

Whangarei Flying Club



NEXT WFC MEETINGS –

- Sat. 23rd March 2013 – **Committee Meeting 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 March 2013

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President's Report:

It has been a pretty good month so far weather-wise – and the same in terms of flying hours. WTF might be out of the air for a week or so, the front wheel structure needs new parts to straighten things out – when you look at WTF front-on the structure is on an angle.

We managed to get a fly-in away on Saturday to Great Barrier but could not quite get there because of the weather – so we turned back and went to Kerikeri instead. These fly-aways are very good so I encourage members to join in. With the two Club aircraft plus Mark's aircraft and the Cherokee Six, we have the capacity to take 11 people.

You may have noticed the new concrete pad out in front of the hangar - this gives us more parking and gives Lance better access.

Grant Robinson is our new Safety Officer. He will be responsible for mostly ground safety around the hangar etc. Grant and Shaun are putting Safety Manuals together for the Club and we are well on the way with them now. Safety Manuals are basically a requirement with CAA now, and they make things a bit easier for us if we ever had an accident.

Happy and safe flying.

Bob Foster

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CFI's Report:

Hi everyone.

Well it's been another busy month with some good flying hours being logged in both aircraft.

On the operational front the instructor team recently elected Grant Robinson as our new Aviation Safety Coordinator. For those of you who don't know Grant, he has been a member for about a year now and is learning to fly with us. Grant does not have a lot of aviation experience but has held safety roles in other industries before. The instructor team will be supporting Grant and providing assistance where required. Grant's role is to promote and monitor our safety program and provide you with assistance for anything safety related. He will be attending our monthly instructor and maintenance meetings and we expect him to be a real asset to our team.

We have implemented a formal safety program to ensure that safety is the absolute priority when out at the club and shortly we will be releasing our safety manual. This will form part of the operations manual so that you have all the information you need in one place. This does not only have practical benefits to you our members but also ensures we comply with Civil Aviation and Occupational Health and Safety codes and standards. Please support Grant in his role and think safe whenever you are at the club.

To read more about our safety program or to report a safety related concern please go to our web site at www.whangareiflyingclub.com and click on Safety. We now have an online reporting and feedback section where you can alert us to a safety related concern, report an accident or incident or just feedback information to us.

Grant has also joined the maintenance team as, with Jack out of action at present and having two aircraft, Mark Norgate's work load has gone through the roof. Thank you Grant for offering your help here and thank you Mark for all your hard work keeping our aircraft in great order.

Talking about aircraft you will notice that WTF is out of service at present (*now back in service. Ed.*) This is so we can rebuild the front gear assembly that has been getting progressively worse over time. You may have noticed that the gear doesn't sit exactly straight and this rebuild is to correct that. I am not sure when WTF will be back in service however if you have got a booking after Saturday then please let me know and I can advise you further on progress.

Our recent trip to the Barrier turned into a diversion to Kerikeri half way there but it just fantastic getting out for a mornings flying with a great bunch of people. Thanks to Lou for arranging this trip even though he couldn't join us on this one. Keep them coming Lou. Photos of the trip have been posted on our web site so check that out when you have a moment.

Other than that guys that's all from me this month. Take care and fly safe.

Cheers Shaun

Shaun Sutherland

Chief Flying Instructor 0272-201-343



Coming Events 2013

Classic Fighters – Omaka. March 29th – 31st (Easter) <http://www.classicfighters.co.nz/>

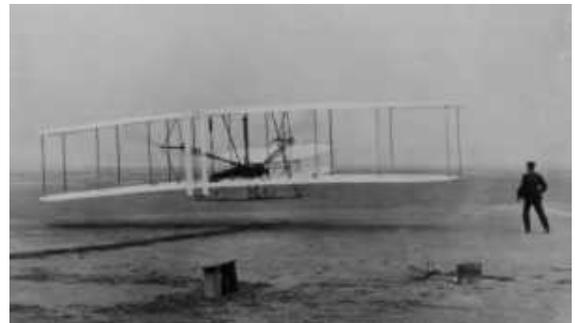
Remembrance Day. WW1 Air Show Hood Aerodrome, Masterton, Saturday 27 April.
<http://www.wings.org.nz/>

Drew's News from around the Web:

Here's an update on something I've been following; particularly after reading "The Riddle of Richard Pearse" by Gordon Ogilvie (copy available to lend if you're interested) - Ed.

Wrights Likely To Retain Title Of "First" In Flight

Famed aircraft authority Jane's All the World's Aircraft says there's convincing evidence that Gustav Whitehead, not the Wright brothers, was the first to achieve powered controlled flight, but critics may be unmoved. In the foreword of the 100th edition of Jane's All the World's Aircraft, Jane's editor Paul Jackson cites the work of Australian aviation historian John Brown. Brown's evidence includes a 1901 article describing Whitehead's sustained flight in a controlled powered aircraft flown from a field in Connecticut, ahead of the Wrights' 1903 flight. Unfortunately, although one picture of a Whitehead flight was reportedly taken, observers who require any direct visual evidence will be disappointed. And Whitehead is not without his detractors.



While other pioneers may have preceded the Wright brothers in briefly achieving controlled flight in a powered airplane, a lack of clear convincing evidence and successive development of an airframe have likely stunted their notoriety. And that may be the case for Whitehead.

The first written account cited by Brown that is descriptive of Whitehead's pre-Wright flights was published by the Bridgeport Herald in August of 1901. That story states that an unnamed representative of the Herald witnessed the flight. According to Brown, the Herald published the story on page five of a subsequent issue and did not include a photograph. Jackson writes that existence of a photograph is supported by written accounts that describe it as blurry and identify it as part of an exhibition that showcased aviation in 1904 and 1906. Whereabouts of the original photograph, or any copies, are unknown. Jackson adds that Brown's work found multiple "affidavits and statements" that exist "on tape and film or video" of individuals who "bear witness to the many powered flights made by Whitehead between August 1901 and January 1902." There are no taped, filmed or video records available to provide visual confirmation of Whitehead's flights. Jackson appears satisfied by the evidence presented by Brown.

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For a brief description of other largely forgotten pioneers, open this link:-

<http://mentalfloss.com/article/16814/who-flew-wright-brothers> which ends with this paragraph – Yeah!!

“Possibly the best claim to successful powered and controlled flight before the Wright Brothers comes from New Zealand. Richard Pearse of Waitohi worked on the problem of powered flight beginning in 1899, and developed an aircraft that quite resembled a modern ultralight. Pearse would have beaten the Wrights by eight months if he hadn't crashed at the end of his 140 meter flight on March 31st, 1903. Or maybe it was the lack of photographs, logs, or written records of the flight. The few eyewitnesses couldn't agree on the length of the flight, or even the exact date. Some accounts place the flight as early as 1902; some as late as 1904. Since the landing wasn't really any rougher than the Wright's landing during that first flight at Kill Devil Hills, the lack of documentation probably kept Pearse out of most history books.”

Human-Powered Aircraft Competition Set For July



The second annual Icarus Cup will be held in Northampton, Great Britain, July 19-28, and for the first time, the competition will be officially sanctioned by the Federation Aeronautique Internationale. Teams will compete in a variety of trials, including a 200-meter sprint, a slalom course, landing accuracy, duration of flight, and takeoff performance. Organizers hope the competition will help to promote and develop the sport of human-powered flight, with the goal to one day see competitors in the Olympic Games. The event is organized by the Royal Aeronautical Society. Registration is open to all.

Robert Hughes, an FAI spokesman, said the organization is "delighted" to support the event. "This is a very exciting branch of aviation," he said. "We are confident that the 2013 Icarus Cup will lead the way to the first FAI World Championship for Human Powered Aircraft, in 2014." Last year, a human-powered helicopter, the Gamera, was [nominated](#) for the Collier Prize, but it lost out to Boeing's 787.

Is this for real? Or yet another fake? Ed.

EVA Air Boeing 747-45EM taking off from runway 36L at Amsterdam-Schiphol, Netherlands .

The great timing and angle just make this shot and the size of the 747, look surreal seeing the distance to the fence was a mere 145 meters(475ft)!

I wonder if anyone computed the takeoff distance prior to the trip?

This is an amazing picture of a disaster that didn't happen. Weight and balance calculations are a critical part of flight safety.

From the looks of this 747, the weight was within the CG envelope, but if they'd have added one more 'marshmallow' to each snack tray, this BIRD might not have cleared the fence!!!



Short Final

Pilot to ATC conversations...

ATC: Pan Am 1, descend to 3,000 ft on QNH 1019.

Pan AM 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH 1019

Controller: "USA353 contact Cleveland Center 135.60.

(pause)

Controller: "USA353 contact Cleveland Center 135.60!"

(pause)

Controller: "USA353 you're just like my wife you never listen!"

Pilot: "Center, this is USA553, maybe if you called her by the right name you'd get a better response!"

HAPPY FLYING
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22nd March 2013