

# Whangarei Flying Club



## NEXT WFC MEETINGS –

→ Sat. 26<sup>th</sup> April 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**

**March 2014**

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## President's Report:

Well, we are getting into the really good flying weather but we don't seem to be doing that much flying! Bruce and I are planning to have a crack at that trip around the East Cape in May and it would be good if we could take both Eaglets and John's Cherokee. It would be a two-day trip with an 'over-nighter' somewhere about half-way.

Bruce and I have tried for this trip twice before but both times the weather prevented us making the trip. It's the only area in New Zealand that Bruce and I have not flown over.

The flying competition we had a couple of weeks ago proved very successful. We should have this event more often, maybe with other things included like balloon popping and bombing. I see in the spot-landing that the two oldest fellows in the Club cleaned-up the competition – well done Bruce and Warwick!

It's our monthly meeting on the 29 March – Sheila won't be here to organise the lunch so it would be good if people coming could bring a plate, and if we are short of food I will cook up some sausages.

That's it from me –

Happy and safe flying meanwhile.

Bob Foster

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## Whangarei Flying Club

### CFI's Report:

Hi everyone

Well it's been an on again, off again, month with not a huge amount of flying done. Our recent spot landing competition went very well however and a big congratulation goes to Bruce McKenzie for winning this. I think everyone had a great day. If you haven't seen them already, photos are available on the web site.

This month we have had some maintenance issues and WCF has been out of the air for a couple of weeks pending repairs. As you know the prop suffered some stone damage and once again I would ask you all to be very careful when taxiing over unstable or loose surfaces. Our taxi way leading up to the hangar is full of small stones and on the edges there are some very large stones. If you use a high power setting over these surfaces stones will be sucked up into the prop causing serious damage.

Whilst you should always taxi at a speed giving safe positive control at all times, try and not let the aircraft come to a halt when taxiing up or down on our taxi way. If you allow the aircraft to stop in this area you will require a high power setting to get it going again. (Especially in WCF which has a castoring nose wheel.) This aircraft relies on prop wash over the rudder surface for directional control and therefore to get it going again and to maintain directional control a high power setting must be used. If this does happen to you in this area simply shut down the aircraft and push it back to the apron. It's better to be safe than sorry.

On another maintenance topic, WCF has just completed its 100 hourly inspection. Thanks again to Mark Norgate who continues to put in heaps of time into keeping our aircraft in tip top condition.

We have sold a couple of 10 hour pilot training packs lately and our latest one was just last week. I have issued him with his pack and as soon as I receive all the paperwork back from him I will put that in front of the committee to consider his membership. These 10 hour packs sell really well and since we launched them we have sold 16 packs representing 160 hours of flying. It's a great way to grow our membership so if you have any friends or relatives that have thought about learning to fly, why not suggest a 10 hour pack. If that's a bit much then try and encourage them to purchase one of our trial flights. You can purchase these products online at [www.mytrialflight.com](http://www.mytrialflight.com).

Other than that all seems to be going well. Take care and fly safe.

Cheers

Shaun

**Shaun Sutherland**

*Chief Flying Instructor* 0272-201-343



## **Editor's Notes:**

*It all seems to be about Pre Flight Inspections this month – Aircraft and Personal . . .*

*Something caught my eye recently on the TV. There was a lady being interviewed as she was doing a preflight inspection on a light aircraft, I think working towards her commercial license. The comment that made me sit up was when she said “if I take more than 10 minutes on the preflight they want to know why”, or something similar. The implication seemed to be that it should never take more than 10 minutes to do a preflight! Now I've always understood that it should take “as long as it takes”; allowing at least 15 minutes, but taking your time and not allowing yourself to get distracted by others – particularly TV reporters!*

*So seeing this “Tip of the Week” was a comforting reassurance of the procedures we have established and aspire to at WFC.*

*Initially you'll walk round the aircraft with check list in hand, but later this becomes a reading of the list in the cockpit to mentally ask “did I do that, and that, and that...” and if you didn't then you get out and do it!*

*You may remember the earlier article I published about the guy who sat in the cockpit reading his check list and saw he hadn't checked his fuel for water – thought ‘but I never have water in the fuel’ – then – ‘but it's on the check list’ – so he forced himself to get out and check the fuel and – you've guessed it – he had water contamination in one tank!*

*It's trite to have to say it, but “better on the ground than in the air!”*

*Drew Barlow*

# **Pilot's Tip of the Week**

## **Preflight Inspection**

Featuring Bob Martens

### **Subscriber Question:**

"I know some pilots who spend 30 minutes or more preflighting their airplane, while others do it very quickly checking only the major items. How long should a preflight inspection take?" - Brian C.

### **Bob:**

"I think the key to any preflight should be quality rather than quantity. I once flew with a very wise flight engineer in the Air Force who would immediately slow down his preflight if he felt he was being rushed. Rushing is a distraction and we need to conduct our preflight distraction free.

Use of a checklist is mandatory! No, it does not have to be in our hand as we conduct our preflight, but it must be reviewed to ensure that everything was accomplished.



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I used to run a preflight safety seminar where we listed all the important items to be covered on the preflight. Predictably, it was a long list. I'd then ask which items could be eliminated. None were ever removed. Yes, there is much to inspect on our aircraft and in our cockpit before we fly. And it's all important.

Give it the time it takes to do it right. Trying to conduct a good preflight in less than 15-20 minutes just doesn't make sense.

Remember my wise flight engineer friend whenever anyone, including yourself, tries to make you do your preflight in a hurry. It just doesn't work!"

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*Believe it or not, I had already put the preceding article into this newsletter before I received this notification! How's that for timing! Ed.*

Hi Guys

The CAA annual AV Kiwi seminar will be hosted at our club on 22nd of May 2014. It promises to be a goodie so please put this in your calendars and see details below.

AvKiwi Safety Seminar - Personal Preflight.

**Confirmed date:**

**Date:** Thursday 22 May 2014

**Time:** 7:00pm – 8:30pm (followed by supper and refreshments)

**Venue:** Hangar 10, Whangarei Flying Club

The venue will be advertised in the Mar/Apr issue of *Vector* magazine.

Every year we bring you an incredibly important seminar that will improve your flying skills – this coming year will be no different. I am really excited about this topic; we have never done this subject before.

Are you ready to fly?

You have completed your planning, the aircraft is ready; but have you completed your Personal Preflight?

You would never fly an unsafe aircraft, are you in top condition?

The safety of every flight hinges on the competency of the pilot, if you are off your game, whether it be a cold, new medication, tired, a hangover or worse; then your ability to make those important decisions is compromised. Your next flight could be the time you need to be your sharpest.

## Whangarei Flying Club

Learn the truth about what you are putting into your body, and how you can get yourself as sharp as possible before flight.

At the seminar the participants will gain immediate access to our new on-line course to help check their readiness for flight. This is a great seminar for students; we will touch on the topic of drugs, alcohol and much, much more.

### Rose Wood

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## Coming Events...

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

NORTH SHORE AERODROME. Sunday 30th March. What a great way to end the month at a Vintage Flyin. BBQ lunch. Donation towards costs.  
No landing fee for visitors if aircraft rego is recorded after arrival.  
I will have a pen and pad ready.  
Stan has the DH84 Dragon back in the air again and flights will be available in those marvelous aircraft from the past.

**WARBIRDS OVER WANAKA. 1st - 4th April. [www.warbirdsoverwanaka.com](http://www.warbirdsoverwanaka.com)**

DARGAVILLE COASTAL RALLY. Saturday April 5th. Morning briefing begins at 11.30 so make sure you arrive in plenty of time beforehand to avoid last minute stress.

Aircraft to park in assigned area in sequence of fastest first away.  
First aircraft to start at 1-30pm then others to follow at 1 minute intervals.

Awards for

- A) Outright Speed section
- B) Nominated Speed section
- C) Spot Landing to complete the course.

## Whangarei Flying Club

### **MOUNTAIN FLYING IN FIORDLAND** - (by John Christenhusz)

My wife and I went on holiday to the South Island last February. We flew (with AirNZ) down to Wellington, took the ferry across to Picton, hopped on the train to Christchurch and picked-up our campervan. No, all this did not happen in one day. We did stop here and there at a local hotel and most of all; we enjoyed the journey and not just the destination.

We had the campervan for 17 days, touring and enjoying the southern part of the South Island. On our way to Milford Sound, we stayed at Te Anau, close to Manapouri where the Fiordland Aero Club is located. "What's happening there?" you may ask yourself. Well, this aero club bought an Alpi-200 (ZK-LPA) in December 2013. For those who don't know, this aircraft was previously housed in our hangar and was latterly owned by Craig Stokes and 6 keen WFC pilots, and one of them was me. (... and me! Ed.)

Being in the area was obviously more than enough reason to call in and take it for a spin over the mountains. Well, as a matter of fact I had been in contact with the club well before our holiday and asked them about the possibilities of flying my ex again. This was obviously no problem and so I turned up on this sunny morning at the airfield, excited about going for this flight over the mountains.

The Alpi was waiting for me outside the hanger and is in very good condition. Murray Hagen, the club's senior instructor, went with me (as you don't want to go flying over these mountains without any local knowledge). All flying involves risk; however, mountain flying is a calculated risk where exposure to hazards can compromise the safety of flight. It requires an understanding of the conditions of flight, like weather, the limitations of the airplane, the limitations of the pilot, and the procedures and techniques to be followed.



After a briefing about weather conditions and where we would go, Murray said: "let's hop in and do this amazing flight".

And so we did and Murray let me do the flying. Fairly soon the cockpit of my ex looked very familiar again and up we went. It was obviously not just flying, it was also very much enjoying the breath-taking scenery. We went up 5100+ feet and we were still not or not much higher than the mountain tops around us. Due to patchy cloudy conditions the route to the south-west to the Doubtful Sounds was blocked, however we did have a great flight towards the west and north over spectacularly steep mountain ranges.

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The weather was kind to us as we hardly experienced any turbulence making it a very pleasant, smooth and enjoyable flight. When I asked Murray (out of curiosity) what to do in case of an engine failure, he said that, given the very steep terrain, you really have only one option, and that is making a landing on the water. Luckily there was no reason to make use of this option.

After a good 40 minutes flying over the mountains we finished our flight with a few minutes low flying over the beautiful winding river which runs just behind Te Anau, listening to its name "White Stone River".

We flew back over Te Anau and Manapouri and back to the airfield.



We landed exactly one hour after take-off. It was an amazing flight, and one that I won't forget that quickly.

John Christenhusz

*(Many thanks for this John – we need more of these, please! Ed.)*

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See you all on Saturday at Hangar 10 ...

HAPPY FLYING  
→ → → → → → → → →

27<sup>th</sup> March 2014