

# Whangarei Flying Club



## NEXT WFC MEETINGS –

- Sat. 25<sup>th</sup> May 2013 – **AGM 10.00am**; followed by **Committee Meeting** at 11.00am;
- followed by \$5 Lunch at about 12.00 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  
May 2013**

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## President's Report:

Winter is just about upon us now, so there will most likely be a decline in flying hours. However, we got good hours in during the summer, so that carries us through the leaner times of winter. The Club does need a reasonable turnover to survive – we have a full hangar of aircraft at the moment which goes a long way to pay the lease for the hangar.

Bruce and I did not make the trip around East Cape as the three days we had picked to go were good in the north but not so good around the East Cape – so we decided to go to Tauranga instead and see Colin Alexander about the leaky carburettor on WCF. Colin tells us it is the GT propeller that is causing problems – he says GT propellers are just about impossible to balance because of their rugged, bulky construction and this means they vibrate and cause some needle valve in the carburettor to wear out. Colin says that Rotax are using a three blade Australian ground adjustable 3-blade carbon fibre propeller called a bolly propeller which he says are suited to the Rotax motor. We were given the name of a chap in Rotorua who has just fitted a bolly prop on his Tecnam. Bruce rang the chap and had a good yarn to him – he says he gets a better climb rate and 5 knots more in the cruise with no vibrations whatsoever. He was having the same problem as us with his GT prop; he has invited us to Rotorua to have a look at his bolly propeller.

The spot-landing Club day went very well. I was a spotter and noted some good landings and some very interesting arrivals. Overall, a very good day with a good barbeque afterwards. John Shaw won the spot-landing – he had not flown WTF for six months, so that's not too bad! We have to do this sort of thing more often.

There is a big weekend coming up with our AGM. I hope we have some new people come forward for the committee – we do need to share the workload on some of these positions. Sheila is doing two jobs at present and these two jobs have a huge workload. Additionally, Sheila is co-ordinator for Angel Flight so we really need some people to come forward for some of these Club jobs please. *(Newsflash! I hear we might have a volunteer for Secretary!)*

I look forward to seeing everyone at the AGM.  
Happy and safe flying.

Bob Foster

## Whangarei Flying Club

### CFI's Report:

Hi everyone

Well it's been a tricky month weather wise with a mixed lot of flying conditions. The recent landing competition was well subscribed and a lot of fun was had by all. The results have already been posted out but congratulations to John Shaw our winner. John has been awarded the Northland Districts Aero Club precision landing trophy that was first awarded in 1953 and was last awarded in 2005 (To Luke Clark) so it has a lot of history. I am thrilled to see it been awarded again and our long history of flying in Northland continued. Thank you to everyone who participated and who helped out on the day. Also a big thank you to Lou who arranged everything on the day. Well done Lou – It was a great day. Photos and video are available on the web site in our image gallery. Click this link to view.

<http://www.whangareiflyingclub.com/images/>

The new CCTV cameras have been installed and instructions on how to access them are on our web site. Simply login to the member's area and click on links on the left hand side of your screen. Go to the Webcams link for instructions.

These cameras will allow you to see the hangar, the club rooms, the apron and an airport view. I have found these very handy especially when you would like to see the weather conditions at the airport. The other day it was a wonderful day in Maunu where I live but the airport was completely fogged in so I delayed my trip until I could see the fog was lifting. Instructors can also see if the aircraft are back in the hangar in the event of an inadvertent Spider Tracks activation. Lastly it provides excellent security and a deterrent to would be burglars. The cameras do have infrared so images of the hangar and club rooms are available at night however the hangar and apron areas are not available at night due to infrared reflection. Reasonable images of all areas are available during daylight hours and the image quality is good enough for our purposes. The entire project was achieved for \$325.00 Incl. GST so a good result for the club I think.

We have had a couple of new members join in the last few weeks. Both members have purchased 10 hour training packs. A big welcome to Steve Williams and Julian Reynolds. I hope you enjoy flying with us gentleman.

Now just a quick note about carb icing. At this time of year and as we approach winter you will find the temperature and dew point close or the same in the early morning. This could cause carb icing and as we don't have carb heat installed in our aircraft you need to be particularly vigilant. Please ensure you check the AWIB before flight and be aware of any RPM drop during taxi, run up and pre-flight checks. An unexplained RPM drop could mean ice forming in the venturi of the carburettor. The CAA have a GAP booklet entitled winter flying and also another one called Aircraft icing handbook and this can be downloaded from this link [http://www.caa.govt.nz/safety\\_info/good\\_aviation\\_practice.htm](http://www.caa.govt.nz/safety_info/good_aviation_practice.htm)

They are well worth a read as we approach winter.

Other than that I don't have a lot more to report. Take care, fly safe and have fun out there.

Take care and fly safe.

Cheers

Shaun

**Shaun Sutherland**

*Chief Flying Instructor* 0272-201-343



## Coming Events 2013

Sunday 2<sup>nd</sup> June – Ardmore. NZ Warbirds 'D-Day' Open Day – 10am – 4pm

(To commemorate the D-Day Landings of 6<sup>th</sup> June 1944)



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## Pilot's Tip of the Week

### Declaring an Emergency

Featuring Bob Martens

#### Subscriber Question:

"Declaring an emergency has a stigma attached to it that causes many people to wait too long before getting help. Why is this?" - Trent

#### Bob:

"At safety seminars I conducted, I would regularly ask groups of 50-75 pilots how many of them had declared an in-flight emergency. Normally 5-8 hands went up. Then I would ask how many of them ever got in trouble for declaring that emergency. All the hands went down!

I've read all the bad press that you have about the stigma of declaring an emergency, but the Aeronautical Information Manual (AIM) - chapter 6 clearly authorizes the emergency declaration for any urgency or distress situation.

It's a great tool to be used by pilots when needed. It gets you tremendous assistance from ATC and can expedite your return to the ground.

I'm aware of two specific accidents that occurred because pilots were reluctant to *declare* an emergency. Both crashed during go-arounds that would have been avoided had an emergency been declared.

Even if you were responsible for creating the situation that brought about the emergency (i.e. getting low on fuel) you're a lot better off dealing with paperwork than you are trying to land your *glider* in someone's back yard!"



Drew's News from around the Web:

**Museum Plans Constellation Flight Re-enactment**

The countdown has begun for the [ambitious re-enactment](#) (*click to their website - Ed.*) of a record-setting flight that helped usher in the modern age of air travel. The National Airline History Museum hopes to re-create the inaugural coast-to-coast flight of a Lockheed Constellation flown by Howard Hughes and Jack Frye in its own Connie. Right after the first Constellation was rolled out on April 17, 1944, Hughes and Frye jumped in the cockpit and flew across the country in less than seven hours. Orville Wright was onboard and it was his last flight. The museum hopes to have its Connie fully restored and ready for the flight on the 70th anniversary in 2014. "There are so many great stories and great people associated with this effort," said John Roper, VP of Operations for the museum. There is a huge fundraising task ahead of the volunteer-run effort, however.

They need about \$3.2 million to stage the re-enactment, half of which will be spent getting the aircraft airworthy again. It hasn't flown since 2005 when one of its engines failed. The museum's Connie was one of the last built in 1958 and it was originally a cargo hauler. Its last job was as an aerial sprayer in Canada and it was retired to the desert in 1986, and a volunteer group from Kansas City got it airworthy enough to ferry it there. After restoration and reconfiguration to a passenger aircraft, it spent more than 15 years on the airshow circuit as one of the last flying Constellations. All four engines now run and a major inspection is planned for later this year to set the stage for restoration to flying condition.

*(I wonder what aircraft I flew in from Auckland via San Francisco – Chicago – New York to Nigeria in Sept. 1947 !!? Ed.)*

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HERE & THERE (from the NMC May Newsletter) – a bit of Kiwi history... in the anniversary year of the Dambuster's Raid.

An elderly lady friend who lives in nearby Snells Beach played a small but very important part in the Dambuster Raid. She was in the photographic section and it was her responsibility to develop the films brought back so information could be ascertained as to the success or otherwise of the bombing of the dam. When she was asked what the negatives revealed she said "It looks as though someone has broken a dam". That of course was soon re-interpreted as "busted a dam" and it has stayed that way ever since.

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**Which Radio Frequency to listen out on? – (from the West Auckland Airport Parakai May Newsletter)**

It is not good that there can be up to four frequencies that apply with various degrees of correctness to one particular bit of airspace. Who is out there that you haven't heard, and can't hear you? The Common Frequency Zones are working well... 'Peninsula Traffic' covers the whole Coromandel Peninsula, and if you're flying there you don't have to wonder if everyone can judge the '10 miles from airfield' distance correctly to switch back and forth from the airfield frequency to the Fiscom frequency, they can only be on 'Peninsula' and will stay there. The Massey Aviation College would like to have CFZs to cover the whole country in blocks so there is no doubt of which frequency to use. The CAA is not keen on this... CFZs are not an internationally recognised mechanism and the CAA has to keep ICAO happy. They propose an expansion of the 'Fiscom' system, with the current 'Fiscom' call to talk to Christchurch Info, and a new 'Fiscom Traffic' call on the same frequencies where you do not want Chch to reply but are just talking to other aircraft. Harvey Lockie adds: Personally I'm not too concerned about what mechanism is used and what it is called... I just want to know for sure that I'm hearing other aircraft and that they're hearing me! This isn't currently the case as it depends on each aircraft accurately estimating whether they are 9 miles or 11 miles from an airfield, or worse still being 'head down' in the cockpit carefully measuring the radius from an airfield when they should be looking out the window for traffic. The CAA points out that people should not use 119.1 as a general transit frequency, and of course they are correct... it is being used as the best of a set of bad choices. The Fiscom is clearly not meeting the needs of aviators as they are 'voting with their feet' and leaving it... and generally not because they think they'll be charged, but because of the inhibiting effect of not being able to talk directly to other traffic... "What height are you?", "1000 ft", "Okay, I'll go down to 600ft until we're past." This needs to be solved, and fast... it is hard to imagine anything that would contribute more to aviation safety than everyone knowing for sure what frequency everyone else WILL be on. You don't hear 119.1 being used as a transit frequency in the CFZs, which appear to be a perfect solution, except that they don't tick the ICAO box.

*(An important topic for discussion. Ed.)*

## Whangarei Flying Club

*The lighter side of life...*

Questions from Peter Marshal to celebrities on Hollywood Squares.

Q. If you're going to make a parachute jump, at least how high should you be?

A. Charley Weaver: Three days of steady drinking should do it.

Q. When you pat a dog on its head he will wag his tail. What will a goose do?

A. Paul Lynde: Make him bark?

More next month (- unless you pay me not to !!) Ed.

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### Short Final

*Politicians know best ... but don't quote me on that ! Ed.*

"It isn't pollution that's harming the environment. It's the impurities in our air and water that are doing it..."  
Al Gore

"I love California. I practically grew up in Phoenix."  
Dan Quayle

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*... some spot landing competitors may have been concentrating more on the 'spot' than the 'landing' !  
Here's one for you (you know who you are !!) Ed.*

*(Oh! And by they way – that's NOT Bob's dog!!)*



HAPPY FLYING



22<sup>nd</sup> May 2013