NEXT WFC MEETINGS –
François. 28th February 2015 – 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
February 2015

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President’s Report:

Welcome all to another President’s report.

We have had some good flying hours completed this month; it’s good to see the weather playing its part. I really like the new barrier preventing the public from access to our aircraft, unless present with a member. The public can still go outside through the sliding door. This allows the public to get close to the action while still being isolated from any immediate dangers.

We had a fly away to Tauranga on Sunday the 14th. Bruce and June left in TANGO just before 9am, myself and Tony left in CHARLIE at 9am. Flight time was 1 hour 45 minutes. We tracked direct to Thames then onto Paeroa then through the Wahi gap. A straight forward Matakana 1 approach at 1500ft passing Mt Maunganui, then a right base for Grass 25.

A bit of food at the cafe, then Tony and myself visited the museum while Bruce and June headed back. Grass 07, left hand turnout for a straight forward Matakana 1 departure at 1000ft and we were on our way North.

So all four of us had an enjoyable time and ATC were very pleasant, and not as daunting as some people may think.

So if you haven’t been there and or are a bit scared/unsure of ATC, take a flight with an instructor down there, you will be glad you did. I know Bruce, June, Tony and myself were glad we went.

So it’s great to know the next trip to Raglan is full already; good to see people are keen.

Take care out there.

Linden Scott
CFI’s Report

Well the weather has behaved and we have had some excellent flying recently. The trip to Tauranga went well and Linden has more on that in his report.

On the operational side of things there is not a lot to report with no major safety issues this month. A flag barrier has been installed across the opening to the hangar from the club rooms. This was in response to private aircraft owners who park their aircraft in the hangar expressing concern that their aircraft could be damaged by members of the public and other visitors. I think it is a good idea as well, and just keeps the public out of our operational area where there are safety hazards present. Please help us by keeping this flag barrier (and the one across the hangar/apron doors) up at all times.

I recently completed some strip work with Bob Foster out at a little strip near Pataua owned by Warren Newland. Conditions were a little bumpy but we managed to complete a couple of landings on it nevertheless. It is a one way strip with a steep uphill section that can be quite challenging, and when you land you have got to get the power straight back on again to get to the top of the hill. Take off is interesting as you now face a steep downhill section and you can’t see the runway until you go over the crest. You kinda just got to trust that it is there and it hasn’t moved 😊. With a few knots tailwind you need to hold it down on the ground to get some airspeed and then rotate. It’s a load of fun though and we must talk about planning an event where we can all go out and get a bit of experience on a strip nearby. Maybe we can discuss this at our next committee meeting? Bob Foster and Neil Foreman are very experienced on the local strips so please let us know if you are keen to have a go at this and we can start planning something.

We have a new member this month and her name is Amber Drummond. Amber is a commercial pilot who has just started flying for Ballistic Blondes. She has about 100 hours on Tecnams, and recently we went out for a family flight in WCF. Amber had never flown a glass cockpit but soon got the hang of it, and we had a great flight. Welcome to you Amber.

We have a number of students at present who are all progressing well on 10 hour packs. It’s good to see so much interest and passion in recreational aviation.

Other than that all is ticking along well. Take care and fly safe.

Cheers
Shaun

Shaun Sutherland
Chief Flying Instructor 0272-201-343
Blue sky days lure octogenarians heavenward

The lure of open skies and that "delightful feeling" of being in the air keeps octogenarian Bruce MacKenzie in the pilot seat. The 82-year-old member of the Whangarei Flying Club has been flying for 50 years. He travels from Whangarei to Otorohanga regularly to take part in club activities, which include club "Flyway" trips to places like Tauranga, Great Barrier Island, Paamui, Raglan and even to the South Island on some occasions.

Bruce has to complete three landings and takeoffs every 30 days, and hold a current medical certificate to ensure he is fit to fly. He also has to undertake a biannual flight review (BFR).

Bruce flew to Tauranga on February 15 with club member June Billings, who also has a pilot licence. "She flew back," Bruce says. "June, 86, is very active and, like Bruce, loves to fly. It's such a delightful feeling especially on a nice day, a bit like what yachtsies experience with the wind in their faces," Bruce says.

Both the club's aircraft are fitted with a tracking device enabling anybody to track flights at anytime through the club website. "My wife does this on most occasions when I am flying, to check my position," Bruce says.

The recreational flying club has members from age 16 to 86.

Call chief flying instructor Shane Sutherland on 027 220 1143 or Bruce on 09 434 4460 for information about trial flights or joining the club. You can also visit whangareiflyingclub.com.

High flyer: Whangarei Flying Club members Bruce MacKenzie and June Billings with one of the club's two aircraft after returning from a flying trip to Tauranga for breakfast on February 15.

Congratulations to whoever got this published! Well done! Great to get such good publicity. Ed.

Snippets: (Lifted from West Auckland Parakai Newsletter – with thanks. Video date 25th Jan 2015. Ed.)

Whole-aircraft parachute deployed to ensure a safe water landing. A Cirrus on the very long flight from California to Hawaii ran out of gas some 253 n.m. short, seen here ditching beside a cruise liner.

This 2200 n.m. leg over water stretches most small aircraft right to their absolute maximum possible range, even with all the extra tanks they can put on board and a special over-weight permit. If they strike an unexpected headwind, or any mechanical problem that reduces flight efficiency, it doesn’t take much to go from just enough range to just too little. Ditching a plane into an ocean swell has the risk of the plane digging in and turning upside down, which did happen here but in slow motion after a controlled descent at 12 knots rather than violently at 60 knots into the back of a wave.

The BRS chute did its job as expected for a good outcome… and the pilot was even able to splash down beside a Cruise Liner so as to have all the luxury comforts available.


Pilot's Tip of the Week

Water in Fuel Tanks

Featuring Bob Martens

Subscriber question:
"Is it OK to fly after draining water from my fuel tanks, or should I have a mechanic inspect the airplane first? How much water drained from my fuel can I tolerate?"
- John L.
Bob:
"The truth is that you don't want any water in your fuel tank!
A quick story.....on a training flight in Connecticut, a student kept getting water in the fuel sample. After multiple attempts, he got a clean sample so they tried to takeoff. The engine sputtered and quit on takeoff roll, so they drained some more fuel. On the next takeoff the engine quit just after airborne. They crashed! The investigation revealed a mix of water and fuel in the tanks. The fuel source at the airport had been contaminated.

If you find water in your tanks on preflight, how do you determine how it got there and when is it safe to fly?

This is not a call to be made by a pilot. A certified mechanic should determine that the aircraft is airworthy.

The downside on this one is pretty bad."

(Mark recently found water under the fuel gauge cover on top of the wing of one of our Tecnams. This wouldn't have contaminated the fuel, but is a bit of a warning about not using the water hose in sensitive areas when washing the aircraft... Ed.)

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Local flying photo of the month. Theme: “Why do we fly?” Any contributions welcome!

This week should be “How (or maybe ‘where’) do we fly”!

What’s wrong about this photograph? What would your radio call be? Answers on a postcard...

(Sent in by a reader whose anonymity I will protect!)
Coming Events…

with thanks to Brian Millett and the NMC Newsletter.

• MATA FLYIN. Another Date Change! Now Sunday March 1st. Leo John’s airstrip. BBQ lunch. Donation towards expenses appreciated. Early arrivals may get tea/coffee and scones. Runway 06 & 24. Length 700 metres. Contact Leo on 0274 928416 if you are going.

• RAGLAN FLY-AWAY. WFC. Sunday March 1st.

• ‘OFF ROAD EVENT’ FLYIN. Saturday March 7th. Sandy and Shona Eglinton’s airstrip/property. 293 Haruru Rd. RD3 Kaukapakapa.

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

• SUN ‘N FUN Lakeland, Florida, USA 21 – 26th April http://www.sun-n-fun.org/FlyIn.aspx

• 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.

... and finally …

Short Final (from AvWeb)
(A little anecdote on correct radio procedure. Ed.)

Cessna 123:  
"Center, Cessna 123 with you at angels eight five."

ATC:  
"Cessna 123, traffic 2 o’clock, four miles, eastbound. Say altitude."

Cessna 123:  
"No joy. Angels eight five. Looking."

ATC:  
"Cessna 123, say altitude."

Cessna 123:  
"Angels eight five."

ATC:  
"Cessna 123, we’re not making a war movie here. Say your altitude."

Cessna 123:  
"Eight thousand five hundred."

HAPPY FLYING!

26th February 2015