

Wanganui Aero Club

NEWSLETTER - JULY/AUGUST 2021



ACKNOWLEDGMENTS

Many thanks to our Aero Club Members who contributed to this edition of the newsletter.

Remember, this newsletter needs input from everyone. Whether you have a story, learning experience, photos, or interesting article from a different source - this newsletter acts as a forum to share these with everyone. Experience is not just about hours in the logbook, and regardless of your level in the aviation community, there is always going to be someone who can benefit from your input. Contact Jonathan if you have any contributions for next edition.

WANGANUI AERO CLUB AGM

This year's AGM is being held on the 25th July at the Club rooms 1600 hrs. Come, have your say, and get to know some of the 'behind the scenes' of our Aero Club.



FROM THE PRESIDENT - DARREN LUFF

Hello Members,

Winter has sneaked up on us in the last few days, causing a few no flying days. Sometimes the weather clears at short notice, don't hesitate to call the instructors if you think there is a chance for a lesson. On that note, if you have a booking, please don't cancel it at the last minute without a good reason, it makes it difficult for the instructors to plan their time at the club.

I had a pleasant encounter in hanger the other day, when a pilot taxied up to the ramp in JIP, hopped out and came up to us and requested a hand to push it away, a good example of club etiquette. If you think your flight is going to be the last do the same and help the instructors to put our planes away.

Some recent achievements at Aero Club; a C Cat Instructor rating for Walter Taber, and a PPL for Fleming Ravn, well done!

The Gyro club had a nice gathering in our club room recently and a few of us gate crashed their evening dinners and joined in as usual, thanks John! Hope you all make it back again, with better weather conditions next time.

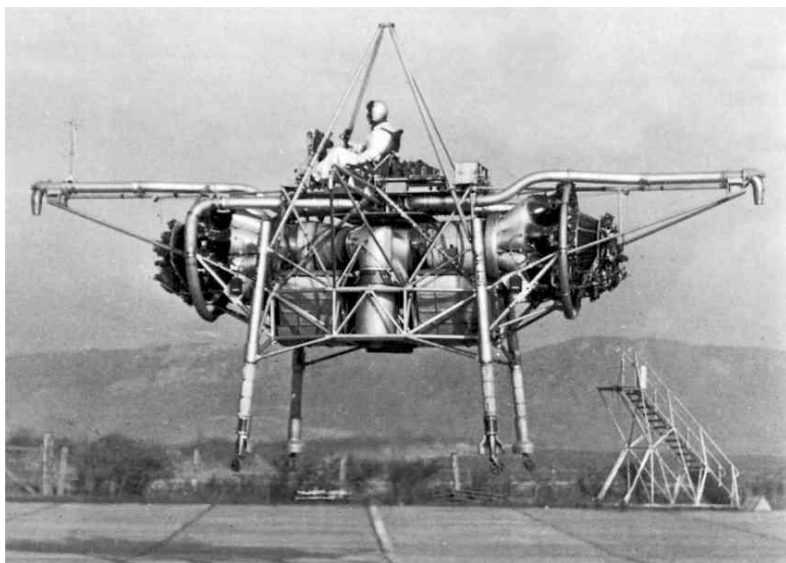
An interesting article surfaced recently from 2012 and is worthy of reproducing it our newsletter . Written by Stu Ashby, from an interview he did with Ivon Warmington - well worth reading. And finally, another reminder of our AGM coming up, now set for Sunday the 25th of July at 1600 hrs, postponed from early due to end of year account delays, and we will have a pilots tea afterwards with a debriefing. See you there.
Fly safe, Darren.

THE FLYING BEDSTEAD - STU ASHBY

The **Rolls-Royce Thrust Measuring Rig (TMR)** was a pioneering vertical take-off and landing (VTOL) aircraft developed by Rolls-Royce in the 1950s. It has the distinction of being "the first jet-lift aircraft to fly anywhere in the world".

The design of the TMR is unique. It was powered by a pair of Nene turbojet engines, which were mounted back-to-back horizontally within a steel framework; in turn, this framework was raised upon four legs fitted with castors for wheels. The TMR lacked any lifting surfaces, such as wings; instead, lift was generated purely by the thrust being directed downwards. Due to its unconventional appearance, it was understandably nicknamed the **Flying Bedstead**.

The TMR had been envisioned specifically for conducting research, specifically to explore the potential applications of then-newly developed jet propulsion towards carrying out vertical flights. First flying in August 1954, extensive studies were conducted during a series of test flights into how stabilisation could be performed during the aircraft's hover. It contributed to a greater understanding of the level of power and appropriate manners of stabilisation involved in a VTOL aircraft, as well as proving the feasibility of the concept in general.



FEILDING DAWN RAID - ZAC YATES

On June 13 the club took FRS, CTF, KMC and JQY over to Feilding for the Dawn Raid there. Among the club members and pilots gathered at the club at 0700 was a heavy-set redhead who seemed to be rather out of place, clutching his logbook as he followed the CFI around - me! I'd won a contest on Facebook for a trial flight but Jonny had been in touch to advise this may not take place for a while due to other bookings. Then he asked if I'd be interested in coming along to Feilding. Of course!



I was so eager I arrived at the club before any lights were on, and Hangar was sitting at the ranch slider giving me the eye. Luckily he was all smooches and rubs when I came in and made me feel right at home. Soon I'd met Jonny, Leroy, and Josh (who I worked with at Dick Smith back in 2006) and we got CTF and FRS out onto the grass.

It was agreed I'd fly over in the Maule with John - I'd written about him and the Venom when I worked at the Chronicle a few years back - and then back in the Tomahawk with Jonny as the trial flight. As a big guy I was worried about fitting into the Maule without interfering with the controls but in the end we had a great flight over. I've been to Feilding Aerodrome a few times but never by air and, especially at that time of day, it was a wonderful trip.



After getting down (I forgot to mention, nice landing John!) and parked at Feilding it was time to unfurl and get out amongst it with a little wander among the aeroplanes. There was a nice mix of homebuilts and slightly heavier fare, and the arrivals were fairly constant. But it got to the point where I needed sustenance so I headed to the Feilding Flying Club hangar for a fantastic, very filling and tasty breakfast. Thank you very much to the club members on kitchen duty! A little chat around the dining table and I was ready for another walk.

By now everyone was here so the parking area was full. It was great to compare the Jodel D.11 and Falconar F-11 (I wouldn't mind a Jodel of my own but the F-11 looks nice), to see a Cessna 150 taildragger conversion, discovering a rare Porterfield tucked away in one hangar, and the sight of the unfamiliar Gardan GY.80.



Having seen and photographed everything - and met Facebook friend and photographer Tim Gorman (aka ZKaviation) for the first time - I arrived back at the club hangar in time to catch the tail- end of the prizegiving.

Which meant time to go and reunite with FRS, in which I'd made my first trial flight (aged 15) in 2002. With guidance by Jonny (and the time spent in my flight simulator game's Tomahawk the night before) I started and taxied out. Jonny handled the take-off but in the climb I had the controls. The last time I logged any time was 2011 and it was good to be back...although finding CTF for some formation practice was tougher than I expected! We paired up for some photos and then Jonny talked me through a touch-and-go on a farm strip.

I'll just say I've read about dog-leg strips but this was my first time flying into one - or any off-airport site, actually - and it was an interesting experience to say the least!

Before long we were straight in to land at home - I got the honours, it wasn't pretty but hey I'm just learning! - and taxied in and shut down. I thoroughly enjoyed myself and would like to say thank you to Jonny and the whole crew for making me feel so welcome and at home.



Note to anyone else headed to NZFI in future (and self): remember gumboots.

GYROCOPTER FLY-IN - STU ASHBY

Gyrocopter Fly-in June 2021 Wanganui Aero Club

John O'Leary organized another super Gyro fly-in over the Queens Birthday Weekend. The weather was marginal which prevented a few members from afar.

A good trip to Foxpine and on to Gary Belton's strip where substantial and tasty refreshments were laid on by Gary's family.

A few aero club members joined in. Darren in his Tiger Moth, John in his Maule, Leroy in John's Bantam with Stu as a passenger.

As usual the ladies cooked a super dinner in the evening.



IVON WARMINGTON 90TH BIRTHDAY INTERVIEW 2012 - STU ASHBY

Most will have at least heard of Ivon Warmington, who used to be our long time WWII veteran Aero Club CFI, Life member, and Patron. Here is a piece submitted to the NZ Aviation News back in 2012 from Stu Ashby. It is fantastic to have these records to help his memory live on in the Wanganui Aero Club.

A Legend in his lifetime celebrates his 90th birthday

As a fellow Englishman, like Ivon Warmington DFC, I felt honored to have the opportunity to record the following. Well that is not all true. Ivon is a Cornishman and Cornishman are seen in some respects distinct from the rest of the British Isles with their own Bythonic language from Celtic tribes traceable back to the Ancient Britons long before the Romans arrived. To enable Ivon to recall his aviation career and experience so we can acknowledge his 47 years as CFI and club patron to the Wanganui Aero Club I thought it best to write it in his own words so I have used the questions and answers method. Also to celebrate his 90th birthday on 17th May 2012.

Stuart: When did you first become interested in flying?

Ivon: During my teenage years the spark that lit the fire for my aviation career was watching Supermarine Walrus's flying from Royal Air Force Station Mountbatten and being launched from Navy ship-borne catapults. The launching ships would steer in a tight circle to create a smooth sea for launching. When airborne they would seem to be flying sideways with a 45 degree drift in an Atlantic gale.

The station was a base for high-speed air sea rescue launches on which, in the 1930s, was employed Aircraftman Shaw, better known as T. E. Lawrence, who had suggested the change of name from Cattewater seaplane station.

Due to the walrus having low power it could only rescue 3 at a time. One particular rescue involved 5 Polish airmen. They were told only 3 could come aboard but unfortunately they spoke no English and all five clambered aboard which nearly resulted in the whole crew and the rescued being lost.



The Supermarine **Walrus** was a British single-engine amphibious biplane reconnaissance aircraft designed by R. J. Mitchell and operated by the Fleet Air Arm.

We also had a local garage owner who flew a Kranfield Drone and crashed it. He then bought a French Henry Mignet's Flying Flea. (condemned as fatal before he flew it). We would hear the engine start and come running to get a glimpse.

Stuart: At the outbreak of WWII how did your aviation career start?

Ivon: In 1940 I was approaching the age of 18 when my elder brother and I decided it was a good idea to join The Royal Air Force. He was sent to Canada for the first navigators' course training overseas and I was told to come back when I attained the age of 18 which I did. I was given a rifle, shown how to use it and was then put on aerodrome defense for a year.

In 1942, when the yanks joined the war, I was assessed for flight training and sent to the United States Naval Air Station Pensacola, Florida to train in Catalinas and was awarded my aviation certificate on the 16th February 1943.

Back to the UK to Bomber Command in 1943. First acclimatization in Airspeed Oxfords then further bomber training in Wellingtons, Halifaxes and ten hours in Lancasters before being posted to a Squadron. I was posted to 166 Squadron RAF Kirmington in Lincolnshire.

My tour of duty lasted 4 months which involved 30 ops. If you were lucky enough to survive (and very few did) you were given 6 months secondary flying duties when I completed a flying instructor's course.



I also received the DFC for completing the 30 ops. I was then posted to a Mosquito Squadron but hostilities in Europe had ceased before I could start pathfinder operations.

In 1939 the Royal Air Force did not want wooden aircraft, but De Havilland pressed on with its Mosquito. It had very high performance because the 2 Rolls Royce Merlins gave it a lot of power in a very light airframe. Throughout the war and by 1945 the Mosquito was operating in many roles; MET FLT: Gathering weather information over Europe, Photo Reconnaissance Units (PRU) before and after target photos. Pathfinder Force (PFF) The Wg. Cdr. Master Bomber in a Mosquito i/c ops. at the target to call in his pyro markers. This would involve letting off the appropriate pyro, red, green or yellow to signal the main bomber force to follow and remaining in the area after all the bombs had been dropped. Cannon strikes on shipping, night fighter defence at home and bomber support over Europe. Low level light bomber and high level heavy bomber.

I flew the latter version. The main task of 128 Sqn, Light Night Striking Force. P.F.F. was 4000lb bomb bangs in Berlin every night. This was represented in the squadron badge by a weaver's shuttle typifying the to and fro nature of the operation and motto "Fulminis Instar" (Like a Thunderbolt). We could fly as high and as fast as the fighters who were supposed to be stopping us. A ground speed of 500 mph could be attained over the high level bombing target.



After V.E. Day we prepared for a move to the Far East and we trained in tactical low level army support but 2 big bangs and that was all over.

In 1945 I met the love of my life Dora, we married and that was the start of the Warmington family as we know it in New Zealand.

So, to Europe as part of the Occupation Force where all the air force could do is wave the flag. With 10 pilots and 10 navigators roaring around at anything up to 400mph. Only 2 of us had a car driving license so we taught the others how to drive motor cars. In Brussels I learned to speak French and later in Cologne I began to learn German.

If I said I became a dispatch rider you would think leather helmet, goggles and motorbike but at last we had a useful duty. The International military tribunal was already conducting war crimes trials at Nuremberg and our squadron set up a shuttle service to London carrying government mail, military and legal documents, and newsreel for cinemas, broadcasting material for radio and TV and sometimes a VIP.

I tried my new linguistic skills at my first visit to an international conference set up with a 5 language selector, switching from the speaker to interpretation in English, French, Russian and German. We could see and hear the Nazis in the dock, witnesses, lawyers and judges.

On one arrival in the UK the Wg. Cdr. i/c flying at R.A.F. Blackbushe had declared the airfield unsafe due to weather for a load of VIP's to take off. I shot through the clouds and had my wheels almost on the runway and he diverted me to Kinloss or St Mawgan. I chose St. Mawgan as unbeknown to him that was very near where I

lived at St. Columb Minor so off I went for a couple of nights at home. On arriving at St. Mawgan everyone came out to see me in my Mosquito. I came across a flying buddy who lent me his bicycle to complete my journey home.

After the war trials I retired from the Royal Air force in 1946 and bought a flower farm with my brother in Cornwall supplying fresh flowers to London's Covent Garden market. I missed the Berlin airlift 1948/49.

I returned to The Royal Air Force in 1951 and had a tour of duty in Europe and then in 1959 with Transport Command in Singapore. As personal pilot to the commander of UK forces in the Far East, flying Hastings. During my time there I carried VIPs around the Asian area even as far down as New Zealand. These VIPs included Julian Amery, the then secretary of state for air, Earl Mountbatten and The Princess Alexandria and of course Dora who was able to travel on some of these trips with me.

I returned to the UK landing at R.A.F. Colerne in an R.A.F. De Havilland Comet for a final tour of duty with a transport squadron.

Stuart: After your Royal Air career how did your civil aviation career start?

Ivon: In 1963 I retired once again from the Royal Air Force and with my late wife Dora and my 3 small daughters we immigrated to New Zealand. On arrival here in New Zealand we first settled in Southern Taranaki where 2 of Dora's brothers had come to New Zealand a few years earlier. I took a position as CFI at Hawera Aero Club for 18 months. I was then approached by the CFI of Wanganui Aero Club, Craig Robertson who wanted to improve the discipline and pass rate of the club. With the sudden departure of Craig I was soon CFI of the Wanganui CPS and remained there for over 20 years. After which I was a voluntary instructor and flight examiner for another 10 years.

With my military training and experience I improved the pass rate from 50% to 70% and then when the multi-choice questions were introduced it went up to 90%. Most of the failures were the overseas students as they struggled to understand English in the set answers.

Dora was also employed as admin. officer with Gavin Gullery accounts and managed 3 peoples jobs in less time. We made a great team.

Wanganui Aero Club was one of the first flying clubs in New Zealand and was the first Commercial Pilots Schools.

I managed a few firsts for the Wanganui Aero Club including a first for me which was an inverted spin in John Luff's 2 seater Pitts. WAC was first for a North Cape to The Bluff record in a Gypsy Moth

In 2001 John Luff flew his Glass Air nonstop from North Cape to the Bluff and then later a nonstop circumnavigation flight of New Zealand.

I introduced a life raft drop procedure. Up until then only large aircraft carried life rafts. From an emergency call we saved 3 people from the Wanganui river mouth.

Large RAF aircraft had carried rubber life rafts and then life rafts became available for light aircraft. The credit for devising a suitable design in New Zealand went to the New Plymouth Aero Club which used a Tern life raft. Wanganui used a similar one called an Avon. They were approved by the then Ministry of Transport and a suitable descriptive pamphlet was issued. Each Avon raft consisted of two complete rubber flotation rings and a fore and aft one to hold the canopy. There was an encircling life line for grasping, a rope ladder for entry and a sea anchor to reduce drift. A paddle and a bailer were included and all packed into a compact container which could be placed on a seat of a small aircraft. Inflation was from CO2 compressed in a steel cylinder the trigger of which was attached to the aircraft by a static line so that when dropped from 200 feet the line first pulled the trigger and then comes free at the lower end. The raft was thus inflated before reaching the water and lands lightly. Time was vital as survival in cold water is all too brief and the victim must still be capable of holding and entering the raft. In the 2 instances that Wanganui Aero Club was involved in saving lives whilst I was CFI the time from sightings and reporting from bystanders to rescuing was 7 and 15 minutes.

ZK-DIT with one rear seat and starboard luggage door removed was used in both instances and I was the PIC the dispatcher was John Grieve. Two rafts must be carried to avoid inaccurate drop and to allow for dispersal of victims in the water. Recalling the aircraft from flying or running it up from cold and its preparation entails much practice. A split second in the moment of drop can lead to a 50 foot error on the water.

A life guard from the surf life saving club went to the assistance of two surfboard riders in trouble. One on his surfboard was swept out to sea by current and ebb tide. The other was reached, but victim and rescuer were both caught up in a standing wave where they were pounded and could make no further progress. (When an incoming wave meets both current and ebb tide it rises high but cannot move forward - hence standing wave. There were thus three victims for ZK-DIT to rescue. A life raft was accurately dropped to victim one - far out and another to victims two and three in the standing wave. An hour and a quarter later the little rubber flotilla came ashore on South Beach - no boat having been able to go out and pick them up. Three lives were thus saved. Time; seven minutes.

The second rescue was on August 9th 1975. This time a boat capsized in a Wanganui river standing wave. Of three occupants two wore life belts and clung to the overturned craft. The other with no lifebelt was swept away in the current. From reported sighting to recall of two aircraft in flight, transfer to ZK-DIT preparation, takeoff and rescue time was 15 minutes - a remarkable feat. Both rafts were accurately dropped and another 3 lives saved. On this occasion a

John Luff's boat was able to venture out to bring in the rafts to beach at Castlecliff. The technique of the life raft dropping is now used in pilot training and club competitions.

On June 9th 1978 a trophy was donated the RNZAC to feature in rally and pageant competitions for the accurate dropping of life rafts thus assisting to spread the technique more widely amongst the aero clubs throughout New Zealand.

Ivon, since retiring, has been the very active Patron of Wanganui Aero Club for many years and we are proud to have the use of his generous services from presenting cups and trophies to the occasional shout at the bar. He has a fantastic knowledge of technical and flight aviation. Many members have gained valuable and useful information from Ivon. He also tells a good story. He recently flew to Omaka in the clubs 172 and also a flight in the right hand seat locally.

Ivon had quite a few celebrations with friends and family. A trip up The Whanganui River in P.S. Waimarie and a fly-past by John Luff in his Glass Air. Also a party at Wanganui Aero Club. Ditch Harding opened the proceedings with a fly-past in his Spitfire and many of Ivon's ex students were there. Barry Kane of 41 Course mentioned to Ivon that he had flown for 30 years with Hawaiian Airlines.

We look forward to reading the telegram from The Queen for Ivon's next big celebration.



Lancaster over Ruapehu as seen on Ivon's birthday card.

Student Milestones



WALTER TABER - C-CAT INSTRUCTOR RATING

Massive congratulations to Walter on passing his C-Category Flight Instructor rating on 26th June.

The Instructor rating is a big feat and Walter's hard work and dedication is well worthy of the result!

FLEMMING RAVN - PRIVATE PILOT LICENCE

Proof that it's never too late to learn! Flemming Ravn passed his PPL on 4th July, at 79 years old he even out-dates the Cessna design!

Congratulations, Flemming! 🐦✈️ What an epic achievement!



Flying NZ Pilot Proficiency

These levels of pilot proficiency are earned by meeting the hour requirements and achieving the appropriate number of experience options.

The experience options are a wide variety and include points like different ratings, various levels of cross-country experience and Flying NZ competition involvement - all different elements which contribute to a pilot's overall skill and experience.

We are encouraging all eligible members to participate in the Pilot Proficiency program - contact an Instructor to get your name on our board!



Flying NZ Pilot Proficiency Leader Board



Logan Hoskin,



Rob Bastin, Elizabeth Smith



Murray Shaw, Cameron Allardice, Robbie Stewart

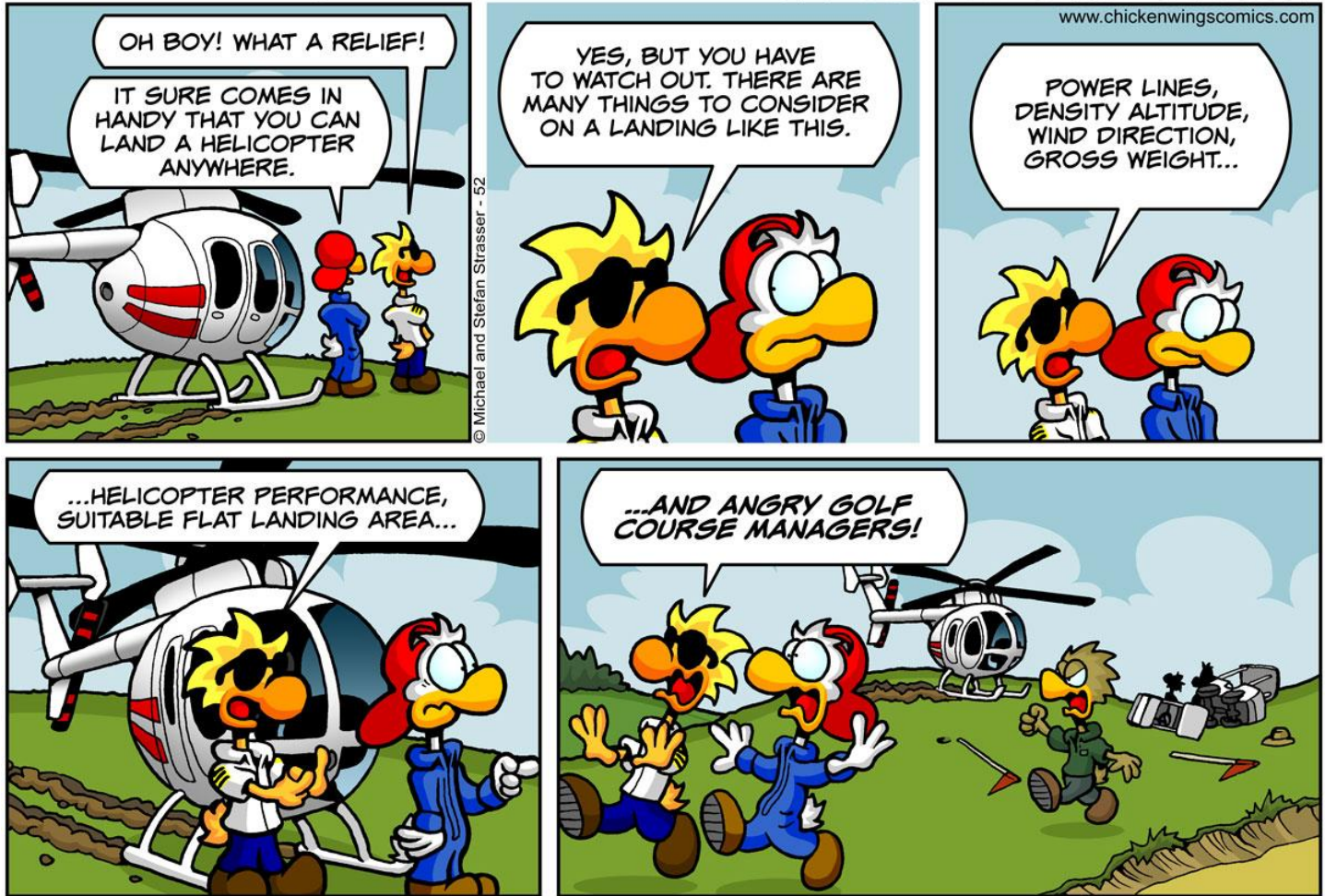


Darren Luff, Leroy Johnston, Stu Ashby



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



CAA 2173 WEIGHT AND BALANCE DATA SHEET - CFI JONATHAN MAUCHLINE

As part of our aircraft pre-flight inspection, we are meant to check some of our documents. It is important that we fully understand what we are checking.

One of these documents is our CAA2173 Weight and Balance Data form.

Weight and Balance Data

ZK - FRS

Aircraft Make and Model	Piper PA38-112
EMPTY WEIGHT (see Notes)	1203.73 lb
Datum Reference	66.25" forward of wing leading edge
Longitudinal C of G (state Fwd or Aft of Datum)	74.54"
Lateral C of G (For Helicopters)	
MOMENT	89726.03 lb-in

Unusable fuel quantity (included in empty weight)	2 US Gallons
Refer to Flight Manual for further information	

Data established by Weighing or Calculation?	Weighing
Performed by - Name	Neil Mathieson
Licence / Authorisation No.	10660
Date	10.12.2019
Reason	Repaint
Report Ref / Job Number (if applicable)	C90522
If established by calculation state when a/c weighed	
CAA 1464 AD Logbook Section 8 updated	Yes

Notes:

1. Empty weight includes: unusable fuel, fixed ballast, full operating fluids and items in the Equipment List over page.
2. Refer to Weight and Balance Section of Flight Manual for further information.
3. A new form is to be completed whenever revised weight and balance data is established either by weighing or calculation.

Page 1 of 2

CAA 2173
Rev 3 : Nov 2009

This page is aircraft specific, as it has the individual aircraft's weight and balance point.

The first line includes the aircrafts make and model - a means of confirming along with the rego that it is indeed for the said aircraft.

The following lines include the aircrafts exact empty weight and balance point. The aircraft POH or flight manual has generic stock aircraft empty weights, however most of these aircraft have been around a lot and are far from original. Consequently, figures found here are what must be used for any Weight and balance calculations.

The aircraft's Empty Weight, or Basic Empty Weight is the empty weight of the aircraft before any payload is added. This is the bare aircraft, with full oil, brake/hydraulic fluid, unusable fuel, and any equipment included on the back of this sheet. Included equipment could be axe, fire extinguisher and first aid kit. ZK FRS empty weight includes the total 2 USG (8L) of unusable fuel. For accurate weight and balance calculations, we must take off the unusable 8 L from the dipped tanks value as we are adding only usable fuel.

This form must be completed every time something has changed with the aircraft, for example avionics change, repaint, major overhaul, etc.

In some situations, full re-weigh may not be necessary and new weight and balance figures can be worked by calculation. In this situation, new figures have been gained by a physical re-weigh of FRS due to the new paintjob at the end of 2019.

As part of a preflight when completing your W+B form, verify that the figures you are using match what is provided on the 2173 form - not the flight manual figures!



RADIO TIPS - JONATHAN MAUCLINE CFI



Aviation radio use is more important now than it has ever been. Since the beginning it has become more and more standardized to increase the fluidity and ease of communication.

It is important to consider the negative effects of such standardization. It is easy to lose context by using standard words and phrases. With this gradual change in the way we use the radio sometimes it is forgotten that these are two-way communication devices.

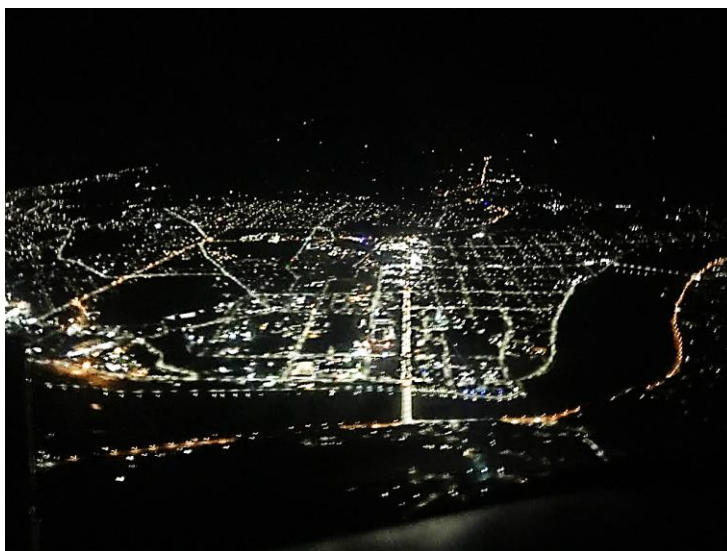
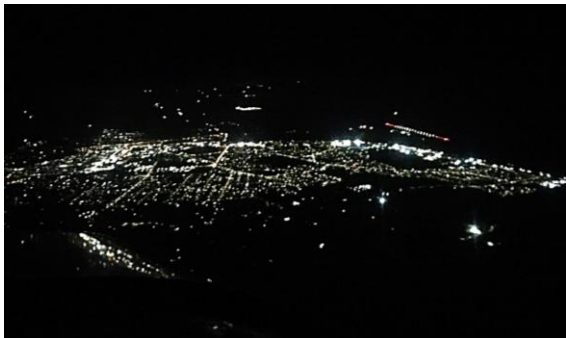
Good communication is two way - done between aircraft. 'See and Avoid' is a crucial part of VFR

flying, radio is there to make that process easier. Having two-way communication with relevant traffic guarantees that they have in fact heard and acknowledged you instead of just expecting that your standard radio call broadcasted to all traffic was heard. Don't become trapped into the standard PAI format (Position, Altitude and Intentions), never be afraid to revert to plain English and communicate directly with conflicting traffic.

NIGHT FLYING

Summer has come and gone, and it's dark early again. If you are interested in doing a Night Rating, get in touch.

A Night Rating consists of 5 hrs flying, at least 2 hrs Dual and 2 hrs as PIC. The first lesson is a Night familiarization to become familiar with the sensations and sensory illusions which can be experienced during standard maneuvers at night. Second lesson focusses on Emergencies at Night, Electrical failures, Engine failures, etc. After some circuit practice the first night Solo happens, from here it is a matter of building the required 2hrs of Night PIC to complete the rating.



Wanganui Airport/Airspace

MEMORANDUM OF UNDERSTANDING

Some may have heard of the recently implemented Memorandum of Understanding for Wanganui Airport and Airspace. The purpose of the MoU is to help standardize operations around Wanganui, particularly with the increase in traffic numbers.

**WHANGANUI
AIRPORT**

A couple of points to note;

- This is not a legally binding document, there are no restrictions or limitations imposed due to this.
- Content is directed towards improving safety and smoothness of operations at NZWU between all different types of flying organisations.
- The MoU is mostly guidance material about how is best to accommodate all different operators.
- Most of the MoU is common sense points which have been published for mutual understanding between users.
- Wanganui Aero Club wants to encourage all members (students included) to familiarise themselves with the MoU and take relevant points into consideration when they fly.

WHANGANUI AIRPORT

MEMORANDUM OF UNDERSTANDING



A copy of the MoU may be found on the Wanganui Airport Website, otherwise is available from the Aero Club.

UNICOM

Wanganui's Air Traffic Control tower is back up and running for the first time since 1989. While still not a controlled airfield, the tower now hosts a UNICOM service.

A UNICOM is a locally operated service which is only there to observe operations, and provide assistance where requested. Radio calls are as normal and are prefixed by 'Wanganui Traffic' most of the time, however if UNICOM is to be addressed the radio call will be prefixed as such.



Eg: "Wanganui UNICOM, Foxtrot Romeo Sierra, what is the current QNH?"

Clearances are still not required for anything. UNICOM will usually only ever call an aircraft if they observe a potential conflict.

UNICOM is now operational 0800 to 1700 Mon-Fri, and 0900 to 1700 on the weekend.

We have a UNICOM Users Manual at the Club, or speak to an instructor if you want more information.

Weight and Balance quiz

- 1) **Overloading the aircraft reduces:**
 - a) It's capability to withstand G-loading
 - b) It's required legal take-off distance
 - c) It's main wheel tyre pressure
 - d) It's clean stall speed
- 2) **An overloaded aircraft will have:**
 - a) A higher ceiling
 - b) The same range
 - c) Unchanged cruise speed
 - d) A very smart pilot
 - e) Longer take-off distance
- 3) **An overloaded aircraft will have:**
 - a) Decreased landing speed
 - b) Shorter landing roll
 - c) Increased stall speed
 - d) Increased structural tolerance to turbulence
- 4) **Loading an aircraft to the most Aft (rearward) Centre of Gravity limit will cause the aircraft to be:**
 - a) More stable at all speeds
 - b) Less stable at all speeds
 - c) Less stable at slow speeds, more stable at high speeds
 - d) More stable at slow speeds, less stable at high speeds
- 5) **An aft centre of gravity:**
 - a) Causes the aircraft to have a tendency to pitch up
 - b) Greater backpressure on the elevator and more back trim is required
 - c) Causes a decreased tendency to stall
 - d) Causes an aircraft to be easier to recover from a stall
- 6) **A forward centre of gravity:**
 - a) Makes the engine explode
 - b) Makes Take-off and Landing more difficult for the pilot
 - c) Will not cause much difficulty in maintaining control of the aircraft
 - d) Will cause a large airliner to be more fuel efficient
 - e) Will be twitchy in the pitching plane
- 7) **1 Litre of AVGAS weighs:**
 - a) 1 kilogram
 - b) 2 kilogram
 - c) 0.83 kilogram
 - d) 0.72 kilogram
- 8) **The aircraft weight and balance form found in the flight manual is the:**
 - a) CAA 2129
 - b) CAA 2173
 - c) CAA 1577
 - d) CAA 3544
- 9) **Basic Empty Weight includes:**
 - a) Weight of airframe only
 - b) Weight of airframe, full oil and unusable fuel
 - c) Weight of fully loaded aircraft excluding baggage
 - d) Weight of fully loaded aircraft excluding passengers

EVENTS COMING UP

Every SUNDAY evening - Drinks at the bar from 5pm onwards

- 4 July - Low Flying Competition
- 17/18 July - Flying NZ Conference in Wellington
- 25 July - Wanganui Aero Club AGM, 4pm @ the Club Rooms
- 25 July - Fly-in to Bridge-pa, Hastings. Hosted by HBECAC. Breakfast on arrival.



CONTACTS

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FLYING INSTRUCTOR	Tom Martin	022 413 2260
FLYING INSTRUCTOR	Simon Lee	021 991 640
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NEWSLETTER CONTRIBUTIONS: email to info@wanganuiaeroclub.co.nz

Quiz Answers: d, e, c, b, a, b, d, b, b,



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