

Whangarei Flying Club



NEXT WFC MEETINGS –

→ Sat. 1st November 2014 – 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**

October 2014

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President's Report:

Hello all,

So November tomorrow. (*Sorry, today! Reports arrived late! Ed.*) How time is flying by. Excuse the pun. I see in the minutes for the meeting there is a consideration to sell WTF. It will be interesting to see what the committee and members think of this idea.

It was great to see photos of the trip to Parakai. It seemed like the trip was enjoyed by all. Maybe next time leave the budgie smugglers at home.

At the last breakfast Giovanni visited in a Tecnam Astore, Shaun and myself had a sit in it, and it was very roomy and plenty of room for the golf clubs. It also had auto pilot, which would be a nice luxury. But at \$185,000 I might need to speak nicely to the bank manager.

Just a quick reminder about the requirements of being current and legally current to fly a WFC plane.

- Be a paid up member of the Whangarei Flying Club.
- Be a paid up member of RAANZ and/or SAC.
- Hold the appropriate micro-light pilot's certificate for the flight to be undertaken.
- Hold appropriate ratings for the specific aircraft to be rented.
- Hold a current SAC, RAANZ, Class 1 or Class 2 aviation medical certificate.
- Complete the Pre-Flight Log form located in the hangar.
- Comply with the club's '30 days' policy.

Do you know when your medical expires? Maybe you should check to ensure you are legal to fly.

Cheers

Linden Scott.

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CFI's Report

Hi everyone. Well, flying has started to pick up again and last weekend we got quite a few flights completed. Trial flight sales have been brisk with about 8 flights sold in the last couple of weeks. I expect this to increase leading into Christmas as people purchase Christmas gifts.

I received a call from Roger Shepard yesterday from the civil aviation authority. This was in response to my safety concern I submitted on behalf of the club regarding UAVs operating illegally in the Whangarei MBZ. UAVs have become an area of concern to the civil aviation authority, however he tells me that there is no plan to restrict their import like they have done with high powered lasers, or legislate against them in any way other than what already exists.

He continued to explain that the CAA were in an education mode and have been distributing flyers to Chinese manufacturers of UAVs for inclusion in their packaging. They have also started a web site at www.airshare.co.nz in an effort to better educate the operators of these machines.

Basically a UAV operation must comply with CAA part 101 which concerns itself with model aircraft operating rules and other remotely piloted aircraft. A UAV cannot be operated within 4km of a heliport or airport without the express permission of the operator of that airport nor at a height of more than 400 feet AGL.

At present we have an operator by the name of Arjay Cosenero who is operating his UAV within the Whangarei MBZ. His video footage taken from the UAV shows him operating over the hospital, in Kensington park (both have heliports next door) and clearly within 4km of the airport. Whilst the footage is wonderful it appears that a number of rules could have been broken here.

CAA would like to have a chat to Mr Cosenero, however they are battling to find a contact number for him. They have asked me to see if I can get in contact with him or get a number, so I have sent him a message online and hopefully he will contact me soon. We don't want to stop him operating his aircraft but just make him aware of the rules and our safety concerns.

I believe that UAVs operating in our MBZ pose a significant risk to aviation safety. Linden Scott, our president has already had a very close call with what we can only assume was some kind of UAV. This passed within meters of his aircraft and if it had hit him he would not be around to tell the story today.

I would encourage all members to make themselves familiar with the operating rules of these aircraft by going to the web site above, and should they encounter a UAV, either in the air or observe one from the ground, then please report it if you believe it is operating outside of the rules.

The other day two aircraft went to Parakai for our hot pools trip. It was a really good trip and I think everyone had a good time. It was pretty windy and gusty, so flying conditions were not ideal, and Tony Savage and myself, flying in WCF, banged our heads in turbulence on the decent into Whangarei. Besides that though it was a really good trip. I have posted some pictures of the trip on our web site.

Please also see our events section on the web site and register for the upcoming events. (See 'Whangarei Flying Club Events' below. Ed.) We really need our members to support these events and help make them a success.

Other than that operationally all is going well at the club with nothing of significance to report this month.

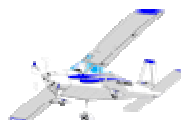
Fly safe everyone.

Cheers

Shaun

Shaun Sutherland

Chief Flying Instructor 0272-201-343



Drew's News

'Flying Man' UFO Baffles Officials

UFO reports by airliner crews are nothing new, but a British A320 crew raised eyebrows after saying they had a close encounter with a flying man who swooped past their aircraft without visible means of support on June 13. The UFO has been dubbed the "Superman of Macclesfield" and the UK Airprox Board, which investigates such things, admits we may never know his true identity. It also hasn't identified the airline involved or the crew members. The UFO was spotted as the aircraft descended through 3,500 feet while on final for Manchester Airport. "They first sighted the object a few hundred metres in the 11 o'clock position 200 to 300 feet above," the Macclesfield Express quoted the board as saying in its report. "It passed down the left-hand side of the aircraft at 100 to 200 metres."



According to the Express, the usual suspects in such incidents have all been eliminated, because of the weather. Weather Underground reported wind gusts of up to 25 mph that day at Manchester. The Express checked with local paraglider and hang glider groups who said the weather wasn't flyable at the time and in any case the airfoils involved would have been obvious to the crew. But the Express said the Airprox report quoted the pilots as saying they only saw the man. "Neither can remember seeing a canopy," the paper quoted the report as saying.

(I often pick up the "Coffee News" just to see if there's anything I can put in the newsletter. The latest edition (3rd November 2014) had an article I just had to follow up and research...! Ed.)



An aeroplane enthusiast has taken his obsession a step further than most after using his son's bedroom to build a Boeing 737 flight simulator that exactly mimics the real thing.

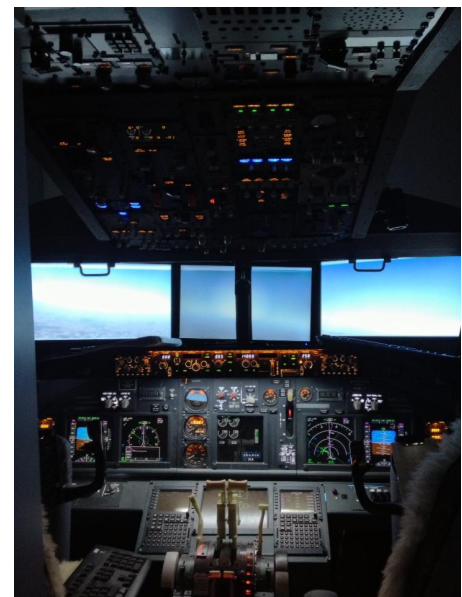
Laurent Aigon, 40, from Lacanau in France, has spent the last five years collecting and buying components from around the world in order to put together his simulator with best friend and fellow

enthusiast (obviously) Jean-Paul Dupuy.

The pair have spent thousands of euros on internet orders for bits and pieces to construct the simulator – which is so realistic that the Institute of Aircraft Maintenance at Bordeaux-Merignac Airport asked him to give a lecture on his achievement.

Mr Aigon has since schooled himself in all the procedures for take-off and landing and says he is able to fly his 'plane' just like a real-life pilot.

He also has interest from a couple of major aircraft manufacturers who want to use his creation to simulate various scenarios.



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It is unclear what Mr Aigon's son – who sleeps in a bunkbed crammed into the corner to make enough space for the simulator – thinks of his dad's favourite toy (and the prospect of having engineers lining up outside his room).



*That's all for this month
Drew*

Mason Field – Southport - Bruce and Sheila MacKenzie

Any members going to Queensland and wishing to do some Ultra-Light flying while there may be interested in the following information.

Sheila and I have just returned from a holiday over there, mainly at the Gold Coast but also at Coolangatta, Redcliff, Noosa, Gympie, Hervey Bay, Caloundra, Maryborough and Brisbane (Archerfield), all of which have flying clubs that have recreational (Ultra-light) aircraft which can be flown by visiting pilots (albeit with an instructor until an Australian licence is obtained).

At the Gold Coast I met up with Bruce Stark, the Australasian Agent for Tecnam in Queensland, who lives at Runaway Bay, where we were staying. He keeps a Tecnam P92 at the "Mason Airfield", at Southport which he uses as a Demonstrator. It is exactly the same as our WTF and WCF except that it is a tail dragger. Apart from ground movement, and take-off and landing it is exactly the same to fly as our club aircraft. I did all my training in a Piper Cub, so had no problem with it.



Bruce with the Tecnam P92 Taildragger



Mason Field Southport

Mason Field is owned by the Southport Flying Club which has 300 members, (about 150 full flying members and 150 social members). The airfield is registered as a private facility and visiting aircraft cannot land there without the express approval of the Club. The sealed runway is about the same length as the Whangarei Airport and they have over 100 hangars housing about 100 fixed wing aircraft and 20 helicopters – all privately owned by members (some are syndicated).

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The Club itself does not own any aircraft so there are no commercial operations permitted, aircraft cannot be hired and no training is conducted by the Club. I was therefore very lucky that Bruce allowed me to fly the P92 (with him) as a demonstration flight. (I might buy one someday!). I had a fantastic flight along the surf line at Surfers Paradise, low level below the tops of the high rise hotels/apartments along the beach front, north to Stradbroke Island, turning at Jumpinpin point and back over Sanctuary Cove back to Mason Field. A fantastic flight.

The cost of joining the Southport Flying Club will make WFC members eyes water.

| | | |
|-------------------|---------------------------|---------------|
| Ordinary Members: | Joining levy | AU\$22,000.00 |
| | Annual Subscription | AU\$382.00 |
| | Nomination fee | AU\$65.00 |
| Hangars: | To buy - approximately | \$75,000.00 |
| | Or to rent - facility fee | \$6760.00 |
| | Monthly rental | \$631.00 |
| | Insurance (varies) | ????? |

Further information can be obtained from their website if you are interested www.southportflyingclub.com.

(It's the 'Joining levy' that gets me! 300 x \$22,000 is \$6.6mil unless my maths has gone haywire! Ed.)

Coming Events...

Whangarei Flying Club Events

WFC Great Northern Air Rally (G-NAR) is on right NOW. There's plenty of time to join in this fun event as it can be flown at any time between now and the 1st December. \$10 entry fee and PRIZES to be won. Fly Whangarei – Dargaville – Kaikohe – Kerikeri – Whangarei starting at any point, but flown in that direction. The rally is not a speed event, but includes a prize for the closest to the *average* time flown by all. Other prizes for answering all questions and challenges, and for best photography. Some pre-planning and navigation skills required, but could be flown by students on cross country experience (with or without instructor as appropriate). Prizes include canvas prints of local aerial and scenic photography.

Register with Drew by email to drewbarlow@email.com to receive your Instruction Sheet & Entry Form.

Prize giving will be at the :-

WFC Christmas Dinner – Saturday 6th December to be held at Hangar 10
Caterers are bringing a selection of Starters, Mains and Desserts. BYO drinks. We need numbers to top 30 for this to work, so please register with Drew as soon as possible so we can confirm the booking with Absolute Caterers who also supplies our 2009 dinner. drewbarlow@email.com

That was the last time we had our Christmas Dinner at the club and it was a great success, fondly remembered by many. Let's make it happen again! Support your Club and have fun doing it!!

Drew.

Other Events with thanks to Brian Millett and the NMC Newsletter.

- **10th Blacksands fly-in.** Raglan 7,8 & 9th November.
- **Warbirds Open Day - Ardmore** Sunday, 23rd Nov.
<http://nzwarbirds.org.nz/news-and-events.html>
- **NMC End of Year Pre Christmas Flyin.** Springhill. December 6th. BBQ sossies and burgers. Tea and coffee all day until the last person leaves. No Santa, but no charge either as it is all free. It's our way of putting something back into aviation and saying thank you to our fellow enthusiasts.
- **Wings Over Wairarapa.** Hood Aerodrome, Masterton. 16th – 18th Jan 2015
<http://www.eventfinder.co.nz/2015/wings-over-wairarapa/masterton>
- **MATA FLYIN.** Feb 14th. Leo & Helen's airstrip. More info to follow.
- **SPRINGHILL OPEN DAY FLYIN** Feb 28th. Not confirmed yet but discussion is under way with owner Tony Lentino. There may be possible interaction with Tony's 'Super Black Racing'.
- **Classic Fighters Omaka Airshow.** 3rd April 10:00am – 5th April, 4:00pm
<http://www.eventfinder.co.nz/2015/classic-fighters-omaka-airshow/blenheim>
- **OSHKOSH 2015. July 20th – 26th.** Start planning your visit now.

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.

HOW LOW CAN YOU GO? (A series of photos to appear each month. Ed.)

Boeing 707



A Boeing 707 of Air Zimbabwe, flown by Darryl Tarr doing a low level, high speed flypast in Harare in 1995.

According to witnesses, this was not the lowest the pilot flew.

Tarr says that his radar altimeter read 10 feet beneath his keel at one time.

*(Reminds me of flying in the Low Flying Area with Bob a couple of years ago in the Alpi 200. Trying to maintain 50ft using ground reference only, I glanced at the digital Altimeter which momentarily registered 0 !
"Bob, I think we've landed!"
I guess Bob knew that one shouldn't rely totally on instruments that close to the ground. We were well clear of 50ft !
Ed.)*

HAPPY FLYING



31st October 2014