to Mark Norgate who spends hours of his own time working on the aircraft for no remuneration. Our flying would not be so cost effective if it wasn't for Mark.

Another big thank you goes to the instructor team who donate their time and expertise to the club. You will often see our instructors out at the field at day break to take a student flying. They also attend monthly instructor meetings where we try and perfect the operational side of our club; again all without remuneration and all just for the sheer joy of flying.

But the club would be nothing without its members and what a great membership we have. Our functions, meetings and fly-aways are always well subscribed and we have a very active membership. We could still do with more flying from our members though, so if you haven't flown for a while book a time with an instructor and get current again. The weather is fantastic right now so why not come on out and treat yourself for Christmas.

We have a great committee and some of the committee members have been on the committee for some years now. Why not consider putting yourself forward to serve on the committee next year. It is very rewarding and keeps you close to the heart of the club. Thank you to all our committee members for another great year.

## Whangarei Flying Club

Well that's me for this year. Have a very Merry Christmas everyone and fly and drive safely over the holiday period.

Cheers

**Shaun Sutherland**  
Chief Flying Instructor 0272-201-343



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## Coming Events...

...With thanks to the **NORTHLAND MICROLIGHT CLUB** Newsletter

**MANAWATU MICROLIGHT CLUB.** 1<sup>st</sup> January. 9<sup>th</sup> Annual New Year's Day fly in.  
<http://www.manawatumicrolightclub.org.nz/files/Microlight%20flyin%202014.pdf>  
<http://www.manawatumicrolightclub.org.nz/atholsstrip.html>

**WHITIANGA - Warbirds & Wheels.** 4-5<sup>th</sup> January. Full on program

**AOPA Northern North Island Summer Safari** Starts at Taupo on 18 Jan 2014, finishing on the evening of 24 Jan 2014 at River Lodge, Reporoa. Organised lunch stops and one or two night stays at various places throughout the North.

**TAURANGA AIRSHOW - Classics Of The Sky.** 26<sup>th</sup> January.  
<http://www.classicflyersnz.com/Airshow.html>

**DARGAVILLE** – Singer Trophy Air Rally, 1<sup>st</sup> and 2<sup>nd</sup> February 2014

**NAPIER AERO CLUB.** 'Aviation Event'. Saturday, 22<sup>nd</sup> Feb 2014

**WARBIRDS OVER WANAKA.** 18<sup>th</sup>, 19<sup>th</sup> and 20<sup>th</sup> April [www.warbirdsoverwanaka.com](http://www.warbirdsoverwanaka.com) (Not 1<sup>st</sup> - 4<sup>th</sup> April as shown in last month's Newsletter.)

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### Research Study: Aircraft Certification Rules Don't Necessarily Improve Safety

*(The following is extracted from a longer article in the AvWeb eletter of 5<sup>th</sup> December. Mark will be interested... Ed.)*

While it's generally assumed that aircraft certification rules increase safety and reduce accidents, a recently completed research project by an Embry Riddle Aeronautical University professor reveals that for some types of accidents, that's not the case. In fact, the research data suggests that for some segments of general aviation, burdensome certification rules actually decrease safety by making it more difficult for owners and operators to install relatively inexpensive equipment that might reduce the frequency of accidents.

The study was recently submitted as a doctoral dissertation at ERAU by Assistant Professor Carolina Lentz Anderson and was based on research into more than 3000 aircraft accidents between 2004 and the end of 2011.

Some conclusions: Certification rules have a statistically significant effect on the frequency of loss of control accidents, leading Anderson to surmise that less cumbersome certification rules would allow older aircraft to be upgraded with affordable safety equipment. The research revealed no statistical differences between the certification categories in frequency of structural breakups, but again, CAR3 and EAB aircraft had slightly higher frequencies than Part 23 or light sport aircraft.

Anderson told *AVweb* that her research adds statistical validity to what many in the industry already understand: over-regulation actually reduces safety. In her research report, she cites a certification process study by the FAA and the General Aviation Joint Steering Committee noting that less cumbersome procedures might reduce loss of control accidents by encouraging easier and cheaper installation of autopilots, angle of attack indicators and cockpit weather systems.

## Whangarei Flying Club

*(... and we benefit from this in the Microwave category, for instance, when we can install SpiderTracks systems that certainly improve our safety ... Ed.)*

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### Aircraft Arrivals

OOPS !!

On Wednesday an Ethiopian Airlines 767 landed at Arusha airport (with a 1640m runway normally catering for Caravans and the like) instead of Kilimanjaro International (3,600m that had been shortened to 3,200m due to a disabled aircraft on the runway) after the pilot allegedly misconstrued directives from the air traffic controller at Kilimanjaro. The 767 prefers a runway over 1,800m. Needless to say they ran out of runway and thank goodness the ground was soggy; and as he turned sharp left right at the end of the runway he sank into the mud, which stopped him. A fire truck came and extended their ladder in order to get the passengers off, and anyone with a car was sent to go and ferry passengers to the main arrivals terminal. The best thought is, as the captain was happily chatting to the KIA control tower as he was coming in to land, the control tower at Arusha must have got a bit of a surprise - can you imagine their faces as a 767 comes in to land! (No one was hurt.)



Of course that couldn't happen at Onerahi, though seeing the Royal Australian Airforce C-17A Globemaster III roaring in on 24 last Tuesday was quite a thrill !



Power ON and up she goes – while your whole chest vibrates to the sound !

(With apologies for the poor picture quality from my phone, as I frustratingly didn't have my Nikon to hand! Ed.)



**A CRYPTIC FLYING CHRISTMAS PRIZE CROSSWORD**

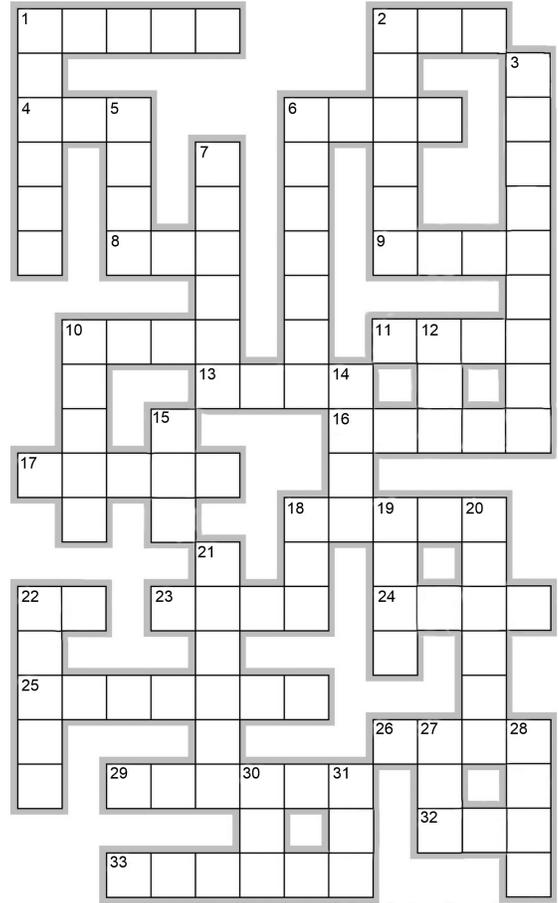
*(Just a bit of fun, but hopefully some answers will make you smile. My Christmas present to you all. Ed.)*

**ACROSS**

1. and 3. Down. Season's Greetings from me to you! (5,9)
2. House \_\_\_; Horse \_\_\_; Dragon \_\_\_? It's what we do! (3)
4. Try the other way round in a side-slip! (3)
6. Neat method to keep the plane stable. (4)
8. These doctors can help guide you! (3)
9. Using cats in this manner can help you avoid mid-air contact! (4)
10. You'll need to change lots to take-off or land quick! (4)
11. French woman or first man? Count me out for the answer! (4)
13. It's what gets you up there; and up SkyTower. (4)
16. Have grass to fuel the plane? Remove hers first!
17. Follow this path for the perfect landing. (5)
18. Nose down and up on the cricket field. (5)
22. 3.141592653589793238462643383 (approx.!) (2)
23. Not recommended in our planes. Nips you backwards! (4)
24. Edible axis! (4)
25. Ending your aerial journey between two floors! (7)
26. Panic! Extended for slow flight. (4)
29. Primary directional control on final. (6)
32. Want to fly one of our club planes? I did initially as we couldn't fly the other! (3)
33. Useless behind you before starting your takeoff.

**DOWN**

1. Call June for help? You're a month too late! (6)
2. Take these steps before 25. Don't get in a flap, but could give you a scare if it was right instead of left! (6)
3. (See 1. Across).
5. A \_\_\_ and a prayer keeps you airborne. (4)
6. Remove before flight? (4-3)
7. Initially show how a seemingly endless list lingers in your mind before a manoeuvre... (6)
10. ... and one of the things on that list all can then practice. (5)
12. Use your best friend's leg to avoid the direct route! (3)
14. Move slowly with the meter running. (4)
15. Much \_\_\_ About Nothing. A Comedy. (3)
18. Three of these cook pots would tell others you need help. (3)
19. Alter the runt of the litter to change direction. (4)
20. The "Reddish Brown Horse" at 174° 24'E, 35° 25'S (6)
21. You generally take-off this way. (6)
22. I am in a plot to control the plane. (5)
27. Keep below 500ft in this flying area. (3)
28. Magic Dragon!
30. This point can help predict icing conditions. (3)
31. Beam of light or a large flat fish. (3)



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*Send your completed answers to me at [drewbarlow@email.com](mailto:drewbarlow@email.com) for the chance to win a prize. The winner will be drawn from a hat at the next Committee Meeting on Saturday 25<sup>th</sup> January.*

[Short Final](#)



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MERRY CHRISTMAS

AND

HAPPY FLYING



21<sup>st</sup> December 2013