

# WINDSOCK

**JANUARY – FEBRUARY 2012**



**NEWSLETTER OF THE WELLINGTON AERO CLUB INC**



[www.flywellington.co.nz](http://www.flywellington.co.nz)



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# A note from the Editor



Welcome to the first edition of Windsock for 2012!

For those of you who don't know me I'm Amy. I have taken over as Editor from Josie, who stepped down last year. She has left some big shoes to fill so I will be trying my best to put together an informative and interesting newsletter for you all.

On that note, this newsletter is a reflection of all the pilots, instructors, members, aircraft owners and aviation enthusiasts without contributions from anyone we would have nothing exciting to read every two months. This is your newsletter!

So if you have any articles, photos, ideas for articles or something you think might be of interest to others please feel free to contact me either via email or if you see me round the club. These don't necessarily have to be aviation related. So get those contributions coming in!

It would be great if we could have a Photo Gallery page in each newsletter, either with photos taken during a flight or club trip or photos you have come across that you think should be shared with everyone!

Submission dates close the 20<sup>th</sup> of the month preceding the publication. Any emailed photos should be kept at their original resolution and size. These can be sent through to me at: [amy.dreverman@gmail.com](mailto:amy.dreverman@gmail.com) or to the club at [wnaero@flywellington.co.nz](mailto:wnaero@flywellington.co.nz).

In Windsock this month we have:

- The before and after photos of the fantastic new clubrooms – prepare to be amazed!
- A short report and some pictures taken on the fun had on the recent club trip to Omaka
- A short history on the Wellington Aero Club.
- Mountain Flying – What's it all about?
- Andrew Braddick reports on the Vintage Aviator Airshow
- Flight Orders – something every member needs to be familiar with.

All articles and images appearing in windsock are those of the contributor and do not necessarily reflect Club policy or practice. Should you have any concerns please contact the editor: [amy.dreverman@gmail.com](mailto:amy.dreverman@gmail.com)

# WINDSOCK



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**On the cover**  
*MBG at it's previous home  
in Palmerston North before  
making it's way down to  
Wellington.*

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Feel free to submit those aviation shots for a crack at the cover, email your pics in original jpeg format to amy.dreverman@gmail.com

## WELCOME ABOARD

We extend a warm welcome to all those new students that have joined us at the Wellington Aero Club over the past couple of months

Tony Lloyd  
Peter MacLeod  
Mathew Martin  
Bernie Robertson (R)  
Jack Geden  
Benjamin Lord  
Hugh Mitton  
Jack Stanton (R)  
José Quijada (R)  
Frank Wurmitzer  
Jonathan Gedye  
Rob McLachlan  
Daniel Bailey  
Andy Williams  
Krishna Nagarajan

## MEMBER ACHIEVEMENTS

### FIRST SOLO

Phillip Jacques (CJ6 Nanchang)

### PPL

Phil Seamark  
Gilles Vieyres  
Greg Bishop

### CPL

Jelle Holthius

### BFR

Pete Lowe

We wish you all a long and enjoyable association with the Wellington Aero Club

“Flying from the Heart of the Capital”

**WELL DONE TO EVERYONE!**

# President's Patter



Unbelievably it's February already, and whenever the weather's been behaving like summer should, it's been great to see the club full of action and aircraft bookings filling up.

It's also great to see so many new faces popping in to the club, particularly past members who've rejoined. Welcome back!

The year has started off brilliantly with the addition of another four-seater to the club's fleet. This is the first of what promises to be a great year for the club, with plans already underway to expand the options for training and flight experiences.

The instructing staff have worked tirelessly to accommodate everything from early mornings to evening flying over the past few months, and their efforts are really paying off – thanks team! The Exec continues to work hard behind the scenes, and is looking forward to seeing a number of positive initiatives come to fruition this year.

If you haven't been up night flying yet, or booked your mountain flying, the settled weather over the next few months should be ideal. Likewise, with the additional four-seater online, now's a great time to take friends or family away for a scenic or cross-country flight. Or book an instructor for a refresher session of circuits and overhead rejoins at Masterton – it's only a short hop away.

- **Jason**



# CFI Report

Well another holiday period has come and gone and it's time to get on with what the new year has to bring. Hopefully after the recent tragedies that occurred in Carterton and Feilding we will see no more accidents blight the aviation calendar and the whole flying community can enjoy and share what our profession and hobby means.

How can you enjoy your license or training period? Come on a fly-away (subject to weather though!). We have an interesting and diverse range of options for everyone. Even if you are training we can apply the excitement of going somewhere different into your hour requirements. Feel free to ask the senior instructors - Marc, Connelly or Karl.

Well done to all our recent achievers - Gilles Vieyres and Philip Seamark who completed their PPLs, our staff Connelly and Rochelle who both B-Cat'd and Amy, the new club captain and Jelle Holthuis who are both now CPLs. Not a bad effort for the last 3 months of last year!

Now what do you want to do??

Lastly we are saying goodbye to Rochelle Fleming who is heading off on an O.E. Rochelle has been a long standing member of the Wellington Aero Club and club captain as well as an exceptional member of staff. If she applies herself to her future flying as she has done in the past I am sure we will see her doing whatever she wishes very well.

**Late and Breaking news from the Club!!  
NOW ONLINE - Piper Warrior.  
Call for details.**

**- Marc**

# Club Captain's Report



I hope everyone had a great Christmas and New Years and are enthusiastic about the year ahead for Wellington Aero Club.

The last couple of months have been a settling in time in our new hangar and getting the offices all tidied up. With some great spells of weather we've also been flat out flying.

Our December fly-away was very successful, with 5 aeroplanes heading down to Omaka for the day.

I'm stepping down as Club Captain because Paul and I are heading overseas. I've enjoyed the role and I think that now the move is complete we can focus on the future and really get the social side of the club going again – that's what belonging to an aero club is all about. Thanks to everyone that has helped out organising stuff, turning up to working bees and fly-aways etc.

Amy Dreverman is going to take over as Club Captain and she already has some great ideas to kick off 2012. Thanks Amy for stepping up and I'm sure that you'll get great support from the rest of the members.

**- Rochelle Fleming**

# EXTREME MAKEOVER: WAC CLUBHOUSE EDITION

## Our new clubrooms have been completed!

A big thank you to all the members who took the time to come down and help out and a special thank you to the instructors who put in many hours of work when the weather was no good for flying, in between flights and on their days off.

The end result is something to be proud of. If you haven't been down recently please feel free to come on down and have a wander through.

### Trophy Room



From old fashioned peach walls.....to slick white and a few propellers to finish it off



**Lunch Room**

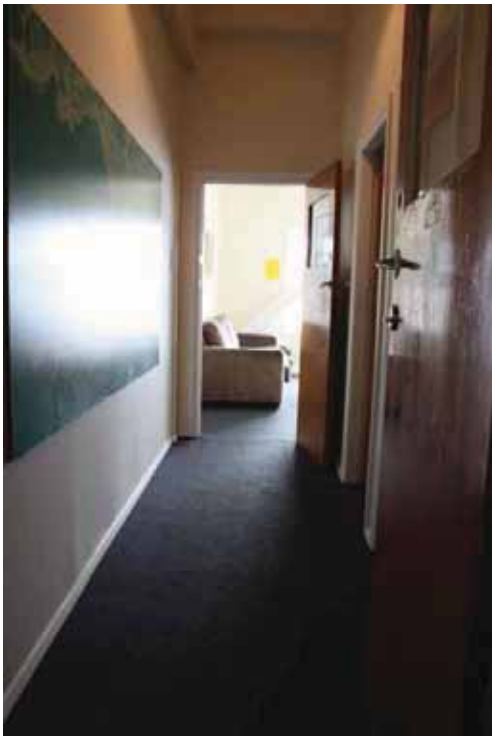


**Instructors Room**



The newly created instructors room

**The Hallway leading to the PM's room**



An uninviting corridor is transformed

## PM's room



From bare and unsightly walls.....



To a lounge we can enjoy and be proud of!

# Welcome aboard MBG

We now have a new Piper PA28-161 Warrior online at the club.

Make a booking now to start your rating or book in for a familiarisation flight (or two)!



# NZ AEROBATIC CLUB

## COMPETITION AT MERCER AIRFIELD

Russell Bell took to the skies over Mercer Airfield on 11 December in his yellow Giles G200 to compete in an aerobatics competition run by the NZ Aerobatic Club.

Ten competitors competed in a range of seven very different aircraft types. The results are below, as you can see there was very little between the top 3 places:

1st	David Cranna	Zlin Z50LS	Intermediate	71.77%
<b>2nd</b>	<b>Russell Bell</b>	<b>Giles G200</b>	<b>Advanced</b>	<b>71.08%</b>
3rd	Richard Hood	Giles G202	Advanced	70.08%
4th	Grant Bennis	Extra 300L	Advanced	67.71%
5th	Brent Griffin	Giles G202	Intermediate	65.83%
6th	Jeff Hunter	Alpha	Sports	65.67%
7th	Keith Tetzlaff	Extra 300L	Sports	63.45%
8th	Murray Rogers	Vans RV6	Sports	62.93%
9th	Trish Stephens	Vans RV6	Basic	56.62%
10th	Darrell Brown	Pitts S1	Intermediate	55.85%

Well Done Russell!



## Are you up for a challenge?

*Whether you are still working towards your licence or you have your PPL or CPL, you may want to think about setting yourself a new goal.....*

### **Strip Flying/Beach Landings**

Experience the thrill of flying into strips or landing on beaches. This will not only be a rewarding experience but improve your flying skills and knowledge.

### **Mountain Flying/Terrain Awareness**

If you got your PPL before July 2011, you won't have completed the, now compulsory, Mountain Flying and Terrain Awareness part of the syllabus. This not only gives you an appreciation of conditions within mountainous/hilly terrain but improves your flying ability and understanding of the performance of the aircraft, especially in confined spaces. Due to the nature of the terrain in New Zealand this is something every NZ pilot should do.

### **Airfield Challenge**

Take advantage of Wellington's central position in New Zealand and make some day trips to some of the many cool little airfields dotted around the country, such as Dannevirke, Foxpine, Takaka, Waipukurau, Hawera, Lake Station, Hanmer Springs the list goes on!

### **Participate in the Pilot Proficiency Scheme**

This is run by the RNZAC to encourage PPL or CPL holders to continue to develop their skills. There are 5 levels: Blue, Red, Bronze, Silver and Gold. More information can be found in the Pilot Proficiency Scheme brochure available on the Flying NZ website ([www.flyingnz.co.nz](http://www.flyingnz.co.nz)).

### **VFR Night Rating**

Experience the thrill of flying at night above the beautiful lights of Wellington city. A night rating requires the following minimum hours:

PPL: 5 hours total which is to include 2 hours of dual instruction, 2 hours of solo flight time and 1 hour either dual or solo.

Note: Before undertaking night flying you must have at least 2 hours instrument flight time.

CPL: 10 hours total which is to include 4 hours dual instruction, 5 hours as PIC (including 10 take-offs and 10 landings) and 1 hour either dual or solo.

For more information see the Advisory Circular AC61-3 – Pilot Licences and Ratings – Private Pilot Licence or AC61-5 – Pilot Licences and Ratings – Commercial Pilot Licence (available on the CAA website).

### **Instrument Rating**

Build on your instrument rating hours already obtained for PPL or CPL and learn to navigate solely by instruments and carry out instrument approaches. Whether you want to continue with a career in aviation or just wish to add another level of skill to your flying an instrument rating may be for you. For more information on the requirements for this see the Advisory Circular AC61-17 – Pilot Licences and Ratings – Instrument Rating (available from the CAA website).

### **Instructors Rating**

Once you have your CPL you may decide to carry on with an Instructors Rating, and learn how to pass your flying skills onto others and start your career in aviation.

As well as meeting the required number of total hours, you will also need at least 25 hours of dual flight instructor training covering the techniques of basic flight instruction in normal and emergency manoeuvres and demonstrate a thorough theoretical and practical knowledge of all licence subjects.

## A BBQ, the sun and some flying - what more could you want...

It was a picture perfect day in Wellington and across the Strait in Omana. The sun was shining and there was only a light breeze.

Five club aircraft plus the C182 (MRH) in total made the trip across, in what was possibly the smoothest flight across Cook Strait...ever!

Not long after arriving Marc and Amy headed off in the C152 to do some spinning, with Pete and Ben in the Nanchang close behind us to document it! (For those of you who haven't seen the footage Ben has posted it on the clubs Facebook page). After throwing in a loop and a barrel roll we headed back for solid ground.

Lance took his mum up for a scenic flight over the Sounds in the C172 along with Emma, while others put in some practice to finish off, or continue working towards, their PPLs.

We fired up the BBQ for lunch, and with everyone fed it was back into the air for some while for others all that was left to do was sit in the sun, talk aviation and watch the planes come and go for the rest of the afternoon.

After a solid day's flying from the instructors and members, it was time to head back to Wellington. A very enjoyable day!



*The planes parked up at Omana*



*The Nanchang somewhere near Seddon (south east of Omaka)*



*ETS (C152) getting set up for some spinning*



*The Nanchang heading home over Cook Strait*



**Do you have any articles, ideas for articles, photos from a recent flight or club trip or something that you think your fellow members would be interested in?**

**We want to hear from you!**

**Please feel free to contact the editor ([amy.dreverman@gmail.com](mailto:amy.dreverman@gmail.com)) or the club ([wnaero@flywellington.co.nz](mailto:wnaero@flywellington.co.nz)) via email and I will be sure to include these in future newsletters.**

# NIGHT FLYING

Enjoy the beautiful lights of Wellington from the sky!

You read the article in the last newsletter...now it's time to put some of Brian Souter's tips into action.

Speak to our instructors and make a booking!



# A short history of the Wellington Aero Club

*The Wellington Aero Club has a long and interesting history at what was once known as Rongotai Aerodrome. Many members may not be aware of the presence it once held on the airfield, the famous aviators who once worked there and dedicated people who played their part in establishing the Wellington Aero Club. Here is a short history of your club.*

## **FORMATION**

The site for Rongotai aerodrome was first identified in 1922, beginning as undulating sandhills and rugged terrain. This has been developed into the International airport we all know today, which the club is privileged to operate from. Aircraft began operations on a small area of flat ground behind the sandhills in Lyall Bay as early as 1911. In 1921 Rudolph Wrigley of the New Zealand Aero Transport Company (later Mount Cook Airlines), fashioned a runway and then built a hangar.

George Bolt, a member of the Walsh Brothers Flying School, landed there following the first flight between Auckland and Wellington in his Avro biplane on October 28<sup>th</sup> 1928. While Charles Kingsford Smith, after flying overhead Wellington on his way to Wigram Aerodrome in Christchurch following his first Tasman crossing, agreed with the idea of an aerodrome being constructed on this piece of land.



On Tuesday, 18<sup>th</sup> September 1928, a council meeting was held in Wellington, where it was unanimously decided on the motion of the Mayor that an aero club be formed in Wellington and that “lists be open for the enrolment of members”. A committee of seven collectively called “The



Investigation Committee” were appointed and set about investigating the formation of

*Spartan ZK-ABL (c/n 39). This photo comes via Howard Haugh in New Zealand. The picture was taken at Wanaka in the 1930s by his father.*

an aero club and determining the suitability of land at Lyall Bay as a potential airfield. With authorisation from the Council to construct a runway, plans were developed by the city engineer with input from Sir Charles Kingsford Smith, and on Monday 5<sup>th</sup> November 1928 the members of the investigating committee and eighty-four prospective members declared the official formation of the Wellington Aero Club. Following the opening pageant interest in aviation increased within the community and as a result membership also increased.

Club operations began on 27 acres of land which had to be levelled, this increased to 46 acres forming two runways: one, 1,200 feet running north and another 2,000 ft runway running north-west. An official opening ceremony for the airfield presided over by Mayor, Mr George Troup, was held on 16<sup>th</sup> November 1929 however development was not completed until February 1930. The club was gifted several planes early in its history and acquired a temporary hanger in early 1930.

It was in 1930 that the Blundell Brothers, proprietors of the *Evening Post*, gave the club a 100hp Simmonds-Hermes Spartan biplane, this was nicknamed ‘The Evening Post Plane’ and training began in this on February 20<sup>th</sup> 1930. Not long after, the club also acquired its second aircraft, a D.Mills Coupe Moth, with the help of a grant from the Government and following this in June a third Moth, also from D. Mills, was added to the fleet.



*Avro 594 Avian IIIA R3/CN/199 registered to the club in May 1930. George Bolt stands next to the wingtip of the Avian on James Taylor's 'Bardowie' estate, Victoria Road, Cambridge (Photo: Frank Green Collection, Cambridge Museum). This aircraft was a replacement for the Spartan ZK-ABL and was nicknamed ‘The Evening Post Gift Plane’*

## INSTRUCTORS

Two of the first instructors at the Wellington Aero Club were Squadron Leader Steadman and Captain George Bolt, each went on to train a large & significant number of students. George Bolt also acted in the role of ground engineer.

Bolt was regarded as one of the best-known pilots and engineers

in NZ. He was licensed to fly all types of aircraft, had experience with a large number of engines and aircraft construction and was a true asset to the club.

Squadron Leader Stedman was an ex-war pilot of outstanding ability. He was described as a “careful and resourceful pilot of infinite patience” who successfully trained pupils whom many others would have pronounced hopeless.

## CLUBHOUSE AND HANGER

During the 1930s the airfield was a popular venue for club flying. However it wasn't until 1933 that the club pushed for a club house. Up until then the club's office was based in the hanger. A pageant was held for the opening of the club house which was officially opened by the Mayor Mr T.C.A Hislop on Saturday 10<sup>th</sup> February 1934. George Bolt put on a display which included skimming the ground at high speed, landing on one wheel and flying sideways



*New hanger being built 1936. The original hanger is housed within the new structure.*

at less than 20ft off the ground. The clubhouse functioned as a workshop and hanger space on the ground while upstairs was the social area with a kitchen and most importantly a view of the aerodrome.



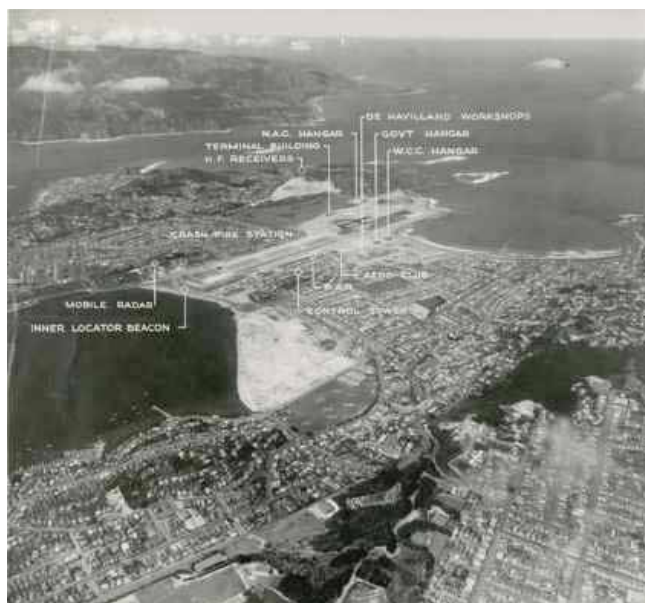
The clubhouse building was originally sited closer to Lyall Bay, however has been moved twice due to increased operations at the airport to its present site at Coutts Street. The Wellington Aero Club building was added to over the years and in 1958 these three separate buildings were joined together with the front building a reception and foyer area, the middle was a workshop, upstairs was a social room and the back building, which was previously the house of Claude Rootes who was the 'Aerodrome Custodian'. The front section was previously the Union Airways, subsequently NAC, terminal building (next to the original control tower).



## AERODROME

Due to its close proximity to the city Rongotai offered air travelers one of the most convenient services in the world. Air traffic built up rapidly and by 1946 Rongotai was by far the busiest aerodrome in NZ. But with the introduction of larger aeroplanes, the old Rongotai Airport became far too small, and in 1947 commercial passenger services were moved to Paraparaumu, with mainly light aviation continuing at Rongotai together with NAC operations to Nelson and Blenheim using De Havilland 4 engine Heron aircraft.

In 1946 it was decided that Rongotai would be transformed into a major airport. However, it took four years of research and planning, and finally in 1950 the Ministry of Works came up with a plan for a runway to be constructed in the direction it now lies today. In 1952 a contract was let for the reclamation at Evans Bay and the removal of houses from Rongotai Terrace. The completion of the new runway saw 6 million tons of rock and soil shifted, the reclamation of 40 acres from the sea, and the resiting of 150 houses, which included the aero club house. In 1959 the redeveloped airport was opened.



## TODAY

Today the Wellington Aero Club operates from what used to be the Gibson/Airwork hanger on the western apron, while it is sad to leave the original clubhouse built in 1933 the new club rooms and hanger are now fittingly located on George Bolt Street, named after one of the first instructors at WAC.

# Mountain Flying

New Zealand is definitely not short of a mountain or two, being aware of the dangers and risks associated with flying in mountainous terrain and having the knowledge and skills to fly safely is essential. The introduction of mountain flying into the PPL and CPL syllabus is certainly a good idea in a country like ours.



*Orongorongo Valley*

The PPL syllabus requires five hours of Mountain Flying and Terrain Awareness while the CPL syllabus is an additional five hours on top of the PPL requirements. While at first this seemed like

just another thing that must be ticked off after a few flights I discovered the benefit in it, not only to be able to navigate safely in mountainous terrain but for my flying and handling of the aircraft in general.

The main aim of the syllabus is to teach you how to operate your aircraft safely in, over,



around and between terrain, assess the conditions and the effect the surrounding terrain may have on these, understand the performance and limitations of the aircraft in a confined environment and most importantly recognise and set your own limits.

Marc and I headed off into the Wainuiomata and the Orongorongo Valleys, which I got to know very well! Although he knows them even better having had to do the same thing with a number of students!

These are some of the important things I picked up during my flights:

- You can fly a lot closer to the sides of the valley than you might initially think, having more space to turn around if needed is much better than the alternative.
- Know and understand the performance of your aircraft, this is especially important when operating in confined spaces, dead-end valleys or at high altitude.
- Always anticipate the situation, if you find yourself reacting instead you can quickly get yourself into trouble.
- The lack of a visual horizon means your superimposing skills are put to the test.
- If the perspective outside is changing do something about it before it's too late, slowly rising valley floors can catch you out.
- Set and stick by your own personal limits
- Always have an escape/alternative route!



While completing these required hours by no means makes you an expert in mountain flying, it does give you the basic skills you need to navigate your way safely. However nothing is more valuable than local knowledge, whether this is your own or gained by having a chat to a local



operator about their 'backyard'. So for those of you who already have your PPL or CPL and who haven't done any 'formal' mountain flying, give it a go! It is definitely something that's worth doing, it could just save your life and those of your passengers one day.

- Amy Dreverman

# UPCOMING EVENTS

Mark these dates in your calendar and put your name down on the list

## 2012

### FEBRUARY

Saturday 25<sup>th</sup>

D'Urville Island Day Trip 1

Sunday 26<sup>th</sup>

End of Summer Club BBQ

### MARCH

Saturday 3<sup>rd</sup>

D'Urville Island Day Trip 2

Friday 9<sup>th</sup>

Av Kiwi Seminar  
– Plane Talking Radio Course

Saturday 10<sup>th</sup>

D'Urville Island Day Trip 3

Saturday 31<sup>st</sup>

RNZAF Airshow at Ohakea

### APRIL

Friday 6<sup>th</sup> - Sunday 8<sup>th</sup>

Warbirds over Wanaka

### JUNE

Friday 1<sup>st</sup> – Monday 4<sup>th</sup>

NZAWA Annual Rally in Masterton

## 2013

NZ Air Safari



# Joyeux Noel Airshow

**21 January 2012**

The Vintage Aviator has done it again with two more reproduction aircraft making their public debut.

“Joyeux Noel” – or “Merry Christmas” was an evening airshow hosted by the Vintage Aviator Limited (TVAL) at Hood Aerodrome on Saturday 21 January and touted as commemorating the 1915 Christmas ceasefire along the western front. But “ceasing” has obviously been far from the TVAL’s agenda.

Hot on the heels of the Remembrance Day airshow last November, when TVAL flew the newly completed Fokker DVIII and Sopwith Snipe (see last Windsock for a report) – this time it was the turn of another two reproduction aircraft to have their first public outings – a German Albatross DVa and a British Royal Aircraft Factory RE8.



The Albatross DVa is the third such airworthy reproduction that TVAL have built in what seems like an incredibly short time. The DVa was a fighter that became famous for its association with Manfred Von Richthofen, otherwise known as the Red Baron. This newly completed example flew in loose formation with one of TVALs other Albatross, a sight that has only been seen in New Zealand since 1918.

Having already built a static display RE8 for the Aviation Heritage Centre at Omaka, TVAL must have thought “*well, how hard can it be to build one that flies?*” And now they have done so. The RE8 was a two seat bomber and reconnaissance aircraft built in large numbers between 1916 and 1918. It superseded the BE2, which incidentally TVAL have also built two reproductions that have flown in NZ this last couple of years, including at the Joyeux Noel airshow.

Weather conditions were somewhat gusty for most of the afternoon making it too risky to fly the newly completed RE8, but just as the show was about to close (just after 7pm) it was announced that the wind had dropped enough for the RE8 to fly. The engine was cranked up and purred like a well-oiled sewing machine, and what a fantastic sight to see the RE8 line up and take to the sky.



During the course of the afternoon, the whole TVAL fleet managed to take to the air and give spirited flying displays in spite of gusty conditions.

In addition there were displays by the RNZAF Red Checkers and the Hood-based FG-1D Corsair and P40 Kittyhawk.

There is one more afternoon airshow scheduled at Hood Aerodrome this season - on 28 April starting at 1pm. Well worth a trip.



- Andrew Braddick



# YOUNG EAGLES

The first Young Eagles meeting of 2012 will be on Sunday 12<sup>th</sup> February from 2.00pm – 3.30pm.

The Young Eagles meet fortnightly on Sunday afternoons.

If your children or grandchildren have an interest in aviation speak to one of the instructors and bring them along to see what it's all about.



# FLIGHT ORDERS

These are something that every member needs to be familiar with.

Have a read through them on the following pages.

Next time you are down at the club make sure you sign the form to acknowledge that you have read and understood them so it can be noted on your record.

If you have any questions about anything please don't hesitate to ask one of the instructors.



# FLIGHT ORDERS

- The following "Flight Orders" are issued on behalf of the Wellington Aero Club by the Chief Flying Instructor.
- Flight orders are issued for the information of and compliance by all flying members using club operated aircraft.
- The intention of the Flight Orders is to standardize operations and maintain high flying standards and levels of safety among Wellington Aero Club pilots.
- Failure to comply with any Flight Orders constitutes a breach of club rules and non compliance could lead to a grounding or other restrictive penalty imposed on the offender by the Chief Flying Instructor, CEO or Executive Committee.
- No part of these Flight Orders, stated or implied, absolves the pilot from full compliance with any or all of the Civil Aviation Rules and Civil Aviation Act.

## 1. AUTHORISATION OF FLIGHTS

Pilots may not fly unless authorised and/or supervised by an Instructor. All pilots must complete a Flight Authorisation Form and this must be signed by an Instructor prior to flight.

Prior to flight, pilots must inspect the Flight notice board for new and/or amended Flying Orders, and any other relevant Notams.

When pilots are operating club aircraft away from base no other pilot is permitted to fly the aircraft unless he / she is authorised by the Chief Flying Instructor or his / her nominee.

No instruction is permitted in Club operated aircraft by Instructors other than Wellington Aero Club Instructors unless authorised by the CFI.

## 2. DUAL CHECKS

**All** pilots will be required to have a dual check if they haven't flown the aircraft type in the previous 90 days.

*Dual checks may also be required in certain circumstances at the Instructors discretion.*

All pilots flying Wellington Aero Club aircraft for the first time will be required to complete a dual check and will not be allowed to fly solo or carry passengers before a valid licence, logbook and medical certificate are produced.

## 3. START UP, TAXIING AND RUNUPS

*The pilot* is responsible for ensuring the tow hook has been removed from the aircraft prior to start up.

***Aircraft are not to be started within 15 metres of the fuel pumps.***

At all times aircraft are to be taxied at the correct speed and the Pilot in Command is responsible for ensuring there is adequate clearance from other aircraft, buildings, machinery etc.

Engine run ups are to be carried out in the approved areas.

## 4. TAKING OFF

a. Wellington. Pilots taking off on runway 16 must not commence the take-off roll any further upwind than M4. Pilots taking off on runway 34 must not commence the take-off roll any further upwind than M5.

b. Other airfields -Pilots should use full available length for all take offs, the only exception being Dundin, Ohakea, Christchurch and Auckland.

5. WAKE TURBULENCE

**No** pilot is permitted to request reduced wake turbulence separation on that issued by ATC.

6. AIRCRAFT OPERATIONS

All pilots are required to operate the aircraft in compliance with the flight manual and/or handling notes that are approved by the Chief Flying Instructor.

7. OPERATION OF AIRCRAFT CONTROLS

Pilots are reminded that *only* the pilot in command is allowed to manipulate the controls. When two pilots intend to share the flying on a cross country flight one must be designated the Pilot in Command on each leg and should only fly from the left hand seat unless exempted by the CFI. When carrying passengers the P in C shall brief his/her passengers before flight on emergency procedures.

8. INSTRUMENT FLYING

Any pilot wishing to carry out this exercise must use a safety pilot and must get approval from an Instructor. The safety pilot must also be approved and hold a PPL as a minimum and a type rating for the aircraft.

9. LOW FLYING

Pilots are to adhere to Civil Aviation Rules relative to minimum safe heights and also to restrictions placed on them by Instructors.

*No pilot* may fly solo in the low flying area unless approval has been granted by the CFI. Absolutely no passengers to be carried when low flying.

Any pilot forced to fly low because of bad weather shall on returning to base report the incident to the CFI.

10. AEROBATICS

Pilots must adhere to Civil Aviation Rules and will be required to have a 180 day check when authorised to carry passengers.

11. FORCED LANDING PRACTISE

This is to be confined to the Southern Wairarapa overhead **L663**. Pilots must overshoot by 500' above ground level . No passengers to be carried when carrying out FLWOP practice.

**12. FORCED AND PRECAUTIONARY LANDINGS**

Any pilot who carries out an actual forced or precautionary landing must immediately notify the CFI and must not attempt to take off again.

**13. CROSS COUNTRY FLIGHTS**

A current AIP Vol 4, relevant supplements, weather/Notams/charts to be carried on all flights.

Pilots are expected to use "P" charts when necessary. These may be required for checking by Instructors.

Pilots are responsible for maintaining accurate records of cross country flights including fuel and oil purchased. Invoices for fuel purchased to be handed in to the office on completion of flight for reimbursement.

Pilots encountering unexpected difficulties re weather, fuel, maintenance queries etc may telephone the club collect.

**14. LANDING ON UNPUBLISHED AIRFIELDS**

Any pilot wishing to fly to a field that is not published in the NZAIP must obtain prior approval from the CFI.

The pilot may also be required to provide evidence of the airfield dimensions and other current relevant information including permission of the landowner/occupier.

**15. PICKETING AIRCRAFT**

On flights to other aerodromes the pilot is responsible for ensuring the aircraft is safely parked and picketed and controls locked to prevent the aircraft from any possible adverse weather conditions.

**16. APPROACHES AT WELLINGTON**

When following medium/heavy aircraft pilots must remain above glidepath of preceding traffic, ie. 2 lights up on Vasis and ensure landing is beyond the touchdown point of the preceding traffic.

**17. ORBITS ON FINAL APPROACH**

*All Pilots* must not accept orbits on final approach below 1000ft.

**18. CIVIL EVENING TWILIGHT**

Pilots will be expected to be safely on the ground at least **30mins before** CET.

**19. PILOTS SEAT**

Unless otherwise authorised by an instructor, the pilot in command will always occupy the left hand seat.

**20. DAMAGE TO AIRCRAFT**

Any pilot that carried out a heavy landing or has cause to suspect that an aircraft may have a defect, however minor, should report this. Defects are to be reported to Chief Flying Instructor, or Duty Instructor immediately

**21. NEGLIGENCE**

Damage to aircraft by negligence or any expense to the club shall be reclaimed from the persons responsible. (*Excess rates are up to \$2500*)

**22. ABNORMAL OCCURRENCES**

Any pilot that encounters an abnormal occurrence that affects his or her flight shall report the nature of such occurrence to the Instructor on their return. Typical examples would be, problems with the aircraft, diversion due weather, unusual contact with ATC and problems with passenger comfort.

**22. CONSUMPTION OF ALCOHOL**

In addition to Civil Aviation rules pilots may not fly Club Aircraft if they have consumed moderate amounts of alcohol less than **12** hours previously. Pilots carrying passengers are to ensure that no alcohol is consumed in or around Club aircraft. *No eating is allowed in aircraft operated by Wellington Aero Club.*

**23. SMOKING**

Pilots are reminded that smoking in club aircraft is prohibited and are responsible for ensuring passengers are aware of this.  
Smoking is also prohibited airside and on club premises.

**24. MEMBERS OF THE PUBLIC**

Members of the public are not permitted on the tarmac, in or around the Club aircraft or in the hangar without permission of an Instructor.  
Club members should exercise vigilance in protecting their guests and passengers while on Aero Club property.

**25. LOGBOOKS AND LICENCES**

All pilots and students must submit these when required by the club Instructors for audit purposes.

**26. PAYMENT FOR FLIGHT**

All flights must be paid for in cash, eftpos or credit card unless the member has an account in credit or is permitted credit by the Club President, or CEO in special circumstances.

**27. FLYING GEAR**

Pilots are to maintain a reasonable standard of dress for flying especially as regards comfort and carry warm clothing as a back up. Bare feet and uncovered footwear are not permitted-passengers included.

**28. FUEL REQUIREMENTS**

For cross country flights when payload allows the aircraft fuel tanks will be filled to capacity prior to departure.

Otherwise pilots are to ensure that when flight planning allowance is made for at least 45 minutes reserve fuel over and above the required trip fuel.

**29. FLIGHT BOOKINGS**

Pilots must adhere to times on the booking sheet unless unfavorable weather is encountered enroute.

If unfavorable weather prevents a flight being carried out, the pilot must forfeit his/her booking unless the aircraft is not booked at a later time.

When away from home base and take off is delayed, telephone the duty Instructor and advise.

**30. USE OF FLIGHT OFFICE**

Only staff and duty pilot are allowed to use the front office area. Nothing is to be removed without the CFI, CEO or Administrator's permission.

**31. MEMORANDUM OF UNDERSTANDING- ATC**

*Ensure you are familiar with the special Wellington procedures outlined.*

*A copy of this is available from the office and is also displayed on the notice board.*

## Wellington Aero Club has a Facebook page!



For those of you who didn't know we have a Facebook Page.

We post information about club trips/events here and any other useful or interesting bits of information

Feel free to add posts, links or photos that you think others would be interested in.

### Check it out!

Note: There are several pages when you do a search, however the one shown above is the 'Group' which anyone can join.

# COMPETITIONS

***Become part of Wellington Aero Club History and have your name etched on one of the many trophies displayed in the cabinets at the club.***

Let's try and make an effort to get through some competitions this year.

Many people are hesitant about putting their name down for competitions, but rather than think of it as a competition think of it as part of your training or honing and perfecting your skills!

Another bonus - all competitions are flown at solo rates!

A list of the trophies up for grabs will be available shortly on the notice board at the club, have a look next time you're down.

So put your name down – what have you got to lose?



# FLIGHT PACKAGES

## **Harbour & City 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.

## **The Ultimate 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*

# MERCHANDISE



## Beanie - \$13

Black poly-weave with embroidered logo. Universal fit



## Jubilee Cap - \$20

Black with Tan suede peak. Universal fit



## Badges - \$10

Two styles –  
Standard WAC badge  
Badge minted to mark the



## Polo Shirt - \$30

Black with charcoal inserts, polycotton with embroidered logo  
S, M, L, XL, XXL, XXXL



## Laptop Bag - \$30

Black with logo.



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leading aviation fuel providers

## SPECIAL THANKS TO



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The Wellington Aero Club