

Whangarei Flying Club



NEXT WFC MEETINGS –

→ **Sat. 27th June 2015 – 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 2015

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President's Report:

Following our AGM on Saturday there have been a few changes within the club.

First I should introduce myself as the new president. Hi!! Most of you will know me from around the club and from editing the newsletter the last 7 years.

After over 3 years of serving as our CFI, Shaun has stood down. We must thank him for all the work he has put into introducing the safety measures we now have.

Bob, Bruce and Sheila have also stood down from the committee. How can we thank you for all the hard work you have put into the club over the years. I hope you will still be available to offer help and advice for years to come!

We welcome Tony Savage and Kim Hensley who have volunteered to join the committee. Tony is also our new Safety Officer.

I said at the AGM that I am not a leader from the front, but more of a leader from the side. I need good men and women beside me to work together to develop the future of this club in the way that we can all enjoy. We need to encourage new and younger members, and I feel we have made a start in that direction with the introduction of a liaison with the Air Cadets. I hope this will continue to develop.

We also want to entice back some of the past members who may have strayed away to other fields! I would like to set up a meeting of all active flying members of WFC some time soon as an open forum for ideas; after all we are the ones getting the most out of the club, aren't we? Items to be discussed will include the 30 day currency ruling, the use of SpiderTracks and the rates applied to flying. You'll want to be there!

I would also like to thank all those who have helped and supported me with this move, and particularly Shaun in taking the time to hand over the web sites that he set up for the club and for trial flights.

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Lastly I must apologise for the brevity of this Newsletter. I've had quite a bit of catching up and taking over to contend with, and I'm going away on holiday for 12 days tomorrow – umm, make that today!

What I plan to do is put out an additional Newsletter or circular toward the middle of June to outline some of my plans for the future development of the club. In the meantime I would welcome any and all comments you might wish to make that you feel might benefit the club. My contact details are on Page 1.

CFI News

In the current absence of an appointed CFI both John Shaw and Neil Foreman have kindly agreed to be available to talk to anybody who might have any doubts or queries about flying the club plane (for instance, you spot an oil leak or a loose wire on your pre-flight). (New CFI coming soon.)

In this regard I would also like to reiterate the 'slogan' printed on the bottom of CAA literature . . . No matter how many barriers and signs we put up at the club . . .

“Aviation Safety is **Everyone's Responsibility”**

Need I say more? Fly for **fun**, but be safe out there!

Drew



Drew's News

How about this for a comprehensive reply to a question asked last month?!!

Many thanks, Adrian.



The 'mystery' aircraft you saw at the Barrier is a Yakovlev Yak-18T registered as ZK-SSR. It is the only Yak-18T in NZ and was based in Nelson for a while: I remember seeing it there several times. Current Owner – looking at the CAA website – is Andrew Park of Greenhithe, Auckland.

The design of the Yak-18T can be traced back to the Yak-18 which first flew in in 1946. Over 8,000 Yak-18's were built in various forms mainly as two seat trainers for the Soviet air force. The four seat Yak-18T was designed by Yuri Yankyeovich and, as the last production model, was the most extensively modified. Compared to the single and two seat Yak-18 models, the Yak-18T introduced a much enlarged cabin with seating for four, a tricycle undercarriage and the 355 hp Vedneyev M14 nine cylinder radial engine.

The Yak-18T was first shown to the West at the 1967 Paris Air Show. In 1974, after completion of some 450 test flights, full production commenced at the Smolensk Aviation Plant factory in Smolensk, Western Russia. In 1982, after 700 Yak-18T aircraft had been built, production stopped. About half of these aircraft were subsequently chopped up.

In 1992, Slava Kondratiev, one of the original Yak designers, put the aircraft into production again and some 50 aircraft were built up until 1996 when production

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ceased again. Of these, 20 were produced for the Philippine air force. Currently Technoavia has the manufacturing rights and a development of the Yak-18T called the SM94 is in limited production. This is a six-seat version of the Yak-18T incorporating upgraded, modern avionics and aerodynamic refinements. The fuselage has been enlarged, the wings are now all-metal. All surfaces have been re-profiled to give a squarer appearance, there's a three-blade propeller, increased fuel tankage and a two-piece windscreen replaces the original multipane design. Unfortunately it appears series production has been halted due to financial constraints.

The Yak-18T was used throughout the Eastern Bloc primarily as a training aircraft both in military service and by the civil aviation training schools and flying clubs. Aeroflot pilots were trained in the Yak-18T. Additionally, the aircraft was used as a transport aircraft, air-ambulance, mail transportation, aerial photography and as a pipeline patroller. The North Korean air force used the Yak-18T as a "nuisance" bomber.

I was very taken with the Yak-18T and, 15 years ago, it was on my 'short list' as my potential retirement aircraft. I even got as far as having a test flight in one in the UK. It was an incredible machine, long levers sprouting everywhere, strange instruments, weird avionics, amazing systems. Engine start was by compressed air. The cockpit was reminiscent of a Series One Land Rover ! Never mind: it flew really nicely, surprisingly light on the controls and it did lovely loops !

I corresponded with the NZ CAA for several months about the possibility of importing one – it would have been the first into NZ – and I tried to get the CAA to relax some of the onerous maintenance that the manufacturer's maintenance schedule called for. For example, engine overhaul periods were to be every 500 hours... I tried to get CAA to up this to 2,000 hours. The same engine – which is beautifully constructed with needle roller bearings etc – was used in remote parts of the Soviet Union as a stationary engine to generate electricity. In this role, they would run 20,000 hours before strip down ! The fabric flying control surfaces similarly called for replacement every two years. This was probably a good idea in the Soviet Union where typically the aircraft lived in the open and where the aviation industry was seen as a good way of employing people. But totally unnecessary – and expensive - in the NZ context. I also tried to get CAA to agree to an increase of the very limiting Max Take Off Weight limitation of 1,650 kg which gave it a Useful Load of only 433 kg. I discovered Yakovlev had conducted extensive tests at a gross take off weight of 2,000 kg, during which it was found the aircraft still took off in 700 metres and the handling was fine. Unfortunately I could not get CAA to budge on anything so I lost interest.

Here's a nice image of ZK-SSR:

http://s104.photobucket.com/user/flyernzl/media/aircraft/ZK-SSR_IMG_9069-Edit.jpg.html

(Sorry, couldn't cut and paste this one – you'll have to follow the link! Ed.)

Best regards



Adrian Gilbert

Drew's Views

It's why we fly... Views from the cockpit... Contributions welcome !!

Home soon . . . Whangarei Heads from the South



Coming Events...

with thanks to Brian Millett and the NMC Newsletter.

- **NZWARBIRDS. Ardmore. Sunday 31st May.** D-Day & Open Day.
- OSHKOSH 2015. July 20th – 26th . Start planning your visit now. Contact through NMC. Book early to get a seat on the DC3 flight from Chicago to Oshkosh.

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.

HAPPY FLYING!
→ → → → → → → → →

27th May 2015

P.S. If this newsletter seems a bit thin – please help make it fatter by sending me anything you can that's flying related...! Ed.