

Whangarei Flying Club



NEXT WFC MEETINGS –

→ Sat. 25th 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**

January 2014

In this issue:

- Next WFC Meeting
- President's Report
- CFI's Report
- Editor's Note
- Coming Events
- Pilot's Tip
- Short Final
- Barntoon

Contact details:

President: **Bob Foster**

Phone: 027 4919810

CFI: **Shaun Sutherland**

Phone: 027 2201343

Secretary: **Dave MacPherson**

Club Captain: **Lou Du Flou**

Safety Officer: **Grant Robinson**

Newsletter Editor: **Drew Barlow**

email: drewbarlow@email.com

Website:

<http://www.whangareiflyingclub.com/>

Post: **PO Box 1597, Whangarei**

President's Report:

Well here we are into 2014 already. But just to recap, 2013 was a big year for the Club with the purchase of a new aircraft and a donation of a large sum of money from NDAC. It was also a sad year with the passing of Jack Maxwell who was our secretary when we first started up in Whangarei in 2003. I was looking at the hours for WTF and WCF from January 2013 to January 2014 and both aircraft combined did in excess of 500 hours. WTF did 200 of those hours which are a lot more than we thought it would do. So it makes it worthwhile keeping WTF – it's also handy when we do a Club trip away, we can just about accommodate all Club members that want to go. We went to Pauanui last month for breakfast; we filled both aircraft up and put all remaining passengers into John's Cherokee Six. It was certainly a very good day out and some big breakfasts were consumed at Pauanui that day.

This coming Sunday (26th) both Club aircraft are going to the air show at Tauranga – it's good for our Club if our aircraft are seen at these events.

The aircraft cleaning roster is going very well. In saying that, last time I washed WTF I noticed a bit of surface corrosion starting to appear so we will have to get on to that fairly soon. Whangarei tends to be a harsh environment in which to own aircraft as we have salt water all around us.

With the commercial cleaners only cleaning the Club rooms and hangar once a month that's not enough to keep the place tidy. So I would suggest when members go for a fly and they perhaps have a spare 5-10 minutes, please grab yourself a broom and do a quick sweep around. The toilets also need cleaning at least once a week – please make sure that there are spare toilet rolls in both toilets, too. We all do these things at home so let's keep our Club rooms just as clean.

The next five months or so are usually the best conditions for flying - get stuck in and do heaps of flying. We have two of the best Club trainers in New Zealand and the cheapest rates around – so take advantage of that.

Something else has just been brought to my attention: some people are flying but are not paying, in some cases up to one year after their flight. This puts a lot of pressure on Sheila who has got to chase the person/s concerned. The Treasurer's job is the hardest

Whangarei Flying Club

job in the Club with hours of work put in behind the scenes – Sheila is doing a magnificent job as treasurer but her voluntary job as Treasurer certainly does *not* require her to act as debt collector! So if you can't afford to fly, don't fly.

Happy and safe flying everyone.

Bob Foster

CFI's Report:

Happy New Year everyone. I hope you all had a great festive season. Well, it's back to normal at the club again. Instructor meetings start again this month and our first for the year is scheduled this week. These meetings are held monthly and are attended by the instructor team, our club captain Lou, Mark Norgate in maintenance and Grant Robinson as our safety officer. They offer a valuable forum in which to discuss and confer on operational and safety matters and keeps communication going between the various operational areas of the club.

As Bob has said in his report, 2013 was a big year and this year I am looking forward to seeing the results of all the hard work and milestones achieved last year.

The weather is pretty good this time of year so I would encourage you to come on out the club and have a fly. If you haven't flown for a while then book an instructor who will be only too happy to assist. Remember to fly to the conditions and your abilities and if something doesn't feel right, listen to your gut and make an early command decision.

Lou will be planning some exciting events this year, and as they come to hand we will let you know.

On another issue I have noticed that some pilots are leaving the headsets on the dash board on top of the SpiderTracks unit. The headsets have magnets in the speaker area and when you lay this on the SpiderTracks unit it can cause significant damage to the unit. Please refrain from doing this and when stowing the headset just pop it on the back of the seat rest.

Some pilots are still not filling in the tech log. This is the blue and white cardboard log that is in the same file as the Hobbs log. If you are the last person flying or you are not sure if the aircraft will be flying again the same day then please fill this in. Use the flight timer in the aircraft and not the Hobbs for this reading. This tracks our flight time and is used to schedule maintenance.

You may have noticed that the safety chain across the hangar has been replaced with a rope with flags on it. This has made it much easier to handle and it is easy now to put it up and take it down again. Please ensure this is up at all times when the hangar doors are open regardless of if there is a member of the public there or not. If you see it down please put it back up again.

Other than that, that's all from me this month. Have a great summer and I look forward to seeing you at the club soon.

See you soon

Cheers

Shaun

Shaun Sutherland

Chief Flying Instructor 0272-201-343



Editor's Note:

Come on guys, give me a break! Has NOBODY had a go at my Prize Christmas Crossword?! Think of the hours it took to create! ... and the PRIZE!! If nobody does it, I'll have to drink it myself!! Ed. (P.S. It's not that hard, should be a laugh, and contains some clues with added local flavour.)

Coming Events...

...With thanks to Brian Millett and the NORTHLAND MICROLIGHT CLUB Newsletter

TAURANGA AIRSHOW - Classics Of The Sky. 26th January.

<http://www.classicflyersnz.com/Airshow.html>

Singer Trophy Air Rally. February 1st & 2nd 2014. Dargaville Airfield

Contact Graham Walker. graham@walkermagic.com or

Peter Randall. riverheights03@gmail.com

Roskill Modellers. Feb 9th.

<http://roskillmodellersclub.wordpress.com/highbrook-open-day-fun-fly-2013/>

Flying NZ National Competitions hosted by Tauranga Aero Club Inc at the Tauranga Airport. 20 - 21st February

For more Information visit www.flyingnz.co.nz

Napier Art Deco: Sat & Sun, 22 – 23 Feb. 10:00am – 4:00pm

<http://events.nzherald.co.nz/2014/tremains-art-deco-weekend-2014-flying-down-to-deco/napier/hawkes-bay-gisborne>

The Vintage Aviator Ltd WWI Evening Air Show, Masterton, 22nd February.

<http://www.eventfinder.co.nz/2014/the-vintage-aviator-ltd-wwi-evening-air-show/masterton#none>

RAANZ National Fly In. Manawatu Microlight Club. 1 - 2nd March.

Celebrating Manawatu Microlight 30th Anniversary

(Colin MacMillan 0274 515 817) Manawatu Districts Aero Club (Matt McCarty 021 257 3480)

Middle Districts Sport Flying Club (Stan Hyde 021 045 3801)

SportAvex. 50th Anniversary Fly-in. Bridge Pa. March 6th - 9th

http://www.saa.org.nz/public_pages/events.php

Contact Adrienne Fillery. admin@saa.org.nz www.saa.org.nz

WARBIRDS OVER WANAKA. 1st - 4th April. www.warbirdsoverwanaka.com

Coastal Air Race/Rally. Early notice. A brand new event to start from Dargaville Airfield.

Saturday April 6th. Start at 1-30pm.

Course length approx 40 miles. A fun event with some basic navigation and observation skills required. Mark your calendar now.

Results by afternoon tea time with prizes awarded by Bob Syron.

Whangarei Flying Club

OSHKOSH - email received from Warren Butler:

I am going to Oshkosh this year and would like to put this out to whoever may be interested. Please distribute freely.

This will be my 3rd Oshkosh visit and it works out much cheaper than any other way of doing Oshkosh.

Firstly, I meet up with the South African camping group which averages around 100 people each year. There are formal tents pre-arranged with camp-style stretchers, very comfortable, but not a hotel as you can imagine. Evening entertainment is included. There is even a telephone in the camp hut.

Evening meals are a "pay and share" affair with either a BBQ, sheep-on-the-spit, baked salmon, camp stew, to name a few options. A caravan is always available with liquid refreshments purchased via a ticket system.

The campsite is at Camp Scholler, directly opposite one of the main airshow entrances (walking distance), so you are always right-up-close to the action.

The camping costs are less than \$1000 for the entire week.

Tent, bedding and a basic breakfast is all included – unlimited teas and coffees.

It will cost around US\$100 to the EAA for the week's entry to the airshow as well as annual EAA membership with a monthly EAA magazine.

Return flights from AKL to Chicago return are around NZ\$2000. We hook up with the South African tour group on Sunday 27th July at O'Hare, Chicago. They will arrive from Paris on Air France.

Back to O'Hare on Monday 4th August at around midday for return flight back to NZ.

For those who haven't done the Oshkosh pilgrimage, it really should be on your 'bucket list.' For those who have already been there, I can assure you that you probably paid way, way more on your last trip than these great rates.

Neil Bowden from Air Adventure Tours has been putting on these tours for around 15 years. He does Farnborough, RIAT, Duxford, Sturgis Harley Davidson motorcycle Route 66 tours, Sun 'n Fun, etc, etc. All tours are very well planned and great value for money.

Have a look here to see the fun we had last time.

<http://www.youtube.com/watch?v=o9OhfQ8SFwQ>

Contact me for any further info. Hope you can join me there!

Warren Butler

Registered Financial Adviser

PO Box 39 064, Howick, 2145

New Zealand

Tel: +64 9 271 5720

0800 1COVER (0800 126 837)

Mobile: +64 21 104 6087

www.warrenbutler.co.nz

Pilot's Tip of the Week

Landing - Power On or Off?

Featuring Wally Moran

Subscriber Question:

"When landing, which is best - power on or power off approach? I suppose that answer will vary depending on the type aircraft, and possible other variables as well." - Doug R.

Wally:



"You are correct; the use of power on the approach depends upon the type of aircraft. Some of the heavier airplanes develop rather high sink rates with no power on the approach. In light airplanes such as a J-3 Cubs and Champs, power off approaches are desired.

A good pilot needs to be flexible enough to do both as conditions dictate. The heavy airplane might have to do a power off approach someday and the cub pilot may have to extend his pattern.

I encourage all pilots I fly with to practice power off approaches from time to time. Some pilots worry that doing this can be bad for their engine due to

rapid cooling. True, rapidly closing the throttle when the engine is hot from a period of high power can cool it too fast, but if one is planning a power off approach, it is easy to arrive at the downwind with the engine already relatively cool. Then you can slowly close the throttle. Since you are already near your approach speed, the cooling that occurs is not much different than it is after landing.

If a person practices power off approaches on a regular basis, they will be prepared if they actually have to do it someday."

Short Final

Heard Anything Funny on the Radio?

First night XC with instructor.

The route was going to take us over my home at 11:00pm, so I turned on my aviation scanner in my home for my wife so I could tell her goodnight. As we passed over my home at 6,500', I had failed to push the flip-flop to the air-to-air frequency and was still on approach.

Me:

"Goodnight, Susan. I hope you sleep well."

What I can only envision as a large, hairy-armed controller:

"The name is Bart, and they like it a lot better if we stay awake."

I apologized and changed to the air-to-air freq with my CFI laughing.

Whangarei Flying Club

Short Final No 2

One day when I was working the south arrival sector at Denver TRACON, traffic was getting backed up, and I had to start issuing speed reductions to the arrivals on initial contact.

One United pilot took exception to being slowed so far from the airport and asked:
"Approach, just how far out do you show us, anyway?"

I responded that he was 45 miles out on my radar. Then to lighten the tension, I said:
"I show you right over my house."

After a few seconds, he keyed up and said:
"Approach, there's a strange car in your driveway."

Randy Owen



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HAPPY FLYING



21st January 2014