

# Whangarei Flying Club



## NEXT WFC MEETINGS –

- Sat. 26<sup>th</sup> October 2013 – Committee Meeting at 11.00am; followed by \$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 and Lunch.



## Providing Safe and Affordable Flying October 2013

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### Contact details:

President: **Bob Foster**  
Phone: 027 4919810  
CFI: **Shaun Sutherland**  
Phone: 027 2201343

Secretary: **Dave MacPherson**  
Club Captain: **Lou Du Flou**  
Safety Officer: **Grant Robinson**

Newsletter Editor: **Drew Barlow**  
email: [drewbarlow@email.com](mailto:drewbarlow@email.com)

Website:  
<http://www.whangareiflyingclub.com/>  
Post: **PO Box 1597, Whangarei**

## President's Report:

Well, another windy month has just gone past. We must be getting into some good days soon. The flying hours are well down but hopefully they will pick up soon. When the weather gets better the Club must get into some fly-aways – they are really good fun and the student pilots can get a lot of experience from them.

Both aircraft are looking nice at the moment. John Shaw polished WTF this month and it's come up very well. But John noticed a bit of surface corrosion coming through again, it seems to be an ongoing job to keep corrosion out. We could not be in a worse place with salt water all around us. Run your hand along the leading edge of the wings after a flight and you'll see what I mean – that white powder is pure sea salt.

We have taken both SpiderTracks out of the aircraft and sent them back to SpiderTrack. (Now and then on a cross country they have been sending out an alert). SpiderTrack say they can fix the problem. They've now upgraded the Software on both SpiderTracks and they're on their way back to us.

We are getting very poor turn-outs at our lunches and breakfasts. The more people that come to such lunches and breakfasts, the stronger the Club becomes!

That's all from me, happy and safe flying meanwhile.

Bob Foster

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## Whangarei Flying Club

### CFI's Report:

Hi Guys

Well it's been another month of varying spring weather and that has really played havoc with our hours flown this month. We are well down and really need members to come out and take advantage of the good weather on those days that it is suitable.

Now you may have heard through the grapevine that our friends over at Dargaville had an engine failure in their Storch recently. From what I have been told this was during a simulated forced landing when the engine stopped and carb. icing is suspected. Thankfully the occupants were not seriously hurt and walked away from it.



Now we all know the dangers of carb icing, however there has been a perception that somehow Rotax engines are immune to it. Whilst it is true that Rotax engines don't suffer from it as much as Lycoming engines, for example, the problem is still there and just as relevant. This was demonstrated to myself and Bruce Walker a couple of years ago in WTF when we climbed to 6000 feet. The freezing level was reported at 7500 feet. We also know that the temperature under the hood is about 12 to 16 degrees higher than the outside air temperature so carb. icing was unlikely according to Solar Wings.

Nevertheless the engine started to run really rough and we turned around and made an immediate descent towards the airport and warmer altitudes. As there is no carb. icing control in either of our aircraft the only thing that can be done is to descend to a warmer altitude and hope the engine doesn't stop. The roughness continued all the way down to 3000 feet and then went away and we landed without incident. In this case we were high and not far from the airport so a glide approach could have been made but it's not a nice thing to have to deal with.

At that stage I researched carb. heat systems and it became apparent that the cheapest and most effective method of carb. heat control is the fitting of a hot water collar around the throat of the carburettor. This feeds hot water from the aircraft's cooling system on a continuous basis keeping the casing warm and thus reducing the chance of ice build-up in the venturie. These collars can be fitted ourselves and are reasonably cheap to purchase. The option of a full carb. heat control where hot air is fed from the exhaust manifold directly into the carb. is a major modification and cost prohibitive.

I did recommend at that time that these collars be fitted, however it was never acted upon for some reason. I think in light of the Dargaville incident we should urgently fit these devices to both our aircraft and I believe Bob has already polled the committee who all voted in favour. I wholeheartedly endorse this proposal and look forward to these been fitted soon. If you would like to see what they look like, check out the ones fitted to Rusty's Gyrocopter.

On another topic Bob is still having to chase people to complete their cleaning roster. You should only be rostered on once a year, so it's not a big ask. We really need to keep our aircraft in good condition and if you could make it your business to know when you are rostered on and diarise it so you don't forget, I would appreciate it. The Roster is pinned up on the notice board on the right hand side as you walk in the door.

I have just purchased a flight simulator from the old Quantum Aviation. It has an exact replica of WTF on it right down to the Whangarei Flying Club sticker on the side. This would be an excellent training aid especially on those days when the weather is not suitable to go real flying. I have purchased this

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personally however I have no problem setting it up at the club for members use. Even if it is just used to keep you current if for some reason you can't fly it would be worthwhile. The only thing I am concerned about is our lack of security system at present but I believe options for this are being investigated.

Anyway that's it from me this month. Have a great month and let's hope the weather gods stop feeling so grumpy and give us some fine weather.

See you soon

Cheers

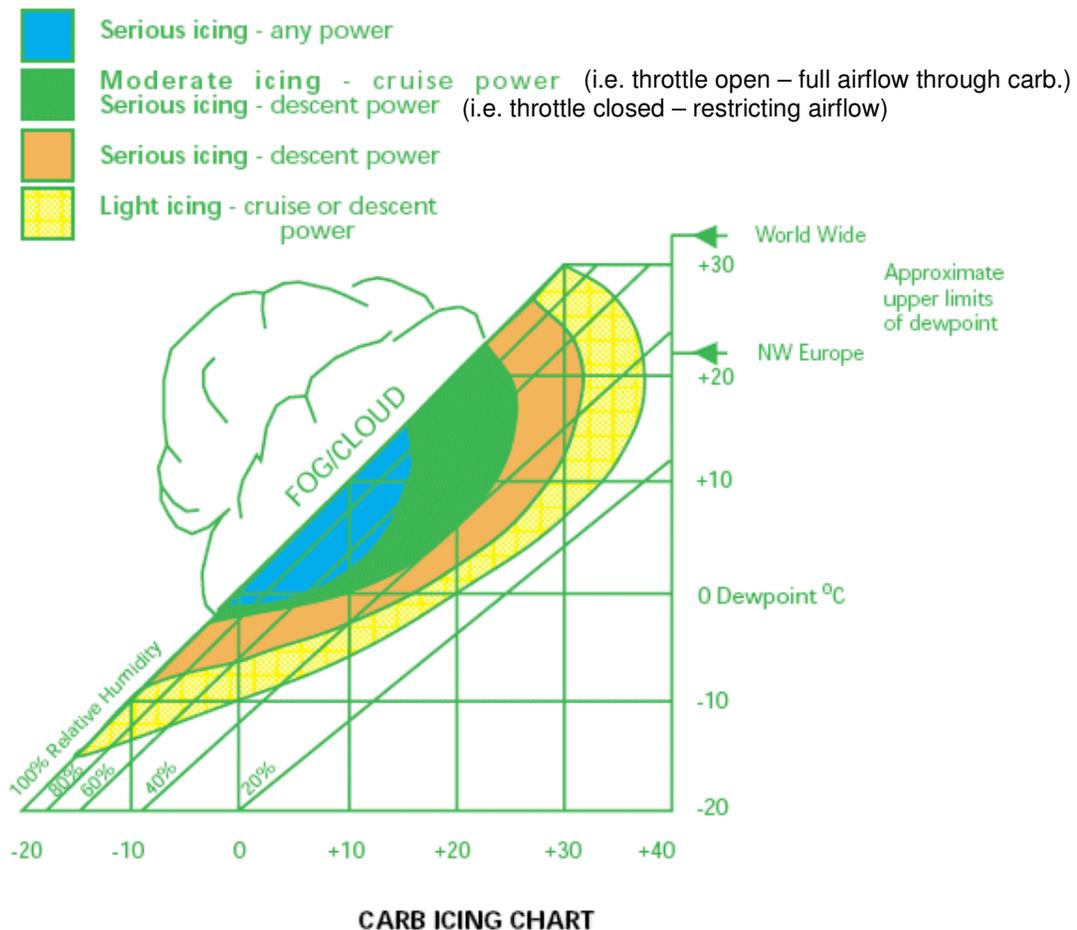
Shaun

**Shaun Sutherland**

Chief Flying Instructor 0272-201-343



I know we have one on the club notice board, but here is a slightly different diagram that illustrates the possibility of carburettor icing under different met. conditions. It's particularly interesting to see how "decent power" extends the 'serious' risk from the green area into the orange – e.g. even at 25° C with a dew point anywhere from 5° to 25° C carburettor icing is technically possible on decent power. It's the restricting of the airflow through the venturie with the throttle butterfly closed that does it – like the temperature drop at the nozzle of an aerosol can (and how a fridge works). It's also why we give it full throttle periodically during a long decent, and why it's very unlikely on a cross country on cruise power. But soon VERY unlikely in our Tecnams, so thanks again to the club techies for making our flying safer. Ed.



## Coming Events...

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

**WARBIRDS DOWNUNDER.** November 2<sup>nd</sup>. Temora. NSW. Australia  
[http://www.aviationmuseum.com.au/warbirds\\_downunder\\_2013/](http://www.aviationmuseum.com.au/warbirds_downunder_2013/)

**ARMISTICE DAY- Cambridge.** Saturday, 9<sup>th</sup> Nov 2013  
Grumman Avenger, P40 and P51 among other aircraft for this year's event.  
<http://www.armisticeincambridge.co.nz/>

**WARBIRDS OPEN DAY.** Ardmore. Sunday, 24<sup>th</sup> Nov 2013. [www.nzwarbirds.org](http://www.nzwarbirds.org)

**MANAWATU MICROLIGHT CLUB.** 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

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



## Tip For Avoiding A Stall/Spin



Listen to this **10-minute audio** in which Rod Machado shares a life-saving tip for avoiding an inadvertent stall/spin. He provides a refreshingly simple explanation of why airplanes spin and what you should (and shouldn't) do when your airplane stalls to avoid a spin.

This short audio has important information for all pilots.

<http://pilotworkshop.com/rod/spins>

*(This is particularly good for student pilots, and is also a clear explanation of why we use **rudder** rather than aileron when coming in slow on final and in turbulent, gusty conditions. I'd never really thought of it that way, but it's so obvious – whatever else is happening – to wings and to ailerons – the rudder (and tail plane) **cannot** stall !!*

*OK, let's not get pedantic; it is technically possible in aerobatic configurations... Tell me I'm wrong. Ed.)*

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### Short Final

*This from the AvWeb email weekly bulletin that I get. You're welcome to follow it up, or send copy to me. We've surely heard something funnier than this on the radio !! Ed.*

### Heard Anything Funny on the Radio?

*The following takes place at a high-altitude sector with multiple air carrier aircraft:*

**Pilot 1** (apparently meaning to talk to the passengers) :

"This is the flight deck. Air traffic control has — uhh —" [unkeys]

**ATC:**

"Darn. I wanted to hear that."

**Pilot 2** (cheerfully) :

"Yeah. He was gonna blame you!"

**Cheryl Bavister**

*via e-mail*



Heard anything funny, unusual, or downright shocking on the radio lately? If you've been flying any length of time, you're sure to have eavesdropped on a few memorable exchanges. The ones that gave you a chuckle may do the same for your fellow AVweb readers. Share your radio funny with us, and, if we use it in a future "Short Final," we'll send you a sharp-looking AVweb hat to sport around your local airport. No joke.

[Click here to submit your original, true, and previously unpublished story.](#)

*(I already have a 'sharp looking AvWeb hat' – but don't worry; this wasn't because of any of your 'funny' radio calls - I sent them a video clip that I took at the Mosquito launch at Ardmore last year !! Ed.)*

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Paraprosdokians (Winston Churchill loved them) are figures of speech in which the latter part of a sentence or phrase is surprising or unexpected. Here are a few tasters..

Where there's a will, I want to be in it.

If I agreed with you, we'd both be wrong.

Free and fair elections are the mainstay of modern democracy; the only downside is that after the votes are counted a politician wins.

Some cause happiness wherever they go. Others, whenever they go.

*... at which point – I should go ! Ed.*

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HAPPY FLYING  
→ → → → → → → → →

24<sup>th</sup> October 2013