

Whangarei Flying Club



NEXT WFC MEETING –

→ Sat. 27th October 2012 – DVD Film Morning 09.30am; Committee Meeting 11.00am; \$5 lunch at 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 as well as Lunch).



Providing Safe and Affordable Flying October 2012

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President's Report:

Two meetings this month, hence two President's reports... so this one will be short.

Despite all the days with strong winds, it looks as though we will achieve 30 flying hours for the month which is good going, all things considered.

Our new plane should be in Singapore on the 24th. On the 28th it then changes to a smaller ship bound for the port of Tauranga, arriving there on November 12th.

There has not been much interest in the sale of WTF. Manawatu Aero Club presumably bought that Sierra from Thames as I see it has been sold.

Lou has got three good flyaways up on the board – make sure you post your name up there if you want to participate. You do learn a lot about flying on these sorts of trips. With the Black Sands trip you can also walk to the township when you get there (lots of cafes) - fly down the west coast then make the return journey back up the east coast via Ardmore.

Happy and safe flying.
Bob

Mini Ed.

There will be a DVD film morning this Saturday at 09.30am, before the meeting, featuring various aviation related films, including my short bit on the Mosquito Launch at Ardmore... Drew

Whangarei Flying Club

CFI's Report:

Hi everyone

First of all allow me to congratulate Drew Barlow on gaining his Instructor's rating. Drew has been working hard with Neil Foreman and Bob Foster over the last couple of months and gained his rating a few weeks ago. Well done Drew!!

With Neil Campbell and Wayne Walters not instructing much anymore it was apparent that we needed another instructor to help with some of the work load. Drew has put his hand up in the past and has always been keen to give it a go. For the first year Drew will be a provisional instructor which means he cannot authorise any solos so if you need a currency check or anything else requiring a solo authorisation please see one of the other instructors. Drew is available for trial flights, flight training and other instructor duties as required, but please remember that we are all volunteers so, as with the rest of the instructor team, give him heaps of notice so he has the best chance of accommodating your request.

On the maintenance front we are still having problems with stone chips and, despite a couple of email requests and articles in the last newsletter, stone damage to the prop is still occurring. The repair takes two days for two guys and is a big job. So far we have been lucky that we have been able to repair the damage; however one of these days it will get to the stage where a new prop will be required and that's not going to be cheap.

PLEASE, PLEASE, PLEASE be very aware of this and do not taxi over loose chip where possible and avoid using high power settings over loose surfaces. Your cooperation and awareness of this important issue will be appreciated and will save the maintenance guys, and other members who assist, hours of work not to mention the large cost to the club.

On the training scene a big congratulations must go to Bruce Walker and to Grant Robinson on achieving their first solos recently. Well done guys. You have both done so well.

If you haven't flown recently and are not current then now is the time to brush off the cobwebs and get airborne again. Give any of the instructor team a ring to arrange a flight and we will be only too pleased to assist.

Anyway that's it from me.

Happy and safe flying.

Cheers

Shaun

Shaun Sutherland

Chief Flying Instructor

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www.wfc.org.nz

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Editorial:

There were times when I didn't think I'd get there. There were also times when I'd hoped to get there sooner; then I'd go for a flight with Neil, or Bob, or Shaun and realise there was just so much more I didn't know!

It's a bit like your first solo. Your first steps. Your first . . . hmmm.

You get sent on just one circuit before you're really competent, just to boost your self esteem, and it's then that you really start to learn.

That's how I feel about my Instructor's Rating. I feel I've taken "one small step", and as the instructor's have been telling me, my flying awareness will improve as I begin to give lessons, and so will my flying. This is so true, as I've already learnt in my first instructional lesson!

The perfect first student. John Clarke previously held a PPL (I was worried he might have more hours than me!), had flown some 80+ hours, but hadn't flown for 5 years until some recent lessons here. So just a refresher, really. (John has seen this and given me the nod to print; Thank you, John).

I had fun!

Some time ago Neil Foreman caught me out at the holding point for 24. I was a bit cocky. I'd done all the checks from memory...

Me: "Whiskey Tango Foxtrot entering and backtracking to line up 24".

Neil: "STOP! It is illegal for you to enter the active runway in this configuration!"

Me: – Help. Sweat. What haven't I done. Landing lights – flaps – gauges – What?

Neil: "Transponder to ALT. Others need to know where you are, even on the runway... You didn't use the check list!"

Me feeling very small!

Sorry, John, but it was such fun for me to do the same to you! And may I quote your email response after the de-briefing?

"When I got home, I shook my head in dismay at forgetting to switch the transponder to ALT at the threshold. I do this every time with Bob so there is no excuse - either way, the reminder was very useful and the manner in which you did it will surely mean I am unlikely to ever forget it again – ... thank you... "

Now THAT'S feedback that makes you feel good. Helping someone by passing on knowledge gained...

Stalls, steep turns smooth and well executed with minimal height loss. Glide approach a bit high, but as John said "better to hit the end fence than land short IN one". So true. I did one and was a bit low, trying to nail the threshold. Then I thought "why?". Far better to be too high on a glide approach as it's easy to lose the height (and impossible to gain it if lost). So we both learnt a lesson. Next time we'll have a bet on who can get closest to the 1000ft mark without power. Are you on, John?

At a WFC (then NRFC) Christmas dinner soon after I had got my licence, I was asked what I wanted to do next. I immediately said I wanted to become an Instructor. Why? I was asked. Two reasons, I replied. To continue my training to become a better and safer pilot; and to put something back into the club that taught me.

I guess that's where I'm at now. On both counts.

Drew
Rooky Instructor!

Drew's News from around the Web:

Like Bob said, the last Newsletter seems only yesterday, so not much to say... Here's one for the helicopter pilots... Chopper Pilot Final Exam:-

<http://www.youtube.com/watch?v=oDrrkSAdhxc&feature=endscreen&NR=1>

And if you received my email about not responding to the Barnstormers competition, thank you for not spoiling the fun, but here are a couple you CAN have a go at.

The competition is call "View from the Cockpit" and features a photo of an airfield that you have to try and identify. The first one is from me, and the second one is from Alan Murgatroyd, so is probably more obtuse! I've sent him my thoughts, but I don't know the answer! A jar of my home grown, home made Seville Orange Marmalade to the first person who can correctly identify both!!

So... Where is this? Airfield and country ...

... and this one? Half point for the country...



...and Dennis McLain has given me permission to include his Barnstorming 'Barntoons' in our Newsletter. Thank you Dennis.

Here's one to get us started. Some of us have even been here!!



HAPPY FLYING

