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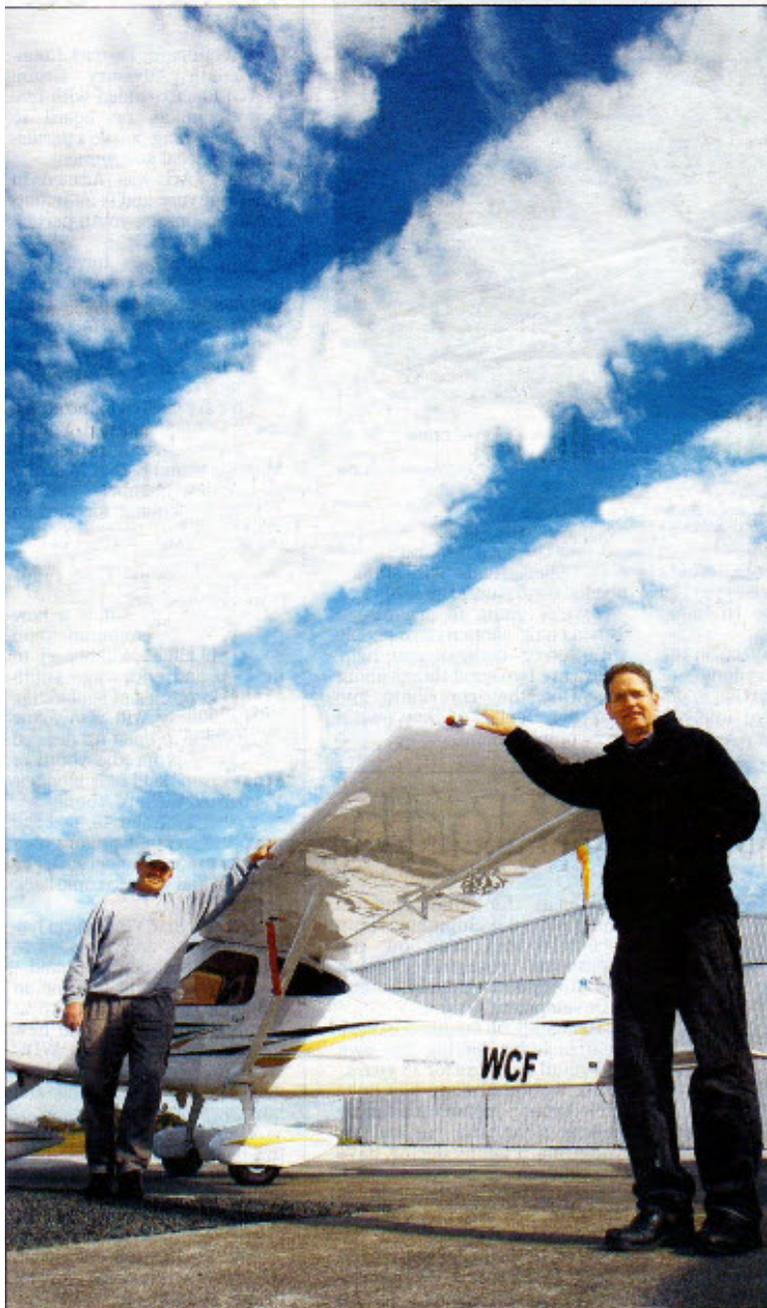
Northern Advocate

Local news

Thursday July 25, 2013

Merger offers club \$100,000 air tonic

By Mike Dinsdale



It's the end of one era and the start of another with the formal merger of two Whangarei-based flying clubs.

The Northern Districts Aero Club (NDAC), which has been around since 1928, will merge with the Whangarei Flying Club, around since the early 1980s, in a function at the Grand Thai restaurant next Wednesday, with the handing over of a cheque for more than \$100,000.

The new club was called the Whangarei Flying Club, incorporating Northland Districts Aero Club, or just the Whangarei Flying Club for short, spokesman Shaun Sutherland said.

The money was from the sale of the NDAC's assets and would be formally handed to the new club's president, Bob Foster, by NDAC immediate past-president, John Shaw.

Mr Sutherland said the clubs actually merged last year, but the money had been held in trust until all the necessary paperwork was done and Wednesday's handover would be the formal beginning of the new club.

There are two types of flying, general aviation and recreational aviation, which focuses on microlight planes and is carried out at the Whangarei Flying Club.

Far more people were getting into microlight flying and the merger made for a far stronger presence in that area. And with about 90 members, the new club would be possibly the cheapest place to learn how to fly in the country, Mr Sutherland said.

The club owns two planes at its hanger, based at Whangarei Airport, at Onerahi, and leases the planes to its members or other pilots.

To learn more about the new club, check out www.whangareiflyingclub.com

TWO'S COMPANY: Bob Foster (left), Whangarei Flying Club president, and John Shaw, Northern District Aero Club immediate past-president, whose clubs formally merge next week. PHOTO/MICHAEL CUNNINGHAM

Whangarei Flying Club

NEXT WFC MEETINGS –

→ Sat. 31st August 2013 – Committee Meeting at 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 July 2013

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President's Report:

We are nearing the end of the month, an important month for the Club as it is the official merging of WFC and NDAC. A function will be held at the Settlers Thai Restaurant on the 31st July, the more Club members that can get there the better.

Grant Robinson has made application to be an IA. Mark has agreed to coach him so that Grant will work with Mark on the 100-hour checks and any other general maintenance of WTF and WCF. The IA's job is very important within the Club - there is so much work that goes on re both aircraft that perhaps the majority of the Club members don't know about this (say, for instance, we take one of the aircraft for a fly then find a defect. It takes all of a few seconds to write this up in the faults; but likely it can take the IA two hours to rectify). Our aircraft are kept in really good condition, but I have noticed the cleaning programme is not going as planned. Some members are not doing their planned stint of cleaning, or one person of the two required is having to do the entire job. We most likely have the two best microlight trainers in New Zealand, so it is up to the members to keep them up to scratch. And the only way to achieve that is for every member to do his bit.

Quantum cease operations on the airfield at the end of the month and some time soon Eagle are cutting their flights back to four flights a day... I think they are using bigger aircraft; Dash 8 or ATRs, so it will be a pretty quiet place for us to fly on this airfield. Eagle, at their peak, were doing 13 flights a day to Whangarei. When I was a young fellow back in the 1950s I would come to the Whangarei airfield and watch the old Dominoes land and take off. There was no runway, just a big round paddock so they could land or take off any way. I think they carried 8 passengers.

Bruce McKenzie has come up with some calculations re flying hours for WTF in the seven months since we have had WCF. WTF has averaged 16 hours a month so over one year that would be 192 hours... so that makes it worthwhile keeping WTF. When Bruce gets back from Auckland he will do a cost on running both aircraft and see just how much an hour they cost to run.

Frank Trump and I were on the way back from Great Barrier a couple of weeks ago and the spider track sent out an SOS! From what I have heard, other aircraft that have spider tracks are experiencing the same problem. Each time our spider track goes off Shaun can spend up to one hour to sort out if it is not a real emergency. It costs a lot of money to buy and run a spider track, so I think it's up to spider track to sort out these problems. Otherwise, the Club is ticking along nicely.

Whangarei Flying Club

Mike Sylvester and John Healey both have got their full micro licences lately, so that's great!

Happy and safe flying.

Bob Foster

CFI's Report:

Hi everyone.

Well it's been a quieter month this month but the aircraft still seem to clock up the hours. The cracks and the separation on the wings tips of WCF and WTF have been repaired. A big thanks to Mark Norgate for sorting that out in record time as usual.

Mark has a heavy work load and it is important that he has help with maintenance. At our last instructor meeting we discussed the option of Grant Robinson stepping up to an I.A. role. Whilst Grant hasn't had a lot of maintenance experience on microlights he does have extensive engineering experience that he can apply to this role. We have made application to SAC to consider Grant as a microlight Inspection Authority and Grant will work under Mark's supervision to learn the ropes. Thank you to Grant for putting his hand up for this. We hope to get an answer back from SAC shortly.

There have been a couple of unexplained spider tracks alerts recently. One of them was last week in WCF on the way back from the Barrier and the other was in John Shaw's Cherokee 6 on the way back from Taranaki. Both aircraft were flying along and created first tier alerts without the pilot's knowledge. From the ground this looks like a real alert and we raced into action. In the case of WCF I was able to establish the aircraft was safe as it landed in Whangarei shortly afterwards. In the case of the Cherokee 6 alert however I was unable to establish that the aircraft was safe and the alert escalated to Tier Two. This got the rescue coordination Centre involved and we tried to get Christchurch information to raise John on the radio. John was tuned to Christchurch information at the time but missed the call. (This is one reason you need to tune Christchurch information and not 119.1 when in transit.) Eventually an Eagle flight made contact with him and established he was safe. I don't need to tell you how disruptive it is to have to deal with a non-emergency during the middle of a busy working day and I've been pretty miffed to say the least. After talking with Quantum Aviation they have told me that they have experienced the same thing in the last couple of weeks. I have created a support ticket with Spidertracks to get them to look at it and hope to have some answers shortly. I will report back when I do.

Quantum Aviation closes next week and I will be very sad to see it go. I have really enjoyed the cooperative relationship we have had and I would like to take this opportunity to wish all the staff at Quantum all the very best for the future. I really value the advice and support I have received from Darron and his team that has helped me in my role as CFI here at the club.

Don't forget our dinner on Wednesday 31st July at the Grand Thai restaurant. I have 37 people confirmed but I need 50 so please let me know if you would like to bring some family members or friends along. It should be a great night.

That's it from me. Take care – Fly high, fly fast and fly safe.

Cheers

Shaun

Shaun Sutherland

Chief Flying Instructor 0272-201-343



Whangarei Flying Club

EARLY MEMORIES OF N. D. A .C . (by Jack Maxwell)

After close to three generations of operation, the Northern Districts Aero Club has recently ceased to exist as an entity, having joined forces with the relatively new Whangarei Flying Club.

I joined NDAC in July 1955 having just completed fourteen weeks of compulsory military training in the RNZAF at Hobsonville. I was nineteen years old. At that time NDAC had just one aircraft and employed one instructor/manager. He was a wonderful instructor and had been a Lancaster bomber pilot during the second world war. He was a very busy man as he operated two days a week from Onerahi, two days from Kaitaia and two days from Kaikohe , where he lived. The flying days at Kaikohe were Saturday and Sunday. Monday was set aside for maintenance. You can see that NDAC was very appropriately named as it certainly served a number of Northern districts.

Flying lessons could not be booked. Students wishing to fly simply turned up and hoped for the best. A great deal of enthusiasm was required. The aircraft was a DH 82 Tiger Moth. It had just a few basic instruments, no flaps, no brakes, no radio, no transponder, and no electric starter. The instructor sat in the front cockpit with the student behind. Communication was by speaking tube. As the cockpits were open, goggles, helmet, gloves and a warm jacket were essential.

Tiger Moths were tail draggers so when on the ground, forward visibility was almost nil, requiring zig-zagging when taxiing. In many respects these aircraft were good basic trainers and were used extensively for training during the second world war.

However one bad feature they had was their tendency to go into a spin if flown carelessly and / or by an inexperienced pilot. A spin meant the loss of 1000' of altitude. A spin at 1000' or less resulted in a crash which was usually fatal. Because of this, students had to learn spin recovery before their first solo.

I flew solo in ZK-BEC (Tiger Moth) in November 1955 in Kaikohe. A week later the aircraft was lost in the Whangarei harbour quite near the town basin. The two occupants, though quite badly injured, did survive. The aircraft did not. It seems that the pilot was doing steep turns at 1000' when the aircraft stalled and spun. For some months the club was without an aircraft but eventually obtained a new Piper Cub.

These memories go back fifty eight years. Flying today is certainly very different but at least some of the sense of excitement and adventure remain.

Jack Maxwell

Great to receive this type of article for our Newsletter. Thank you, Jack. Now, come on guys, I'd like to publish more like this.

Any other early memories of NDAC or NRFC? Email to drewbarlow@email.com

Drew's News from around the Web:

[NTSB Releases First GA Safety Video](#)

The NTSB Thursday released the first in a series of videos highlighting circumstances and decision-making that have led to GA accidents with fatal outcomes and seeks to identify and reduce risks for GA pilots. Four more videos will follow. The videos, dubbed Video Safety Alerts, by the NTSB all run less than 5 minutes in duration. Each is based on one of five safety bulletins issued by the NTSB in March and each video features an investigator discussing specific aspects of general aviation safety that have been associated with a high volume of GA accidents. The videos are intended to provide strategies and resources to help pilots better identify risks and improve safety within the GA community. The first video "Is Your Aircraft Talking to You? Listen!" is available on YouTube and also here.

The NTSB's first Video Safety Alert features NTSB investigator Catherine Gagne and focuses on maintenance issues as they may affect pilots, mechanics and safety of flight. Later videos will cover topics like risk management and decision-making, flight in reduced-visibility, and low-altitude stalls. The remaining four videos will be released this month, announced on Twitter and placed on the [NTSB's YouTube channel](#). Find the NTSB's written safety alerts, [here](#). The NTSB investigates about 1,500 GA accidents that it deems "preventable" each year. And each year those accidents kill more than 450 people, on average. The NTSB says most accidents involve a similar set of circumstances that lead to fatal outcomes and this video series seeks to address and alter those conditions.

<http://www.youtube.com/watch?v=if3Ym3f2Los&feature=c4-overview&list=UUe5dWbxxvQqDAHmyMrEF7Kw>

(The following text is copied direct from YouTube, which I guess puts it in the public domain. Ed.)

Jane Wicker Tribute

Published on Jun 23, 2013

"Dedicated to the memory of Jane Wicker, who lost her life while performing her Wing Walking demonstration on June 22, 2013, at the Vectren Dayton air show. This video contains footage of Jane that I've taken over the years.

Special thanks to Mike Lynaugh for his permission to use his photo of Jane at the 2012 Cleveland air show, which is the final photo of this production.

Musical score written, performed, and produced by Steven Serdikoff.

All video content copyrighted to Cindy Monohan"

http://www.youtube.com/watch?v=dlpDHyXulJQ&feature=c4-overview&list=UUnhDzHnJPbzyqO6z_UxVJrg

(... and let's not forget the pilot - Charlie Schwenker. Ed.)

The Pilot's Lounge #125: Better Dead Than Embarrassed

"A buddy of mine who was in the Blue Angels once jokingly told me that when performing in an airshow he'd rather be dead than embarrassed. While he was being facetious, I know one heck of a lot of pilots who are such perfectionists that any mistake at all is perceived by them to be abject failure on their part and in their subconscious, I'm convinced, they believe that it is better to be dead than embarrassed. I think it also explains more than a few crashes. "

I urge you to follow this link and read the full article...Ed.

http://www.avweb.com/news/pilotlounge/pilots_lounge_125_to_abort_perchance_to_live_197662-1.html

Whangarei Flying Club

I've been including the Pilot Workshops Tip of the Week in our Newsletter for some years now, when it seemed relevant. Here's where I get them from... This is a recent email...



Hi Drew

I was wondering if I could ask you for a quick favor?

We're always trying to reach more pilots with our Tip of the Week. If you've found these tips helpful and know other pilots that might enjoy them, could you forward this email to them?

The link to sign up (no charge of course)

<http://pilotworkshop.com/tips.htm>

We've been sending out these tips since 2006, and look forward to sharing more for years to come.

Fly safe,

Mark Robidoux
PilotWorkshops.com

Short Final - The lighter side of life...

Once again, The Washington Post has published the winning submissions to its yearly neologism contest, in which readers are asked to supply alternative meanings for common words. Here is a selection.

Flabbergasted (adj.), appalled over how much weight you have gained.

Abdicate (v.), to give up all hope of ever having a flat stomach.

Esplanade (v.), to attempt an explanation while drunk.

Negligent (adj.), a condition in which you absentmindedly answer the door in your nightgown.

Gargoyle (n), olive-flavoured mouthwash.

Balderdash (n.), a rapidly receding hairline.

Rectitude (n.), the formal, dignified bearing adopted by proctologists.

Pokemon (n), Rastafarian proctologist.

HAPPY FLYING
→ → → → → → → → →

26th July 2013