



### **NEXT WFC MEETINGS –**

→ **Sat. 28th June 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**

**June 2014**

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### **President's Report:**

Well a big welcome to you all. So this is my first president's report, so I do hope you enjoy it.

Firstly I would like to briefly introduce myself.

I am originally from Dunedin where I completed my PPL at the Otago Aero Club. I was also a member with the Canterbury Aero Club before shifting to Whangarei.

So I need to say a big thank you to Bruce with all his support and knowledge regarding my new president's role. I would be more lost without his help.

So since being appointed I have been on two flyaways, one being to Ardmore and the other being to Great Barrier Island. All people present on both trips thoroughly enjoyed themselves. So why not join in on the next one, enjoyment is guaranteed.

We hosted the CAA AvKiwi Seminar in May, although it wasn't stimulating it was interesting learning about the physiology of pilots. The next Seminar is "Weather" which I can guarantee everyone will learn something new. So I encourage you all to attend.

It is great to see both our aircraft with the new 3 bladed props on.

WCF does seem to be a lot smother. I have not flown WTF yet, but if anyone does note excessive vibration with either aircraft please report it.

Only one groan, can we please keep the flag barrier up in the hanger if you are opening the hanger doors, I know it seems annoying but it's for your safety and the safety of the public. Because I couldn't think of anything worse than starting the engine or taxing and seeing a member of the public walking towards my prop spinning at 2200rpm.

So your flying is a bit rusty, haven't done crosswind landing for a while, not feeling confident in your flying, or you haven't flown in 30 days, why not get in touch with our instructors.

From now on I am going to share a few aviation related websites in the Presidents Report. Take a look and I hope you enjoy them as much as I do.

If you need a hand navigating these sites let me know as I have used them a lot.

[www.flightradar24.com](http://www.flightradar24.com)

Live radar of flights (mainly jets, but will pick up some propeller planes)

## Whangarei Flying Club

[www.parakaiairfield.co.nz/airfields.shtml](http://www.parakaiairfield.co.nz/airfields.shtml)

Information about most airports, airfields and strips from Hamilton to the far north.  
Great if you haven't flown to an airfield and want information and pictures.

[www.liveatc.net](http://www.liveatc.net)

Live ATC from around the world, it used to have Ardmore but not anymore.

That's all from me so I will see you at the next Committee Meeting, Breakfast or even a flyaway.

Linden A Scott

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## **CFI's Report**

Hi everyone

Well a big welcome and congratulations to Linden Scott our new president. I am looking forward to working with him and the rest of the committee. A big welcome also to John Shaw who has recently joined the committee. I believe both these guys can add heaps of value and experience to the club.

It's been pretty quiet on the flying side of things lately. Some of this has had to do with bad weather and some of this has been because we have had both aircraft out of service whilst we have dealt with these prop issues. The aircraft are back and ready to go however so come on out and fly them.

If you are not current then just contact an instructor who will be able to get you up to speed again.

At our next committee meeting we are going to hold a brain storming session to plan a calendar of events for the year. This will ensure that we have a function, fly away or flying event at least every month. Events such as landing competitions are always very well subscribed and are a lot of fun. Everyone can have a go and its cheap entertainment. The club aircraft fly all day and this generates valuable income for the club. Please come to the next committee meeting and put your ideas on the table. The more input we get from our members the better equipped we are to tailor events that are enjoyable and worthwhile.

Trial flights sales have also been a little slow lately and this is mainly due to our friends at the Northland Helicopter Emergency Trust advertising half price flights (\$100.00) in their new simulator. By all accounts they sold quite a few of these after advertising it in the local paper. It is such a worthwhile cause however and provides valuable income for them too. It also shows though that for an additional \$40.00 you can actually go flying for an hour in one of our club planes and actually leave the ground. I know what I would prefer to do. If you have any friends or family that you think would enjoy a trial flight then get them to go to [www.mytrialflight.com](http://www.mytrialflight.com) where they can purchase a flight online. All proceeds go to the club and keeps our planes flying and new members coming in.

Anyway that it from me this month. There is nothing operationally to be concerned about this month. Let's just keep thinking safety and ensure that everything we do when flying or operating at the club is as safe as it possibly can be.

Cheers

Shaun

**Shaun Sutherland**

*Chief Flying Instructor* 0272-201-343



## WFC Great Barrier Trip – Sunday 15 June

We had a Club trip to Gisborne (via the East Cape) planned for many weeks, but trying to get 3 days of good settled weather, the aircraft serviceable and available, and the participating members able to get the same days off work, did not work out this time.

However a few members were standing around after last Saturdays breakfast, discussing the lack of trips away, and how hard it was to co-ordinate them, when Bob suggested that because the weather appeared to be perfect for the next day, Sunday 15<sup>th</sup> June, why don't we book the two club aircraft, talk to Shaun and John Shaw to see if the Cherokee would be available and fly over to the Great Barrier for brunch. Within seconds, Bob and Linden, then Bruce and Sheila said we're in! We checked the bookings and both aircraft were booked for student flying in the morning, WCF with Shaun and WTF with Neil. They intended to be back at 0930 so we booked both planes from 9.30am to 1330. Unfortunately the Cherokee was already committed with John and friends going to Kerikeri.

We took off about 10.00am in almost nil wind on runway 24, turned to the East, and climbed out to 3000 feet en-route to Claris. The ocean was like a mill pond, and going slightly to the North of Little Barrier Island the reflection on the water was like a mirror image – fantastic visibility! The track from Onerahi to Claris aerodrome is about 100 degrees so without any deviation we joined exactly downwind for runway 28 (still almost nil wind). After parking (and locking) the aircraft on the clearly defined grass parking area to the west of the main apron, we strolled up the main road about a kilometre to the small shopping precinct. We sat outside in a garden setting at the "Texas Cafe" which had great coffee and an extensive menu. After a 'large flat' white and



a feed of Bacon and eggs on toast, or whatever took your fancy, we walked back down to the aircraft for the return to Whangarei. We took off towards the east on runway 10 (still very little wind). Linden and Bob turned North and went to have a look at the recently sealed airstrip at Okiwi Station where they did a touch and go before heading back home.

Sheila and I tracked slightly to the South West so we could have a look at the south western side of Little Barrier where DOC have a depot with a few building on the only flat bit of grassed land. From there we tracked over the top of Sail Rock and across Ruakaka to join right base for 06, arriving at hangar 10 at 1245 – 38 minutes flying time, a great day.



Great Barrier Airstrip

This excursion was an unplanned and impromptu "Fly Away" which can be repeated by any club member at anytime, without waiting for someone else to "make things happen!" Get on the phone to other members, pick a good day, book the aircraft and go. There are so many good destinations within 90 minutes – Kerikeri, Great Barrier, Whitianga, Pauanui, Waihi Beach, Tauranga, Raglan, Thames, Dargaville, Matarangi, Ruawai, Kaitia, North Shore and Parakai etc. If you haven't flown into some of the destinations before, talk to an instructor, or for students, arrange to go with an instructor on a club trip.

## Whangarei Flying Club

Obviously "The more the merrier" on these Club trips is more fun. However, this is not always possible, with only the two Club aircraft, restricting the number to 4 people. However the Cherokee, which is privately owned by John Shaw, who very generously allows it to be used for Club trips, provided it is available. This allows for another 5 or 6 people to join the fun. John does this on a "share expenses basis" which works out very reasonable and comparable to the club aircraft seats. Also if you know of other private aircraft owners or members of other flying Clubs who may be interested in flying to the same destinations to join us for lunch or brunch, contact them.

We don't have a Club Captain at the moment – ANY VOLUNTEERS??

Be pro-active – get flying, stay safe and have fun!

Bruce Mackenzie

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## Coming Events...

Not much on just now – we'll have to organise something!!

- **EAA AirVenture 2014**, Oshkosh, Wisconsin. 8th July to 3rd August. [www.airventure.org](http://www.airventure.org).

**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.**

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## HOW LOW CAN YOU GO?

*We all might know pilots who have "tied" the record, but these guys should at least enjoy honourable mention in the record book for NOT tying the record!!! DON'T try it here! (More images to follow in subsequent newsletters. Ed.)*



In the 1980s and 90s, No 208 Sqn RAF were the real experts in ultra low-level, under the radar nuclear strikes. During the International Air Tattoo in 1993, to mark the squadron's 75th birthday, this Buccaneer S.2B was flown at an altitude of just 5 feet for the entire length of RAF Fairford's runway.

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HAPPY FLYING  
→ → → → → → → → →

25<sup>th</sup> June 2014