

Whangarei Flying Club



NEXT WFC MEETINGS –

→ Sat. 31st May 2014 – Annual General Meeting at 10.00am; 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**

May 2014

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President's Report:

This is my last report as President as my term comes to a close. I have to say that the job of President was an awkward task for me because I am a shift worker, working on a rotating roster where I usually work two weekends in each month. This often means I can't make all of the meetings and such is the case on 31 May when once again I will be working. Bruce will be chairing the AGM.

Lyndon Scott is putting his name forward for President so I would like to ask the members and particularly the new incoming committee to get behind Lyndon and support him. I don't know if anybody else has put their name forward. I was lucky to have good committee support which made my job a lot easier: every time we had to make a big decision like new propellers for both aircraft, or purchase of new aircraft, then as long as you present the figures and they made sense the committee in all cases gave 100% support.

The last two years have been good years for us with the purchase of a new plane with a glass cockpit. Who would have thought we would be flying a plane with an instrument panel similar to airline jets, at our age. WFC has to thank NDAC – for without their donation we would not have had WFC or the healthy bank balance we have now.

Shaun's trail flights and ten-hour packages have also brought in just over \$47,000 to date which in terms of 'hours flown' is about 408 hours.

Our Club has been very lucky since we first moved to Whangarei. Our donations and grants have amounted to about \$240,000 so I don't know where we would be without that money.

We have filled both planes up to go around East Cape in June when the weather's good and we have a new propeller on WTF. Bruce, Mike, Tony and myself... and Ross McLean says he might take TBA along so he could have two spare seats – keep in touch with Ross there.

Tony Denhaan was up last week from Cust which is near Rangiora. Tony is the CFI of Rangiora Microlite Club and they have purchased a brand new Tecnam Classic which is something like our old EKO –

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so it will be an ideal trainer. At present they have rag and tube Rans Tail Draggers so I can see their club really going ahead with their new plane. Tony says they have a big, old house at Rangiora for accommodation so it would be the ideal place to go for a Club trip.

We had a German chap called Bruno come into the Club last week – he is going to import a sea-plane from the USA which will be in the microlite category and he wants us to train him with the intention of gaining his licence. The seaplane also has wheels and can land on runways. I told him we could train him on land but not the sea – and that Bruce McKenzie was the only seaplane-rated pilot in the north that I knew of and so he might have to see Bruce.

Well, you will soon have a new bunch of happy faces up front on the incoming committee – make sure you give them your support.

Happy and safe flying.
Bob Foster

CFI's Report for AGM 2014:

Well another year has slid past and we find ourselves at AGM time again.

It's been a great year and I am particularly proud of our safety record. This year we have had no accidents in club aircraft and no injuries. As you know I am very focused on our safety program and I have attended numerous safety courses run by the Civil Aviation Authority this year. This allows me to gain knowledge and implement proper industry standard safety procedures within our club. Just because we fly micro lights does not exempt us for the very real dangers of flying light aircraft and without a proper safety program we leave ourselves exposed to these dangers.

We have a duty of care to our members and to the public who often fly with us to ensure that our operations are as safe as they can possibly be. Our safety program not only provides real and tangible safety benefits but also demonstrates to our members, the public and our regulating body, the CAA, that we are every bit as professional as any GA organisation.

I know I am a bit anal about putting up the barrier across the hangar doors and people on the apron etc. however for this I make no apology. A lady was killed at Mair Park in a freak accident last week. Some of you probably knew her and it was a real tragedy. A number of events unfolded in a perfect sequence that led to this awful accident where she was crushed between two cars. Accidents seem to happen this way and you couldn't choreograph something like this. In flying we operate in a hazardous and constantly changing environment and everything we do needs to be considered to ensure that our actions do not contribute to one of these perfect sequences that just seem to happen. We only have to stop one thing in the chain of perfect events to stop the potential accident from happening.

Our safety program assists you, our members, in providing guidelines and well established industry standard procedures to help keep your flying safe and professional. Our safety and operations manual is available on our web site in the downloads section and is regularly updated so please take time to read and understand this manual. If you have any questions please contact either myself or our safety officer Grant Robinson.

Once again this year I have been very proud to serve as CFI of the Whangarei Flying Club and I hope I have contributed something of value to the club. I would be honoured to serve another year if the committee sees fit to elect me once again.

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I would just like to thank our instructor team (Neil, Bob and Drew.), Mark Norgate in maintenance, Grant Robinson our safety officer and Lou Du Flou our club captain for all their hard work this past and previous years. These gentleman attend instructor meetings month after month and often spend hours at the airport giving their free time to the club. We have a great team and I am proud to serve on the instructor team with you guys.

My thanks also must go to the committee who have shown visionary leadership and real commitment to the club to ensure it is well managed and sustainable. And last but not least to our members who contribute to and support the club so well. At the end of the day any club is only as good as the members who support it.

Fly safe everyone and I look forward to seeing you at the AGM on Saturday.

Cheers

Shaun

Shaun Sutherland

Chief Flying Instructor 0272-201-343



A note from the Editor:

I'm never quite sure how many people read this Newsletter – and my scribblings over the last six years as editor – but if you're reading this I would urge you to try and get to the Flying Club Annual General Meeting at 10am this Saturday.

Any club is only as good as the members make it; and this is the one opportunity you have in the year to help effect the future course of the club. A new committee and officers will be elected, and if you aren't there you will be losing touch with what's happening in your club.

As well as Lyndon Scott, I am also putting my own name forward for President of the Club.

I have been a member here since August 2008 and have over 30 years' experience of running my own survey companies in Nigeria and in England. I can see some changes that could be made to increase membership, and in particular to boost pilot training and share the fun of flying microlight aircraft. Of course I am new to flying, and although a born 5th generation Kiwi, I lack the experience and local knowledge of many of our members on whose support I would rely. Having said that, I have the best interests of the club at heart and I would only want to stand if I have the full backing of the members - and would therefore also be happy to fully support Lyndon if he is elected. Drew.

Pilot's Tip of the Week

Go Around Or Not?

Featuring Wally Moran

Subscriber Question:

"How do I know when I should go around? How do I recognize a non-stabilized approach?" - Walter W.

Wally:

"Ask the guys who have landed long and have gone off the end of the runway. They will tell you to go around early and often. But,



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sadly it's too late for them. Almost all runway over-runs started with an unstabilized approach.

I think the first sign of an unstabilized approach is that little voice in the back of your head telling you something is not right. We all have made lots of good approaches and it is not too hard to tell when things just don't look right. But the urge is strong to press on and see if we can't get it all together by touchdown.

So the real question is - *When is it too late to save the approach?*

At the airline I worked for, our policy on visual approaches was to have all parameters where they were supposed to be prior to reaching 500 feet above ground level. In our case the parameters were speed stabilized at proper approach speed, sink rate stabilized at less than 1000FPM and final flap configuration. I always planned to have all that done at 1000 feet then if I missed a little, I still had time to fix it before 500 feet.

That policy worked good for me for many years so that is what I use for my general aviation flying. I try to recognize 500 feet above the ground on all visual approaches and at that time I double check that the green gear light is on, confirm my speed to be within 10 mph of my target and in a position that given my current sink rate I will land where I planned. If I don't have the airplane within those parameters, I go around.

I always plan to land just past the numbers except on very long runways where it may be advantageous to land at a different spot. But, I always have a spot planned.

The pilot who has not thought this through ahead of time will someday find himself floating down the runway wondering if it's too late to go around or if he will get stopped by the end of the runway. This is a poor time and place to try to make that decision. On the other hand, having already made the decision on approach standards before you takeoff, you only have to execute the missed approach if you don't meet the standards."

A Trial Flight – The true spirit of flying.

I'm sure many instructors have done that trial flight, perhaps bought as a birthday present by a relative, where the person's focus is more on the scenery than on the aircraft. Boring for the instructor, and not in the spirit of what we're trying to achieve.

And then there was Michael. (name altered)

First time in a light aircraft; and the first time up front in a cockpit – left hand seat.

"Just take the control stick lightly in one hand and I'll let you follow me through the take-off."

"That's it; just gentle back pressure to ease the nose wheel off the ground and hold it there. Great"

We ease through 500 feet and he turns to me and says: "So, flying's pretty easy, isn't it!"

"Don't ask me ... You're the one flying the plane!!"

He looks down and sees that my hands are not on the controls!!

"Wow! That's cool!!" And a grin that's worth a thousand 'birthday' flights.

Drew.

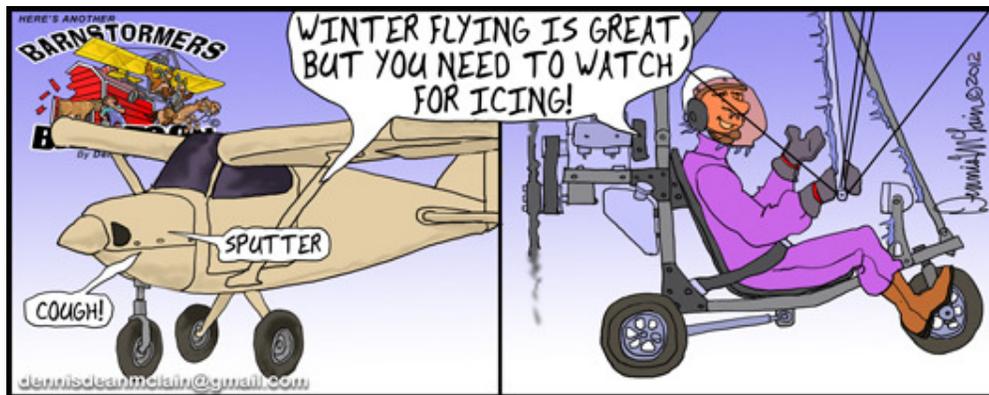
Coming Events...

(Thanks to Northland Microlight Club Inc. – Brian Millett).

- **PAUANUI BEACH WEEKEND FLYIN.** June 14 - 15th. 10am onwards.
- **EAA AirVenture 2014.** Oshkosh, Wisconsin. 8th July to 3rd August. 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.

Short Final



Used with permission.

Take care out there, you guys!!

HAPPY FLYING
→ → → → → → → → →

27th May 2014