

# Whangarei Flying Club



## NEXT WFC MEETINGS –

→ Sat. 30<sup>th</sup> November 2013 – 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. There will be no meeting in December – but you will still get the Newsletter! Ed.



## Providing Safe and Affordable Flying November 2013

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## President's Report

Another month has flown by and it has been a sad month for the Club – we lost a very good Club member and friend in the passing of Jack Maxwell.

Jack was a very important asset to our Club as an IA and flight instructor. Jack started his flying career back in the 1950s while living in the Hokianga. He used to ride his motorbike over gravel roads to the Kaikohe airfield for flying lessons with Trevor Peak who was an ex-World War 2 pilot. Their training aircraft was a Tiger Moth which Jack went solo on. The aircraft was in such big demand however, that there were times Jack could spend all day at Kaikohe airfield and not even fit in a lesson. Jack's flying career came to a sudden halt when he decided to take up a teaching career and he moved away from Hokianga.

Jack taught in Canada and the East end of London, which was a very rough and tough area... other teachers at the school told Jack 'you won't have a show teaching these kids, they are bad and evil as can be!' – but those teachers certainly didn't know Jack very well. Jack showed them how it was done – with his easy-going country nature. After about a month all the kids in his class were his best mates, they could not do enough for Jack. There were certainly some sad kids about when Jack left the school.

Jack took up flying again just after our Club started up in Whangarei. He got his microlight licence and worked his way up to instructor. Bruce, Lou and myself were lucky enough to do about 4 trips to the South Island with Jack, one of these being to Stewart Island and around the bottom of the South Island. We had nothing but fun on the trip, what with Jack's dry sense of humour; he was also known for his precise and accurate flight planning. On one part of the trip Bruce and I were at 8,000 feet just sitting under the clouds getting good lift which we converted to forward speed which in turn gave us a good ground speed... we gave a position report which put us 10 miles ahead of Jack and Lou's aircraft even though they had left Raglan before us and had the faster aircraft. Jack called us and said 'what's your ground speed up there?' to which we replied '125 knots'. Jack responded, 'we're only getting 105 knots down here, I think we will come up there and get some of that good ground speed'. Naturally we did not want Jack and Lou to catch up with us, so we called back 'we're starting to get a bit of icing on the wings up here'.

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Jack called back in a typically slow, cautious voice, 'well I think we'd better stay down here then!' You could always have a bit of fun with Jack around. Jack was also particularly good with both younger and older students. After their lesson he would sit with them and just listen to everything they had to say, any queries they had - and answer these appropriately. Jack was a jolly good listener, with tons of patience. Jack also did a lot of voluntary work for older people. I remember him telling me that he and Gaye belonged to an organisation that helped older people who had the misfortune to be 'ripped off' by other unscrupulous people or organisations. Jack was also our President when we bought WTF – it was a very difficult time then in the Club and Jack handled it very well indeed. Jack was a real gentleman who always backed the underdog. Jack will be sadly missed by the Club and his mates.

On the Club front the flying hours are starting to pick up with the better weather. Bob Tait has bought a very tidy Kit Fox and as soon as he learns to fly it he will base it on his strip at Maromaku. Peter Robinson has bought a 2-seater gyrocopter which he will base at Whangarei when he gets his licence.

That's it from me for this month – so happy and safe flying.

Bob Foster

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### *Editor's Notes:*

*See also Jack's article "Early Memories of N.D.A.C." published in the July Newsletter this year.*

*I subsequently asked Jack if he could write a sequel – 'what happened next?': I asked.*

*His reply was typically polite and thoughtful: "Thanks Drew, I'll give some thought to sequel, Regards, Jack".*

*Sadly time ran out, and that was the last email I received from Jack. Sadly also I learned much more about Jack at his funeral than I had taken the time to discover earlier; seeing the pilot, instructor, president and IA - and missing the banjo player!*

*Such is life. Enjoy it while you can; and look for the hidden depths in those you meet...*

*Drew*

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## **CFI's Report:**

Hi Guys

It's been a very sad month at the club with the passing of Jack Maxwell and Raewyn Reynolds. Our heartfelt condolences go to Gaye Maxwell, Julian Reynolds and their respective families. Whenever I attend a funeral I often think of my own mortality and promise myself to live life to the fullest and not sweat the small stuff. You just never know when it will be your time to go.

My involvement in flying has been a great release for me over the years and I really love doing it. However flying can be an unforgiving mistress if you don't respect it and this is why I am so focussed on safety around our club. We have lost enough friends to cancer and we don't need to lose any to an accident that could have been prevented if we had just paid more attention to basic aviation safety practises. We have an operations and safety manual that can be downloaded from our web site and I would encourage you to take some time to read it and refresh yourself on our procedures. They have been designed to keep you safe.

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Now talking about safety we have had some really hard landings in WCF that have gone unreported. When I say hard I mean *really* hard. So hard in fact that the front tyre has compressed and the front wheel spat has impacted the runway and caused damage. If you had such a hard landing in any aircraft you would know about it and I am very disappointed that the person who did this has not reported it. When a landing is this hard it needs to be reported so that our maintenance IA can inspect to see if the gear or any other part of the aircraft has been damaged. Failure to report this means that the poor unsuspecting pilot who flies the aircraft after you is put at extreme risk. This is simply not on and displays poor airmanship and a total disregard for the safety culture within our club. I would encourage the person who did this to come and see me confidentially so we can provide the training required to not only rectify the problem but also the procedure in the event of a hard landing or other abnormal incident.

On another safety issue we have purchased and received the carburettor heating kits for both aircraft. These will be fitted to the aircraft by Mark Norgate shortly and will provide another safety feature to guard against possible carb icing. No system provides full protection against it but this will certainly go a long way to reducing the risk and that's what it is all about at the end of the day.

The SpiderTracks unit in WCF has been replaced under warranty as it was giving trouble. It has been tested thoroughly now and is working well. This is another fantastic safety feature we have in our aircraft.

We are extremely lucky to fly these two fantastic aircraft for just \$115.00 per hour. The only way we can do this is to push through the numbers and we need bums on seats. The more we fly the more we are able to maintain this incredible rate, so I would encourage you to come out and fly. It's good for your own flying and good for the club. The weather is starting to get better, so come on out.

Anyway that's it from me this month. Have a great month and when you are up there don't forget to send a prayer to our late friends who have just passed on. In an aircraft you are the closest to heaven that you can possibly be, so they will hear you just fine.

Cheers

Shaun

**Shaun Sutherland**

Chief Flying Instructor 0272-201-343



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## Apology from the Editor

*In last month's Newsletter I included a photograph of the Dargaville Storch after its accident at the beginning of October. I added this to Shaun's CFI report (without his knowledge or approval) as he had referred to the incident. I now apologise for any upset or offence this may have caused.*

*(... and to Shaun for copping the blame ...)*

*I was perhaps being over enthusiastic as a 'reporter' in copying this from a local newspaper on-line.*

*Sorry guys.*

*Drew Barlow (Ed.)*

## Coming Events...

...With thanks to the **NORTHLAND MICROLIGHT CLUB** Newsletter

**MANAWATU MICROLIGHT CLUB.** 1<sup>st</sup> January 2014 9<sup>th</sup> Annual New Year's Day fly in.  
<http://www.manawatumicrolightclub.org.nz/files/Microlight%20flyin%202014.pdf>  
<http://www.manawatumicrolightclub.org.nz/atholsstrip.html>

**WHITIANGA - Warbirds & Wheels.** 4-5<sup>th</sup> January. Full on program

**AOPA Northern North Island Summer Safari** Starts at Taupo on 18 Jan 2014, finishing on the evening of 24 Jan 2014 at River Lodge, Reporoa. Organised lunch stops and one or two night stays at various places throughout the North.

**TAURANGA AIRSHOW - Classics Of The Sky.** 26<sup>th</sup> January.  
<http://www.classicflyersnz.com/Airshow.html>

**NAPIER AERO CLUB.** 'Aviation Event'. Saturday, 22<sup>nd</sup> Feb 2014

**BALLOONS OVER WAIKATO.** Wednesday 26 March - Sunday 30 March.  
<http://www.balloonsoverwaikato.co.nz/asb-nightglow-at-waikato-university>

☐ **RAANZ National Flyin.** Feilding. 1st and 2nd March 2014

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

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*I'll finish with an interesting video of some pilots first taste of Carrier landings; sent to me by Les Allen – and I thought small field landings in a cross wind were tricky! Rolling – Pitching – AND moving sideways?! . . . (Ed.)*

**From:** Les Allen

**Subject:** The Birth of Carrier Pilots

<http://player.vimeo.com/video/31549908?autoplay=1>

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*... and an interesting discussion about flying – from AvWeb . . . (Ed.)*

### [Is Flying a Right or a Privilege?](#)

[Brainteaser 188's](#) Question 11 was a bonus survey poll that asked if flying was a right or a privilege. Reader responses played out this way: More than half said that flying was a privilege, while less than half felt it was a right. A third-party minority rambled on about unrelated topics, including one reader who tried to sell us an Ercoupe, and one who refused to participate in online surveys, because the NSA was monitoring the results. That reader is right: It's all a plot.

## Shades of Gray

Opinions ran strong in both camps, and the line between right or privilege blurred into 50 or so shades of gray by the time the results were analyzed. This reader's statement typifies that sentiment: "The freedom to move about by the populace (whether by air, land or sea) is a right." Seemed like one for the right-to-fly column, until the reader added, "Since we share the airspace with one another, our *individual* exercise of that right is a privilege. In other words: GA [general aviation flying] is a right, obtaining your ticket (pilot certificate) is a privilege." Man, I wish I'd sat next to this dude in debate class. In fact, I wish I'd taken debate class ... or paid attention to any classes in high school.

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One reader went all classical with this response: "Voltaire said (in French) that, 'With great power comes great responsibility' in 1882." (Because the philosopher Voltaire, a.k.a., François-Marie Arouet, died in 1778, the reader's quote takes on special enlightenment.) "In the August 1962 issue of Amazing Comics, creator of Spider-Man, Stan Lee, said the same thing in English, thus popularizing the phrase."

Intrigued by the reader's obfuscation, and pleased I could use the word obfuscation, I read on: "Having a 'right' to fly implies great power and thus great responsibility. The 'privilege' to fly implies that you have taken upon oneself and earned the responsibility to do so in accordance to the rules and regulations governing aviation." Wow, this guy -- no doubt writing from his fortress of solitude -- was good, so I continued reading, even though I wasn't sure where it was leading: "Thus, flying is both a right and a privilege." Both! And he used the word "thus," again, fortified by a dollop of responsibility to make some of us feel guilty. I loved it and was ready to declare my allegiance to the right-and-privilege grand bargain, when the reader squandered credibility with a string of puns: "But, I'm putting Descartes before the horse. One has to first Kafka up a lot of money before earning a pilot's license. It's enough to send you into a real tailspinoza."

Drop your Kierkegaard for one second, and you get sucker-punched by someone who -- like me -- made it thorough college on Cliffs Notes.

"Operating in the U.S. airspace is definitely a privilege that must be earned!" another reader exclaimed, using one of the many exclamations points found in the survey results. "Demonstration of competence through knowledge and practical tests is how that's done. Re-demonstration through flight reviews or other checkrides is also required. Despite all this, we still get a certain percentage of blithering idiots who go out and bend lots of aluminum ... We should absolutely have the right to go earn the privilege to go fly. That statue that sits on a little island in New York harbor?" (Ooo, wait! Being from New Jersey I should know this ...) "It's the statue of Liberty ..." (Yes, that's the one.) "... not the statue of Equality. We have the liberty to earn the privilege!" (The Statue of Equality is located in Santa Cruz harbor, Calif.)

## The Right-to-Flyers

Here, now, in no particular order, is a sampling of comments by those who view flying as an inherent right:

"It's a right! Life, liberty, and the pursuit of happiness -- it qualifies under all three!" To the barricades! Liberté, égalité, aviation!

"I understand how the Interstate Commerce clause gives the federal government the power to regulate commercial aviation ... " (Good, because I don't. Please elaborate.) "But I don't see how it covers recreational aviation. Still, the Bill of Rights says that anything not covered specifically in the Constitution remains with the 'people and the states,' so if there wasn't federal preemption, we would have to deal with the nightmare of each state having its own laws. Just thinking about questions like this makes me glad I'm an engineer and not a lawyer." Ahhh ... what say we tally that as a right-to-fly vote?

"A well-regulated FAA, being necessary to the security of your pilot certificate, the right of the aviators to keep and fly aircraft, shall not be infringed, except in case of federal panic?" You mean, its business-as-normal mode?

"I keep getting told by the CAP that it's a privilege, but I believe, overall, that it is as much a right as it is to breath!"

## And Now, The Privileged Ones

"Piloting, like driving a car, barbering, practicing medicine and other activities, requires a degree of demonstrated proficiency and knowledge, if for no other reason than to protect the public from 'cowboys' and idiots. Piloting should be a privilege." And beware of cowboys and, worse, cowboy barbers.

"Flying is a privilege, but the regulation of it should not be left in the hands of a bureaucratic government agency, which has demonstrated its inability to function rationally and in a timely manner." No mention of what that agency might be. So many qualify, but I'm guessing FAA?

"If it was a right, we would spend less time improving ourselves as pilots. In not wanting to lose our privilege to fly, we keep self-improving."

And, in closing, one reader summed up the right v. privilege debate by stating, "Brainteaser 188 question #3 sucks!"

## Whangarei Flying Club

I was walking through the hangar the other day and overheard Mark describing one of the instruments he was examining. He said it was a "**Random Altitude Display Device**"! This I had to see – so I grabbed my camera, and here it is!!

P.S. ... Seems to be working right now – but it's the 'random' bit that worries me! (Ed.)



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### [Short Final](#)



(Used with permission)

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HAPPY FLYING  
→ → → → → → → → →

28<sup>th</sup> November 2013