

Whangarei Flying Club



NEXT WFC MEETINGS –

- Sat. 23rd February 2013 – **Committee Meeting 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 February 2013

In this issue:

- Next WFC Meeting
- President's Report
- CFI's Report
- Editorial – Mosquito
- Coming Events
- Pilot's Tip – Sloped Runway
- Drew's News from the Web
- Short Final

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President's Report:

There has been plenty of flying done, both this month and in January, which is good for our Club. Dennis Booth took WTF to Hawera and Great Barrier this month and I hear the trip to Parakai was a huge success – 4 aircraft went along.

WTF has done about 40 hours in the last two months, since we have had WCF. So we really have to get serious and make up our minds whether we keep WTF. Two aircraft available is helpful when we do trips away and it looks like we are going to do a lot more trips away now. My feeling is if WTF does 100-120 hours a year, those flying hours should just about cover its running costs – and it provides a great facility to our members. It seems that the shorter day trips are more popular amongst the members than the longer trips.

Safety advisory: We have erected a safety chain and signs at the hangar doors for when we are doing trial flights. These are quick and easy to erect or pull down and we really had to do something like this... a month or so ago a young boy rushed out onto the apron to greet returning family as they were returning from a trial flight - and there's no need to tell you how dangerous a rotating prop is. Onlookers should be guided to the area we have made available out in front of the ranch-sliders: and pilots, if you move aircraft in or out of the hangar please make sure you put the safety chain up again.

We have got a quote of \$1400 to add to our concrete pad in front of our hangar and Lance's hangar – a good quote in my view. We will vote on that at Saturday's meeting. Extra room out front will benefit us and Lance especially, particularly when we have to move planes from the rear of the hangar to outside.

I have heard that Quantum Flying Club are closing down their flying and training operations here in July, which is sad news – it's so hard to make money out of aircraft these days. Our Club is lucky to be into the type of flying we are doing with low maintenance costs and cheap flying rates.

Whangarei Flying Club

Our new aircraft WCF seems to be going well now except for leaky carburettors – and once you get used to the casting nose wheel and glass cockpit it's a lovely bird to fly. Maybe a bit slower and a bit more sluggish on takeoff that WTF but a very exciting aircraft to fly. I can't wait to do a long cross-country to the South Island in her!

I was looking at both WTF and WCF this morning – they look very clean and tidy so the cleaning programme looks like it is working well. Keep it up.

I also had a look at the hours for the month – as at Tuesday 19 February WTF has 17 hours and WCF 35 hours (52 hours all up) and still a week to go.

Happy and safe flying. Bob Foster

CFI's Report:

Hi everyone. Well what fantastic weather we have been having, and both aircraft are getting excellent use. Last Sunday a group of us went down to Parakai airfield. Six aircraft including WCF, WTF, VDB, EDY, KCC and KIW departed around 9am in close to perfect weather. After a short flight south we were met by Harvey Lockie. Harvey was extremely hospitable and showed us around their new hangar and "control tower." What a great facility they have down there. Everyone really enjoyed the day and Lou is planning some more outings shortly, so watch this space.

The new web site is up and running and I trust you have had a good look around it. The new booking system has created a few challenges for some members but all appear to have the hang of it now. If you are having any problems with using it though please let me know so I can resolve them.

I really appreciate your patience during the change over and I trust you will enjoy using the new site. One feature I would like to point out is the twitter feed on the front page. If you go to www.whangareiflyingclub.com and scroll to the bottom of the page you will see a box with short messages in it. This allows us to update you with maintenance alerts, breaking news or interesting pictures easily and simply within minutes of it happening. The Parakai pictures for example were posted as they happened and whilst we were in Parakai. A good idea is to go to this before you go flying and you will be able to see if there have been any reported problems with either aircraft. Don't forget to still check the defect log in the hangar though. Another new feature is our image gallery. Here you can see photos of events etc. and this will be updated regularly. If you have any photos that you think would be good to put on that space then please email them to me.

On the operational front you will notice that we now have a chain up across the hangar doors restricting access to the apron. This was in response to an incident where a small child ran out to greet his dad whilst the aircraft was taxiing in. There are two signs that need to be hung on the chain. They are located on the shelf next to the hangar doors. Please ensure you hang these on the chain. If you are taking an aircraft in or out of the hangar please replace the chain and do not just leave it on the floor. If you are out there by yourself and nobody else is there don't bother hanging the chain up but please close the hangar doors so if anyone does come in whilst you are flying, access to the apron will not be available. I know that the chain is a bit of a pain but it only takes a minute to put up and could save a life. We really don't need an awful accident in our club for the sake of not putting in place a small safety measure. I would ask all club members to not venture out onto the apron unless you are flying or are involved in refuelling or maintaining an aircraft. Punters see you doing this and next minute... well you get the idea.

Other than that that's all from me this month. Take care and fly safe.

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



Editorial:

On the 5th of January there was a special arrival at Whangarei Airport; The Mosquito! Now when was the last time *that* happened (if ever?). And I can say THE Mosquito as there is only one! I'll let the photos speak for me.



On the apron.



View from the cockpit.



The pilot, Dave Phillips, getting ready to leave.

With special thanks to John Antunovich, who paid for the flight to Whangarei so that it could all happen, and to Jerry Yagen, the owner of the mosquito.

Drew

Next Month I will report on the New Zealand International Air Show that I attended at North Shore. Sad to hear that this may not happen again as numbers were low and the organisers made a loss.

Coming Events **2013**

ARDMORE SHOWDOWN Wings & Wheels. 2nd & 3rd March. <http://www.ardmoreshowdown.co.nz/>

Classic Fighters – Omaka. March 29th – 31st (Easter) <http://www.classicfighters.co.nz/>

Remembrance Day. WW1 Air Show Hood Aerodrome, Masterton, Saturday 27 April.
<http://www.wings.org.nz/>

Pilot's Tip of the Week

Takeoff Performance On Sloped Runways

Featuring Wally Moran - [view profile](#)

Subscriber Question:

"When taking off from a sloped runway, which factor has a more significant affect on takeoff performance - runway slope or wind?" - Adriano N.

Wally:

"The adjustment factors used by at least one manufacturer are as follows: Considering winds for takeoff, subtract 10% ground roll for each 12 knots of head wind. Add 10% ground roll for each 2 knots of tailwind up to 10 knots.

From this you can see that tailwinds are evil. They hurt way more than headwinds help.

Now, considering runway slope on takeoff - an upslope of 1% causes a 22% increase in ground roll at sea level, while a 1% down slope only decreases the ground roll by 7%.

Here again the upslope hurts a lot more than the down slope helps.

So given these figures, let's look at a problem wherein we could either take off into the wind but 1% upslope or downwind and a 1% down slope.

We learned that the upslope will cost us a 22% increase in ground roll and if we have a 6K head wind, we should get about 5% of that back for a total increase in our ground roll of 17%.

If we choose to take off downwind and down slope, we will get a decrease of 7% due to the slope, but an increase of 30% due to the tailwind. So we have a total penalty of 23%.

In this example the upslope takeoff into the wind is the better choice from a ground roll standpoint. However these calculations only consider the ground roll portion of the takeoff, if there is an obstacle involved then another calculation is needed and the affect of the wind reconsidered. Also don't forget that the condition of the runway and the aircraft can have a significant effect on the takeoff performance.

Remember, these numbers are for one type of general aviation aircraft and may not be applicable to any other aircraft. Always use the data from your POH and apply it very conservatively."



Drew's News from around the Web:

Stratos Team Updates Mission Numbers

The Red Bull Stratos team this week released its final analysis of the data collected from Felix Baumgartner's supersonic **freefall** last October. Baumgartner, the team said, experienced 25.2 seconds of weightlessness during his free fall, and reached a speed of Mach 1.25, or 843.6 mph, even faster than originally estimated. His jump altitude was revised slightly, down to 127,852.4 feet from the previous estimate of 128,100 feet. His heartbeat reached a maximum of 185 beats per minute when he exited the capsule, and ranged from 155 to 175 beats per minute during freefall. The data was reviewed last month by a team that included NASA astronauts, U.S. Air Force officers, and representatives from commercial aerospace companies.

Baumgartner described the freefall sensation as he accelerated to and through the sound barrier: "It feels like you are floating into space, and then you pick up speed very fast -- but you don't feel the air because the air density is so low. For almost 35 seconds I couldn't sense the air around me because basically there was none. That kind of helpless feeling is annoying as a professional skydiver. And then when you finally enter a thicker air layer you have to keep yourself completely symmetrical because otherwise you start spinning, which is what happened to me." The G meter on his wrist never reached the 6 continuous seconds at 3.5 G that would have triggered deployment of his stabilization chute. More details about the Stratos data can be found on the [project website](#).

email received:

Hi everyone,
When I received this youtube link from Allan I realised that amateur video just doesn't compare against footage like this. That was a large number of Merlins snarling magnificently together in the skies over Masterton and I suspect that all involved were extremely pleased to be a part of it. Enjoy. (I did.)
Cheers - Brian

----- Original Message -----

Hi Brian,

Just to whet your appetite, here's a link to a quick edit of a Mosquito video clip that we've put up on YouTube -- one of the sights and sounds we experienced at the Wings Over Wairarapa airshow recently:

http://www.youtube.com/watch?v=rxq_JhMIFe8

More to come as I work through the footage.

Regards
Allan
Allan Udy (Hist Av Film Unit)

Short Final (from AvWeb)

HEARD ANYTHING FUNNY ON THE RADIO?

Navy basic training:

A normally outstanding student was having a bad day. Keying the intercom by mistake, he said, "Sorry, sir, I am all #\$\$@*^! up."

An immediate reply came back: "Station using profanity, please identify yourself!"

The instructor instantaneously answered, "He may be #\$\$@*^! up, but not that #\$\$@*^! up!"

Don't delete this just because it looks weird. Believe it or not, you can read it.

I cdnuolt blveiee taht I cluod aulacly uesdnatnrd waht I was rdanieg. The phaonmneal pweor of the hmuan mind. Aoccdrnig to rscheearch at Cmabrigde Uinervtisy, it deosn't mttae in waht oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frist and lsat ltteer be in the rghit pclae. The rset can be a taotl mses and you can sitll raed it wouthit a porbelm. Tihs is bcuseae the huamn mnid deos not raed ervey lteter by istlef, but the wrod as a wlohe. Amzanig huh?

HAPPY FLYING
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21st February 2013