

Whangarei Flying Club



NEXT WFC MEETINGS –

→ Sat. 31st October 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**

October 2015

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President's Report:

Still waiting for a hint of approaching summer? Me too! I had heard that we could expect a long hot dry summer, which is not so good for some, but might get us a few more flying days.

WCF has its new u/c leg which has greatly improved its image, and is flying beautifully.

Last month's committee meeting failed to raise a quorum as several people were away, but hopefully this Saturday will be better!

Regarding our Christmas Dinner. Numbers are now up to about 20, so a few more would be welcome! Saturday 28th November at the Grand Thai Restaurant at #2 Bank Street; meeting for drinks from 18.00 for a meal planned for 18.30 @ \$25 per head for an entrée and main. Please book with me or a committee member.

My planned move to Kerikeri has progressed, and I now have a move and completion date of 3rd December. In fact we're moving furniture and boxes from the 1st as we have been given access. All this impacts on my involvement with the Whangarei Flying Club. As I said, I will continue to support the club for as long as I can, but inevitably I will be around less. I would really appreciate if there is anybody out there who would like to put their hand up to take on the role of Vice-President; this would be a great help.

Anybody bored and frustrated with the Newsletter, who is just itching to take control and have a voice – and the power of editorial control!?

Come on, I know you're out there! I've really enjoyed doing this, but after 8 years it could do with some fresh ideas!

Some of you will be up watching the bronze final, so come on out to the Flying Club after for the meeting and a feed. Build up that stamina for the early start on Sunday morning!

Go the ABs !!

Drew Barlow
President

Drew's News:

I'm including this message from the West Auckland Parakai October Newsletter, mainly because of the anecdote that comes with it! (Ed.)

New Air Maps effective 12th Nov: The new maps can be pre-ordered now to ensure you have them before 12th November. They can be ordered through www.aipshop.co.nz .

Flying on old maps can really cause problems, even just one or two days after they become obsolete, as Harvey Lockie recalls:

Many years ago a syndicate member and I were flying in a Cessna 172, a few days after new maps came out. We were using the new maps in the uncontrolled airspace between Tauranga and Rotorua and were surprised to hear the content of a commercial airline's radio calls to the Tauranga Tower. The conversation went something like:

"Tauranga Tower, [this is] xxxx, I've just passed under an unidentified Cessna, two miles inside Tauranga controlled airspace." The tower acknowledged.

After a quick look at the (new) maps that we were flying off, and the old maps that we still had on board, we called:

"Tauranga Tower, this is Cessna zzz, 1000ft overhead yyyy, one mile outside controlled airspace on the maps that came into effect a few days ago, but two miles inside controlled airspace on the obsolete maps. We are probably the Cessna referred to as we've just had a commercial aircraft pass underneath."

Tower: "xxxx, do you wish to file an incident report?"

"Standby" Long pause ... and an older voice came on... "Negative, no further action."

Tower: "Very wise... Cessna, do you wish to file an incident report?"... "Negative".

We (and probably the young co-pilot of the Air NZ flight) learned several lessons from this event:

1. Do not use obsolete maps.
2. Think carefully and be very sure you're right before deliberately potting another pilot.

Pilot's Tip of the Week

Estimating Crosswind on Landing

Featuring Tom Turner - [view profile](#)

Subscriber question:

"Is there a quick way to estimate the crosswind component when landing? It would be helpful when deciding whether to attempt a landing, or choosing a suitable runway."

- Neal M.

Tom:

"History shows most loss of directional control during landing crashes occur with less than 10 knots' crosswind component. Loss of control isn't an airplane problem, it's a pilot problem."

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The problem is twofold: One, pilots don't go out of their way to practice and remain current in crosswinds. And two, while pilots may compute the crosswind component for takeoff and decide whether or not to fly, we almost never compute the crosswind component for landing after hearing ATIS, AWOS or other current wind reports. We use the reported wind to decide which runway to use at a non-towered airport, but it's extremely rare when a pilot decides not to attempt the landing at all, and diverts to another airport.

Using the recommended aileron and elevator control inputs for taxiing that you learned for your first checkride, even in the lightest winds, will reinforce your reactions when you need them in a crosswind. Actually going out of your way to practice crosswind landings, using care not to exceed your current abilities, will help keep your crosswind landing skills sharp.

When you get the local winds and choose, or are assigned a landing runway, take a moment to estimate the crosswind component using this rule of thumb: A wind from 10 to 45 degrees from runway heading results in a crosswind component of about one-third of the reported wind speed. If the wind is 45 to 60 degrees off runway heading, figure the crosswind component to be two-thirds the wind speed. And if the angle between the runway and the surface wind is greater than 60 degrees, assume the crosswind component equals the reported wind speed.

Listening to AWOS or otherwise learning the winds at your planned destination drives two decisions: which runway to use, and whether to try landing at that airport at all.

Compute and record the crosswind component for every landing you make, with a subjective judgment of your level of comfort making that landing. Then, do not exceed the strongest crosswind component you have comfortably flown in the past month, reducing the crosswind component by one knot for each week after that. If your personal crosswind component gets down to five knots, or less than the typical crosswinds you encounter, it's time get some dual instruction on crosswind landings."

... and if you're unsure of your current abilities – have a check ride with an instructor, it's what we're here for – and it's free! (Well, the instructor is, anyway... Ed.)

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Coming Events...

with thanks to Brian Millett and the NMC Newsletter.

70 Years of the Pitts Special - 13 November to 15 November. Omaka. Featuring an aerobatic competition, a separate freestyle event, the Marlborough Aero Club is hosting the BBQ/dinner over the two nights. All welcome. Registration forms will be out in August, register by contacting me via email/phone. Andrew Love. Torque_Roll@hotmail.com

□ **Northern Region Competitions. 27th – 29th November.** Hosted by North Shore Aero Club. www.nsac.co.nz
You can download more information from here.
<http://brianmillett.freewebsite.co.nz/Microlight> Competitions.pdf
<http://brianmillett.freewebsite.co.nz/Northern> Region Competition v2.pdf

□ **RAANZ 2016 National Fly-in. 6, 7-8 February 2016.** Waitangi Weekend. Hokitika Airfield.

Classic Fighters Airshow. April 14th 2017. Omaka Aviation Heritage Centre, Blenheim.
<http://www.eventfinda.co.nz/2017/classic-fighters-omaka-airshow/blenheim>

HERE & THERE

Keep early December in mind for the NMC annual pre-Christmas flyin, and of course the early January flyins, the first in the world at Athol & Betty Sowry's Athbey Farm at Woodville, with Pauanui to follow shortly afterwards. Hopefully more details will be available as soon as possible after I return from Perth in mid October.

SPOT THE DIFFERENCE !! A couple of aircraft cockpit views to show how far we've come.



Spirit of St Louis



Airbus A380

HAPPY FLYING!



29th October 2015