



Airline Flying Club Incorporated

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NOTICE OF ANNUAL GENERAL MEETING

Held at the Clubrooms 700 Harvard Lane

Saturday the 5th of June 2010

Meeting will start 6:00pm

«Given_Name» «Surname»

«Postal_Address»

Agenda

1. Welcome by Chairman - Richard Ingham
2. Present and Apologies
3. Reports from Committee
4. Presentation of Accounts. (The committee will recommend that the accounts be approved)
5. Voting if Airline Flying Club Incorporated will join the Royal New Zealand Aero Club (Flying New Zealand). (cost of \$25 per Full Member.)
6. Setting of the Annual Subscription Rate. (The committee will recommend that the rate increase to \$100 for Full Members, \$50 for Social Membership and \$25 for Student Membership)
7. Voting of new Committee
8. General Business

After the meeting, please stay for John Gemmell's Curry Night which shall commence at 7:00pm.

Please take the time to complete the nomination form below, and if you have any items for General Business, or apologies, please inform the Secretary in writing, seven days prior to the AGM by e-mail or letter.

On behalf of the Airline Flying Club Committee

CMDixon

Chris Dixon

Secretary

secretary@airlineflyingclub.org.nz

I _____ (full name)

wish to nominate _____ (full name)

for the position of _____

Seconded by _____ (full name)

Nominations and items for General Business must be received by Saturday 29th May 2010 (seven days prior)

(List of positions at Airline Flying Club <http://www.airlineflyingclub.org.nz/index.php/about/people>)



AFC News

www.airlineflyingclub.org.nz

Autumn 2010

ph 298 4747 fax 298 4740

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From the President's Desk

Club flying hours are gradually increasing. If the winter is kind to us we should exceed 1300 hours this year – up from just under 1000 hours per year in recent times. We are aiming for 1500 in the short term and, eventually, I can see no reason why we shouldn't reach 3000.

Employing a full time instructor (Chris) and becoming a 7 day a week club has certainly paid off.

Most of the flying is training, private and commercial, but recreational flying is starting to increase too. With 4 really clean 4 seaters (a172, a182, a Cherokee and a Tobago) there is something for everyone. Maybe it's time to dust off that licence and get back into it. If, like me, you've lost your medical, the Club can advise you on how to get a Recreational Pilot's Licence.

Clubhouse improvements continue, slowly but surely.

We will be holding some type of social evening on the first Saturday of every month from now on. A BBQ on 1st May is next, so please note that on your calendar – details on the Club website. Remember to let us know if you're coming. The ladies find it very difficult to get the catering right if they have no idea of numbers.

See you soon!
Cheers, Dik.

“Flying is only as dangerous as you make it.”

Anon.

CFI's Report

Greetings everyone,
Airline has had a record first three months of the year. We are steadily growing, and gaining new members. We are working on getting some exciting new aircraft on-line shortly as well. Thanks to members who have helped out with manning the office, maintaining the Clubrooms and keeping the Club functioning. Good service is attracting flying.

PPL ground courses are held on a regular basis, on Wednesday nights, and also we have night flying available on any night, just ask your friendly instructor. (Circuits prohibited on Sunday nights though.)

The club trip to Taumarunui was a great success; we have more trips in the pipeline, including competitions at Taumarunui, probably next spring. Also, in the planning stage, is a 24 hour fly-a-thon, from 6pm on a sat night, to 6pm Sunday night. Local flights will be available (one hour minimum) and cross countries to Hamilton or Whangarei, if conditions permit. The aim is to have club aircraft, airborne continuously for 24 hours. There will be an overnight sausage sizzle and movies.

A word or two about booking aircraft, please do not book one for several hours if you are only going for one hour. Also, if the hirer does not arrive within ten minutes of the booking time, the aircraft may then be re-allocated to someone else (but it pays to ring the hirer first). Please ensure you bring your AIP Volume 4, current chart, license, medical, and logbook etc when you have a flight booked. You can tell the currency status of any publication by looking on page three of the current AIP Supplement booklet. The Supplement booklet is expired if it is more than 28 days old. Grab a flying instructor to explain this more if you are unsure.

Happy flying
Rob Utting
Chief Flying Instructor

Achievements

First Solo

Corin McCrae on 13th March

PPL Flight Test

Robbie Innes in Piper Cub on 6th March

Robbie Innes Microlight License on 10th March

CPL Flight Test

Jared Yates on 2nd March

Well Done Everyone!

New Members

Ali Dawood
Andrew Ross
Graham Cochrane
JP Randall
Ron Simmons
George Richards
Shaman Singh
Melanie McCahill
Ian McIntosh-Oakley
KP Mittal
Iain Cox
Paul Scott
Adam Howley
Taran Busby
Neil Trilokekar
Niels Victor
Craig Tucker
Finn Carrell
Colin Rodgers
Peter Newberry
Michael Van Dam
James Raumati
Nikki Neild
Ian Clarke
Jordi Robertson-Beckers
Heng Zhang

Anyone wishing to join AFC can request a membership form from the secretary, and any member can request a copy of the constitution and operating rules or even a copy of minutes from the Committee Meetings.

Newsletter Info

Submissions and articles are welcomed by e-mail to Secretary, Chris Dixon
secretary@airlineflyingclub.org.nz
All articles are the opinion of those who write them. Feedback is welcomed.

Maintenance Bits

I'm not sure if I like sunny or cloudy weather better. I sure like going flying, but boy has it been busy over Summer. Going into Autumn will give me less flying time, but more for work around the Clubrooms (and study time for the next license).

With Autumn comes cooler and less stable weather. Please take some time to read or review the "Winter Flying" GAP booklet that CAA publish. While planning and then flying, also be more cautious. The NZ weather can change very quickly.

Tip One: Take as much fuel as possible. If you have to wait out the weather for a break, you have options. Snacks, water and warm clothes are also nice.

Tip Two: Change your plans if you aren't happy with the conditions or the aircraft. I'm happy to put fuel cans of AVGAS in an aircraft to rescue a club member who has played it safe by landing at an alternate airfield. Or driving cross country to pick you up.

If during your booking you find a defect in the aircraft, please write it down in the blue tech log AND let me know. All defects must be deferred or fixed in an official manner, and this is coordinated with the aircraft engineers.

Cheerio
Chris Dixon
Maintenance Coordinator
maintenance@airlineflyingclub.org.nz

Night Classes for PPL Theory

Aircraft Technical Knowledge will start on Wednesday 5th May at 7:30pm. Cost \$50 for text book, and \$50 for course. Light supper provided.

Navigation will follow after Aircraft Tech.

For details and to book your spot, contact Rob Utting on cfi@airlineflyingclub.org.nz

Club Trip to Taumarunui

The Club trip to Taumarunui took place on Sunday the 21st March with three club aircraft and twelve club members making their way down country via Te Kowhai and Te Kuiti to Taumarunui. The club members participating assembled at the clubrooms around 9:30am anticipating a great days flying but a weary eye was being cast to the sky given the layer of grey overcast hanging about over Ardmore. We were assured however that the weather south of the Bombay Hills was clear and we was goin' flyin'.

After an initial welcome by Chris Dixon, Rob Utting the Club CFI briefed us on the conditions we could expect to encounter and the reference points we were to watch out for as we travelled south. Chris then followed Robs briefing by assigning us to our aircraft for the flight down to Taumarunui as follows;

DJU - (Rob Utting, Gavin Magill, Dean Shelley and Tom O'Brien),

DJW - (Chris Dixon, Trevor Maberly, Tony Lumb and Haden Starrenburg)

LMA - (Mike King, Dave Underwood, Niels Victor and Jens Victor)

With everyone ready to go we made our way to our respective aircraft and prepared ourselves for the trip ahead. One small hiccup briefly interrupted our preparations however when another pilot tried to taxi the Tobago without first removing the chocks from the aircraft. Fortunately quick intervention from Chris Dixon and Mike King managed to sort out the oversight. That good deed complete, we piled into our aeroplanes and headed off to the run up point at the end of runway 21 and with checks complete, we lined up and launched our little flight of aircraft into the overcast sky heading for Te Kowhai, wheels up at about 10:30am.

The initial leg from Ardmore to the Bombay Hills proved to be a quite murky with all three aircraft having to dodge through shower clouds and some thicker patches of cumulus. The cloud base was adequate enough though to make it through comfortably to the Bombay Hills after which, as promised, the cloud thinned out and the rolling farmland of the Waikato greeted us with broken cloud at around 3500ft and 50+ km visibility. A perfect day for flying.

In the 182, those of us that had not flown in this particular aircraft type were shown the considerable pitch changes that occur whenever the aircraft flaps were moved between settings. Rob Utting had given us plenty of warning so we were mostly prepared for the effects but still somewhat surprised at the considerable control inputs required to overcome the pitch changes.

Some 40 minutes later, we arrived overhead Te Kowhai to find the airfield very quiet with just Bill Henwood in his Piper Cub and one Bantam microlight in the circuit. Even Bill was not flying when we arrived however as the Cub had broken a tailwheel and Bill was last seen trudging up the airfield with tools in hand to effect repairs to the Cub.

The brief visit to Te Kowhai allowed Rob to have a quick catch up with Max Clear while other club members had a quick look at one of Max's Bantam Microlights sitting in the hanger next door to the office. With a fairly tight schedule to keep however we didn't really have much time to dally so we made our way back to our various aircraft, swapped pilots and launched ourselves into the next leg.

Back in the air we pointed our noses southward and set track for Te Kuiti and after just 30mins we made our approach and landing straight in for runway 16 at TT. Unfortunately we arrived to find the local clubrooms deserted and no one about. (We found out later that the club members and aircraft had just departed for a BBQ away day of their own.)

With no one to chat to, Chris dutifully paid the landing fee and we swapped pilots once again, hopped back into our aircraft and headed for the skies once more. In the 182, Tom O'Brien was somewhat surprised when the aircraft showed her power by getting airborne while still on the grass portion of the airfield prior to the sealed section of the runway. The 182 is certainly capable of very short takeoffs - even with four POB.

Continuing on down country it was time to play spot the ag-strip as we flew along our track. Tip: each agricultural strip has a three-sided concrete bin at the top where fertiliser is stored. Each aircraft kept a close eye on the GPS to ensure the shortest route possible to TM and soon enough tabletop mountain, to the northwest of Taumarunui, came into view. The chat frequency proved useful for keeping in contact with the other aircraft and was alive with the odd "baa-baa" being heard. Then about 10 minutes out from TM we received a call from Kevin Vile from the Taumarunui Aero Club to say they were inbound from Slipper Island with an expected ETA approximately 20 minutes after our arrival time at TM.

Soon enough we were passing over the ridge line of the hill beside Taumarunui airfield and the nearly 1200m (3900') runway came into view. A standard overhead rejoin and downwind leg saw us turning finals for runway 19 with a weary eye being kept out for a top dressing pilot working from a strip directly under the final approach vector. He was well out of our way however and we were wheels down at about 1pm in TM. All the Club aircraft were safely on the ground by 1:15 and we awaited the arrival of our hosts.

The Taumarunui Club members duly arrived in their 172 about 20 minutes later and we were soon enjoying the hospitality of our hosts and the warm afternoon sunshine. Tom O'Brien took the opportunity while we were waiting for lunch to renew his type rating in the Piper Archer with Rob Utting instructing but apart from that it was very much bums on seats reading magazines being the order of the day.

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While we relaxed, our gracious hosts Kevin Vile and Jeanette Lei prepared, cooked and served up a much appreciated BBQ lunch of sausages and bread with shortbread, apricot slice, soft drink and apples for afters. With lunch completed however, it was all too soon time to be thinking about leaving. We were under a bit of time pressure to get back to Ardmore as we needed to be there before the airfield closed at 5:55pm for a planned air display. So after a quick refuel of the aircraft, the requisite team photo and farewells to our hosts, we headed for our newly assigned aircraft and prepared for the flight back to Te Kuiti.

The takeoff from Taumarunui and flight to Te Kuiti was relatively uneventful but with a slightly heightened sense of urgency to return home, the competitiveness between the aircraft crews was beginning to show and each aircraft started to keep an eye out for each other with a view to being first on the ground in TT.

A quick stop in Te Kuiti saw another pilot change and a quick greeting with the now returned club captain from Te Kuiti Aero Club. Unfortunately we were somewhat pressed for time so we had to turn down the offer of a quick cuppa and instead returned to our aircraft and the next leg of the flight.

The next leg to Te Kowhai saw us overhead the airfield about 35 minutes later and joining the circuit for runway 23. Spotting the airfield at Te Kowhai can be a bit of a mission but the new line of hangars on the south eastern side of the airfield now make it considerably easier to spot the airfield amongst the sprawling Waikato farmland.

An even quicker turn round of pilots this time saw the 172 airborne before the PA28, with the 182 last off and on course back to Ardmore. Both the 172 and 182 performed left hand circuits out of Te Kowhai but the PA 28 with the ever competitive Chris Dixon aboard, called a right hand exit after clearing the circuit and managed to pick up a few precious minutes on the 172 as we all climbed to cruise

height and speed. With the competitive juices really flowing, a careful watch was kept out for the other aircraft as we eked every last ounce of cruise speed out of the aircraft on the way home to Ardmore.

About 10 miles south of Bombay the 182 finally caught up with the 172 and PA28 which were by now neck and neck racing for home and for a couple of minutes all three aircraft were line abreast overhead about Mercer town. The sight of three sets of northbound landing lights, line abreast and relatively close to each other must have been a bit of a shock for the 172 pilot who suddenly appeared ahead of us heading southbound. The aforementioned pilot made an immediate left turn to get out of our way as we cruised up towards the Bombay hills gradually losing altitude to remain clear of the Auckland TMA.

The PA28 and 172 remained side by side right over the Bombay Hills and through to Drury before a quick bit of manoeuvring by the PA28 abeam Drury allowed it to pass behind the 172 and pick up the downwind leg for runway 21 at Ardmore number-two behind the 182.

Then in a last minute grasp for victory, the crew of the PA28 seized an opportunity and carried out a steep descending turn to perform a (very) shortened base leg to sneak in ahead of the 182 to take the honours for first home. The 182 followed hot on their heels and the crew of the 172 had to be satisfied with a close third.

And so with everyone home safe-and-sound it was time to put the planes to bed, pay the bills, then sit down and enjoy a much anticipated amber beverage while telling tales and watching the Roaring 40's display team and an RNZAF Airtrainer perform over the airfield. A most excellent way to end a most excellent days flying.

Gavin Magill

<<Editors Note: Gavin's excellent report is complete with the pictures on the Club Website. Please visit www.airlineflyingclub.org.nz for the full story>>



Next Monthly Dinner

Held at the Clubrooms on Saturday 1st May 2010, starting 5pm. Please bring friends and family to meet the Committee and other aviation enthusiasts. There will be a large-screen movie for those who stay later.

\$15.00 for Adults, \$5.00 for Kids under 10 years old. RSVP for catering purposes or for more information by Friday 30th April to b.bowron@xtra.co.nz or richard@ingham.net.nz

Airline Flying Club is committed to providing a quality aviation experience through professional flight training, varied aircraft, social community, and excellent value

*Airline
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HERE