

# Whangarei Flying Club



## NEXT WFC MEETINGS –

- Sat. 26<sup>th</sup> January 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 January 2013

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## President's Report:

Hello all. As I have to work this weekend Bruce will kindly be chairing the meeting.

It has been a very good month for the Club. If the weather stays good we should make 70 hours for the month – 50 for WCF and 20 for WTF. A lot of those hours are trial flights which we get more money for so that gives the Club about \$8,500 income for the month. Trial flights have brought in \$26,500 in the last 18 months, so it is a very important source of revenue for our Club. The only trouble with big hours for the month is that we burn a lot of fuel. Bill carted 1100 litres of fuel for both planes.

WTF is off to Hawera this weekend – that will be a good run for the old plane. I have had a lot of our members come to me in the last couple of weeks wanting to keep WTF. The decision to keep WTF must be made by the majority of members by vote – so bring it up at the meeting. If WTF was to get (say) 100 hours a year it could be a good idea to retain WTF. I know some pilots are struggling with WCF with the casting nose-wheel. When you get to grips with WCF it is a nice aircraft to fly. We have certainly had WTF for sale for a long time now and have not had one offer... so perhaps it is not worth as much as we think.

I also want to mention that if we have fog first thing in the morning and have a lot of bookings, it has always been Club policy that all flights move back. This means that if we are fogged in for two hours the last booking will be two hours late. I ask flying members to be patient – we don't want anyone making a scene in front of people who are on trial flights or for our new students as it gives them a first-up bad impression of our Club. We have a good bunch of instructors who will do their best to make sure everyone gets treated fairly. If there are a lot of bookings on Saturday mornings with these long hours of daylight, you will find that the instructors could be there at 6am. and that means them getting up at 5am. – so please don't put any unnecessary pressure on instructors.

I urge everyone to fly our new aircraft – she's a beautiful bird once you get the knack of her.

Happy and safe flying.

Bob Foster

## Whangarei Flying Club

### CFI's Report:

Happy New Year everybody. I hope you enjoyed your holidays and are ready to embrace the New Year and do heaps of flying.

January so far has been pretty busy with a lot of trial flight punters cashing in their vouchers that they got for Christmas pressies. We have been doing most of the trial flights in WCF and the punters really love the glass cockpit.

Two of these recent vouchers have turned into a new members and I would like to welcome Ryan Baker and Nick Gould to the club. Both these members have purchased 10 hour pilot training packs and are rearing to go. I am instructing Ryan Baker and Neil foreman has taken on Nick Gould. Welcome to the club gentleman. We are really looking forward to flying with you.

There are a few operational issues that I would just like to bring to your attention. The first is regarding tech logs. You would have seen my previous emails regarding filling these in. Pilots are still not doing this and for some reason this happens especially in WTF. Guys please pay careful attention to this. If you are not sure about why or how to fill these in please let me know and I can run you through it. Also remember to check the maintenance times on the tech log during your pre-flight so that you don't inadvertently fly the aircraft if it is overdue on a maintenance requirement.

The second issue and one that is very close to my heart is apron access. We have had a number of instances in the last couple of months where punters including young children are wondering onto the apron despite being briefed not to. In one instance I was taxing in over the grass to the apron in front of the hangar and a young child ran out in his excitement to see his Dad. His mother rescued him at the last minute and a disaster was narrowly avoided. This is an accident waiting to happen and I am very concerned about it. Remember that access to the apron is strictly limited to flying pilots and their passengers. This includes all non-flying members. Please do not wander out there yourselves even if there is no aircraft operating there. I often see members chatting out there and this is not acceptable. You should only be on the apron if you are refuelling, pre-flying or escorting a passenger to the aircraft. Members of the public also see you and will follow your lead and think that it is acceptable to be there. If you see people on the apron please ask them to move into the hangar or into the viewing area behind the railing. Lou will be bringing this up in the committee meeting as it is an important issue that does need to be dealt with before we have an awful accident.

The last little problem is regarding instructor bookings. We have had a number of instances recently where a member has booked an aircraft and an instructor on E-Allocator however the member has not advised the instructor to see if they are free. This has resulted in the member turning up for their booking however no instructor has been available. Please ensure that you phone the instructor concerned and ensure he is available before making your booking. A text is not an acceptable method as some of us don't text and a phone call ensures that everyone is on the same page.

Now that that's out of the way, a big thank you must go to everyone who volunteered to help out with the Mosquito day. Mike Chubb has also asked me to pass on his sincere thanks as well. It was a fantastic day and one that I will remember for a long time to come. A big thank you must also go to Grant Robinson who brought this to our attention and provided invaluable information without which I don't think the visit would have happened.

Johns Shaw's Cherokee six is now flying and I will be doing my rating in it shortly. This is a 7 seat aircraft and will be great for club trips where, up to now, we have had very limited seats as we have only had the one aircraft. With both WCF and WTF in service plus an additional 7 seats from this aircraft we should be able to plan some great trips. Lou is working on the next trip idea and will have something for you shortly I'm sure.

That's it from me this month. Fly safe everyone.

Cheers

Shaun

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**Editorial:**

**Spitfires' Excavation**

*(Since posting this to publish in the January Newsletter events have caught up with it and the first dig has revealed – NOTHING!! D i s a p p o i n t e d !!! Interesting to read this article in retrospect – and with the hope that they might find some elsewhere? Watch this space! Ed.)*

The long-anticipated dig to unearth a cache of brand-new Spitfires that are believed to be buried in Burma is expected to start on Jan. 12, local press has reported. According to **The Irrawaddy**, archeologists first will spend about a week studying the site, then the digging can begin. Up to 36 pristine Spitfires, still in the packing crates they were delivered in near the end of World War II, are expected to be found. David Cundall, who **located the burial site**, said he has confirmed the airplanes are there by sending a camera through a borehole. "We went into a crate, you can see an object which resembles a Spitfire," he said.



The British troops buried the airplanes when they left Burma in 1945, Cundall said, because they didn't want to take them home but also didn't want anyone else to use them. The crates were tarred and placed on massive teak timbers to assist drainage, and a wooden roof was placed over the crates to protect them, Cundall said. The crates are buried about 30 feet deep in an area close to a runway at Mingaladon Airport in Rangoon. Cundall also has permission to excavate two other sites in Burma. At one of those sites, Cundall said he expects to find up to six crated Mark 8 Spitfires, a rare variation with only one copy still flying.

Drew

Dear WFC-Members

My family and I have to leave Whangarei now. After a journey around the South Island we will return to Germany at the end of January.

I want to say Good Bye and Thank You very much for all the nice hours I spent with you. I enjoyed my time as WFC-Member and the flying with WTF very much. It was really great to have had so many talks with all the friendly pilots I met at Hangar 10.

My special thanks to June who was my first pleasant and very helpful contact with the WFC, to Shaun who did a very inspiring Trail Flight with me and assisted with all the paperwork, to Bob who trained me so patiently to my Solo Flights and to Jack who did the first trainings and a few very interesting x-country flights with me. Above all, Jack, I wish you a quick and persistent recovery.

I hope we will return to Whangarei in a few years and I can rejoin the WFC.

If someone of you visits Germany and is near Cologne please contact me. It would be great to show you our airfield [Flugplatz Dahlemer-Binz](#) and our Club Hangar [SV Bayer](#) and arrange a Trail Flight over the beautiful 'Eifel' for you.



All the best,

**Dirk vom Steeg**

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## Coming Events

### 2013

New Zealand International Air Show. North Shore Saturday 26th January to Monday 28th (Auckland Anniversary Weekend) <http://www.nzairshow.com/>  
*(Come on guys – I'm flying down Monday with June – anyone else?? Great opportunity !! Ed.)*

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/>

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

This from AvWeb !:

## Refurb of the Month: Jerry Yagen's DH98 Mosquito

When Jerry Yagen replied to our recent query seeking interesting aircraft refurb, he said he was working on a light twin restoration and would we be interested? Sure. Shortly, a handful of photos came pixeling into the inbox of a de Havilland DH98 Mosquito. Light twin indeed!

[Click for photos.](#)



[click for photos](#)

... and another link to some great flying sequences on the Mosquito

[http://www.youtube.com/watch?v=M-I4hZah\\_Pc](http://www.youtube.com/watch?v=M-I4hZah_Pc)

... or from Alan Murgatroyd

Try <http://www.avweb.com/eletter/archives/avflash/2412-full.html>

and scroll down to North American Dates for Mosquito - click on the video - with sound ! - and see a 10 minute clip of the recently restored Mosquito in New Zealand, shortly to be taken by its US owner to the States, which I saw a couple of weeks ago at Ardmore, where the video starts.

The video is a collection of various clips and is over 10 minutes long, starting with start-up and take -off, but doesn't show the landing.

Enjoy,

Murg.

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## Whangarei Flying Club

From the RAANZ Newsletter...

- Want to gate-crash a private function?
- Trip over a glider tow-line?
- Nose over in a boggy patch?
- Be an unscheduled member of a formation flight at an airshow?
- Bust temporary airspace?
- Be a live target for the Air Force or Army?
- Get a rocket up your tailpipe?
- Mess with a UAV?

**Easy- don't check your NOTAMS !!**

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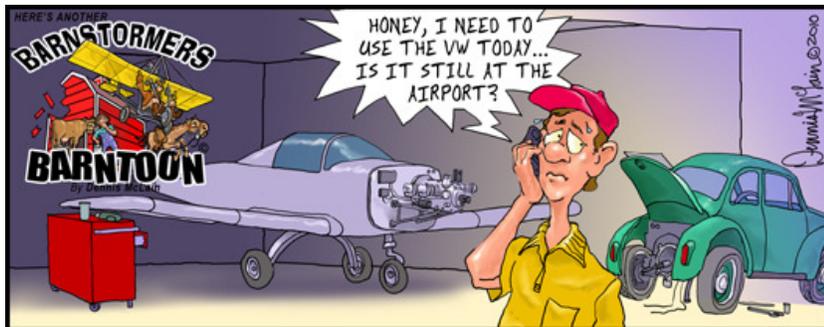
### Short Final (from AvWeb)

On some air bases, the military uses one side of the field and civilian aircraft use the other side, with the tower in the middle serving both. One day, at one of these fields, a call from an aircraft called in asking, "Hey, Tower, what time is it?"

The tower answered, "Who is calling?"

The aircraft answered, "What difference does it make?"

The tower responded with, "It makes a lot of difference. If you are a civilian aircraft, it's three o'clock; if you're an Army aircraft, it's 1500 hours; if you're a Navy aircraft, it's 3 bells; if you're an Air Force aircraft, the big hand is on 12 and the little hand is on 3; and if you're a Marine aircraft, it's Thursday afternoon and 120 minutes 'til Happy Hour."



HAPPY FLYING



24<sup>th</sup> January 2013