

Whangarei Flying Club



NEXT WFC MEETING –

→ Sat. 26th May 2012 – AGM 10.00am; Committee Meeting 11.00am; \$5 lunch at about noon.

→ Sat. 9th June 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 May 2012

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Contact details:

President: **Bruce MacKenzie**

Phone: 09 434 4460

Vice President: **Bob Foster**

Secretary: **John Christenhusz**

Club Captain: **Brian Nash**

CFI: **Shaun Sutherland**

Phone: 0272 201343

Newsletter Editor: **Drew Barlow**

email: drewbarlow@email.com

Website: www.wfc.org.nz

Post: **PO Box 1597, Whangarei**

President's Report:

The past twelve months have come and gone, with a few ups and downs along the way. A bit like flying really – everything does not always go smoothly.

Some changes around the hangar with a new neighbour in a recently erected building at hangar 11 owned by Lance Weller and housing 2 aircraft. His "Cirrus" that he flew over from Australia earlier this year which he is using for his New Zealand operation for "Angel Flight" (for more details visit www.angelflightnz.co.nz). He has also just received a new "Flight Design" microlight aircraft which we will see flying around Whangarei shortly. In Hangar 10 we also now have a "Gyrocopter" which belongs to a new member Rusty Russell.

You may also have noticed that the taxiway in front of Hangar 10 and down to the holding point for 06 has been consolidated and resealed to a much better surface.

There have also been some internal changes within the Club following the resignation of our CFI (thank you Neil for your years of service to the club) and the appointment of Shaun Sutherland as the new CFI this year. Shaun has injected a new enthusiasm into our student training in particular, but also reinvigorated all our pilots and is changing the culture of the "Operations" aspect of the Club with a greater emphasis on Safety First, and good airmanship, by producing new manuals for "Flight Training", "Flight Operations" and "Students Training Records" to be used to improve the consistency and structure of our Club flying. The Club has also produced a booklet as a "Guide to how we do things" which explains the structure and the basic administration of the club.

Shaun has already made a big difference to the intensity and zeal around the hangar. He has also introduced a "Spider Track" device in WFC which tracks the position, height and groundspeed of the aircraft which can be monitored in real time by anyone, anywhere. It is very "user friendly" and has an alert and emergency alarm sent direct to the Search & Rescue co-ordination centre as well as CAA and our CFI and other instructors. (It will almost relegate filing flight plans and using an ELT as back up requirements).

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There were many fewer “Fly-Away’s” and “Fly-Ins” this year, mainly because of bad weather at the time we had planned them, and which were consequently cancelled. However we did have a few, 3 aircraft to Te Kowhai, 3 to Pauanui and only 2 to Thames. The Black Sands and 90 Mile Beach Safaris were cancelled. WFT went to the South Island in March and visited “Glen Ariffe Station” in the Rakaia gorge, Kaikoura, Flat Point on the South East corner of the North Island, and returned via Fielding, Wanganui, up the West Coast over Raglan and Dargaville back to Onerahi. Unfortunately we could not entice any other aircraft to come with us so we were the “Lone Ranger”.

Let’s hope we have better weather for the ensuing year and have plenty of trips away and visitors flying in.

As I will not be standing for President this year, although I will be staying on in the background helping out wherever I can, I wish to thank all the committee members for giving me so much generous support and for managing the Club’s affairs in a democratic and ethical manner, by sometimes making tough decisions without fear or favour, with the best interests of the Club at heart. Thank you very much for all your hard work behind the scenes.

Happy Flying to everyone.

Bruce MacKenzie
President.

CFI’s Report:

Hi everyone.

Well the weather continues to be a challenge with not a lot a lot of smooth flying days this last month. Conditions in New Zealand are not normally perfect however and you should be able to cope with bumpy and less than perfect conditions in your everyday flying. I would encourage you to get out there and practise your crosswind take off and landings and general flying in bumpy conditions. On saying that, it’s important to realise your own limitations and develop your own personal minima based on what you feel comfortable with. Remember we are recreational pilots and we don’t have to fly in conditions we don’t feel comfortable with. If you are not comfortable flying in these conditions why not book a time with an instructor and develop your skills in this area?

On another subject - You may have noticed that there are new life jackets in WTF. These lifejackets are designed to be worn whenever you are flying and are very comfortable to wear. As most of our flights in and out of Whangarei are over water it is important that lifejackets are worn at all times by you, the pilot in command, as well as your passenger. I defy even the most experienced of pilots to try and carry out a water ditching effectively whilst trying to put on a lifejacket in the cramped confines of a Microlight cockpit. Wearing your life jacket adds another effective link to the safety chain that may one day save your life.

My thanks to everyone who attended the recent computer seminar. It is so encouraging to see the level of interest and willingness to learn that our members have. If we carry on growing our personal flying skills and increasing our aviation knowledge we will be collectively contributing to the strength and long term sustainability of our club.

Microlight pilots are often criticised however by the commercial GA sector as unprofessional and undertrained. I would like to see our club stand out from the rest as an example to everyone in the New Zealand aviation community that Microlight pilots are as safe and as professional as any other sector of the aviation world. We have a very well run club with an excellent safety record and an enthusiastic membership and I know we can be as good as any GA commercial organisation. It only takes one careless move however to spoil that and we need to have an absolute commitment to safety and the development of our own skills in the air.

Whangarei Flying Club

My vision as CFI is to continue with a number of training strategies including on-going ground training that will assist you with this. I don't have all the answers (not by a long shot) and have so much to learn myself so on occasion I am also going to invite guest speakers to talk to us on various subjects to bring new knowledge to our club. I hope you will embrace this and continue the support you have shown so far.

See you at the AGM.

Cheers
Shaun

ONLY A GOOD LANDING MAKES A GOOD FLIGHT *(by John Christenhusz)*

A good flight is only a good flight when it finishes with a good landing. This as the landing seems to be the part that determines the success or failure of a flight. Some pilots never comment on their ability of flying. But they do tell you about the smooth flight they got to where they were going. However, the landing is the real thing, the big event!

Landing an airplane is more a work of art than a science. My logbook reveals quite a few flights, starting with a whole lot done during training and actually for a great deal performed by my instructor. Once flying solo it is REALLY getting exciting and soon you realise that every landing is different (if you wouldn't have not done so already). No matter if you do 2 landings directly after each other, they most likely will be different. *(... and we're **not** talking water landings here !! Ed.)*



Flying is absolutely fun, and on top of this, the instant the wheels touch gently the runway is always satisfying. With a lot of practice you'll become better and better, but don't get the "*I can do it*" attitude, as there will always be the odd landing with e.g. unexpected wind, or some other circumstance that you have to deal with.

A crosswind can be a challenge, not to mention a severe, gusting crosswind. In case you are not up to it yet, just don't take-off, and next time an instructor is available ask him to take you up for a landing. For many of us, experience means nothing to the airplane, is like a cannibal, just waiting for a chance to bite you. But don't be afraid, keep flying (with landings in between) and you'll find it will go easier as you go.

I guess an important thing to know is that, in case of a wrong approach, wrong height, wrong speed, or what so ever, it absolutely does not matter having to go round. The good thing about this is that it is much better going round than trying to land any way and ending up with a really bad landing.

The other thing that makes a landing even more exciting is aiming for a glide approach landing. In other words, from the moment you are starting the landing and you have reduced the power, try not to use any power any more and aim for the 1000ft mark. Doing this will not only improve your landing skills, but will automatically improve your ability to make a safe landing in case of an emergency.

Mind you, not ALL landings can be good ones, but never stop trying for perfection.

John Christenhusz

Pilot's Tip of the Week

Escaping a Box Canyon

Featuring Wally Moran

Subscriber Question:

"What is the best way to get out of a narrow box canyon? Might a chandelle be an answer?" – Anonymous

Wally:

"Of course, **don't get in a box canyon** is the easy answer for this one, but that does not answer the question.

We are all aware of the accident over the East River in New York City wherein the pilot was unable to turn around in the available space and struck an apartment building. A sad and preventable accident. (October 2006. Ed.)

Our first choice to get out of a box canyon of course is to climb out of it. And by the way, that was an option in the NYC accident. It would have resulted in a violation of airspace, but would have been a lot better than the end result in that case.

If we can't climb out of the canyon, then we need to complete a 180 degree turn in the shortest distance possible. To do that, we need to turn into the wind with as steep a bank and at the minimum safe airspeed as possible. By the way, in the NYC accident the pilot turned downwind...

So how many pilots are really ready for that kind of maneuver. Steep bank, low airspeed...that's not something we practice very often.

A chandelle as practiced for the commercial and CFI flight test would not be the answer as the turn is started at maneuvering speed (faster than necessary) and the bank is limited to 30 degrees."



Drew's News from around the Web:

*A few interesting snippets from the web this month. Flying at 20ft over a lake is stupid, but you have to read the second paragraph of this first article! Ditching pilots harassing fish? Are they serious?! The Red Bull formation flight between sailplanes and wingsuit skydivers is a new one. What will they think of next!
And William Rankin's tale is a warning to us all - not to eject at 500 knots at 47,000 ft !!*

(If any of you see anything interesting on the web that looks interesting – please let me know. Ed.)

Pilots Face Jail Over Bird Disturbance



Prosecutors in Iowa hope to charge two pilots for flying two aircraft low on November 16, 2011, and disturbing migratory birds, in a case that is not only drawing the attention of bird lovers, but also constitutional lawyers. The pilots, Paul Austin and Craig Martin were flying a Fly Baby and an Aeronca at an estimated altitude of 20 feet on two passes at Saylorville Lake reservoir north of Des Moines. Each pass reportedly scattered masses of birds. The men were photographed in the act by a nature specialist and in February, found themselves indicted by a grand jury for violation of the Airborne Hunting Act. The lake does not appear to be charted as a wildlife refuge and the two pilots weren't hunting. But the Act makes the harassment of animals with an airplane a crime punishable by up to one year in jail. A judge will soon rule on the Act's constitutionality and perhaps, as the pilots' lawyer told the judge, whether anyone can determine "if the bird is pleased or annoyed to have taken flight," when in fact, "flying is what birds do." The lawyers also invoked Sully Sullenberger. (*This is in America, right?! Ed.*)

According to defense attorneys, hero pilot Sully Sullenberger of US Airways Flight 1549, might also be indicted because he "likely 'harassed' the flock of birds" that he smashed into with his plane, and "he probably 'harassed' fish when he arrived in the Hudson." The defense attorneys hope to make an issue of the law as unclear in its definition of illegal behavior. In a court filing, they argue the possibility that animals may not have the emotional capacity to experience harassment. And, if they do, they question how a pilot can be expected to observe that emotion. Prosecuting attorneys have argued through papers submitted to the court that it should be reasonable to expect that flying an airplane at low altitude over "6,000 migratory birds" should be considered harassment. The law applies a ban on harassment of wildlife and makes it a crime "to disturb, worry, molest, rally, concentrate, harry, chase, drive, herd, or torment" animals. A ruling on the constitutionality of the law is expected in the near future.

(Did anyone watch "Keeping up with the Joneses"? They did their cattle mustering ("disturb, ... rally, concentrate, ... drive, herd") in Australia by helicopter! And "Flying is what birds do"! Ha! Tell a Kiwi that! Can we put in a counter action on behalf of the Kiwi for harassment?! Ed.)

Video: Red Bull's Latest Aerial Ballet

Original, Exclusive Videos from AVweb

Red Bull Wednesday shared video of one of its latest sponsored adventures -- five wingsuit skydivers joining up with and maintaining formation with two sailplanes in a dive over Austria. The team flew two aerobatic LET L-13 Blanik sailplanes and just to complicate things, the lead flew inverted and one skydiver formed up in between the inverted and upright glider. The skydivers and gliders came together in formation at roughly 12,000 feet. The sailplanes wore wingtip-mounted smoke canisters and one skydiver wore one on an ankle. The trick of the task was mating airspeed and descent rates and this time all members performed flawlessly.

Generally, wingsuits manage their best glide (roughly 2.5:1) at close to 75 mph. The Blaniks are a 1950's-era metal design and manage close to 30:1 at about 55. For the stunt, the team found a common airspeed closer to 110 mph, then found and held formation with the requisite precision.

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

Video: William Rankin, the Man Who Rode the Thunder

Original, Exclusive Videos from AVweb | Reader-Submitted & Viral Videos

The story of William Rankin's ejection at 47,000 feet and 500 knots is legendary, not only because the fall took him 40 minutes, but also because he lived to talk about it. There are other and more recent cases of people who have been drawn into thunderstorms under canopy and not every one ends in survival.

<http://www.youtube.com/watch?v=0ccQzcChFG0>

SHORT FINAL

Overheard flying into Chicago (ORD):

ORD Approach:

"British Airways, can you be down to 4,000 feet by XXXXX?"

British Airways 1234:

"I suppose so, but I don't think I can bring the aircraft with me."

Upcoming Events:

There's not so much happening in the Winter, except for one highlight that I always look forward to ! . . .
The Av-Kiwi Safety Seminar!

If you've been to "Weather to Fly"; "Mountain Flying"; and "Emergency Landings" you'll know that they are fun and informative. And now . . .

"Plane Talking" !



SAFETY SEMINARS

- The principles of good RTF
- RTF discipline and phraseology
- Hear some good calls and bad calls
- Get some hot tips, and
- Take home the new GAP booklet.

But wait there's more....

Not only will you get the fantastic seminar in your region, when you come along you can take home the CAA's all new electronic education course – Plane Talking – an interactive course that helps you keep your RTF standards high. But... you have to attend a seminar to get a copy of the course.

The date for your diary ---

Thursday 21st June at 7pm. Hangar 10

Whangarei Flying Club

Tailpiece

More Puns "for educated minds"! Enjoy (or cringe) Ed.

Atheism is a non-prophet organization.

A sign on the lawn at a drug rehab centre said: 'Keep off the Grass.'

... and an aviation one ...

A vulture boards an airplane, carrying two dead raccoons. The stewardess looks at him and says, 'I'm sorry, sir, only one carrion allowed per passenger.'

*... and **finally** (you've suffered enough now – this is the last one - and I've saved the best for last) ...*

There was the person who sent ten puns to friends, with the hope that at least one of the puns would make them laugh.

No pun in ten did.

THE LAST ARGUMENT!!

O.K. Honey!

We're here!

I said I was sorry!

You can come out now.



HAPPY FLYING
✈ ✈ ✈ ✈ ✈ ✈ ✈ ✈ ✈
SEE YOU SATURDAY !!!

24th May 2012