

# Whangarei Flying Club



## NEXT WFC MEETING –

→ Sat. 28<sup>th</sup> July 2012 – Committee Meeting 11.00am; \$5 lunch at about noon.

→ Sat. 11<sup>th</sup> August 2012 – 8am \$5 Breakfast at Hangar 10.

→ **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 as well as Lunch).



**Providing Safe and  
Affordable Flying  
July 2012**

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## President's Report:

It has been a fairly quiet month on the flying front. We have had two good weeks this month with some ideal, cold flying weather when the Eaglet climbs out at over 1,000fpm and doesn't deviate an inch in flight. But we have not done a lot of hours – perhaps that's a sign of hard financial times.

Lou has got some flights away in mind but it's up to us to help him and make suggestions. June was down in Ardmore last week, saw Giovanni the Tecnam agent and was given a test fly in the new carbon fibre 2008 Tecnam. Giovanni has a new Tecnam coming out from Italy soon, this is available and we have been offered a good deal on it – the question is, whether it is the right type of aircraft for us with its higher stall speed and longer ground roll. I will be asking Giovanni to bring up the demonstrator so the members can have a fly in it and evaluate it against the Eaglet. Members will have the final say - re if we get a new aircraft, and what type.

I would like to thank all the people who came in to help with the cleaning and polishing of all the old items, cups, photos etc. from NDAC – we found a place for every single item. There is some very good history there and it's certainly worthwhile to take a good look at the memorabilia.

Just a reminder that it would be good to see a better turn-out to our breakfasts held once a month. There were only eight people at the last breakfast. Where else in New Zealand could you get bacon, eggs, sausages, baked beans, toast and jam, coffee or tea – all done by professional cooks! – for \$5.00? And if you are lucky you won't have to do the dishes. (Next one Sat 11<sup>th</sup> Aug. Ed.).

See you on Saturday,  
Bob

## Whangarei Flying Club

### **CFI's Report:**

Hi everyone

Well I am back in New Zealand now after a fantastic trip to Thailand. It was nice to get some warmth and see some sun. I believe the weather here was pretty fantastic for flying while I was away however typically it started to rain as soon as I came back. Never mind. Let's hope we get some good weather in the next month.

I attended the final AGM and special general meeting of the Northland Districts Aero Club this last weekend. The meeting was being held to finalise the merge of the NDAC with the WFC. The meeting went well and the merge was voted for and approved by all members present. This is a great move forward for both clubs. The merge guarantees that the NDAC does not just disappear and its long and proud heritage can be remembered and preserved. The transfer of all assets, including a large sum of cash of around \$110,000.00 will make a big difference to our club. I am so pleased this has finally gone through as it has been something we have been working on for almost 7 years now. Considering the two clubs barely spoke to each other 7 years ago I think we have made huge headway in realising this important merge. A big thank you goes to the committees of both clubs for making this happen. Also one person who really stands out is my good friend John Shaw who has looked after the NDAC affairs and guided them to this point for many years now. John has now joined the WFC and is looking forward to some time off from the committee and to enjoy some great flying. I recently did his type rating onto the Tecnam and as a GA pilot who hasn't done much in micro lights he was really impressed with it.

I see that the NDAC display cabinets and artefacts have been moved up to the WFC clubrooms and have been cleaned up. Thanks to all who helped with that. I think it looks great!!

Anyway guys that's all from me this month. If you haven't flown for a while then it's time to get up there and dust the cobwebs out. If you would like to fly, please contact a member of the instructor team to make a booking.

Happy and safe flying.  
Cheers  
Shaun  
C.F.I.

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### **Editorial:**

My only comment this month is to thoroughly endorse the comments above. I think all the members of WFC really appreciate the fantastic opportunity we have with the merger with NDAC, allowing us to grow into a stronger club with great future prospects.

Thank you to all concerned on both sides of this merger (now one side!).

Oh! And one other thing. Thank you John for adding the list of Northern Flying Clubs to the members section of our web site. This will now allow me to send the email notification of each month's newsletter to them as well. If any of you know of anyone else who might like to receive the newsletter, please let me or John know. It's very gratifying to see how many of you are downloading the newsletter (yes, John has put a counter on the website!) so I know it's not all just disappearing into the ether...

Drew

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## Drew's News from around the Web:

The *AVweb* team started a little early on their AirVenture coverage this year, with contributor Andrew Zaback riding up alongside Cubs 2 Oshkosh. Strap in and share the journey with some of his photos.

[http://www.avweb.com/news/airventure/EAAAirVenture2012\\_PhotoGallery\\_One\\_207037-1.html#gallery](http://www.avweb.com/news/airventure/EAAAirVenture2012_PhotoGallery_One_207037-1.html#gallery)

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*(Did I hear WFC might be looking at buying a new plane?? Check these out... Ed.)*

ICON announced earlier this year that it had created a truly spin resistant design in the A5 and is trying to convince the FAA that the safety improvement is worth the extra weight for inclusion in the LSA category. "The potential safety benefits of a Spin-Resistant Airframe (SRA) for the S-LSA category are extraordinary," ICON says in its submission to the FAA. "SRA can dramatically reduce loss-of-control fatalities related to inadvertent stall/spin entries. Stall/spin entries account for an alarming 41 percent of all pilot-related fatalities."

In its submission to the FAA, ICON said making its aircraft safer by making it spin resistant essentially requires more carbon fiber than the current rules will permit and still allow it to carry more than the pilot and a bologna sandwich. To be spin resistant, the aircraft needs bigger wings and that has a cascading effect on other structures. "The increased wing area then in turn requires increased tail size for stability along with the corresponding increase in internal structure, as well as proportional accommodation factor weight – at a minimum," the submission says. "Further, the increased wing, tail, and specific spin-resistance elements also result in an increase in aerodynamic drag which requires increased engine size and additional fuel to compensate. The net result is that a Spin-Resistant Airframe requires increased vehicle weight over a similar S-LSA airplane that does not achieve spin resistance." ICON also says weight-adding features like a finished passenger area without exposed cables and structural elements will increase safety.

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

*... OR – if you want it all, try this new "do it all" LSA !!*

LISA Airplanes' Akoya light sport aircraft can land on pavement, water or snow. It also boasts impressive performance. The flying prototype was at AirVenture 2012, where visitors couldn't help but make comparisons to Icon's A5.

<http://www.youtube.com/watch?v=NkWbxEpw4Dg>

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An All Nippon Airways Boeing 767-300 carrying 193 passengers was damaged during a hard landing at Tokyo Narita airport, Wednesday, June 20, 2012. The ANA jet touched down on Runway 16R. Airport weather reports show winds at 230 and 16 knots gusting to 29 at that time, suggesting a potential crosswind component of more than 27 knots. However that may have affected the pilots and aircraft, security camera footage shows the airliner came down first on the right main, then on the nosewheel alone, before porpoising into a second impact that appears to impart visible flex on the airliner's forward fuselage. No injuries were reported, but an early post-flight inspection clearly showed buckling and creases in the fuselage skin forward of the wing root. Japan's transportation safety board is investigating. *(Shows how tough they make 'em. That undercarriage anyway. Ed.)*

<http://www.youtube.com/watch?v=Jw-aUVa3a0U>

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**West Auckland Parakai News: (Extracted from their Newsletter)**

**Separate Radio Frequency approved:**

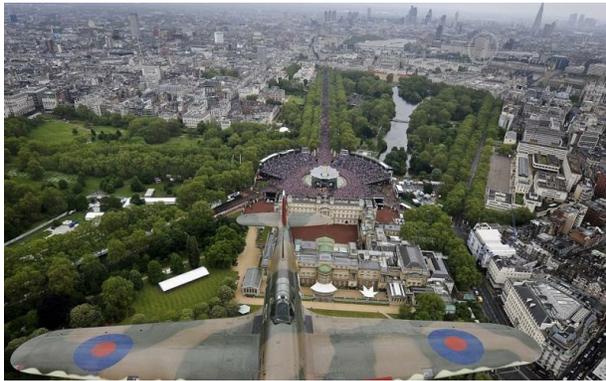
West Auckland Airport Parakai has had its own radio frequency approved, and from 15th November this year when the 2012 maps come out it will be 123.50. But not yet! Remember that the call remains 'Parakai Traffic' on 119.1 until 14th November 2012.

**SNIPPETS**

Strikemaster rides now available:

Video of a ride in a Strikemaster from Ardmore over Auckland... rolls, loops, looks like a lot of fun.

A great addition to the 'adventure tourist' thrills options.



**Queen's 60th Jubilee Flyover**

Photos and video of the Lancaster, Hurricane and Spitfire flyover during the Queens 60<sup>th</sup> jubilee.

<http://www.dailymail.co.uk/news/article-2155406/One-look-amazing-Jubilee-celebrations----seen-Tail-end-Charlie-Britains-airworthy-Lancaster.html>

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**Tail Piece**

I thought I'd put NOTHING here this week ! For any of you who have enjoyed the tail pieces – how about sending me anything funny you've heard or seen that's aviation related – and clean enough to put here...

... and I'd love to hear from any of the other Flying Clubs we've now added to our list... and you can also download any of the Newsletters from the last 12 months from our web site. Ed.

<http://www.wfc.org.nz/index.php?l=6>

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HAPPY FLYING  
→ → → → → → → → →