

WINDSOCK

NOVEMBER 2014 - JANUARY 2015



NEWSLETTER OF THE WELLINGTON AERO CLUB INC



www.flywellington.co.nz



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WINDSOCK



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from FLT*

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President's Patter



Hi all

It's been great to have Andrew "Simsy" Sims on deck as CFI since late November 2014 and excellent to see him making such a difference. I am sure most of you will have met Simsy by now & noted his good positive approach to the club, pushing and maximising the flying experience for members.

How are we tracking on our flying? For the last month of 2014 we managed to get 136 hours of flying in alongside a big sale of vouchers, leading to a profit for the month of just over \$9,600. So well done to the instructing team and the membership for flying when you can! However there were still a reasonable number of not so flyable weekend days on account of the wind, making the result all the more commendable. Also thanks to everyone who got out there delivering our flyers before Christmas this no doubt contributed to the good voucher sales.

That brings our year to date loss estimate to around \$16k, while this is now trending in the right direction those winds can still interrupt things as seen with the average weather during the last long weekend.

Following the AGM last year the new committee set a number of objectives for the coming year. I'm pleased to say that we have achieved and/or made progress against each of these. An update is below:

Objective	Update
Appointment of a new CFI & then building up the team again	<ul style="list-style-type: none">• Simsy onboard as CFI since Nov 14• Jelle has joined the team as our new C-Cat alongside Jamie.• Simsy, Jamie and Jelle are ably supported by our contract instructors: Dan, James, Bronnie, Richard, John & Marc
Marketing programme	<ul style="list-style-type: none">• Flyers delivered before Christmas• A brand new website in place with ability for people to buy packages online (thanks to Amy & Bronnie for this)• Looking to focus on conversion from trial flights to students with follow-up emails.
WIAL lease and relationships for longer term alongside a plan for our facilities	<ul style="list-style-type: none">• Ongoing discussions & options given changes around the field

IFR twin programme trial underway	<ul style="list-style-type: none"> • ROC available for VFR & non-GPS IFR. GPS awaiting approval from CAA.
Sorting out and systemising the operations, maintenance procedures and flying statistics for the club	<ul style="list-style-type: none"> • Simsy getting this underway. You may have noticed the aircraft board in the front desk area with maintenance status plus target hours for the month.
Getting into the black by financial year end	<ul style="list-style-type: none"> • Sitting at about -\$16k YTD to end of December 2014, but trending down with better hours. A big push in the final 3 months of the financial year might get us there.
Improving our engagement with aircraft owners	<ul style="list-style-type: none"> • We have a 4-6 weekly meeting with the training fleet provider to confirm actions, status and engagement.

At the last executive meeting we agreed to add another item to this list - the development of a 3-5 year plan for the club. We did not see it as so worthwhile at the start of the year with the focus on the main objectives given priority to ensure we really got the club moving again. Now this is well underway it is time to focus on longer term objectives, what our role is on the airfield and how we provide the best flying experience for members.

Richard Fraser ran the first ground course for PPL navigation with 10 participants which went really well. It was very thoroughly put together and well presented - thanks Richard. We are aiming to have ground courses for the various topics every few months throughout the year dependent on demand.

We had a small display with MBG over at the Wings over Wairarapa Airshow on the long anniversary weekend. It was good to have a presence there and make sure more people know where we are. Thanks to Bronnie who managed to get the club a discounted deal on the site, to the members who helped front the site and a big thanks to Amy who organised it all, went over to set up, spent all weekend there and then tidied up afterwards. We would be lost without such dedication and effort for the club.

One final note on remembering your drills, particularly the forced landings. We happened to be at Raglan when an aircraft had an engine failure right in front of us. All credit to the people on board, from my viewpoint they did everything right to bring the aircraft into the sea, away from people on the shore and sea. Fortunately because of their capability to follow their drills, all ultimately survived. It's a sobering reminder however to keep practicing your emergency drills every now and then to increase your odds should something happen.

Finally, with this awesome weather we seem to be getting it makes sense to see how much flying you can fit in. So have a safe and prosperous 2015 with lots of good flying!

Cheers
Derrick



CFI Report

Hi Folks,

I would like to start off by extending a big thank you to all club members and staff for making me feel so welcome back at the club. There is a great vibe here at the Club with a lot of passionate people, and we are definitely moving the right way forward!

In this report to the club I would like to share with you what I've observed in the last 2 months, where we are going and where we can be going in 2015.

Since I arrived here at the club, my first priority was to do what we do best, and fly. We're doing a lot of it too! With 136 hours in December and 172 hours in January, we are certainly on track and doing enough flying to be a prosperous and strong club. With a bit of good weather on our side, we will be well on our way to hitting our target of 200 hours in February! I've also noticed a few people coming out of the woodwork. These people are either folks deciding to get back into it after a wee 'sabbatical' or people generally coming in to hang out or help out. This I like to see. We can sometimes forget that this is a club, and as a club, there is a social side besides the flying. I strongly encourage members to come in and have a look and see what's going on, and have a chin wag anytime during the week/weekends. Especially Sundays after the days flying where we are now starting to get a good group of members coming in for a beverage and a yarn.

Whilst we have been pumping out the hours, the instructors and I have been working during the quiet times to get all the nitty gritty bits and pieces tidied up. Expect to see updated checklists over the coming weeks, and when you're next in, please ask for a copy of the updated extended checklist. I'm also starting to get plans together so people can have their flying goals documented and dates set. There's nothing better than having your goals written down so as a student, you can see where you are and what you're doing next. I encourage all members that have any goal in aviation, (Solo, PPL, CPL, Aerobatics rating etc.), to book a time with one of the instructors to sit down to have a plan laid out within the time frames you want.

2015 will be an exciting year. We are currently in discussions with WIAL for a premises upgrade. This may mean a new premises or an upgrade of what we currently have. This is something that we will have more of an idea of over the coming months and we will update you as things progress. The continued good news is that WIAL have made it clear to us that we do belong here and long term, there are plans for us to have a purpose built facility. Very exciting!

To add to looking into our crystal ball for 2015, we are currently working on plans to have our very own strip flying course in the lower North Island. This may take some time to get up and running, but there are some very exciting strips in this area which we hope to visit and utilise. We are also looking at some new machinery to have online too, but early days again, so watch this space. We also have the Seneca online. This is an incredible way to upgrade your PPL. You could simply do a VFR type rating in which you can cart more of your family and friends around the country, and get to where you're going quicker. If you're really keen, you can upgrade further and do an IFR rating!

On my final note I encourage everyone to keep flying, do something new, keep challenging yourself and most of all have fun doing it. Otherwise we'll see you Sunday night for a beer!

Cheers

Andrew Sims
CFI

Club Captain's Report



Hello everyone

Summer holidays have been and gone for most of us and it's back to the daily grind of work! Summer has at times been a bit mixed, we've had days filled with lovely sunshine and little to no wind and others where that pesky wind Wellington is famous for makes an appearance just to keep us honest, it's all about balance I suppose!

However members have been taking advantage of the calm, flyable summer days which is great to see. I have been up for a couple of evening flights, which is a great time to be flying as there is very little traffic and gorgeous sunsets. A lovely way to end the day!

December was a busy month, proven with our excellent flying hours, a successful fly away and our presentation dinner. The weather gods were not aware that we had a club trip planned resulting in a successful day trip over to Omaka. Four aircraft headed over for a day of flying and lunch at a local winery, what more could one want! The only disappointment being that not everyone could sample the local alcoholic beverages but from all accounts everyone had a great time!

Following on from this was the presentation dinner where drinks were had, trophies were handed out and delicious meals were served at the Spruce Goose. Thanks to all those that came along and congrats to all those who went away with a trophy. Check out the photos and trophy recipients on page XX.

As a reminder for new members or those who haven't been on a club trip, they are a great way to meet other members and experience flying into different, and generally, uncontrolled airfields – quite uncommon for us Wellington folk! Another big bonus is cost sharing which makes things a lot cheaper, especially if you are flying in the four seaters. Students in the Tomahawks also get the benefit though as a lesson can usually be carried out enroute plus any flying you want to do when you get there! So when we finalise a date for the next club trip get your name down on the list and come along and see just how much fun you can have!

We will be making a plan for the next couple of club trips shortly. The first one will be mid-late Feb. Stay tuned for details!

Finally I'm pleased to say that the vibe around the club has definitely improved over the last few months. It's great to see some of you staying around for a drink or a chat after flights, coming along on club trips and volunteering to help out where you can. Let's keep this going! 😊

- Amy

Food, trophies and drinks

We held our presentation dinner at the old aero club bar (otherwise known as the upstairs area at the Spruce Goose). It was a lovely evening weather-wise allowing for drinks out in the sunshine on the balcony. Bronnie did a fantastic job presenting deserving members with trophies for a variety of achievements while Simsy struck his 'congratulatory hand-shake' pose many times over for the all important photos to document the occasion!

Here's a list of trophy recipients for 2014.

Goodwin Cup	Most improved student	Ed Rafferty
Plate	Female pilot of the year	Amy Dreverman
Stellin Cup	Male pilot of the year	Rhys Brown
CFI Award	Most dedicated student	Peter Macleod
Dennis Tindill Top Prop	Services to the club	James Hillson
D A Ewan Cup	Junior landing	Lawrence Field
Lloyd Cup	Senior landing	Andrew Matheson
Sir Francis Boys Cup	Precision circuits and sport landings	Rodney Maas
R K Jones Trophy	Ladies precision circuits and spot landing	Amy Dreverman
Contact Cup	Non-instrument circuits	Andrew Vermeij
Tony Howard Predential Trophy	Student overhead rejoin and flight manoeuvres	Tony Lloyd
Gardiner Trophy	FLWOP	Jamie Dunbar
Jean Batten Memorial Trophy	Ladies preflight and circuits	Katerina Fucikova
C C Waite Cup	Bombing	Nico Matsis
Instrument flying mug	Full panel instrument flying	Dan Thompson
E W Mac Marcus Aerobatic Trophy	Aerobatics	Russell Bell
Formation Cup	Formation flying	Derrick Westenra and Amy Dreverman
Aviators in Automobiles Cup		Blair Frampton
Navigation Trophy	Senior navigation	Andrew Braddick
Instrument flying Partial panel trophy	Partial panel instrument flying	Richard Fraser



**Peter
MacLeod
receives the
CFI Award for
the most
dedicated
student**



James volunteered more than his fair share of time over the last year so receives the Top Prop for Services to the Club



Rodney looking very impressed with his trophy for precision circuits and spot landings



For my efforts in Omaka I received the trophy for ladies precision circuits and spot landings



Blair gets the Aviators in Automobiles trophy, for no reason in particular, just because we can!



The Cherokee and the Nanchang did a bit of formation flying over Makara.



We think Dan knows a thing or two about full panel instrument flying...



And Rich probably knows enough about it to get the partial panel instrument cup....!



Our fantastic instructing team!



Rhys deservedly receives the Male Pilot of the Year

A great photo taken by Charles Davis earlier in December from the Nanchang while flying from Wanganui to Hastings at 10,000ft.

This was obviously before summer arrived! 😊



Syndicate now forming

Accessible, High-Performance Flying in Wellington

**Low
monthly
costs**

**For all
experience
levels**

**Make the
fantasy a
reality**

**Commitment:
\$5,495 buy in and \$59/month
for your 1/20th ownership**

Dominion Post Article



ANDREW GORRIE/Dominion Post

Two current owners joined the syndicate without having their private pilots license....they now enjoy 'more than your average aircraft'

- CJ6-A Nanchang
- Friendly, supportive syndicate
- 1/20 ownership shares
- Online booking

- Great fun for beginning or experienced pilots
- Wellington Airport based—'fly at lunch'



It is a great aircraft to fly and enjoy the beautiful local scenery or a spot of aerobatics. There are some minimum flight times required for pilots to fly solo and satisfy the insurance requirements, however you do not need to be a pilot to enjoy flying and syndicate ownership.

The CJ6-A Nanchang (registration "ZK-MAO") has been successfully operated by a fixed-term syndicate at the Wellington Airport for the last five years. It is now time to constitute a new syndicate and pass on the thrill of flying the 'Chang' to a new set of owners. Approximately half of the current owners are staying on. We are targeting around \$6,000 per share \$60 per month for insurance, hanger fees, etc. Don't miss your change to join the fun!

**Syndicate now
forming**

Register interest by 10 Feb 15

Contact Erich or Derrick
for information

Erich: 021 221 6524
Derrick: 021 341 088
elivengood@gmail.com
aerosdjw@gmail.com

See the plane at the
Wellington Aeroclub
24 George Bolt Street
Airport Retail Park
Wellington
(Near the Warehouse)



ZK-MAO was imported along with sister ship ZK-JQS by Graham Orphan of Classic Aircraft Sales. A significant amount of work was done by Jay McIntyre of JEM Aviation in Omana to ready her for NZ operation. MAO has flown over 500 hours in Wellington and has been a source of endless fun for everyone who has flown her. First time fliers can generally be identified upon their return by what is commonly referred to as “the Nanchang Grin.” MAO also sports a recent paint and engine refurbishment.



Development and features

The Nanchang CJ-6A was built in China for the People’s Liberation Army Air Force (PLAAF). The first flight of the CJ-6 prototype was completed in 1958. The engine and propeller were subsequently upgraded, and in 1965 the CJ-6A went into mass production.

It is estimated over 3,000 aircraft were built. They were primarily used by the PLAAF as a primary trainer, but they were also exported and operated by air forces in Albania, Bangladesh, Cambodia, Ecuador, North Korea, Laos, Sri Lanka, Tanzania, and Zambia. A number of variations of the aircraft were built, including an agricultural version and the CJ-6B which could be armed with 7.62mm machine guns and used as a border patrol/light attack aircraft.

The Nanchang CJ-6A is extremely solidly built—primarily of metal construction (all skins are anodised) with fabric covered control surfaces. An engine driven air compressor charges the pneumatic system which is used to operate the brakes, flaps, undercarriage, and engine start.

The aircraft has a castoring nose wheel so steering is effected by differential braking on the main gear. A control in the front cockpit opens and closes gills on the front of the engine cowling to regulate the airflow over the engine and the cylinder head temperatures. Another control opens and closes a scoop to adjust airflow through the oil cooler and regulate engine oil temperature.

Specifications and Performance

The aircraft is powered by a 9 cylinder 285 h.p. Housai HS-6A supercharged radial engine driving a two blade propeller via a reduction gearbox.

Empty Weight	1,079 Kg	
Max Weight	1,400 Kg	
Stall Speed	112 km/h	61 kts
Best Glide	167 km/h	90 kts
Max Flap Extension	180 km/h	98 kts
Max Gear Extension	240 km/h	108 kts
Cruise Speed	250 km/h	135 kts
Manoeuvre Va	250 km/h	135 kts
Max Cruise Vno	300 km/h	162 kts
Never Exceed Vne	370 km/h	200 kts
Fuel Capacity	155 liters	
Useable	150 liters	
Consumption	60 l/hr	Cruise



Strip Flying

Below are some pictures from the Strip Flying course run by Marlborough Aero Club which Lance Lones and Andrew Matheson went on early in December. Thanks for supplying the photos guys!











Awatere Valley



Omaka Springs



Checking fuel at Omaka Springs



Tempello



OMR at Tempello



Tempello strip



LOOKING FOR A NEW CHALLENGE?

**We now have a multi-engine aircraft, ROC,
online at the club.**

**So why not get your multi-engine rating or aim for a
multi-engine instrument rating**

**Hire rate: \$420 per hour
Instructor fee: \$90 per hour**

Equipment:

- **Fitted out for full IFR flight - VOR NDB ILS GPS**
- **Garmin 430 GPS**
- **S-Tec 55x autopilot**



WINGS OVER WAIRARAPA

This year we had a stand up at the Wings over Wairarapa Airshow to put our name out there and attempt to drum up some interest from keen aviators.

Throughout the weekend the weather was great with brilliant sunshine and generally light winds. A slightly stronger wind on Sunday halted some of the WWI aircraft from putting on their flying displays and also meant some of the WWII era aircraft had to change their displays to suit the conditions, but it was still a great show.

Matt Day flew the Cherokee up on Thursday evening so we could get the stand set up for the start of the show on Friday. We had a number of people pop by the stand over the three days to have a chat and a look at the plane.

Sunday proved slightly too windy in Wellington to bring MBG back so it stayed the night. The wind improved enough by Monday afternoon/evening however Malcolm Goddard still faced some uncomfortable north-west winds to bring it back into Wellington. Thanks Malcolm!

A big thank you to the club members who volunteered to 'man the stand' over the weekend! A great effort by you all! ☺



Our stand set-up for the day



Pete and I chatting to an airshow spectator. Potential member maybe? 😊



Air Chathams DC-3



L39s and Strikemasters – the leading Strikemaster is owned by one of our members – Charles Davis



DH Vampire



Life Flight Jetstream, flown in for the day by Dan and Rich.



Pilatus PC-12 – same as those that Sounds Air will soon be introducing to their fleet.



RNZAF NH-90



Supermarine Spitfire



Calendar of Events 2015

FEBRUARY

Mid-Late Feb

Masterton overnight

An overnight trip to make the most of the day for flying and then gives everyone a chance to relax and have a refreshing beverage after a hard day's work.

APRIL

Fri 3rd – Sun 5th April

Classic Fighters Airshow at Omaka

Let's get a group together and head over to Omaka for the weekend to enjoy an airshow and maybe a taste of the local wine!

Google Calendar

We now have a Google calendar - you can view it online or sync your diary with it and keep up-to-date with upcoming events. There are two links:

1. This link will open up in your browser:

<https://www.google.com/calendar/embed?src=wnaeroclub%40gmail.com&ctz=Pacific/Auckland>

2. This link allows you to sync the Aero Club calendar with your own (iCal format):

<https://www.google.com/calendar/ical/wnaeroclub%40gmail.com/public/basic.ics>

SOCIAL MEDIA

facebook

Keep up-to-date with all the happenings at the aero club.

'LIKE' us on Facebook at:

www.facebook.com/WellingtonAeroClub



Subscribe to our channel on You Tube. If you have any videos from past or recent flights send them through to the club so we can upload them for everyone to see.

Find us at:

www.youtube.com/user/WellingtonAeroClub



Follow Wellington Aero Club on Twitter.
You can find us under [FlyWellington](#).

FLIGHT PACKAGES

Harbour Circuit trial flight - \$160

Experience the thrill of flying a plane, accompanied by your very own skilled instructor. Push the throttle forward and pull the stick back – you're in control as you take off from Wellington's International Airport for your 20-minute flight.

City Limits trial flight - \$230

Go further and learn more with your 40-minute trial flight in the Wellington skies. Take off from Wellington International Airport and learn how to control your aircraft above scenic Wellington.

Three-flight special - \$750

Your own special three-flight package gives you the confidence to take-off, learn about climbing and descending, turn, and land – all from Wellington International Airport

Includes: Student log book

Flight Start package - \$2,500

Take control of your training towards solo, with this great package. Credit your flying account by \$2,500 (approximately 10 flights*) and receive more than \$250 worth of extras free!

Includes: Hardcover pilot log book, Wellington Visual Navigation Chart, 50% off 1-year Wellington Aero Club membership

Set for Solo - \$5,000

If you're serious about learning to fly, give your training a great boost. Credit your flying account by \$5,000 (approximately 20 flights*) and receive more than \$600 worth of extras free!

Includes: Hardcover pilot log book, Flight Radio manual, Flight Radio ground course, Wellington Visual Navigation Chart, 1-year Wellington Aero Club Pilot membership

