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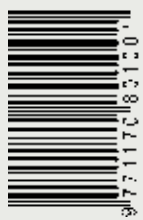
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**From the Editor**

ANOTHER Summer is upon us and Christmas is just around the corner, so I'll start by wishing all readers a very happy festive season and by saying a big thank you to all of the advertisers who have supported KiwiFlyer in 2010. We've received some great feedback during the last year and we look forward to continuing to bring you interesting news and articles about our aviation community in 2011.

Anyone looking for a last minute Christmas gift for aviation minded friends should turn straight to our 'Last Minute Christmas Gift Guide' in the centre of this issue. Once that's sorted, we hope you find some good holiday reading amongst the broad range of articles within. Don't miss Jill McCaw's story on catching a "short" glider flight with Terry Delore at Omarama. They landed three and a half hours later after some "glorious fun" that took them all the way to Mossburn. Jill's article perfectly captures the essence of aviation that motivates all of us passionate aviators to lift our feet off the ground at any opportunity.

Speaking of the essence of aviation, this issue marks the start of our KiwiFlyer Photo Competition. Check out the details on page 19. Entries will be judged on composition, technical merit, and how well the image captures that "essence" of aviation in New Zealand. There's \$500 of prizes to win and entries close at the end of March. Don't wait until then to send them in though, as we might publish some of the contenders earlier in the February KiwiFlyer. Chris Gee continues with his series on aviation photography in this issue and provides more useful tips for getting some great pictures over Summer to enter and win prizes with. If you haven't read his earlier articles, you can download them for free (along with other back issues) from the KiwiFlyer website. Good luck! - We look forward to receiving your entries.

Anyone who has ever thought that ballooning might be a fun thing to be involved in, will find most things they need to know in Pauline Hickey's introductory article to the sport on page 4. Becoming a Balloonatic is easy – there are plenty of balloon teams keen to share their sport and to take on new team members.

The KiwiFlyer Event Guide is filling up again with more than a dozen listed for January and February alone. And that's just the ones we've been told about. Don't forget to contact us in advance so we can list your event in the next KiwiFlyer due out in February. If you would like to see a short report of an event you've organised or attended in the next issue, email us some details and we will try to include it. Or, if you've recently completed an aviation adventure of some sort and are willing to share it with the rest of the aviation community, then give us a call. One such adventure has just been had by Giovanni Nustrini and Mary Patterson, who spent 47 days flying their Tecnam P2006T Twin on a demonstration tour of Australia. Their story is on page 24.

Whether it be an adventure you're off on, a fly-in you're attending, or you're just getting airborne for the sake of it, we wish you happy travels and a safe return. Best wishes to all our readers for 2011.

Kind regards,

*Michael Norton*  
Editor, KiwiFlyer Magazine

**In this issue**

4. **An Introduction to Ballooning**  
Become a Balloonatic! Pauline Hickey explains the basics of this serene sport.
10. **C-130 Life Extension Programme**  
The first RNZAF C-130 Hercules has been returned to service after major upgrades.
13. **Places to Go: Wanaka**  
Ruth Presland writes of her home patch at Wanaka. A perfect Summer destination.
14. **Engine Components NZ**  
We profile the specialist capabilities of this Hamilton based aviation company.
16. **NZ Warbirds Open Day**  
A recent Open Day was held to remember Pearl Harbour and to celebrate 75 years of the Douglas DC-3.
18. **Aviation Photography Part Three**  
Advanced equipment and digital files are the subjects of this instalment.
23. **Insurance Policy Deductibles**  
Bill Beard explains how the policy deductible process can affect your claim.
24. **Tecnam Twin's 47 day Tour of Australia**  
The story of a 9000 mile demonstration tour around Australia.
26. **The Last Minute Christmas Gift Guide**  
Stuck for a present? The solution is here.
31. **Recent Central Aero Engineering Projects**  
We profile recent achievements across the very broad skill base of Central Aero.
35. **Gliding: A short flight with Terry Delore**  
Jill McCaw tells of some glorious fun in the sky, on a half hour flight that became 3.
36. **The NZ Autogyro Association turns 50**  
It's 50 years since the NZAA was formed. We take a brief look at the past and present.
38. **Last Christmas**  
Nick Furmage tells the story of his airborne adventure on Christmas Day 2009.
39. **My Boisterous Beagle Pup**  
The latest model in the Angus hangar.
6. **Industry News Briefs**
23. **Accidents and Incidents**
33. **Event Guide**
42. **ZK Review**
45. **Classified Advertising**
46. **Wings Over Wairarapa 2011**



**Front Cover:** Pauline Hickey piloting her balloon Rainbow. Crew Chief Alan is the passenger. Photograph courtesy Balloons Over Waikato.

# An Introduction to Ballooning

Contributed by Pauline Hickey

*There must be more than a few aviators, not to mention the general public, that have watched a balloon travel peacefully by on a calm morning somewhere and thought – that looks great, I must give it a go one day. Of course you can always sign up with a commercial operator for a joyride, but what's involved behind the scenes and how about actually getting involved yourself? KiwiFlyer asked Waikato balloonist Pauline Hickey who contributed this article in response.*

## BALLOONING

is not new. In fact, it is very old. 1783 old. This is when Joseph and Etienne Montgolfier launched the first unmanned hot air balloon using fire and smoke to heat the air.

Ballooning - it's exciting, it's quiet, it's different, it's team and mates, it's weather and wind, it's rules, it's exhilarating, it's basic, it's serene, it's flying, and it's wonderful. And it is addictive. Some of us are on our second or third ten year stint.

Your first balloon ride can be a life changing experience, and likely was for all the current balloon pilots who are part of the sport in New Zealand. The view from above is spectacular.

## About the Balloonists

Balloonists get up very early, before dawn, to arrive at the launch site at dawn. We do this because this is when the weather is at its best (most stable) and to share a first flight with new friends and prospective balloonists.

Ballooning is a team sport. Most teams (usually of 4 or 5 people) are made up of a Crew Chief (an experienced person with knowledge of balloon systems and technology, people management, map and wind reading, fuel consumption, refuelling etc.) a Driver, a Navigator, mouth crew and fan crew. We sometimes swap crew people between teams so they all get experience on different rigs and with different pilots.

When the pilot is in the air, the Crew

Chief takes responsibility for all things on the ground, including the launch site pack-up, the retrieve, the deployment of crew especially upon landing, landowner relationships and much more.

Crew Balloonatics need a clean drivers licence – to be the Driver. They need map reading skills to be the Navigator. They

56 – 120 cu ft. A commercial pilot licence is required to fly a 180 – 240, and time on type is required for above 240,000 cu ft.

The bigger the envelope, the bigger the basket and of course the requirement for additional burners and tanks.

Parts of the envelope include gores (vertical panel column) and panels, a scoop

(sometimes a skirt), the parachute (sits inside at the top), turning vents, the crown line and webbing, parachute lines and turning lines, though not all balloons have all the items listed.

Baskets are traditionally made of wicker and may have a wicker or a marine plywood floor. As the envelope size increases, the size of the basket usually increases as well. Pressurised

need listening skills and team skills, and to be able to accept that the pilot is the ultimate decision maker and boss. Most pilots will want a team to do things 'their way', which may be neither right nor wrong.

## About the Balloon

Balloons come in a number of different makes, models and sizes. Common brands of balloons in New Zealand are Cameron, Kavanagh, Kubicek, Thunder & Colt, plus a couple of US balloon makes – Aerostar and Boland which is a homebuilt model.

A balloon rig is made up of three main parts; the envelope (fabric), the basket with burner, and the fan.

The envelope is usually made of coated rip-stop nylon. The coating seals the fabric to keep the hot air in. This is the part that determines the size and in turn, the lift capacity.

Envelopes are discussed in terms of cubic feet capacity; i.e. a typical sport balloon would be called a '77' or a '90', meaning 77,000 or 90,000 cu ft of air. Sizes can range from a '56' all the way to '340'. Private pilots usually fly the range of



Exemplifying serenity. A peaceful morning flight above Hamilton Lake in the Waikato.

combustion. It is controlled by a lever operated ball valve or toggle valve, commonly referred to as the blast valve. The burner system is also fitted with a whisper burner (lower noise level) for flying over animals, noise sensitive areas and for Night Glows. The whisper burner is used for level flight and is not intended to be used for climbing as icing may occur. This burner is operated by its own valve which feeds liquid propane directly into the burner can, bypassing the coil.

The Fan is essential equipment, being used to inflate the envelope so that it is full of cold air ready for the pilot to turn the burner on to 'hot inflate' the envelope and stand it up.

Fans usually have a 5 hp petrol motor and a well balanced prop to maximise the air pushed into the envelope.

## Preparation and Flight

Now to what happens early in the morning. The balloon team arrive at the launch site at dawn, although in a commercial operation, ride teams are usually there setting up before dawn. Local conditions will be reviewed, and a pibal (party balloon) will often be set off to view the wind track from the launch site.

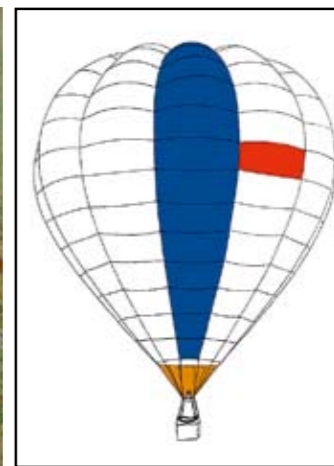
Firstly the three major components are taken out of the trailer and set out in place for assembly. The basket and burner are assembled, then tested and tied off to the chase vehicle before being laid over to the ground for the flying wires of the

envelope to be connected to the burner frame carabiners. The envelope is then systematically unpacked from the bag and inflated.

The rig is arranged so that the breeze is at your back to help fill the envelope without twisting or turning as it is inflated by the fan which is placed to the side of the basket and set to blow air into the envelope. This continues until the envelope is fully cold inflated.



Left: There's a reason the propane tanks are strapped in - Post landing and ready for pack-up of a typical sport balloon. Right: Envelope components include gores (blue), panels (red) and the scoop (orange).



When the pilot is happy with the volume of cold air in the envelope they will begin the hot inflation. This is when the burner is turned on to heat the air inside the envelope and the fan is incrementally turned off. As the heat in the envelope increases, it slowly stands up with the assistance of the crown line crew and the mouth crew.

When the pilot has all the maps, manual and instruments on board, they will board the passengers, give them a briefing and then increase the temperature in the envelope to equilibrium – shortly thereafter followed by lift off.

The crew pack up any remaining items into the trailer and follow the balloon in

the chase vehicle using local knowledge and road maps. The chase will likely take between an hour or 90 minutes and the pilot will usually call the chase crew on the air to ground radio to advise of landing spot. The crew will check in with private landowners before going on to the property to seek permission to retrieve the balloon and also to determine the best way to access the balloon.

Once reunited with the balloon, the

crew undertake a systematic pack-up back into the trailer. With a last check of the landing site to ensure nothing has been left, the crew and passengers leave the landing spot, close any gates as required, and head back to the land owner to thank them for their hospitality and check out

from the property.

Passengers and crew are usually back at the launch site within three hours.

## Become a Balloonatic. Join a balloon team.

Balloonists are always keen to share the sport with others and new balloon team members are always welcome. You'll have a lot of fun and may well find yourself quickly addicted to the sport and on the way to becoming a pilot. If you think you would like to become part of a balloon team, email the secretary@baanz.co.nz and leave your name, address and phone number. We will get back in contact with you and try to match you up with a team.

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# Industry News Briefs

KiwiFlyer welcomes items of industry news from aviation organisations for this section of the magazine. Email: [editor@kiwiflyer.co.nz](mailto:editor@kiwiflyer.co.nz)

## P3-K2 Orion Radar Trainer enters service

A project to develop a P-3K2 Orion radar trainer has recently been completed by the RNZAF and BECA Group.

The radar trainer will be used to prepare P-3K2 Orion radar operators for whole-of-crew integration and flying training. The trainer design simulates all key functions, operations and characteristics used by the real radar, using the same controls and displays as the aircraft.



Flight Sergeant Mike Kennedy and other aircrew training on the radar simulator supervised by Warrant Officer 'Biffa' Birrell.

The trainer consists of three instructor workstations controlling six student workstations. The facility also includes applications to create three dimensional exercise vehicles, student de-briefing record and playback, digital intercom and a sophisticated world-wide exercise generation and replay system. Geospatial data is used to provide high-fidelity simulation training for overland radar tasks. Software flexibility allows instructors to generate a wide variety of realistic training targets, including fishing vessels, merchant ships, warships, submarines and aircraft. Thus exercise scenarios can be created to practice most of the P-3K2s operational roles, from civil surveillance to more complex military operations.

Benefits are expected to be substantial with the potential to complete over 80% of radar training on the ground. This will save hundreds of flying training hours that can be diverted to other high priority tasks that need P-3K2 Orion support. The radar trainer facility has the potential to remain effective for the complete P-3K2 Orion life cycle, playing a major role in assuring operational effectiveness, efficiency and safety for many years to come.

## CASA and CAA Type Acceptance for Tecnam Twin

Australia's Civil Aviation Safety Authority and New Zealand's Civil Aviation Authority have both simultaneously issued a type acceptance certificate for the Tecnam P2006T Twin.

"With the first four P2006T Next-Generation twins already operating in Australasia, we look forward to many more of these quiet and very efficient aeroplanes gracing our beautiful skies", says Giovanni Nustrini, Managing Director of Tecnam Australasia Limited.

"Australia's and New Zealand's Civil Aviation Authorities endorsement of the Tecnam P2006T builds on recent approvals, including those from the USA and Russia, resulting in this wonderful aeroplane now being available for sale through all our 50 worldwide distributors" said Paolo Pascale, Tecnam's Managing Director. We have already delivered over 50 P2006T Next-Generation twins and with over 100 more on order, we have now accelerated production to meet this unprecedented demand. We are now delivering a Tecnam P2006T every 5 days, establishing Tecnam as the world's Number 1 for light twin aeroplane deliveries".



For more information on the Tecnam P2006T, see Issue 11 of KiwiFlyer (available for download from [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)), contact Giovanni Nustrini on 021 832 626 or email: [gnustrini@tecnam.co.nz](mailto:gnustrini@tecnam.co.nz) [www.tecnam.co.nz](http://www.tecnam.co.nz)

## Inaugural Youth Soaring Development Camp at Omarama

23 young glider pilots from around New Zealand will gather in Omarama in the Mackenzie basin for an intensive one week camp from the 11th of December. The camp is designed to take young pilots who already have gliding experience and teach them to fly further and faster.

"We want to be world champion glider pilots", say Alex McCaw (18) and Abbey Delore (20). "We can already fly gliders. We are coming to the camp to learn to race

them." The camp will bring together some of New Zealand's most talented soaring pilots who are voluntarily giving their time to help develop the next generation of pilots. Instigated by Alex, Abbey and fellow members of Youth Glide Canterbury, the camp is modelled on the popular Walsh Memorial Scout Flying School for power pilots run by Scouting NZ. South Island gliding clubs are supporting the venture with the use of aircraft, both two seater and single seater gliders and tow planes.



Pilots ranging in age from 14 to mid 20's will be grouped according to ability. Those with low hours will be taught cross country flying skills as appropriate and those like Abbey and Alex will be given coaching on wave flying techniques and racing tactics.

Organiser Roger Read hopes that the participants will use the skills learned to eventually appear on the winner's podium at future New Zealand and World events.

## Correction

The October issue of KiwiFlyer included an item profiling academic staff at Massey University School of Aviation. Some of the supplied information was inaccurate and we regret any issue this may have caused. A revised profile for Dr Ritchie de Montalk follows:

Dr Ritchie de Montalk is a lecturer in Crew Resource Management as well as being the Chief Flight Examiner for the School of Aviation. Ritchie's background includes time spent as a RNZAF pilot, a top-dressing pilot, and Chief Pilot and later Manager of Flight Operations for Lesotho Airways Corporation.

In 1985 he returned to New Zealand and accepted the role of Airline Inspector and Flight Examiner with the Civil Aviation Division of the Ministry of Transport.

Ritchie joined Massey University School of Aviation in 1990, completing his Doctoral degree researching the competency differences between NZ flight school graduates and the types of skills and competencies believed to define a proficient air transport pilot.

## R66 Turbine Receives FAA Certification



It won't be long now before the first new Robinson R66 5 seat turbine helicopter arrives in NZ. The aircraft received its FAA Type Certification in October. Robinson explain the concept of the R66 as being the same as that which launched the R22 in 1979 and the R44 in 1992, that being "a helicopter designed to perform as well or better than its competitors but for a

lot less money". Though with JetRanger production now ceased, the competitors are noticeably absent. The R66 is certified to the latest crashworthiness standards and Robinson say the aircraft has met or exceeded all performance expectations.

The order book is growing and customer deliveries have already commenced with the first production ship carrying serial number 0004. Serial number 0015 will be on its way to HeliFlite Pacific at Ardmore early in the New Year. In September, HeliFlite's Australian Chief Pilot, Bill Miller became one of only two overseas pilots to participate in the aircraft's FAA certification testing over an extensive two day program.

Contact Brett Sanders at HeliFlite Pacific on 021 748 984 or [brett@heliflitepacific.com](mailto:brett@heliflitepacific.com) for more information.



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## Massey University School of Aviation News Briefs

### No. 30 Aircrew Course RNZAF Wigram 50th Anniversary Reunion

Past members of No.30 Aircrew Course RNZAF Wigram recently held their 50th Anniversary reunion in Palmerston North, marking 50 years since their graduation at RNZAF Wigram, Christchurch in May 1960. A weekend of festivities with their partners was highlighted with a dinner; and included a visit to RNZAF Ohakea, Massey University School of Aviation, HeliPro, and Dr. Dave Baldwin's Hangar.



At the school of Aviation Paul Kearney, (Senior Flight Instructor and Quality Assurance Manager) briefed the group on their Diamond aircraft and also gave comparisons between past training methods versus modern training utilising new aircraft technology. Hugh Francis, (Senior Tutor of Navigation) - and a member of the #30 Aircrew Course RNZAF- covered the school's history and important milestones.

The course commenced in 1959 with 26 cadets of which 12 Pilots, 6 Navigators and 2 Air Signallers were successful in graduating. Many became senior officers in the RNZAF. Some left to fly with airlines such as Air NZ, QANTAS, Air Pacific, Air Lingus and Jet-Connect (to name a few). Others flew with the RAF; the Sultan of Oman's Air Force; and with various helicopter companies operating out of Australia, Indonesia, and Dubai. Combined service accrued in the Air Force was 309 years, with a total of 165,310 hours flight time including that with airlines. Of the 22 members still alive, 20 were contactable, 17 planned to attend, and there was a final turnout of 14 - who came from all parts of NZ and one from Australia.

The photo of the group is captured in front of a Massey Aviation Diamond DA-40. At Back L to R: Mike Palairt, Ross Irvine, Hugh Whitehead, Dick Ingham, Larry Olsen, Bob Davidson, Peter McEwen, Mike Parke, Ian Wright. At Front L to R: Hugh Francis, John Day, Gavin Trethewey, John Wood, Steve Lambert.

### Six new Massey graduates

Six Bachelor of Aviation students from Massey University's School of Aviation have qualified for their professional pilot licences. They were presented with their 'Wings' at a ceremony held at Wharerata on the Manawatu campus on November 26th.

The students have successfully completed their Commercial Pilot's Licences with Multi engine instrument ratings at the University's School of

Aviation, which has prepared them to embark upon careers in commercial air transport operations. Three of the students are from New Zealand and the others are international students from Australia, Singapore and India.



Receiving their Wings insignia were (back row L to R): Shijun Bryan Li (Singapore), Steven Bayer - (Auckland), Joben Nijjar (India) and (front row L to R): Hashim Ali (Australia), Do Hyun Kim - (Palmerston North), Leighton Mosese (Auckland).

### Staff Profile: Dr Jose Peregonzalez

Dr Peregonzalez has responsibility for a number of undergraduate papers as well as for postgraduate study in areas related to Human Factors and Aviation Safety Management. He also has broader interests in organisational management & efficiency, health & safety, and knowledge management. His experience includes five years with the Aerospace Psychology Research Group in Ireland, working on several European-funded aviation research projects. Jose's latest research work has been on GA human-centred design needs, the value of safety for airline passengers, airport leakage, and airline alliances' efficiency.

## AS350 Avionics Consoles now available



FAA STC available for P122 & P132 for models AS350 B/B1/B2/B3/BA/C/D/D1

GENEVA AVIATION is a systems integrator and manufacturer of specialised equipment for the private, law enforcement and broadcast helicopter markets. Part of the Dart Helicopter Services Group who are exclusively represented in New Zealand by Hawker Pacific, they offer an extensive range of accessory and aircraft improvement equipment to the helicopter industry.



P122

Two such items that may be of particular interest to AS350 series helicopter operators are the P122 Improved Switch Console and the P132 Avionics Console. In place of standard AS350 push buttons which often suffer reliability problems, all Geneva consoles utilise rugged MIL-STD toggle switches. Switch legends are LED backlit and are easily changed if a switch is re-tasked.

The units have independent dimmers for maximum crew comfort during night operations and night vision goggle compatibility is available as an option. The products offer up to date wiring compatibility and use cannon plug connections to simplify removal and re-installation.

The P122 Improved Switch Console is the same shape and size as the factory original console, but replaces the standard push buttons with toggle switches for greatly increased reliability.

The P132 Avionics Console significantly expands the space in AS350 series helicopters for installation of additional avionics components. The console provides space for a 10-inch avionics stack conveniently in reach of the pilot and co-pilot. The console can be delivered in a version-specific standard configuration or customised for specific mission requirements as a ready to install product. It also offers a compliant collective lock.

P148 and P149 consoles are compatible with newer AS350B2 & B3 helicopters respectively, that have a direct battery bus and instrument panel mounted emergency cut-off switch. The P122, P148 and P149 consoles use a common frame structure, which provides easy access to all circuit breakers and switches.

For more information contact Steve Siddall or Harry Van Der Hoeven, Phone 09 295 0665; email: steve.siddall@hawkerpacific.com or harry.vanderhoeven@hawkerpacific.com



P132

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# C-130 Life Extension Programme Contributed by Chris Gee

NZ7004 recently returned to Whenuapai following completion of its Life Extension Programme (LEP). This C-130 LEP is the most intensive upgrade to existing C-130 airframes ever undertaken and has the potential to be licensed to other C-130 users around the world as their airframes also reach refurbishment age. Regular KiwiFlyer Contributor, Chris Gee, attended the welcome home ceremony in October.

**THE FIRST** of the Royal New Zealand Air Force's venerable C-130H Hercules aircraft to be upgraded through the Life Extension Programme and returned to the RNZAF, Aircraft NZ7004, was welcomed back to 40SQN with a ceremony at RNZAF Base Whenuapai on 21st October. Minister of Defence Dr Wayne Mapp and the Chief of the Defence Force Lieutenant General Jerry Mateparae were at the welcoming ceremony for NZ7004, and were shown through the new aircraft and simulator by the aircrew.

The C-130H has been in service with the RNZAF since 1965, before many of its pilots were born, yet the LEP will allow the airframe to remain in service until 2020 by which time the aircraft will have been in service for 55 years. The upgrade is extremely comprehensive, both to the airframe and the avionics. The airframe has been significantly refurbished, including the large job of replacing the centre wing section and adding a Fatigue Analysis Monitoring System (FAMS). 98% of the wiring has been replaced, with over 85km worth of wiring added.

The most dramatic feature of the upgrade is the new Glass Cockpit with moving map display, and the modern Flight Management System. The avionics additions are extensive, and include an upgraded APN-241 Radar with Ground Mapping capability, an Upgraded Radar Altimeter, a new Traffic Collision Avoidance System (TCAS II), and an Enhanced Ground Proximity Warning System (EGPWS) for terrain avoidance.

The aircraft's navigation capabilities

have been enhanced with the addition of a Twin Honeywell Embedded Global Positioning System and Inertial Navigation System, which gives the aircrew Required Navigation Performance (RNP) 0.3 approach capability. These navigation

The C-130 LEP has a new Self Protection System, comprising a Missile Launch Detector System (MLDS), which detects the UV signature of SAM and MANPAD launches, and alerts the crew accordingly.

Other new aircraft systems include the addition of a Caution Advisory Warning system (CAWS), a Digital Engine Instrument Display System, Digital Fuel Quantity Indicating System, a Flight Data Recorder, a new Internal Communications System, upgraded Air Conditioning and Pressurisation system with a rapid cooling capability, and of course, an upgraded electrical system to cope with the new avionics.

Since all these upgrades have taken place internally, there is very little external difference between the LEP and the 'Legacy' Hercules, however there are a few changes that are noticeable. The most obvious is the addition of an Auxiliary



New C-130 LEP NVG compatible glass cockpit.

facilities, along with the NVG compatible flight deck, allow the aircraft to operate into small, unlit airstrips at night, without the need for any airfield aids or guidance from the ground.

An advanced communications suite has been added with a Military SATCOM facility, two V/UHF Radios, which allow frequency hopping (SINCGARS & HAVEQUICK compatible), as well as two VHF Radios capable of voice & data. This will allow the aircraft to integrate with other modern defence forces around the globe and also brings the aircraft up to the modern standard for civilian Air Traffic Control.



The legacy C-130H cockpit.

Power Supply on the front of the port main landing gear housing, the UV sensors for the MLDS on the nose and tail, and the SATCOM Antennae on the roof.

The new C-130 LEP man-machine interface drastically reduces the workload



Lieutenant General Jerry Mateparae addresses the audience at RNZAF Base Whenuapai.



Missile Launch Detection System Sensor

of the aircrew, providing more time for mission focus and increasing situational awareness. In order to speed up training on these very advanced systems, a C-130 LEP 'Part Task Trainer' has been built at Whenuapai which electronically emulates the aircraft systems and allows the crew to train without using expensive 'real' airtime. While not actually a full Flight Simulator (the crew must still travel to Florida for their flight and emergency simulation training) the PTT allows the aircrew to develop their teamwork and train for specific missions in a very convincing simulated cockpit environment.

The Life Extension Program has not been without its difficulties, with the prime contractor L-3 Communications closing down its L-3 SPAR Aerospace facility in Canada and Safe Air being awarded the contract from L-3, which then had to lay off 100 staff as the project fell two years behind schedule due to problems integrating the Flight Management System. The fact that the FMS is currently at version 116 shows the complexity involved with this kind of software. The issues are now mostly resolved however, and the RNZAF's entire fleet of 5 C-130's will receive the same upgrade.

NZ7004 is about to enter approximately six months of Operational Testing and Evaluation with 40SQN, during which time the RNZAF will write the book on how the aircraft will be operated and its new capabilities utilised.

The next airframe, NZ7005, has also nearly completed the process and is due back soon to join NZ7004 at Whenuapai. The technology used in the LEP upgrade was largely developed specifically for, and by, the RNZAF, and much of the upgrade work on the remaining airframes is to be undertaken by Safe Air.



Minister for Defence Dr Wayne Mapp is shown the Part-Task Trainer.

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## Places to Go: Wanaka

Contributed by Ruth Presland

IF YOU ARE thinking about dusting off your faithful plane for a South Island Summer holiday how about calling into Wanaka for a couple of nights? Wanaka is often thought about during the Easter period when the Warbirds airshow draw a huge crowd. It is also popular during the Summer when many kiwi pilots decide to take their family and friends to a good old fashioned aerodrome to experience airfields as they used to be.

NZWF is reachable in one day during the Summer from any part of NZ, as long as you set off early and plan your trip well. Weather is the all important and your arrival route will either be West coast or East coast depending on what the anti-cyclones are doing. If it is very settled then sometimes flying down the Southern Alps is the clearest path, which avoids the anti-cyclonic clag that builds up during settled periods on the west and east coasts. If in doubt pick up the phone and call us on 03 443 4005, as myself or Wayne can give you an actual weather update and an idea of conditions en-route.

Once you arrive there is free parking of your plane opposite the BP pumps. Hangarage is very limited so please bring your pickets and make sure you tie your plane securely (stake type pickets are best) and lock controls as strong winds can pick up quite suddenly. Be sure to call into the U-FLY office inside the main airport gates and say Giddyay.

If you have a party of people and would like to save a few dollars, a reasonably priced minivan will take you to and from the airport. For friendly service contact Mark on 0800 234 000 or look up Ridgeline Adventures when you arrive.

While you are waiting, be sure to check out the Wanaka airport cafe. For years there was no cafe here at Wanaka and Sue and her team have filled that gap tremendously. The food is an absolute treat and reasonably priced. Opening hours are from 8am to 4pm.

There are many places to stay at Wanaka and for the budget conscious there is a YHA backpacker called the Purple Cow, phone 03 443 1880. One street back there is a smaller backpacker called Holly's, owned by a young couple who will often have a bed available when other places are full.

If hotel accommodation is more your thing then Edgewater is highly recommend. This popular hotel is situated right on the western lake front looking out over Roy's Bay and has a stunning

restaurant and bar offering delicious meals. Visit [www.edgewater.co.nz](http://www.edgewater.co.nz) and to book phone 03 443 0011.

There is so much to see and do in Wanaka. For those of you who are keen to explore you can hire a kayak or mountain bike from the downtown Lake Front. There are quite a few biking and walking tracks and highly recommended is the one that joins Lake Hawea Township to Wanaka Township which can be done in just a couple of hours or perhaps three. For the keen fishermen there is a brand new track to Glendhu bay and one that follows the Clutha River on the Southern side past Albert Town. Take a rod and make sure you have at least a day fishing license. There are tasty salmon, brown and rainbow trout in lakes Wanaka and Hawea.

If you are keen to explore Mount Aspiring National Park I would suggest going on a jet boat trip with Wanaka River Journeys. They have a 10am and 1pm trip and it is something that everyone in your family will love. Have a look at [www.wanakariverjourneys.co.nz](http://www.wanakariverjourneys.co.nz) and contact Sue on 03 443 4416.

If you are relatively new to the mountains of the south and you want to go for an exploration flight into the Southern Alps area call Mountain Flying New Zealand on 03 443 4005.

Wanaka truly comes alive during the Summer months. The stunning scenery combined with the heat (late 20's to early 30's - bring sunscreen) sees Wanaka turn into a hive of activity with a number of fun-

filled events. From December 31st to January 31st Wanaka will be hosting 'Summerdaze' - a festival of recreational, sporting, arts and cultural events. The events reflect the region's diverse and vibrant community and offer something for everyone; including farmer's markets, kite-making workshops, a teddy bear's picnic, pool parties and an amazing New Years fireworks celebration. January 2nd will see the traditional Wanaka Rodeo in full swing at the Wanaka Rodeo Club grounds. No matter when you arrive at Wanaka there is bound to be something on. So come and visit our fantastic little airport, make yourself known to the locals and expect to leave totally relaxed and refreshed.

**LASTLY**, a correction to my previous article. There is NO landing fee payable for visiting light aircraft at Hastings Aerodrome. My apologies for any confusion this may have caused.



Clockwise from top: 1: Lake Wanaka and Township, 2: Airport entrance, 3: Picnic lunch at Edgewater Hotel, 4: On short finals, 5: Airport cafe.



# Engine Components NZ Limited

HAMILTON based Engine Components NZ Limited specialise in the repair and manufacture of critical and precision components for the aviation industry. Probably much more familiar to engine overhaul shops than the general aviation public, the company has a well established history of “fix it” capabilities that are often called upon for difficult repair jobs that sometimes save customers quite considerable amounts of money.

Formed in 1991 as a joint venture with Engine Components Inc. of the USA, the company has operated as a wholly owned subsidiary of Aeromotive Limited since 1997 and shares their CAA Part 145 certification. They are also participants in the Aeromotive (and wider Oceania Group) MORE (Maintenance, Overhaul and Repair Excellence) programme.

The company’s original bread and butter work was cylinder overhaul, at a rate of some 100 per month, however manufacturers’ pricing structures have long since undermined this market. Cylinder overhauls and Select Repairs are still undertaken, but Engine Components’ workload is now more focused toward other component repair and precision engineering tasks. These include:

- Crankcase repair services
- Hard chrome plating
- Precision reground cam followers
- Parco Lubriting
- Cadmium plating
- Aviation exhaust system repairs
- Precision welding to aviation standards (alloy, steel, engine mount frames, etc.)

There is significant experience and longevity of employment to be claimed by Engine Components four staff members. The company is also where Aeromotive’s Engineering Manager Brett Puddle first began his association with the organisation. All of the present staff were in fact with Engine Components at the beginning in 1991 and now specialise in particular roles in the company: Craig Patterson, (himself looking after crankcase work) manages the team of Steve Hunter (Chroming), Evan Lurman (Cylinders and Welding) and Murray Matheson (Cadmium Plating). All of the team either hold or are working towards ATITTO qualifications in aeronautical engineering and machining.

### Crankcase Overhaul

Crankcases are obviously complicated components. Cracks can develop due

to damage or casting defects and thrust surfaces may become worn or a bearing spun, necessitating either replacement or repair. Engine Components offer a suite of crankcase services from inspection, through to select repair and full overhaul.



Murray Matheson on the Cadmium Plating Line

Typically, a submersion dye check will be undertaken to check crack locations, followed by grinding of cracks or damaged areas, heating, specialist heli-arc welding, hardness checking, then surface and internal machining to as-new tolerances.

### Hard Chromium Plating

Engine Components are specialists in hard chrome plating and over the years have restored thousands of hydraulic rams, shafts, rollers, cylinder bores, wear plates, and much more. Worn or scored parts can often be salvaged by this process which will usually involve grinding, plating, embrittlement relieving and final grinding to size as required.

A common aircraft application is the reclaiming of worn pistons in nose gear oleo struts. This can be accomplished at a very competitive cost and Engine Components have a large variety of repair schemes available for different aircraft. (If one isn’t currently available, it can be easily arranged via design engineers.) It is becoming common to find pistons straight from the factory with very poor chrome as some are now using cheaper decorative chromes rather than genuine hard chrome.

Engine Components can strip and re-chrome back to factory new tolerances when required.

### Cylinders

The company offers a full range of cylinder services. These include supply and installation of new parts, welding and machining as required, grinding bores to oversize and honing. A re-barrelling service is also available whereby a useable barrel can be separated from an un-useable cylinder and vice-versa. These components can be mixed and matched within allowed tolerances, potentially saving the considerable cost of replacing an entire assembly for what might be a minor fault.

### Cam Follower Grinding

Engine Components can regrind cam followers to the contour specified for new parts. After grinding, cam followers are treated with Parco Lubrite, an immersion application of manganese phosphate which produces a non-metallic, corrosion resistant and oil-absorptive coating. This permits rapid break-in of moving parts without scuffing by preventing metal-to-metal contact between the bearing surfaces.

### Cadmium Plating

Cadmium plating protects from corrosion and rust. Engine Components are the only North Island company to offer a cad plating service, obviously undertaken to aviation standards.

### General Services

Although specialising in aviation, Engine Components often turn their skills toward other industries. Examples include dairy and automotive (particularly racing and classic cars) where complex and technical welding and machining is frequently required.

Perhaps the greatest strength of all though, is Engine Components “fix-it” reputation. When a problem is discovered during routine aircraft maintenance, a frequent solution is to “send it to EC and see if they can fix it”. In particular, their specialty welding skills have often saved the day (and a lot of money) for customers.

### More Information

For more information, contact Craig Patterson on 07 843 0426, email: craig.patterson@aeromotive.co.nz or visit [www.enginecomponents.co.nz](http://www.enginecomponents.co.nz)

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# NZ Warbirds Association Open Day at Ardmore



Some of the NZ Warbirds collection on display outside the hangar at Ardmore, Mustang, Spitfire and Kittyhawk centre stage.



Curtiss P-40 Kittyhawk and North American P-51 Mustang in formation.



Roaring Forties Harvard Display Team at work.



The latest resident at Ardmore: Aero Vodochody L-39 Albatros.



Supermarine Spitfire.



A familiar site over Auckland on weekends: Douglas DC-3 Dakota.



Consolidated PBY Catalina.

Contributed by Frank Parker

ON SUNDAY 5th December, the NZ Warbirds Association held a further Open Day at their Ardmore Airfield Base. The theme of the day was twofold; firstly in Remembrance to Pearl Harbour, and secondly to record 75 years of the Douglas DC-3.

The prototype of the DC-3 first flew on December 17th, 1935. (This date is itself aviation history; the Wright Brothers first flew at Kitty Hawk on December 17th 1903.) At the time this new aircraft was a quantum leap in design, size, speed and capability and it soon eclipsed its rivals. With the advent of World War II and a requirement for transport aircraft, the 'rest' is history. There were 10600+ DC-3 variants produced in the USA. Peak production was in 1944 with over 4800 delivered. That's 92 aircraft per week, 13 aircraft a day, or one aircraft every two hours, for 365 days of the year! Additionally 5000 aircraft were license built in Russia as the Li2 and 500 odd in Japan as the L2D2 'Transport'.

After the war these aircraft were demobbed and were the basis for many start up civilian airlines, among them Air New Zealand and Cathay Pacific. And the Dak is still flying in the far corners of the world. I can't recall any transport vehicle with a functional service life of over 75 years – it is indeed an iconic aircraft.

The 7th of December marks the day the USA joined hostilities in World War II following the surprise attack on its Naval Base at Pearl Harbour Hawaii by the Japanese Imperial Navy. The ensuing US actions in the Pacific halted the Japanese advance and probably saved New Zealand and Australia from this onslaught. It is fitting that this day is recognised and acknowledged to the younger generation by events such as the Open Day.

And so, to the Open Day. For our previous Open Day (Battle of Britain remembrance in September) the weather all but caused cancellation. After a promising week, Sunday turned out to be a wonderful early summer's day. Our band of volunteers had worked hard on Saturday to set up spectator areas and facilities; all that was required was an audience. Approximately 5000 appreciative folk were treated to a fine display of Association aircraft, military vehicles, and Ardmore business displays.

More than 20 aircraft, from the venerable Tiger Moth, Harvard's, Beaver, Chipmunk, four WWII fighters, to an L-39 Albatross jet (the latest Ardmore resident), were on static display for enquiry and comment.

The highlights were three 45 minute flying displays during the day. These included appearances by the Roaring 40's Harvard's, Spitfire, P-40 Kittyhawk, Zlin aerobatics, Tiger Moth, DC-3 and a guest gliding aerobatic flight by the Auckland Gliding Club which is based at Drury. The air race (figuratively speaking folks) was won by the Albatros with a 400+ knot (740 km/hr) opening pass to its demonstration.

At the completion of flying the Association held a Children's Xmas Party for members' young ones with 35+ future members delighted by Santa's arrival in a helicopter! (I seem to recall the Jolly Fellow arriving by Fire Engine in my childhood – and they weren't horse drawn!).

The Day's finale was a Members Xmas function with a sumptuous dinner arranged by the Entertainment Committee.

NZ Warbirds holds these Open Days to give our Members an opportunity to participate within their Association and to present ourselves to the local Community. With the success of this Day we achieved both of these aims with merit. The next event was planned for ANZAC day, however in 2011 this clashes with Easter so details are yet to be decided. Watch this Space!



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## Aircraft Photography Part Three

**WELCOME BACK** to this, the third episode in our how-to series on aviation photography. (Episodes 1 and 2 can be downloaded from [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)). I hope you have all been out experimenting with your camera and getting stuck into some photography forums on the internet. In this instalment we will be talking some more about the specialised equipment and lenses you might need for aviation photography, as well as discussing some of the new tools at your disposal since the transition from film to digital.

Also in this issue, I'm thrilled to announce we will be starting a new KiwiFlyer Photo Competition, with some great prizes and lots of time to get your entries in over Summer.

### Advanced Equipment

One common sight at aviation events are photographers walking around with lenses that look more like bazookas than pieces of camera gear. These massive 'Super Telephoto' lenses are usually fixed focal length prime lenses with a very wide aperture, such as a 500mm f4. They are intimidating and, of course, very expensive! Although you will be able to get many great photos using a standard telephoto lens, of say 200 or 300mm, much of the action will be taking place on the other side of the airfield or away from the crowd-line. The extra focal length of a super telephoto lens will allow you to capture these images that you just can't get with a normal telephoto lens. Being prime lenses they usually have exceptional optical quality and very fast auto-focus, but they do have their drawbacks.

The heavy weight and long focal length of these lenses makes them very difficult to use without a tripod or monopod to keep the camera steady. This can restrict your movement and make it difficult to track an aircraft and compose your shot, but there are some good mounts available that allow you some freedom. Bear in



*Super-Telephoto lenses can be intimidating, expensive and heavy, but can capture spectacular images of action happening far away from you.*

### Advanced Equipment and Digital Files Contributed by Chris Gee

mind that at airshows, unless you are in the media gallery, a tripod will possibly trip up others in the crowd, earning you some angry looks. So I would recommend sticking to a monopod, which will still reduce camera shake. Another drawback of using a very long

focal length is the amount of atmospheric distortion that can occur between you and your subject. Heat haze, dust, or humidity can all affect the sharpness of your images. As one 'expensive bazooka' wielding aviation photographer once said to me "I may miss a lot of shots with this lens, but the quality of the ones I do get more than make up for it."

Many manufacturers have released 'Super-Zoom' Lenses, which give you the flexibility of a long variable focal length and therefore the ability to zoom in and out to aid in your composition. At the top of the line are the constant

aperture super-zooms, such as the stunning Nikon 200-400 f4 (about \$10,000!), going through to some much more affordable variable-maximum aperture options, such as the widely-used Sigma 50-500mm F4-6.3 lens, and the Nikon 80-400mm f/4.5-5.6D. The compromise here is a narrower maximum aperture, slower auto-focus and a loss of optical quality.

A super-telephoto lens is far beyond the budgets of most photographers, so many, myself included, prefer to use a normal telephoto or zoom lens, with a 'Tele-Converter' or 'TC' added to achieve the focal length needed. These fit between your lens and your camera body and will increase the focal length by the factor of 1.4x, 1.7x or 2x, depending on the TC, while still retaining the lens' minimum focusing distance. This gain in focal length at a reduced cost and weight does come at a price: adding a TC will

reduce the amount of light entering the camera, and the higher the magnification, the less light. The general rule is that a 1.4x TC will lose you 1 f-stop of light, 1.7x 2 f-stops and a 2x will cost you 3 f-stops. So in order to use a 2x TC, you need to start off with a lens that has a maximum aperture of at least f/2.8, and with a 1.4x TC you need a lens of at least f/4. Once your maximum aperture goes above f/6.3, your auto-focus will have trouble locking on and you'll struggle to get enough light into the camera to get a fast enough shutter speed to avoid camera shake at your increased focal length. (Remember the basic rule is that your shutter speed needs to stay faster than your focal length to avoid camera shake... although rules are made to be broken!)

A tele-converter will also accentuate any aberrations or defects in your lens, so a good trick when using tele-converters is to try not to use them at the maximum aperture that your lens will allow. Instead, stop it down at least one f-stop and image quality will be significantly better. Also, remember that at longer focal lengths you will have less depth of field, so focusing will need to be spot on.

I think the setup I use is a good example of a compromise between cost, weight, flexibility and focal length: I have an excellent 70-200mm f2.8 lens that I can use for all types of photography. By adding a 1.7x converter to this lens I get an equivalent 340mm f4.8 Lens. Since I don't use a full-frame camera I get a further 1.5x from the cropped sensor, which gives me a total of 510mm. Just enough for aviation photography! Of course, as soon as I remove the TC there is a noticeable increase in AF speed, optical quality and the max aperture returns to f2.8. I find I move the TC on and off the lens often depending on the type of aircraft I am photographing and its distance away. With a fixed 500mm lens I would have missed many of my favourite shots, and I certainly can't afford two telephoto lenses!

Many manufacturers are adding the magic of artificial image stabilisation to their lenses. Nikon call this 'VR - Vibration Reduction', Sigma call theirs 'OS - Optical Stabilisation' and Canon call it 'IS - Image stabilisation', though they are essentially all the same thing. Highly sensitive gyros in the lens artificially counter hand-held camera shake by moving elements within the lens to cancel out vibrations. This allows the photographer to employ slower shutter speeds when shooting in low light or at longer focal lengths. Most importantly for aviation photography, it allows you to use a shutter speed that is significantly lower than the focal length of your lens. The new generation of 'VR' allows you to use a shutter speed four stops slower than you would without it. Remember, however, that VR only helps reduce the motion of your camera; it doesn't stop the motion of your subject! So you will still need a fast shutter speed to get clear shots of fast moving aircraft, aerobatics or action. VR is especially useful when making 'panning' shots (more on this in the next issue).

Another piece of equipment you need to have in your bag is an external flash unit, also referred to as a speed-light. Even though most of your images will be taken in daylight, flash can be essential for adding 'fill-flash' to areas in shadow from the sun. The most common use of fill-flash in aviation photography is when taking photos of aircraft interiors and cockpits. A daylight cockpit shot is especially difficult because the scene is naturally high-contrast; the majority of the cockpit will be in shadow, while the sunlight outside the windows or the images on a glass-cockpit computer display is bright. Without fill-flash your photo would consist of over-exposed bright windows and screens, and a dark, under-exposed cockpit interior. The idea is to use your flash to light the shadowed cockpit interior, while allowing your camera to correctly expose for the



*LEFT: Using Fill Flash is essential for cockpit shots. The aim is to expose for the view outside the aircraft while lighting the details inside. A wide angle lens can allow for an expansive view despite the small confines of the cockpit. RIGHT: The affect of atmospheric distortion when photographing distant subjects is apparent in this image of an ME109 crashing on landing at the ILA Airshow in Berlin 2008. The haze from the heat makes the image almost unusable.*



## KiwiFlyer Aviation Photography Competition

**1st Prize \$300**

**2nd Prize \$150**

**3rd Prize \$50**

Prizes will be awarded as Gift Vouchers to be spent at the Tauranga Branch of Down Under Pilot Shop before 31st December 2011.

**Would you like to see your pictures in KiwiFlyer Magazine - and win a prize for them? Then read up on Chris Gee's advice in our photography articles and get snapping over Summer. Good luck !**

### Terms and Conditions of Entry:

Submitted photographs must be the original work of the photographer. Photographs will be judged on composition, technical merit, and how well the image captures the essence of aviation in New Zealand. Photographers warrant that they have secured necessary model releases before submitting portraits. Photographers retain copyright to their images although KiwiFlyer reserves the right to publish and comment on images in KiwiFlyer magazine and online or in other promotional material for KiwiFlyer Magazine. There is a maximum of three entries per person. Persons whose primary income is from photography are not eligible to enter the competition. Images should be in JPG format with file sizes between 1 and 3 megabytes. Email: [editor@kiwiflyer.co.nz](mailto:editor@kiwiflyer.co.nz) or Post to PO Box 72841, Papakura 2244. Posted material will not be returned unless accompanied by a post paid, self addressed envelope. Entrants should provide their name, mailing address and a phone number with their entry. Entries close on 31st March 2011 and the winners will be announced in the April/May issue of KiwiFlyer. The judges' decision will be final and no correspondence will be entered into.

scene outside the windows or canopy. In order to do this you need to have control over your flash exposure.

Adjusting flash exposure shouldn't be confused with adjusting the camera's exposure. Your exposure time is the same for any given lighting situation, set by the amount of light present in the scene. Adding fill-flash should not change your exposure at all—it's just there to fill in the details that would otherwise be in shadow. You can achieve this by setting your flash to 'slow-sync' or switching your camera to manual and getting your exposure correct for the scene outside the windows, and adding the flash in as necessary. While the built-in 'pop-up' flash on the camera may work in some areas, a separate 'off-camera' speed-light will deliver much better results. By holding your flash at arms length and operating it remotely from the camera you can avoid the flatness that makes the use of flash so unpopular. Your remote flash will provide shadows that are at an angle your camera can see, adding depth and detail to the image. Also, since you will most likely be using a wide-angle lens when photographing a cockpit your 'pop-up' flash would probably cast a shadow from your lens across the image.

Another technique to try when using a speed-light is 'bounce flash', where you point your flash at the roof, and bounce the light onto the scene to produce a more even spread of light. Many photographers use diffusers to spread the light out from the flash more evenly. It is important to learn where your flash exposure controls are located so you can turn your flash up or down quickly to get the right balance between the daylight and flashlight.

Another technique to try when using a speed-light is 'bounce flash', where you point your flash at the roof, and bounce the light onto the scene to produce a more even spread of light. Many photographers use diffusers to spread the light out from the flash more evenly. It is important to learn where your flash exposure controls are located so you can turn your flash up or down quickly to get the right balance between the daylight and flashlight.

**The Digital File**

Let's now set equipment aside, and talk about some of the options the digital revolution has forced upon us. There are far too many different techniques and software available in the post-processing world to cover them all here, but humour me as I skim over the basic terms and tools in your "Digital Dark Room" that you will need to understand as you get the images off your camera and out to their final format.

First, let's talk about one of the greatest advantages of digital over film... the histogram! You'll often see photographers peering intently at the display on the back of their camera after each image. They are most likely not reviewing the image itself, but the



The differences between the White-Balance settings available on your camera are noticeable here. By shooting in RAW, you can apply your treatment afterwards, avoiding your camera misreading the scene and applying the wrong colour-cast, a common problem when using Auto WB mode and shooting in JPEG.

histogram: a graphical representation of the information within each part of the exposure, from black (to the left) through the mid-tones, to white (on the right). Why is this information so important? Well, with a digital image, if you overexpose the highlights of an image, the details in the near-whites will be lost. Even if you reduce the exposure afterwards on your computer the over-exposed whites will simply become flat grey. It can be very difficult when you review your image on your LCD camera screen to see whether this has occurred, or by how much. If you have your camera setup to display the histogram after each capture, you can see this information instantly. So if your histogram is all the way to the right and off the end of the chart, you'll quickly know that you have overexposed. It's common practice in digital photography to 'expose to the right' (getting as much of your information to the right of the histogram without actually going off the scale). Even though it will leave your image looking too bright, it will not be over-

exposed, and you can reduce the exposure in post-processing to get the image looking natural again. This increases the 'signal-to-noise' ratio of the image, reducing pixilation and allowing recovery of detail that has been lost in shadow. In order to take advantage of this you must shoot in RAW format though. Most digital cameras will give you the choice of shooting in either RAW or JPEG format. A RAW file is a large uncompressed file, which contains the complete data produced by the camera sensor including all white-balance options and a higher dynamic range. A RAW file must be converted into another format on your computer in order to be viewed, and cannot be directly printed or uploaded to the web. Each manufacturer produces its own RAW format: as an example Nikon use the .NEF file. Specialised software is required to view and edit the image, but this can be incorporated into your editing workflow easily, and comes free with most image manipulation software, such as Photoshop, Aperture, Lightroom, Capture etc. If your camera came with the ability to produce RAW files it probably came with the software for converting the RAW file to a standard format. The RAW format can be edited, copied or moved endlessly with no loss of quality. Most photographers shoot exclusively in RAW to achieve the highest possible image quality and post-processing options. A JPEG file is much smaller than the RAW file, and is a standard

format that can be read by any computer or printer, and uploaded immediately to the internet. The file is heavily compressed and much of the information in the image is not encoded. Every time the image file is saved, edited, copied or moved, some image quality is lost. Although this loss may be so slight as to be unperceivable at first, it can have a noticeable effect over time. Initially the JPEG image will appear to have more contrast and sharpness than the RAW image, but don't be fooled! A JPEG image only looks good because all the contrast and sharpening is all done for you when the photo is taken, and this limits your options when it comes time to edit the image. The upside of shooting JPEG is that you can fit more images on your memory card (about three times the amount of RAW files), and, since the file is smaller, your frame rate per second will be faster when shooting in continuous shutter release mode. The major drawback is that it will follow the white balance set by your camera, instead of allowing you to alter this in your digital dark room later.

The white balance (WB) is the process of removing unrealistic colorcasts, so that objects that appear to be white in real life are rendered as white in your photo. Many people leave their camera set to 'Auto White Balance' (AWB), which means the camera has to take into account the colour temperature of a light source, which refers to the relative warmth or coolness of the white light. The human eye is very good at judging what should be seen as white under different light sources, but digital cameras often struggle and can create unsightly blue, orange, or even green colorcasts. There are usually options to set a standard WB setting for your camera, such as daylight, cloudy, fluorescent, and tungsten. The problem is that many situations contain a mixture of these light sources, so by shooting in JPEG you restrict yourself the decision your camera has made. Using RAW, you can select 'Pre' WB, and then apply the correct colour temperature settings after the fact.

When I first entered into the realm of digital photography,



Most of the editing you will need to do to your photo can be done in the process of converting your RAW image file. Everything from cropping, white balance, colour correction to exposure recovery and image sharpening can be done at this point.



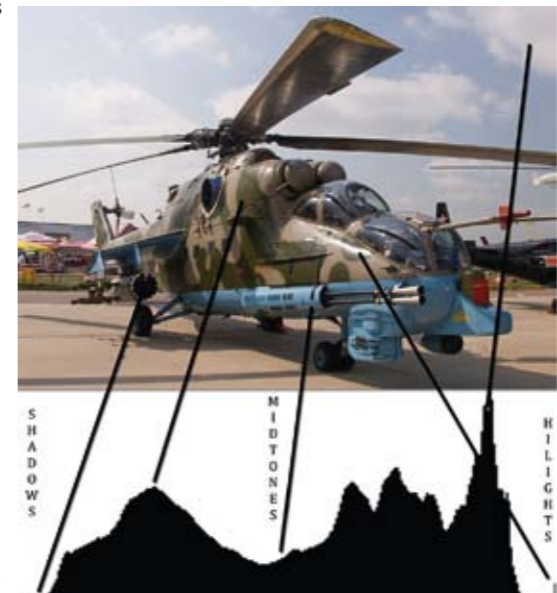
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When I first entered into the realm of digital photography,

I found myself spending way more time editing the images on my computer than I did taking the actual images. At first the whole post-processing concept was quite daunting, but as you get better at taking the images and more confident with your editing workflow, you should find that you spend two minutes at the most per 'keeper' image. Shooting in RAW may appear to complicate matters, but it does, in my opinion, actually simplify it since much of the editing you need to do to your image can be done during the RAW conversion process. This includes cropping, resizing, horizon straightening, sharpening and Curve/Level control. Also, using automated scripts (called 'actions' in Photoshop), you can save your image in a number of formats simultaneously, such as a full resolution 300dpi image for printing, a medium res 1mb image for emailing and a small watermarked image for posting on the internet. The ins and outs of image editing fall outside the scope of these articles but, as with anything these days, the internet and plenty of nerdy forums are wonderful sources of advice. The trick these days is not so much finding the advice, but deciding which advice to take and which to ignore! A final word of caution: when transferring the images off your memory card, always copy the files onto your computer, back them up, and then erase them from your card. If you simply move them across, you will run the risk of a failure and the loss of images. Learned that one the hard way...

IN THE PAST three columns, I have only just scraped the surface of what there is to know about the technical aspects of your photography, but with a basic understanding under your belts we can move ahead onto the really exciting stuff: applying these techniques to real aircraft! In the next episode we will be dealing with shot composition, panning shots, and some airshow photography tactics, applying what we have learnt to some real world examples. Until then, keep that shutter working, and send in some entries for our photo competition!



In this histogram, the dark point is shown to the left, the medium blue in the middle, and the light clouds to the right. The small area of 'sun-glint' off the fuselage is overexposed, and can be seen to the far right.

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## Insurance Policy Deductibles

Contributed by Bill Beard

### Recent Accidents

The Insurance Industry has suffered a substantial number of claims in New Zealand over the last year - particularly helicopter losses and a couple of high valued fixed wing turbines. In all there have been 14 major losses for which insurance payouts add up to some \$11m.

Obviously this trend could have an impact on premium levels in the medium/long term - particularly for helicopters.

Whilst on the subject of claims, I will clarify a couple of topics that sometimes causes confusion.

### Policy Deductibles

A hull deductible (sometimes referred to as an excess), applies to all aviation policies involving repairs but may on occasions not be applied in the event of a Total or Constructive Total Loss. Hull deductibles are predominately applied as a percentage of the agreed total value. For the majority of fixed wing aircraft, the deductible is usually 1% of the hull value subject to a minimum dollar value (usually \$1000) on lower valued hulls.

For aviation uses involving abnormal hazards such as agriculture and for the majority of helicopters, a hull excess of 5% is usually applied and this is sometimes increased to 10% in the case of inexperienced pilots or extremely hazardous uses.

The important thing to understand is that in the case of repair claims, the hull deductible/excess is calculated on the total hull value - not the amount of repairs.

Third party liability property damage claims however are not usually subject to an excess or deductible.

### Pro-Rata/Time-Life Component Adjustments

Another deduction made from a claim can be a Pro-Rata/Time-Life Component Adjustment. Particularly helicopters (other than total or constructive total loss) are subject to contribution by the policy holder for the proportion of the overhaul or replacement cost of any unit or component in relation to the TBO or "life" of the replaced unit or component. The insurer will deduct the appropriate amount on the application of the following formula:

## Accident and Incident Reports

are provided courtesy of



**Type:** Robinson R44 IVP  
**Location:** Preservation Inlet **POB:** 1  
**Operation:** Hunting **Injuries:** Nil  
**Date:** 4 October 2010  
**Report:** Helicopter was involved in an accident while on a deer recovery operation.

**Type:** Robinson R22 Beta IIL  
**Location:** Banks Peninsula **POB:** 1  
**Operation:** Not stated **Injuries:** 1s  
**Date:** 4 October 2010  
**Report:** Helicopter had a belt drive failure, landing heavily on a forestry track.

**Type:** Diamond DA42 CTK  
**Location:** Hamilton **POB:** 2  
**Operation:** Training Dual **Injuries:** Nil  
**Date:** 5 November 2010  
**Report:** Aircraft inadvertently landed with landing gear up after crew failed to select gear down during approach. Asymmetric circuits were being conducted at the time which results in the gear warning sounding throughout the simulation.

**Type:** Jodel D.11 EDR  
**Location:** Stratford **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 24 October 2010  
**Report:** Aircraft encountered sink on landing and struck a hedge.

**Type:** Stoddard-Hamilton Glstar NMG  
**Location:** Patearoa **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 25 October 2010  
**Report:** Takeoff was aborted after aircraft did not accelerate as expected. Aircraft failed to stop before overrunning the strip, coming to rest down a bank in a creek.

**Type:** Cessna 172R VAT  
**Location:** Thames **POB:** 2  
**Operation:** Training Solo **Injuries:** Nil  
**Date:** 24 October 2010  
**Report:** Aircraft overran the runway, coming to rest in an oxidation pond.

**Type:** Cessna 172N EKN  
**Location:** Ohakune **POB:** 2  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 25 October 2010  
**Report:** Pilot mistook a paddock for the Ohakune airstrip. On landing on the ploughed paddock, the nose wheel sank into the ground and the aircraft overturned.

**Type:** Jabiru 230D EFO  
**Location:** Matakana Island **POB:** 1  
**Operation:** Training Solo **Injuries:** Nil  
**Date:** 10 November 2010  
**Report:** Aircraft's engine failed while conducting forced landing practice. During landing the aircraft impacted a fence and the nose gear collapsed.

**Type:** Hornet STOL JCM  
**Location:** Cheviot **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 18 November 2010  
**Report:** The propeller hit the ground on takeoff and the aircraft flipped.

**Type:** Ultrasport 555T HEH  
**Location:** Kapuni **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 17 November 2010  
**Report:** Helicopter crashed near Kapuni sustaining substantial damage.

Please note: Reports are selected from www.caa.govt.nz and are provided for information only. Accuracy is not guaranteed.



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Used Time or Hours Flown divided by Overhaul TBO, multiplied by Overhaul or Replacement Cost.

This can have a major impact on the eventual proceeds of a claim following say a main or tail rotor blade strike on

components nearing the end of their TBO.

To discuss this topic or any other questions relating to aviation insurance or to seek quotations, contact Bill Beard at Avsure on 0800 322 206 or email: insure@avsure.co.nz

# Tecnam Twin's 47 day Tour of Australia

ON 22nd August Giovanni Nustrini and Mary Patterson departed Ardmore in ZK-TTW for a 47 day, 9000 mile tour of Australia. During the trip, they gave some 72 demonstrations of the aircraft to potential customers across a broad spectrum of the aviation industry. Giovanni says he was amazed at the extent of air operations in Australia; "It quickly became obvious that the demonstrations we undertook were just the tip of an iceberg. We could start another similar tour tomorrow and still not cover the opportunities that are available."

## The trip

After a short hop from Ardmore to Auckland International, TTW departed for Norfolk Island at 1000hrs and leveled out at 9000 feet in clear skies above a layer of CBs with a Norfolk ETA of 1430hrs. They arrived to calm conditions and with plenty of time to explore the island.

Day 2 consisted of a flight from Norfolk Island direct to Coolangatta in exactly 6 hours. By day 4, the aircraft was at Redcliffe for its 50 hour check. Back at work straight after that, days 6-9 involved a launch party, various demonstration flights around the Sunshine Coast area and an attendance at a local fly-in.

By day 10, the team were on the Gold Coast for more demonstrations and by day 13 it was time to head south to Port Macquarie and Bankstown. At Port Macquarie the weather closed in requiring an IFR flight plan for the trip to Bankstown. A vacant Avis rent-a-car booth doubled as a flight planning room prior to departure, after which TTW climbed through the soup to TOC at 6000 feet.

By the end of day 17, they had travelled and demonstrated from Bankstown to Wagga Wagga to Griffith, the first landing on red Australian soil. Then it was back to Wagga Wagga where thunderstorms and freezing levels below MSA called a halt to flying for the next couple of days. From there it was on to Bendigo and then Melbourne, now nearing the half way mark on day 21.

Adelaide appeared beneath TTW's wings on day 24 but it was day 27 at Nullarbor that provided some relief

from the now familiar daily routine of navigation, meetings, demonstration flights, accommodation, planning, then repeat. Fuel requirements dictated a stop here and with no avgas available, TTW navigated between road trains to refuel on Mogas at the local petrol station. This typified the value of careful flight planning across large distances and remote spaces. The entire



such a blank canvas for so long. The thrill was matched a couple of days later (day 42 now) over-flying Lake Eyre which for the second year in a row and the first time in 40 years, contained water.

Then it was back to Redcliffe with a plan to refit the ferry tank for a return home. However a request from a customer in Griffith necessitated a return trip there first for another demonstration. The scale of the trip becomes apparent when considering that this quick 'there and back' diversion was the same distance (1300 miles) as the return flight from Redcliffe to New Zealand.

ZK-TTW didn't end up making the return trip across the Tasman, instead becoming the first of its type to be purchased in Australia.

## Travelling with technology

47 days in the air highlighted just how useful it can be to include some of the new portable technologies in your cockpit.

Giovanni and Mary ran a blog on the Tecnam website throughout the trip, including a live spidertrack from the unit they took with them (www.spidertracks.co.nz). It proved to be more useful than they had anticipated. TTW was always on a flight plan and the Australian Air Traffic Controllers became quite familiar with the aircraft. When contact was lost at one point (much of the inside of Australia is not covered by radar, or more importantly, VHF radio) the Controllers googled ZK-TTW to discover they were on spidertracks with the track live on the internet. Concerns about their whereabouts were quickly calmed.

Spidertracks proved useful again when TTW departed Ayers Rock, at the same time as four business jets on track to Hawaii. ATC was kept very busy trying to keep track of the jets on departure with only verbal position reporting and sightings. TTW became the one solid reference as its position was again being displayed on the spidertrack the Controllers were watching.

Another item of very useful technology turned out to be an i-Pad. Even with the full Garmin IFR cockpit in the Tecnam, Giovanni and Mary found the i-Pad to be a perfect flying companion. Small, light and portable, via the internet all VFR

flight was in fact uneventful in this regard, due to ongoing planning of distances, endurances and alternates (although sometimes there were none). It was always important to call ahead and check that fuel would be available. Sometimes the answer was no, we've run out, and no, we don't know when we're getting some. Next question: "Have you got Mogas?" "Yes, you can have 50 litres" (perhaps necessitating carrying jerrys for the trip, and perhaps even then finding the promised fuel is no longer available on arrival).

From Nullarbor it was on to Jandakot, Perth for more demonstrations and a kangaroo encounter. Then, now on day 36, to Kalgoorlie on the way across the centre of the country and a great deal of 'nothing'. This leg involved a night flight for TTW and the particular beauty of a desert sunset.

Day 38 saw a stop at Warburton (a red dusty strip with an avgas supply) on track to Ayers Rock. It was here that Giovanni and Mary met Steve, a Kiwi who has lived in this Aboriginal town (population 200 with nothing for 400 miles in any direction) and pumped avgas for the last 9 years. In fact during the trip they met a lot of Kiwi's, Giovanni saying that it seemed like half the CFI's at aero clubs and flying schools were from New Zealand.

In terms of scenery, a special part of the trip was the time spent at Ayers Rock – a magnificent place to arrive after flying over



and IFR plates are at ones fingertips, as is weather information from weather sites with radar, to aviation METAR and TAF reports. Hotels could be booked and cars arranged to be ready on landing, not to mention the options for in-flight passenger entertainment including skype with friends while on the move.

Contrast this to an ag pilot they met flying (5 hours out from Perth) to a contract in Western Australia with no map, GPS, or radio frequencies, but he did have a piece of paper with some hand written directions to follow.

## A very broad customer base

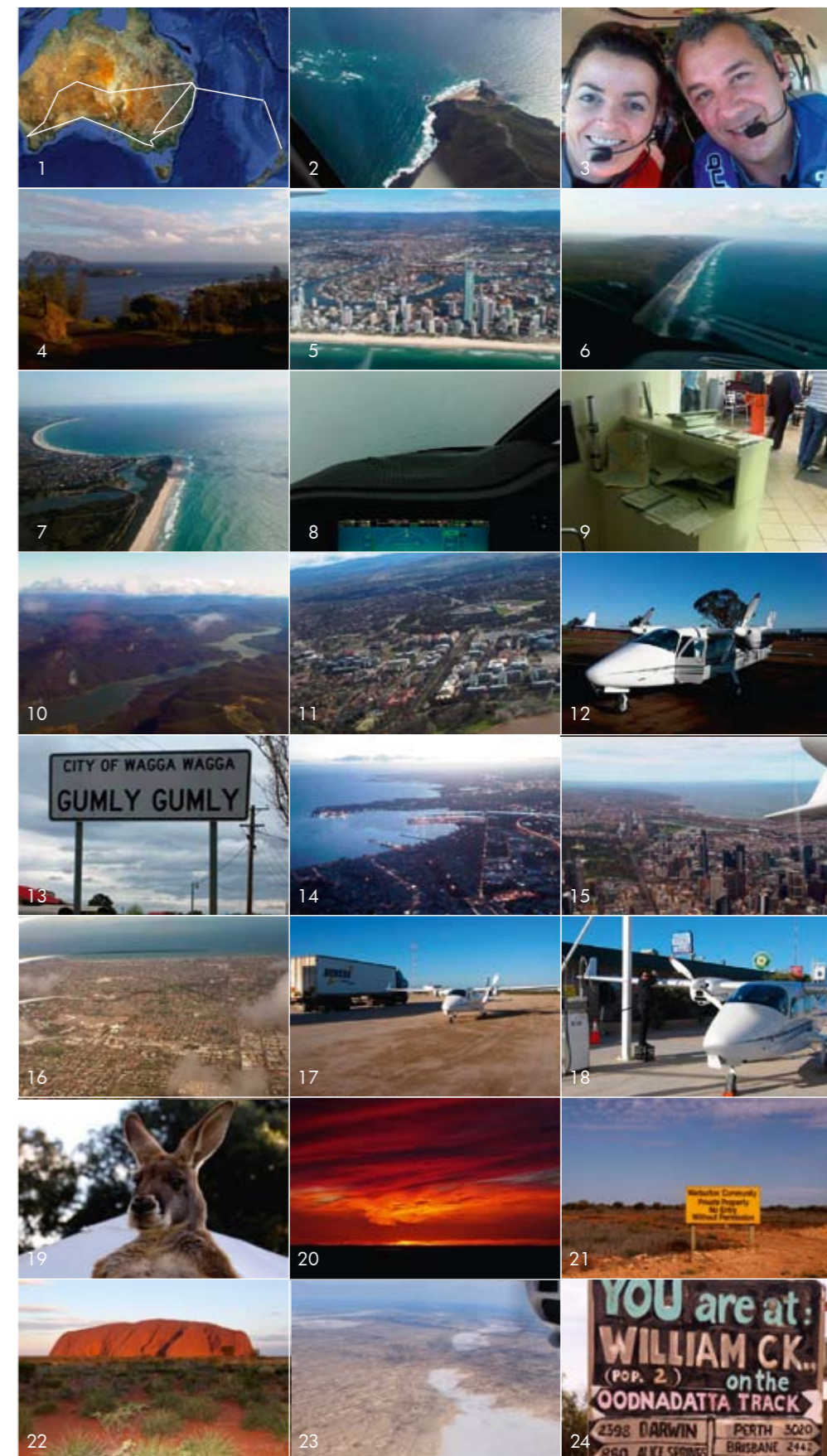
Tecnam's new Twin stands so alone in the marketplace that Giovanni says it is the potential customers who are approaching him and suggesting uses for the aircraft. The factory has been quick to help out with such opportunities and is already investigating the addition of multiple cabin anchor points for a light cargo configuration with stripped interior.

The potential for training schools to offer cost effective multi engine IFR instruction, especially coupled with a Redbird simulator is obvious and much interest has been expressed in this regard.

It became apparent even on the demo tour how useful it can be to operate a certified aircraft on Mogas in the outback. Also suited to outback life is the fixed gear option, offering reduced maintenance and a 25kg weight saving. One of the mineral research companies to make enquiries operates a fleet of Cessna 210's and calculated they could save A\$160k per annum in fuel using Tecnam Twins. A surprising amount of mineral survey flying is actually undertaken using single engined aircraft operating at perhaps 100 feet above the desert, or water - with no options if the engine stops. It likely won't be long before Tecnam Twins fitted with stingers are a regular sight on these missions.

## More information

For more information on the Tecnam Twin, this trip, or the logistics of flying to and around Australia, contact Giovanni Nustrini on 021 832 626 or email: gnustrini@tecnam.co.nz



Captions to Photo Album: **1** The track flown. **2&3** Goodbye NZ. **4** Beautiful Norfolk Island. **5** Welcome to Australia. North bound coastal abeam Surfer's Paradise to Redcliffe. **6** Tracking the Sunshine Coast. **7** Heading to Gold Coast airport. **8** Day 13. IFR climbing in the soup on track Bankstown from Port Macquarie. **9** Planning IFR from Port Macquarie to Bankstown (in a vacant Avis Rent-a-car booth). **10** Airborne out of Bankstown enroute to Wagga Wagga. **11** Downwind in the circuit for YSCB Canberra. Parliament in photo. **12** Just arrived at Griffith on red Australian soil. **13** Wagga Wagga means "Lot's of crows" and Gumly Gumly means "Lot's of frogs"! **14** Melbourne and coastline by night sky. **15** Demonstration flying over Melbourne City. **16** Arriving Adelaide. **17** Taxiing between the road trains at Nullarbor for fuel. **18** Mary pumping Mogas at Nullarbor from the local petrol station. **19** Meeting kangaroos in Perth. **20** Desert Sunset from 6000 feet. **21** At Warburton for a fuel stop en route to Ayers Rock. **22** The magic of Ayers Rock. **23** The second magnificent site in as many days – Lake Eyre, very rarely seen with water. **24** William Creek on the return journey to Redcliffe.



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**DVD Review**

Being a rotorcraft enthusiast, the arrival of South Coast Production's Low Level Hell DVD for review was keenly anticipated, and to skip straight to the conclusion, I wasn't disappointed.

Predominantly about the conception and use of the Hughes "500" (or 369 or OH6A or Loach, depending on your preference) in Vietnam, the DVD warms up with some New Zealand mountain flying and deer recovery footage. The point is made that few people these days understand the origin of the aircraft or the incredible achievements of it and its pilots in the Vietnam War.

And so to the War. In 1959 the US Army initiated the search for a new light observation helicopter to replace the Cessna 01, Hiller OH23 and Bell OH13. It had to be turbine powered, carry a 400lb payload, cruise at 110kts and fly for 300 hours between servicing, when it should be maintainable by one mechanic with hand tools. In short, an aerial jeep. The legendary Howard Hughes won the tender and so the Hughes OH6A was created.

Low Level Hell describes the military use and evolution of the aircraft during the Vietnam War, via actual footage of wartime operations (including radio chatter and period music) and interviews with the pilots who flew them. There are many stories and anecdotes told. One of the pilots interviewed speaks of being shot down three times in one day. Each time he was given a new helicopter (there were football fields full of them) to take back into battle. In total there were 1842 OH6A's destroyed during the war and in 1969 not one helicopter made it to its 300 hour service. Pilots speak of spending 15 hours in the cockpit without leaving their seat and of logging 190 hours of flight time (often in close quarters battle) in 30 days. Another talks about getting hit every day for days on end and there is much evidence given of what an incredibly tough aircraft this was. A flight school instructor speaks of schools training 500 pilots a month.

This is a documentary DVD and not a war movie, but those with a preference to the latter won't be disappointed with the footage that South Coast Productions have sourced for this project. A thought worth lingering on while watching is of course that it is all real.

Footage obtained isn't limited to the OH6A either. There is also video of Cobras, Chinooks, Hueys and B52 bombing runs, as well as flying amongst flares dropped by Hueys at night.

I watched it and then watched it again. Thanks to the deer recovery era, the 500 has a special place in the hearts of many New Zealanders and this DVD is a fitting addition to any aviation enthusiasts collection.

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# Recent Central Aero Projects at Hamilton

**CENTRAL** Aero Engineering's brand is built on caring for pilots and their aircraft whether they be hard working machines, or those which are just dusted off occasionally. This approach, and a reputation for friendly and efficient maintenance across a wide range of capabilities, ensures a diverse mix of work through the hangar doors including a lot of special projects. Managing Director Paul Waterhouse says that a variety of such projects have recently been completed, including substantial tasks in each of the fabric, composites, and engine maintenance disciplines.

**Fabric work**

Piako Gliding Club's Piper PA-25 Pawnee was recently damaged in a landing accident at Matamata after an undercarriage shock absorber failed. Repair work involved replacing the spar in one wing as well as other internal repairs. A number of hard to find parts needed to be sourced and the opportunity was also taken to complete some NDT work on the wing attachments. As well, one undercarriage leg was replaced due to damage incurred. Paul says they spent a lot of effort "getting it right" and were delighted when the aircraft flew dead true on its first flight with no adjustments necessary. He was in fact already well acquainted with the aircraft, having spent some 350 hours in it towing gliders himself.

The Pawnee job came by way of the Club's insurance company thanks in part to Central Aero's reputation for previous fabric jobs, and the Club has been very pleased with the result obtained.

Another recent fabric job was on Piper PA-22 ZK-PAT, also coming to the hangar via word of mouth. This aircraft was brought in with a list of 'wear and tear' defects for attention, the most notable being a broken cabin entry step. The structure for this is inside the fuselage and the job necessitated removal of a large amount of fabric around the cabin door and belly, before making weld repairs to the step structure. A tidy-up was also completed of fabric across the rest of the aircraft to help lengthen its service life.

Some upholstery repairs and re-carpeting while in the hangar completed the job.

**Composite work**

Central Aero are also qualified to care for composite aircraft. One such aircraft in their maintenance stable is the amateur built Arion Lightning, ZK-TDT. This came to the hangar after a mishap which

**General Maintenance**

Central Aero also undertake plenty of routine maintenance for a variety of aircraft and owners. In Paul's words, "We're here to provide a service and make aeroplanes fly, hassle free."

Aside from light aeroplane maintenance, helicopter work has become another speciality with the company having

experience from R22 to AS350 and EC120 types. A second R44 overhaul is currently also scheduled. Paul says they often also act as a maintenance advisory service for helicopter operators – the day after KiwiFlyer visited he was off to assist on an AS350 helicopter job at New Plymouth.

They have also recently become more involved in glider maintenance, with a growing base of clients on the books.

Worth mentioning too, is a digital prop balancing service and with a brand new set of electronic scales in-house, a certified aircraft weighing service.



Above: Central Aero Engineering hangar with Piper PA-22 PAT after it's recent refurbishment project. At right, a wide range of loan electrical components are available.



tore off the nose leg, bent the undercarriage and incurred a prop strike. Aside from the obvious parts replacements and engine strip, repairs involved cowl modifications and fitting new engine mount frames. The opportunity was also taken to convert all external brake lines to rigid and to increase the size of the rudder trim tab – which became a substantial job due to the design of the rudder. Most significant though, was the fitment of winglets from a factory supplied kit. This involved a re-fabrication of the wingtips and a significant gain in wingspan in the process.

**Engine modifications**

Another recent job with a difference came by way of Airtourer ZK-DNF which was re-engined from T3 (130HP Rolls Royce O-240) to T4 specification (Lycoming O-320). This work required extensive modifications to the aircraft, different instrumentation, prop, spinner, exhaust system, an alternator rather than generator, cowl mods and more. A further significant undertaking was the relocation of the battery to the aft fuselage and an associated electrical system revamp.

**Electrical Maintenance**

Under the stewardship of Martin Ross, Central Aero Electrical have also been undertaking some recent project work, alongside the normal mix of maintenance tasks. Martin has a new carbon brush for Cresco starter/generators that will soon be approved. Martin says this should offer 500 hours with no wear, compared to the manufacturer's long life brush which sometimes only reaches 300 hours.

Other Central Aero Electrical specialties include the refurbishment of helicopter generator control units (with manufacturer's support from the USA) and BTH magneto overhaul (a job that is difficult and time consuming, but reasonably priced).

**More Information**

Paul says if you're thinking maintenance, then think Central Aero. He can be contacted on 021 743 033, email: paul@centralaero.co.nz or visit [www.centralaero.co.nz](http://www.centralaero.co.nz)



# Showcasing our industry

Contributed by Bruce Gadd



Bruce Gadd is NZTE's Project Director for Rugby World Cup 2011, responsible for leading NZTE's work to leverage the Rugby World Cup 2011 for New Zealand export businesses.

## THE RUGBY World Cup couldn't come at

a better time for New Zealand's aviation sector. For business, the tournament is a chance to undertake international marketing in our own backyard and that's just what the aviation industry needs.

The recent New Horizons Aviation Report, commissioned by NZTE, shows how healthy the aviation sector is – currently worth almost \$10 billion and growing fast. Internationally, however, the sector has been under the radar. With the Rugby World Cup expected to attract around 85,000 visitors to New Zealand's shores, it's an ideal platform to showcase how smart and innovative our industry has become.

Don't underestimate how impressed some of those visitors will be. US entrepreneur Jim McCoy, an experienced pilot who has founded and grown multi-billion dollar US international companies, went home fizzing after a first-hand look. He describes New Zealand's aviation capabilities as world-class and believes we have what it takes to be on a global short list of industry players within five to 10 years. Other entrepreneurs and aviation industry executives from around the world will be among those coming here in September and October 2011. Watching great rugby and enjoying the sights and tastes of New Zealand will be high on their agenda but many will also be interested in seeing what New Zealand's aviation sector has to offer.

It's not just our own research that convinces us the Cup is a great opportunity for the aviation industry. There is plenty of evidence that people passionate about rugby in overseas countries are well educated, affluent and involved in business, which explains why over a third of the world's 50 largest companies have sponsored or supported rugby. Sports business industry experts like Deloitte have also researched and clearly demonstrated a link between major sporting events, business activity and potential inward investment.

New Zealand Trade and Enterprise (NZTE) has been laying the foundations for Kiwi businesses to capitalise on the Cup. We're working with NZ 2011 to showcase New Zealand capability during the festival and aviation is key among the sectors to be highlighted. The Flair New Zealand Aviation Expo in the Waikato from 12-16 October will be a fantastic forum for showing the breadth and depth of our capability. There are also regional events with an aviation theme or component for the thousands of visitors who will be taking the long way round New Zealand. That includes the Knights of the Sky exhibition in Blenheim (9 September – 23 October) and Wairarapa Vintage Wings and Wine (7 - 10 October).

Getting involved in those national and regional events is a good start but it's not all you can do. Talk to your local economic development agencies and other aviation suppliers in your area and see if you can collaborate to offer something special. It also makes sense to organise one-on-one get togethers with your clients or potential clients. In many places, each team will be playing just one rugby game a week and supporters following them will have time for other things. We're not suggesting you go in to hard sell mode and we don't anticipate deals being made on the spot. But sharing New Zealand food and wine with visitors, taking them sightseeing or for a flight to enjoy stunning landscapes from the air is a superb chance to tell them what you do and build relationships that will pay dividends down the track.

The first step to getting on board with the campaign is joining the online NZ2011 Business Club which will be connecting New Zealand business people with overseas counterparts coming to the tournament. It's free and being a member means you have the chance to host people in your field. Visit [www.nz2011.govt.nz/cms/get-involved/register-your-interest](http://www.nz2011.govt.nz/cms/get-involved/register-your-interest) to sign on. To find out more about the industry showcase programme, visit [www.nz2011.govt.nz](http://www.nz2011.govt.nz) or email [shaun@nzflair.com](mailto:shaun@nzflair.com)

The Rugby World Cup is the aviation industry's chance to present a united front and work together to show the world just what we can do. Make the most of it.

Bruce Gadd is NZTE's Project Director for Rugby World Cup 2011, responsible for leading NZTE's work to leverage the Rugby World Cup 2011 for New Zealand export businesses.

# Black Sands

Fly-in Report  
Contributed by Bruce Cooke

THE WAIKATO Thames Valley chapter of the Sport Aircraft Association hosted their 5th annual Black Sands Fly-in at Raglan on the 6th and 7th of November. Superb flying conditions were enjoyed by a wide variety of aircraft (105 were recorded in total) arriving throughout the weekend. For anyone not in the know, Raglan is a lovely seaside harbour town to the west of Hamilton with a great range of cafes, restaurants and accommodation less than 5 minutes walk from the airstrip.



There was much fluent aeroplane spoken and tales told as clusters of aviators hovered around the various aircraft camped on the field. Visitors arrived from a great many locations including from the South Island. Once again Don Howard won the prize for furthest travelled, by bringing Zenair NEN up from Rakaia, with a few stopovers in Northland on the way! It was good to see several shiny new homebuilts in attendance, some making their first public appearances.



On Saturday afternoon, the popular beach flying workshop was conducted by PA18 Cub master Bill Henwood. Shortly after and just before a very low tide, a total of 27 aircraft landed on remote Gibson's Beach, north of the harbour mouth. This set a new record for Black Sands beach landings, beating the earlier record of 22. The mussel rocks were easily accessible and quite a few tasty shellfish were liberated and air freighted home.

Thanks are due to the Waikato District Council who made sure the airfield was in great condition and particularly also to Baz McGahan and his team of volunteers who turned on an impressive lunch spread. We trust that we will see everyone back again in early 2011 for the next Black Sands!

# KiwiFlyer Event Guide

December 19th

## Turangi Aero Club

Fly-in and BBQ from 1200. Information from Mike Peake. Phone 07 386 8631.

January 1st

## Athbey Farm New Years Day Fly-in

The Manuwatu Microlight Club host this annual "World's first aviation event of the New Year" at Athbey Farm near Woodville. Small charge for lunch. Contact Club President on 027 356 9787.

January 7th - 21st

## 45th Walsh Memorial Flying School

At Matamata Aerodrome. The annual aviation camp for Scouts and other young adults aged 16 to 19 years. For more information visit [www.scouts.org.nz/walsh](http://www.scouts.org.nz/walsh) or email: [walsh@scouts.org.nz](mailto:walsh@scouts.org.nz)

January 16th

## Turangi Aero Club

Fly-in and BBQ from 1200. Information from Mike Peake. Phone 07 386 8631.

January 20th-22nd

## Cessna 185 50th birthday

Celebrations at Hood Aerodrome, Masterton. Contact Jeff Griffith 06 370 3665, email: [pam-jeff@xtra.co.nz](mailto:pam-jeff@xtra.co.nz)

January 21st - 23rd

## Wings Over Wairarapa airshow

Hood Aerodrome, Masterton. Theme "We Will Remember". Contact Liz Pollock, phone 027 477 4717 [www.wings.org.nz](http://www.wings.org.nz)

January 29th -31st

## NZ Autogyro Association Fly-in

And AGM at Dannevirke. All welcome. Intro flights available. Contact Club President Lloyd Heslop, E: [j.aberhart@heslops.co.nz](mailto:j.aberhart@heslops.co.nz) [www.autogyro.org.nz](http://www.autogyro.org.nz)

February 3rd-6th

## SAA NZ Great Plains Fly-in

At Ashburton Airfield. Everyone welcome. More information from Ian Royds. Phone 021 610 199 or [roydsfarm@clear.net.nz](mailto:roydsfarm@clear.net.nz)

February 5th-6th

## Turangi Aero Club

Two Day Open Fly-in at Turangi Aero Club. Air events and Fly-in Saturday

afternoon. Party on Saturday evening. Competition on Sunday morning. Aircraft parking restricted so please advance register to [M.G.Peake@gmail.com](mailto:M.G.Peake@gmail.com). Phone 07 386 8631

February 19th

## Parakai Open Day and Summer Fly-in

At Parakai Airfield. No entry fee. Open to the public. Landing fee reduced to \$5. (Display participants free.) [www.parakaiairfield.co.nz](http://www.parakaiairfield.co.nz) or [www.homepages.paradise.net.nz/skypilot/](http://www.homepages.paradise.net.nz/skypilot/)

February 19th - 20th

## Weekend Eight at Mandeville

All vintage aircraft especially welcome. email: [croyair@ispnz.co.nz](mailto:croyair@ispnz.co.nz)

February 26th

## North Shore Aero Club Open Day

And Fly-in. Contact Allan Hull 09 426 4886, email: [office@nsac.co.nz](mailto:office@nsac.co.nz) [www.nsac.co.nz](http://www.nsac.co.nz)

February 26th - 27th

## Tiger Moth Club annual Fly-in

And AGM at Omake. Contact Robin Campbell 09 534 5387, email: [beechburn@orcon.net.nz](mailto:beechburn@orcon.net.nz) [www.tigermothclub.co.nz](http://www.tigermothclub.co.nz)

March 26th - 27th

## Waikato Microlight Club Open Day

At Collins Rd, Hamilton. This is a family orientated day for the club to show the public what recreational aviation is all about. Introductory microlight flights are available. Many other attractions including some for the kids. Contact Gavin by email: [gmbrown@kinect.co.nz](mailto:gmbrown@kinect.co.nz) for more information, or visit [www.wmlc.co.nz](http://www.wmlc.co.nz) for updates as the date gets closer.

April 2nd - 3rd (reserve 9th - 10th)

## 2nd Great Central Otago Pinot Chase

And Fly-in at Alexandra Airport. Optional 1 and 2 day program. Re-enacting the famous annual UK/France "Beaujolais Run" with a NZ twist. Join a vineyard walk, wine tasting, long lunch, winery tour and informal presentation dinner. Prizes and certificates for a Navigation shootout. Registration essential. For further information contact Wayne by email: [waynejmatheson@gmail.com](mailto:waynejmatheson@gmail.com) or phone: 027 224 7447

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# Gliding: A short flight with Terry Delore

Contributed by Jill McCaw

**DURING THE** recent South Island contest at Omarama I was preparing for my daily role of time keeper when I was kidnapped off the grid by Terry Delore. Terry wanted company for: "A brief half hour flight ... have you back before the launch." Yeah. Right.

Terry Delore is a legend in soaring circles around the world. He was adventurer Steve Fossett's pilot (Fossett was relegated to a co-pilot role) for all of the duo's world record flights and also holds several world records in his own right. Terry doesn't "do" competitions anymore, preferring instead to share his knowledge with others in the gliding fraternity by taking them for rides and giving hands on examples of how he does what he does.

Following Steve Fossett's death in an air accident two years ago Terry bought the glider the two had used for their flights. Named 'Athena' the ASH 25 Mi is a super ship for long distance flying. She is self launching with a Wankel engine with retractable prop. She has an enormous 25.6 m wingspan and looking out along the wing it seems to go on forever. The little Grob Single Astir that I usually fly has a wing span of 15m. You could nearly park it under Athena's wing.

Terry Delore loves gliding. He doesn't have to prove anything to anyone. He has flown further than any other person but one in the whole world. He soars for the sheer joy of it and on Friday 19 November he took me along for a ride. Terry doesn't do short flights.

We took off under our own noisy steam and climbed to around 2000' AGL before shutting down the engine. Then started one of the best flights of my life. We climbed into wave and headed south. A week earlier Terry had taken my husband John on a similar expedition, they had ended up turning north again over Patterson Inlet on Stewart Island, a turn point exactly 300km from their take off point at Omarama. They were prepared for a long wave flight. I wasn't. I was wearing shorts and tee shirt, short socks and trainers. I did have a hat and I was sun-screened. I had none of my usual gliding paraphernalia, not even

a drink bottle or a muslei bar. Didn't matter.

Fortunately it was a warm day and for most of the trip we had a clear sky. On oxygen we flew alongside lenticular clouds marking the wave at around 12,000 feet. We kept the airspeed to around 100 kts and at one stage the computer was showing a ground speed of 216 kph. With the sun out it wasn't cold. Terry is a fantastic

the mid '90s but there is still not much that beats them. With a lift/drag (L/D) ratio of 57 at 51 kts it goes for miles without losing any noticeable height. We ran at what Terry reckons is best L/D of 120 kts for distance covering and were back over the Clyde Dam in no time at all. By then the high overcast had shut the sky down and the front was chasing us. Individual clouds

were still marking the Dunstan Wave but it was nothing like the long smooth lenticulars we'd come down on. At around 10,000 feet we needed it to get us home.

It was not a problem (few things with Terry ever are). Terry showed me how to point the aircraft at a cloud and pull up and away as we came into the lift, gaining a thousand feet in height as we did so. It was glorious fun. In fact the whole trip was glorious fun and the lines from John Gillespie Magee's poem High Flight were



Jill McCaw having some "glorious fun" on a "short" flight that lasted 3.5 hours.

teacher, explaining tactics and intricacies of wave flying as well as letting me fly the aircraft. The long wingspan makes her very heavy on controls and she needs a lot more rudder than I am used to. She's heavy on rudder too needing all my strength to "boot her in". Terry ribbed me on the "windscreen wiper" effect the yaw string made across the canopy.

We travelled south down a wave system formed by the Dunstan Mountains and crossed the Nevis valley through gaps in the cloud. Overhead Kingston at the south of Lake Wakatipu we could see that a front was moving up the country, the winds were changing direction and we wouldn't be able to travel too much further south. I was fine with that, among other things I didn't have my usual equipment to deal with in flight "relief". I was fine, but I didn't want to be up there all day. Terry was sharing his water and some huckery muslei bars and lollies he found in the side pocket. We did manage to sneak down across the Mavora lakes and tip toed out across Southland in an area of zero sink as far as Mossburn. The south coast and Lake Te Anau were in sight and we'd gone far enough. High overcast was starting to cut off the sun and we turned north to run for home.

When you put Athena's nose down she just goes. The ASH 25 might be old technology, they have been around since

running through my mind.

*Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds, - and done a hundred things  
You have not dreamed of - wheeled and soared  
and swung  
High in the sunlit silence.*

We were back on the ground at Omarama ahead of the front after three and a half hours of wonderful flying. I was cold and desperate for a bathroom visit and wonderfully happy. I couldn't stop smiling. This flight reminded me of something I often forget in the seriousness of editing SoaringNZ. Gliding is fun. Gliding is like nothing else I know for making me feel happy and joyous and that is why I do it. This flight with a good mate who just happens to be the world's best soaring pilot was one of the most fun things I've done in ages. If you'd like to give the fun sport of gliding a try, look up your local club on the Gliding New Zealand website [www.gliding.co.nz](http://www.gliding.co.nz)

I'd like to thank Terry for taking me for a "short flight." One day I'd love to go with him on a long one.

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Have a wonderful flying summer.

Happy Christmas.

Jill McCaw



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# NZ Autogyro Association turns 50

*This year, the NZ Autogyro Association is celebrating 50 years of existence. Club President Lloyd Heslop and Michael Norton put these notes together about the Association's past and present.*

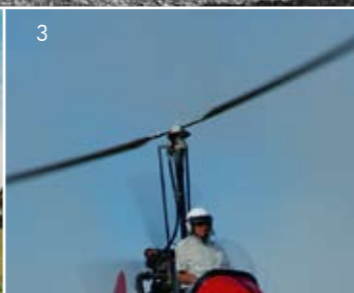
**THE INAUGURAL** meeting (of the then NZ Rotorcraft Association) took place on 4th June 1960 with 9 people present at the residence of Mr and Mrs O'Brien in Palmerston North. Present at that meeting was Alf Crowe, our only life member, who sadly passed away last year.

The aims and objectives of this new body were to strive to achieve progress in rotary wing flight in New Zealand and its dependencies. Mr Les Hubbard was thanked for the loan of a typewriter. Alf Crowe was appointed Treasurer and Association fees were set at 30 pence. A quorum was to be 4 persons. The meeting concluded at 10.10pm followed by supper and slides by Alf Crowe of gyro gliders.

That was 50 years ago. Currently in 2010 there are 76 financial members and the Association is in good heart. Although the number of home-built autogyros on our register remains small compared to other aircraft, the (fairly recent) availability of good quality off-the-shelf factory manufactured machines has seen an increase in interest in our sport. True cross country ability has attracted a number of fixed wing pilots to our Association and they now greatly enjoy our style of flight.

There are many long time gyronauts amongst our membership. Several have participated on the Committee over the years and are still in possession of some well loved older (and new) home-built machines.

Most of our members are



**Gyros through the ages:** 1. A Bee Aircraft Gyro (believed to be at Ardmore in the early '70s), 2. An early '80s Bensen B-8 gyro (this one with Rotax power), 3. Air Command, 4. Italian built Magni Gyro, 5. Tandem Dominator, 6. Autogyro Europe Eagles, 7. Autogyro Europe Calidus (on the NZ Air Safari).

true enthusiasts and know virtually every nut and bolt of their machines. And they will often experiment with ideas to improve stability, performance and slow speed flight, discussing the merits of rotors, propellers, engines, and other components to the benefit of all members.

Over the last 50 years the Association has helped in establishing rules that enable us to enjoy our sport. In the early times we offered the then Air Transport Division of the Ministry sound guide lines that in the most part still exist today.

It is actually only recently (the last 15 or so of those 50 years) that two seat machines have been available for training. Prior to then, gyro pilots learned by what became known as the Bensen approach (after Igor Bensen who popularised gyrocopters in the 1950's and 60's). In many cases this involved teaching oneself to fly by following a lengthy and carefully prescribed process, usually starting with unpowered, towed flight behind a car. Bensen's manuals are still applicable today and in fact form the basis of the instructional programmes that a lot of gyro instructors still follow. These days of course, there are two seat machines readily available for instruction, so learning to fly takes less time and is less prone to risk.

There is a great depth of knowledge amongst those in the Association and as with other disciplines of recreational aviation, there is a great deal of willingness to share that knowledge and to share the joy we get from our particular form of aviating.

The highlight of the aviation year for autogyro enthusiasts in New Zealand is our annual fly-in and AGM,

this year at Dannevirke from 28th through 31st January 2011. This event continues to grow each year. It's not that long ago that all the attending aircraft would arrive on trailers (a drive-in?) to be 'patch flown' for the weekend, in-between the usual socialising and activities of an enthusiast's gathering. These days there are sure to be a decent number of aircraft 'fly-in' from several places around the country. Last year for example, a whole formation arrived from Tauranga.

For a small group of people, the Association is in good health. We have several instructors among our ranks and quality tuition is available in two seat aircraft. The support is there for those who want to build themselves either from a kit or from plans, and the dealerships and servicing are in place for those who simply want a turn-key aircraft to purchase and fly away in.

The sport of autogyros is currently enjoying a worldwide renaissance, helped to a large degree by these turn-key machines and professional pilot training. For example, Autogyro Europe who produce ready-to-fly, partially and fully enclosed tandem gyros are building aircraft at the rate of at least three per week.

If you would like to find out more about gyros in New Zealand, contact the NZ Autogyro Association via our website, [www.autogyro.org.nz](http://www.autogyro.org.nz) or visit our fly-in at Dannevirke from 28th to 31st January 2011. You'll be able to view a wide variety of aircraft, go for a ride or introductory flight, and speak directly to the enthusiasts within the Association who are only too keen to share their love of the sport with you. We look forward to seeing you there.

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## Last Christmas

Contributed by Nick Furmage

*Nick Furmage made Christmas Day 2009 a memorable one by flying himself and trusty Jodel EDR into Wellington Airport for a visit. His story may well inspire others to challenge themselves to new aviation adventures from time to time.*

I HAD tried to do this for Christmas in 2008 but alas the weather was pretty dismal so it wasn't to be. Christmas 2009 was it and I woke to blue skies at 0700 Whoo Hoo. By the time I got to Stratford (SD) Aerodrome around 0830 an overcast had settled in with a cloud base of about 1500 agl at SD but it looked reasonably clear to the South.

I had pre-flighted Jody EDR the night before so it was a matter of waking her up, then off. We settled into a steady climb at 65kts to cruising altitude just below the cloud on track to Foxpine (FP) at 90kts.

I called local traffic as I passed Wanganui but the airport was deserted (pretty slack really as there's always flying to be done :) and shortly after wished the Ohakea Controllers a Merry Christmas as I transited the Raumai restricted area.

At FP they had the numbers on the runways which was jolly helpful and I landed to stretch my legs and to call Wellington Tower. They had instructed me to do so when I contacted them earlier in the week (as I was stooging and not on a flight plan although my details were on the board at the SD club house). We had a chat about which arrival I would make and my ETA. Our conversation earlier in the week also deserves a mention: "Hello WN Tower I'm looking to fly down from Stratford on Christmas Day - What would be the best time to arrive?" Reply: "After 1200." Me: "Why is that?" Reply: "That's when I go off shift, haha. What sort of aeroplane have you got?" Me: "A Jodel D-11 Sir." WN Tower: "Oh a real aeroplane, Good oh then." And we settled on a plan.

After a walk around and a nice pat for Jody, away we went. Still no one else aviating as far as I could hear. I changed to WN Control but we were having trouble hearing each other even at 2500ft at Poirura on track Haywards. In the end they advised call WN Tower. I did this forgetting I

had turned the radio up to near full and consequently just about went deaf as they came through clear and loud. They cleared me into the downwind for RWY 34 number 1 to land. It was blowing 30kts down the runway - no sweat for Jody though.

At Wellington one has to maintain 90kts until 300ft so I descended over the threshold to about 20ft then maintained that at cruise setting to about 500metres from Whiskey 1 before pulling power to idle for landing and a roll to the Aero Club. It was 1115. The Aero Club was closed due the Christmas thing so I took some pictures to



Nick and Jodel EDR outside Gate 19 at Wellington.

prove we had been there and had a chat to guy who was trying to get his car out of the locked Aero Club car park. I suggested a few things and a chap from the Airport company was also assisting but alas it came to nothing.

I called WN Tower as I was hoping to get over to the terminal for another photo opportunity. They advised I would need to call the Airport Company which I did, and ended up talking to the same chap from the car park. He kindly obliged and came over to escort me, then since I didn't have a flouro jacket to wear, offered to take photos while I stayed in the aircraft. Thanks! We battled some gusts while taxiing and then parked ourselves in front of Gate 19.

With the ATIS indicating 33kts gusting 40 it was time to head for home, now 1330. I called the Tower to advise ready and received Number 1 for a Titahi Bay departure over Ngaranga which is not a standard departure, being in the instrument sector and usually not available. We used 50ft of RWY 34 then climbed to 2000ft which was where the cloud started. The trip home was uneventful - even the beaches were deserted - and we landed at SD for a total flying time of 3:30. I gave Jody a sponge bath then went home and promptly feel asleep in the Lazy Boy. Now that's what I call a darn fine days flying.

My thanks to the Christmas Day Control Crews who were outstanding. The charge for their services came to just \$4.30, though the landing fee was \$40. Maybe Christchurch next year...

## My Boisterous Beagle Pup

Contributed by Janice Angus

YOU may be wondering why there is an article in an aviation magazine about a pet dog. The pup I am writing about is not a cute, furry dog with floppy ears but my latest model aircraft, a Super Flying Model, Beagle Pup.

It would be safe to say that this was a bit of an impulse buy - something we can all relate to. Pop in to the model supply shop to pick up a new servo or bottle of glue and come out with a entire new model!

I will blame my husband, Pete. He saw the box containing this ARF (Almost Ready to Fly) model while we were heading towards the door. Pointed to it and said; "That's something new." So we had to stop and have a closer look.

The plane appealed to me as it has nice, sleek lines and claimed to be 90% pre-built. As well, being under \$200, it was not going to break the bank to buy. And it was something I could actively participate in constructing over the winter to have ready for the next flying season.

My previous plane, a Cap 32, unfortunately, came to a rather catastrophic end by heading nose first into the ground. A sickening thud as it hit the dirt resulting in match sticks of debris to collect in the black rubbish bag. Not a good way to end the day at the field. Having a 1600mm (63") wingspan and 1164mm length, the Beagle Pup is a good sized, realistic scaled, intermediate plane. The semi-symmetrical airfoil enables both docile low speed handling but also has lively aerobatic capabilities. We decided to power it with an ASP 50 two stroke glow engine which promised to offer ample power and speed.

An aspect of the kit that I really liked was the fact that the ailerons and elevator were already pre-hinged. This can be a tricky and messy process, trying to place and glue the hinges securely in the correct

positions. And, believe me, thin CA glue seems to have a mind of its own and often goes everywhere except where you want it!

I'd previously flown both high wing, tricycle undercarriage models and low wing, tail dragger models. The Beagle Pup, being

perform exactly how it is portrayed in the kit literature. Every build is unique and the flying characteristics are an unknown quantity until you actually get it in the air.

Maiden flights can be a bit of a nervous time. Fortunately, through the Papakura

Manukau Aeromodellers Club, I have access to skilled pilots who are willing and able to perform maiden flights on new models. I am happy to say that the maiden flight of the Beagle went really well and that it only required a bit of trim tweaking to get it tracking straight and true.

My first flight a couple of weeks later was a bit of a saga. I started rolling for take off, got a little speed up and the front wheel fell off! Fortunately no damage was done and I managed to find the small axle collar that had fallen off in the grass. And made sure that it was screwed back on good and tight so there was no chance of a repeat performance.

My second attempt at takeoff was more successful. With a new plane it is easy to try to over control which can make the flight a bit bumpy. Soon I began to feel comfortable and relaxed which made for a smooth and enjoyable flight. Actually, the plane handled really well and was responsive and sharp in manoeuvres.

With the 50 sized engine, this is the quickest plane I have flown. Landings are still a little hairy as it comes in at speed and takes a while to slow down once on the ground. The only negative I have found is the tendency for the wind to catch under the wing when taxiing and flip the model over. Other than that, the Beagle Pup is an excellent intermediate model. A lot of fellow flyers have commented that it is a lovely air plane both on the ground and in regards to airborne performance.

I am looking forward to many hours of fun flying with my Pup and hopefully we will enjoy a long and incident free partnership.



Happy smiles after the successful maiden flight.



The backward flip. A result of the wind catching under the wing while taxiing.

a low wing tricycle undercarriage model, was something different for me. But as they say, "variety is the spice of life!"

Generally the building process went quite well. There were a few bugs with this particular kit that could be improved upon like the pre-made push rod for the elevator control that was built too long to fit. In some areas the glue appeared to be a bit sparse so it made sense to put extra around and make sure there was sufficient coverage in key stress areas. You don't want the firewall and engine parting company mid flight!

When constructing a kit there is always a sense of anticipation. How will the model handle and fly? Sometimes it does not

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 Email: michaelffoster@msn.com

Contributed by Penny Belworthy

**ZK-DTT ULBI WT-01**



**JERSEY** Seipel built the WT-01 (WT for Wild Thing and 01 for tail dragger) aircraft himself in Germany from a kit in 2004 which took him approximately 900 hrs and has recently imported the aircraft into New Zealand where he is now a resident.

The WT-01 aircraft is produced by ULBI of Germany and is a design based on a Canadian bush aircraft (the Murphy Rebel), offering several improvements such as strengthened landing gear and tail, and folding wings. It is a STOL aircraft with good payload capabilities and a roomy cockpit with side-by-side seating. Flying and landing characteristics are similar to a Piper Cub so it is stable, reliable and very easy to fly. Like the Cub it is a "low & slow" type of aircraft. It is well suited to flight training/tail-wheel conversion, aerial observation and bush flying due to the combination of high-lift wing profile, climb-prop, large "tundra" tyres and low stalling speed. Power is by a Jabiru 3300.

Jersey's aircraft has 235 hours on it now and he describes it as being like a "Land Rover with Wings". With flight testing here in NZ already completed, Jersey is looking forward to spending the summer flying this great little aircraft around NZ.

**ZK-EFZ Gere Sport**

**THE GERE** Sport Bi-Plane is the eighth aircraft to be built by Alan and Evan Belworthy of Cust and is supposedly the last (Yeah right!!!). It was to use up all the spare bits and pieces that they had around.

This is a 30's era homebuilt biplane, designed and built by George Gere, who was killed in an accident before he could witness his plane's first flight. The aircraft was finished by his father George Senior, who was familiar with the plans and hopes of his son. Early models used Ford Model T and Model A engines but the original aircraft flew with a Chevrolet engine.

In usual speedy Belworthy fashion this aircraft only took Alan three and a half years to build from some very basic plans published in a 1933 magazine called the Flying Manual. Alan used western hemlock for the wooden parts of the aircraft which include the wings, fuselage, elevators and rudder, and steel tubing for the fin



and stabiliser. All surfaces are covered in ceconite fabric. The aircraft is powered by a 2 litre Cortina engine swinging a 62x29 propeller which Alan carved himself. There is no cowling except for a "Townend Ring" and the aircraft has an authentic 1930 US Navy colour scheme from a Boeing F4B. Its first flight is imminent.

**ZK-WUH Titan T51 Mustang**

**JOHN** Richards of Darfield decided on a Titan T51 Mustang because he wanted an aircraft that he could operate off his home strip, that had a good cruise speed and that was a microlight. The Mustang fitted all these criteria well, needing just 300 feet to take off and cruising at around 140 mph. John was also very impressed with the three quarter scale kit which includes all required material, components and fasteners.



John's Mustang, which is powered by a Rotax 912, was built by Mike Créne of Kiwi Mustangs of Matamata in just 18 months and completed its first flight successfully this week. Since then the aircraft has completed 7 hours of flying which John says is all going very well.

**ZK-WPT Druine Turbulent**

**ALLAN** Brizzell's Druine D.31 Turbulent is a French single-seat homebuilt designed by Roger Druine. He designed, built and flew his first aircraft at the age of 17, a simple biplane. His postwar, single-seat Turbulent first flew in 1950 and was a great success. It was with one of these that Roger Millicent flew from Cognac to Casablanca (nearly 1,000 miles) without incident in May of 1955. *...cont'd over page*

**ARRIVALS - October/November 2010**

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| BJM Piper PA-34-220T                 | Ridgeair Limited                    |
| CM1 Zenith Zenith CH 601- XL         | Mr I R McClelland                   |
| CNM Airborne Windsports Edge X 582   | Mr B R H Smith                      |
| DES Vans RV 7                        | Spectrum Trade Limited              |
| DTT ULBI WT-01 Klassik               | Mr J Seipel                         |
| EFZ Gere Gere Sport                  | A.B and E.F Belworthy               |
| GPL Glaser-Dirks DG-400              | Sports Aircraft New Zealand Limited |
| HSS Eurocopter AS 350 B3             | Skywork Helicopters Ltd             |
| IIE Hughes 369E                      | Mountain View Helicopters Ltd       |
| ITY Eurocopter AS 350 B3             | Millford Helicopters Limited        |
| IZA Robinson R44 II                  | Izard Pacific Aviation Ltd          |
| KBE Pacific Aerospace 750XL          | Pacific Aerospace Limited           |
| KBG Pacific Aerospace 750XL          | Pacific Aerospace Limited           |
| KBH Pacific Aerospace 750XL          | Pacific Aerospace Limited           |
| KPH Cessna 208B                      | Skydive Queenstown Limited          |
| KTN Australian Av Works Karatoo J6 C | Mr N B Forrester                    |
| MJD Titan T51 Mustang                | Mr M J Dean                         |
| OHS LMA LMA-5X-W                     | Mr P E Morrison                     |
| SST Vans RV-8                        | Skamp Trust                         |
| TCX Thatcher CX4                     | A P Jones                           |
| TNG Air Creation ARV Tanarg 912 ES   | Mr D A Chamberlain                  |
| TVY Aviat A-1C-180                   | Redrock Aviation Ltd                |
| UFX Pitts S-2A                       | Tasman Bay Aviation Ltd             |
| VAA Saab Aircraft AB SAAB 340B       | Vincent Aviation Ltd                |
| VBA ELA Aviacion ELA 07R             | Mr B Murphy                         |
| WPT Druine Turbulent Ultra Light     | Mr A J Brizzell                     |
| WUH Titan T51 Mustang                | Mr J H Richards                     |
| ZNB Carpenterie Pagotto Brako Gyro   | Christel Diemer and Michel Babou    |

**TRANSFERS - October/November 2010**

- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| BGI Cessna 180                       | Mr A D Neville                      |
| BQL Auster J5                        | Mr J M Kelly                        |
| CQV Sunrise Ultralight Clipper SS    | Frederick Courtney & Linda Flood    |
| CTS Alpha R2160                      | Mistral Aviation Ltd                |
| DHI Evans Volkplane VP-1 UL          | Mr R M Syron                        |
| DWR Maule M-5-235C                   | Pegasus Aviation                    |
| EFA Cessna 172M                      | Mr T J Bindon                       |
| EHA Cessna 172                       | EHA Limited                         |
| EJU Cessna 172N                      | Mr M V Reed                         |
| EJV Cessna A152                      | Roc On Aviation Limited             |
| ELH Cessna 172N                      | Challenge Aviation Ltd              |
| EQX Piper PA-38-112                  | Mr A B Robertson                    |
| FCW Cessna 172H                      | Sweet As Air Limited                |
| FDA Flight Design CTLS               | Timakaha Trust                      |
| FOG Cessna 182P                      | Mr J F Czerwinski                   |
| FSW Micro Aviation B22 Bantam        | Mr G Clark                          |
| GFR Schempp-Hirth Discus-2ct         | Mr J A Cross                        |
| GIB Glasflugel Standard Libelle 201B | Mr R V Didsbury                     |
| GOI Glaser-Dirks DG-400              | Arundel / Cable Syndicate           |
| GOL Glasflugel Hornet                | Mr P J Plane                        |
| HAA Robinson R44 II                  | Helinorth Limited                   |
| HDM Robinson R44                     | Western Pacific Helicopters Limited |
| HGB Aerospatiale AS 350BA            | North Shore Helicopters Limited     |
| HGL Robinson R44                     | Ag Ops Ltd                          |
| HGO Aerospatiale AS 350BA            | Southern Lakes Helicopters Ltd      |
| HJP Aerospatiale AS 350BA            | Southern Lakes Helicopters Ltd      |
| HKH Robinson R44                     | Ellesmere Helicopters Ltd           |
| HLL Robinson R44                     | Western Pacific Helicopters Limited |
| HLO Hughes 369HS                     | H.A.S. Pty Limited                  |
| HLS Eurocopter AS 350 B3             | Rotor File N.Z. Limited             |
| HME Hughes 269C                      | D Anderson (2009) Ltd               |
| HMM Aerospatiale AS 350B2            | Aspiring Helicopters Ltd            |
| HPQ Robinson R22 Beta                | C4 Aviation Limited                 |
| HPT Robinson R22 Beta                | The Kaimai Trust                    |
| HQH KHI Kawasaki-Hughes 369HS        | H.A.S. Pty Limited                  |
| HQV Robinson R44 II                  | Mount Hutt Helicopters Limited      |
| HQZ Robinson R22 Beta                | Helipro Aviation Training Limited   |
| HRF Hughes 369D                      | Wairarapa Helicopters Ltd           |
| HUC Robinson R44 II                  | Rangitikei Helicopters Ltd          |
| HUJ Hughes 369FF                     | Mount Hutt Helicopters Limited      |
| HUW Hughes 369D                      | Mount Hutt Helicopters Limited      |
| HVQ Robinson R44                     | Heavy Jet Limited                   |
| HWG Aerospatiale AS 350B2            | Nokomai Helicopters Ltd             |
| HXM Robinson R44 II                  | E Calibar Limited                   |
| HYR Robinson R22 Beta                | Mr J S M Lilley                     |
| HYS Aerospatiale AS 350B2            | Southern Lakes Helicopters Ltd      |
| HZB Robinson R22 Beta                | Southern Wings Limited              |
| IAM Robinson R44                     | Hawkeye Helicopters Limited         |
| IBD Robinson R44                     | Ag Ops Ltd                          |
| IBG Robinson R22 Beta                | Ag Ops Ltd                          |
| IBG Robinson R22 Beta                | Heli Ag NZ Ltd                      |
| IBN Eagle R & D Helicycle            | Mr M A Van der Linden               |
| ICC Hughes 369HS                     | P G Limited                         |
| ICS Eurocopter EC 130 B4             | Helicorp Charters AKL Limited       |
| IDF Eurocopter AS 350 B3             | Southern Lakes Helicopters Ltd      |
| IEG Robinson R44 II                  | Mr C P Hanley                       |
| IFT Robinson R22 Beta                | Maritanga Station Ltd               |
| IHW Aerospatiale AS 350B2            | Southern Lakes Helicopters Ltd      |
| IUS KHI Kawasaki-Hughes 369HS        | H.A.S. Pty Limited                  |
| JDP RANS S-6S Coyote II              | Ms W R Milne                        |
| JHJ Titan Tornado II                 | T Cacciamani                        |
| JLN Zenair CH701 STOL                | Mr S Khan                           |
| JMV NZ Aerospace CT/4B Airtrainer    | CT 4 B Limited                      |
| JNE Piper PA-38-112                  | Mr C Mitchell-Anyon                 |
| KNJ Rans S6S Coyote II               | Mr B J Yorke                        |
| KVB Cessna 172N                      | Mr J W N Berryman                   |
| LDD Aerosport Scamp U/L              | Mr S J Osborne                      |
| MAP Cessna 402B                      | Aerial Surveys Ltd                  |
| MBZ Piper PA-38-112                  | RNZAF Base Akl Aviation Sports Club |
| MDK Cessna 152                       | Hawk Enterprises Ltd                |
| MMM Hawker Beechcraft C90GTi         | Hawker Pacific NZ Ltd               |
| PGA Cessna 510                       | Pacific Jets Limited                |
| PLH Alpi Aviation Pioneer 300        | Mr D E Hughes                       |

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- |                       |                         |
|-----------------------|-------------------------|
| Nelson Blenheim       | Aeroplane               |
| Whangaparaoa Auckland | Microlight Class 2      |
| Auckland Auckland     | Microlight Class 2      |
| Cust Auckland         | Amateur Built Aeroplane |
| Wellsford Warkworth   | Microlight Class 2      |
| Christchurch Te Anau  | Power Glider            |
| Taupo Hamilton        | Helicopter              |
| Hamilton Hamilton     | Helicopter              |
| Queenstown Hamilton   | Helicopter              |
| Dunedin Dunedin       | Aeroplane               |
| Mount Maunganui       | Microlight Class 2      |
| Wellsford             | Amateur Built Aeroplane |
| Auckland              | Microlight Class 2      |
| Levin                 | Amateur Built Aeroplane |
| Rangiora              | Microlight Class 1      |
| Whakatane             | Microlight Class 2      |
| Motueka               | Aeroplane               |
| Wellington            | Aeroplane               |
| Te Puke               | Microlight Class 2      |
| Westport              | Microlight Class 1      |
| Darfield              | Amateur Built Aeroplane |
| Arrowtown             | Microlight Class 2      |

- |                 |                    |
|-----------------|--------------------|
| Foxton          | Aeroplane          |
| Nelson          | Aeroplane          |
| Kaikohe         | Microlight Class 1 |
| England         | Aeroplane          |
| Auckland        | Microlight Class 1 |
| Rangiora        | Aeroplane          |
| Whangarei       | Aeroplane          |
| Hamilton        | Aeroplane          |
| Tuakau          | Aeroplane          |
| Wellington      | Aeroplane          |
| New Plymouth    | Aeroplane          |
| Geraldine       | Aeroplane          |
| Whitianga       | Aeroplane          |
| Christchurch    | Microlight Class 2 |
| Australia       | Aeroplane          |
| Hamilton        | Microlight Class 2 |
| Auckland        | Power Glider       |
| Waiau           | Glider             |
| Tauranga        | Power Glider       |
| Omarara         | Glider             |
| Whangarei       | Helicopter         |
| Wanaka          | Helicopter         |
| Albany          | Helicopter         |
| Kerikeri        | Helicopter         |
| Te Anau         | Helicopter         |
| Te Anau         | Helicopter         |
| Leeston         | Helicopter         |
| Wanaka          | Helicopter         |
| Australia       | Helicopter         |
| Clevedon        | Helicopter         |
| Taihape         | Helicopter         |
| Wanaka          | Helicopter         |
| Queenstown      | Helicopter         |
| Takapuna        | Helicopter         |
| Australia       | Helicopter         |
| Ashburton       | Helicopter         |
| Paraparaumu     | Helicopter         |
| Masterton       | Helicopter         |
| Rewa            | Helicopter         |
| Ashburton       | Helicopter         |
| Ashburton       | Helicopter         |
| Howick          | Helicopter         |
| Lumsden         | Helicopter         |
| Wanaka          | Helicopter         |
| Ashburton       | Helicopter         |
| Te Anau         | Helicopter         |
| Invercargill    | Helicopter         |
| Tuatapere       | Helicopter         |
| Kerikeri        | Helicopter         |
| Cromwell        | Helicopter         |
| Nelson          | Microlight Class 2 |
| Manukau         | Helicopter         |
| Auckland        | Helicopter         |
| Te Anau         | Helicopter         |
| Whitford        | Helicopter         |
| Ranfurly        | Helicopter         |
| Te Anau         | Helicopter         |
| Australia       | Helicopter         |
| Waipawa         | Microlight Class 2 |
| Marlborough     | Microlight Class 2 |
| Motueka         | Microlight Class 2 |
| Mount Maunganui | Aeroplane          |
| Wanganui        | Aeroplane          |
| Wynndham        | Microlight Class 2 |
| Christchurch    | Aeroplane          |
| Onga Onga       | Microlight Class 1 |
| Nelson          | Aeroplane          |
| Waitakere       | Aeroplane          |
| Feilding        | Aeroplane          |
| Papakura        | Aeroplane          |
| Christchurch    | Aeroplane          |
| Te Anau         | Microlight Class 2 |



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RCW RAF 2000 GTX SE	Mr P L Collins	Rangiora	Microlight Class 2
ROK Pacific Aerospace Cresco 08-600	Otago Airspread Limited	Mosgiel	Aeroplane
RQK Pacific Aerospace 750XL	Skydive Lake Wanaka Ltd	Wanaka	Aeroplane
RTP Pitts S-1 Special	Mr D M Monds	Palmerston North	Amateur Built Aeroplane
SNM Beech C90A	Air Wanganui Commuter Limited	Wanganui	Aeroplane
SPN Robin R2160	Jagair Limited	Nelson	Aeroplane
SWP Piper PA-22-160	Mr A B Robertson	Geraldine	Aeroplane
TLR Tecnam P92 Echo Classic de luxe	U-Fly Limited	Wanaka	Aeroplane
TMR Grumman American AA-5A	Reid Aviation Limited	Mount Maunganui	Aeroplane
TPW Pacific Aerospace Cresco 08-600	Central South Island Helicopters Ltd	Oamaru	Aeroplane
TUT Cessna 152	Nelson Aviation College Ltd	Motueka	Aeroplane
TZV Robin R 3000/160	Mr M J Smith	Taupo	Aeroplane
WHJ Cessna A185F	Mr D J West	North Shore City	Aeroplane
WLM Aero L-39	McCready Investment Trust	Auckland	Aeroplane
WNB Piper PA-38-112	Mr T J Bindon	Whangarei	Aeroplane
WNJ Micro Aviation Bantam B22J	Mr J D Stewart	Wynham	Microlight Class 2
WWI Circa Reproductions Nieuport 11	Mr L P Spicer	Hamilton	Microlight Class 1
XLA Pacific Aerospace 750XL	Farmers Air Ltd	Gisborne	Aeroplane
XRD Vans RV-3	Alan Turner Family Trust	Turangi	Amateur Built Aeroplane
ZGR Cessna 152	Ms J Grant	North Shore City	Aeroplane

DEPARTURES - October/November 2010

CTS Alpha R2160	Mistral Aviation Ltd	England	Aeroplane	Exp
ECN BA Jetstream 53200 Model 3201	Air National Corporate Limited	Manukau	Aeroplane	Exp
ESD Beech 77	Wellington Aviation Ltd	Wellington	Aeroplane	w/d
EUF NZ Aerospace FU24-954	J S & L F Kerr / Skydive NZ Ltd	Christchurch	Aeroplane	Dest
FQH Eastwood Tyro Mk.II	C C M Brereton	Blenheim	Microlight C1	w/d
GQQ Technoflug Piccolo	N R Swan	Waitakere	Power Glider	Exp
GVS Rolladen Schneider LS6-b	Mr V J Vingerhoeds	Clevedon	Glider	Exp
HAVW Kawasaki BK117 A-3	Heliflink Limited	Auckland	Helicopter	Exp
HBH Westland Gazelle HT Mark 2	Hall/Butterfield Partnership	Christchurch	Helicopter	Exp
HBZ Robinson R22 Beta	Mr S Bassett-Smith	Christchurch	Helicopter	Dest
HIM Hughes 269C	Kokatahi Helicopters	Hokitika	Helicopter	Dest
HIP Robinson R22 Beta	A D & G D Munro Syn	Winton	Helicopter	Dest
HLS Eurocopter AS 350 B3	Rotor Flite N.Z. Limited	Clevedon	Helicopter	Exp
HTH Hughes 369HS	Gisborne Helicopters Limited	Gisborne	Helicopter	Exp
HVM Bell 412EP	Helicopters (NZ) Ltd	Nelson	Helicopter	Exp
HYX Kawasaki BK117 B-2	Rick Lucas Helicopters Ltd	Palmerston North	Helicopter	Exp
IAN Robinson R44	Heliraro Ltd	Franz Joseph Glacier	Helicopter	Exp
ILL Robinson R22 Beta	Mountain View Helicopters Ltd	Christchurch	Helicopter	Dest
MDM Solo Wings Windlass Aquilla	Mr J A Bryant	Christchurch	Microlight C2	Dest
MMM Hawker Beechcraft C90GTi	Hawker Pacific NZ Ltd	Papakura	Aeroplane	Exp
MRW Eipper Quicksilver MX	Mr R K Brodie	Temuka	Microlight C1	w/d
PFQ Quickie Aircraft Quickie	Mr M I P Kennedy	Christchurch	Aeroplane	w/d
SUI Boeing 747-441	Air New Zealand Ltd	Auckland	Aeroplane	Exp
TTW Tecnam P2006T	TECNAM Ltd	Papakura	Aeroplane	Exp
TZM Robin R2160	Alpha Aviation Manufacturing Ltd	Hamilton	Aeroplane	Exp
VAE Beech 1900C	Vincent Aviation Ltd	Wellington	Aeroplane	Exp
YOG AutoGyro Europe MT03 eagle	Mr M Humble	Canada	Microlight C2	Exp

23 Turbulents have been registered in NZ and there are 12 still on the register.

ZK-WPT was started 15 years ago by Dennis Niles of New Plymouth and most of the construction had been completed when Allan bought it via Trademe six months ago. When he got the aircraft home he went though the plane replacing anything that he was not happy with, also adding brakes to the main wheels. He has stayed with the 1600 single port VW engine but added a new coil and distributor, a Kubota alternator, twin carburetor and an electric fuel pump.



The aircraft is painted in a very smart red and white colour scheme which Allan based on West Coast Coastguard colours. At this time Allan is waiting for a propeller to come from Brent Thompson so he can start ground running tests before the Turbulent's first flight.

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**1979 CESSNA 172-N SUPERHAWK ZK-EOF**  
180HP Conversion. Engine 1515hrs since factory overhaul. 485hrs TBO / 2018. Propeller 1416 hrs since new. King avionics Dual VHF. 2550 lbs gross weight. 938 lbs useful load. Long range fuel.  
**\$115,000 inclusive of GST if any.**



**1977 Cessna 182-Q SKYLANE II ZK-JOY**  
2166 hours from factory new. Engine: 350 hrs since o/haul 2004. 2000 TBO. Prop: 1270 hrs since o/haul. Cessna avionics package with autopilot. Factory corrosion proofed. MCTOW: 2950 lbs. Useful: 1093 lbs.  
**\$129,995 +GST if sold in NZ. Delivery ex- Ardmore.**



**1998 Cessna 172-R Skyhawk ZK-JKB**  
5939 hours total time since new. Engine: 2184 hrs since Lycoming o/haul. 2000 TBO. Prop: 1980 hrs since o/haul. Bendix-King avionics package with autopilot. MAUW: 2447 lbs. Useful: 769.9 lbs.  
**\$129,500 +GST if sold in NZ**



**1992 Piper PA34-220T Seneca III ZK-WIW**  
Only 3620 hours since new. Engines both 1660 since overhaul. King Autopilot Flight Director. King IFR avionics. Standard 6 seats. Cargo door.  
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205 hrs since new. Vestal White with Mercedes Maroon lower fuselage custom paint. Eagle Blue-Grey interior. Bendix-King avionics with GPS/Moving map. Night lighting kit. \$115,000+GST!!  
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**1992 SOCATA TOBAGO ZK-MBS:** \$135,000+GST if NZ.  
**1977 ROCKWELL COMMANDER 114 ZK-LMH** \$139,900 +GST if sold in NZ.

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KiwiFlyer Advertising Index

	page
AeroFlight Aviation	11
AeroSport Aviation	21
Airline Flying Club	40
Ardmore Flying School	41
Ardmore Helicopters	40
Ardmore Sky Station	38
Asia Pacific Aerospace	30
Auckland Rescue Helicopter Trust	34
Autoflight	37
Avclean	38
Aviation & Performance Parts	15, 28
Aviation Cooperating Underwriters	5
Aviation Safety	27
Avparts NZ	7
Avsure	23
Brumby Helicopters	34
Campbell Aero Classics	32
Central Aero Engineering	31
Classic Models	29
Composites International	15
Corporate Jet Services	44
Dargaville Aero Club	40
Dennis Thompson International	45
Engine Components NZ	14, 22
Falcomposite	15
Fieldair Engineering	30
Flybook	41
Gaye Pardy Travel	29
Gyrater NZ	29, 37
Hawker Pacific	34, 42, 48
Helicopter Flight Training	7
Heliflite Pacific	12
Helispecs Maintenance	34
Japan NZ Aviation	22
KemTek	17
Magni Gyro NZ	37
Martin Aviation Services	11
Massey University	8
Mountain Flying NZ	40
Nelson Gyro Training	37
NZ Autogyro Association	37
NZ Trade and Enterprise	32
NZ Warbirds	16, 26
Oceania Aviation	47
Pacific Aero Coatings	15, 28
Randolph Engineering	26
Redbird Flight Simulation	41
Reflect Icon Signs	32
Remuera Doctors	30
RepairCraft	32
Rotor and Wing Maintenance	12
Seacom	7
Solo Wings	30
South Coast Productions	28
South Pacific Avionics	27
SparxFly	27
Special FX Supplies	29
Spidertracks	9
Spratt Financial Services	17
Stevens Home and Giving	26
Streamlined Flying Wires	22
Sunair Aviation	41
Superior Air Parts	22
Te Ngae Medical Centre	40
Tecnam	2, 24
Walker's Upholstery	11
Waypoints Aviation	41
Wings Over Wairarapa	46

# Don't miss Wings Over Wairarapa 2011



**TRUST HOUSE** Wings Over Wairarapa 2011 will take place at Hood Aerodrome in Masterton from Friday 21 to Sunday 23 January 2011. Wings Over Wairarapa has become one of the must-see shows on the Australasian aviation calendar, now rivaling any other for display content and reputation.

The theme of the show, 'We Will Remember', will celebrate not only the aircraft, but also the men and women that have shaped the history of aviation. Veterans from New Zealand and Australia will be welcomed and there will be a special salute to them during the weekend.

"Wings Over Wairarapa 2011 will really see this event come of age. Now in its twelfth year we are expecting over 50,000 to attend during the three days of the event" says Event Manager Liz Pollock. "This is the first year that we have opened the gates to the public for three days with the Friday being the official Practice Day of the event. Gates will open from lunch time on Friday to give visitors the opportunity to look around the many trade sites and also to watch various display aircraft go through their paces before the first official day of the show on Saturday."

**wings over Wairarapa**  
"We Will Remember"

**21<sup>ST</sup>-23<sup>RD</sup> JANUARY 2011**  
HOOD AERODROME, MASTERTON  
For more information go to [www.wings.org.nz](http://www.wings.org.nz)

Tickets through 0800 ticketek or [www.ticketek.co.nz](http://www.ticketek.co.nz)

A number of feature aircraft attending Wings Over Wairarapa have already been announced and are detailed on the show's recently launched new website - [www.wings.org.nz](http://www.wings.org.nz). These include aircraft from The Vintage Aviator Collection which is based at Hood Aerodrome, along with some 'stars' from WWII, a number of which will be making their air show debut.

Over 70 aircraft will be displayed at the show representing a unique account of the history of aviation. While celebrating the historical significance of WWI & WWII military aircraft, Wings Over Wairarapa 2011 will also feature displays from other rarely seen vintage aircraft, heart stopping agricultural aviation demonstrations, gliding, commercial and helicopter displays, home-builts, microlights, gyrocopters, jet formations and thrilling aerobatics – truly offering something for everyone! Each day of flying will culminate in a dramatic pyrotechnic display and mock air field attack lighting up the skies and thrilling the crowds.

Wings over Wairarapa 2011 will also feature a wealth of entertainment on the ground including local wine and food, feature races, children's entertainment, Trade sites, static displays, a combined Defence Forces interactive camp, vintage stationary and traction engines, vintage and contemporary military vehicles, movie props and much more!

Trust house Wings Over Wairarapa is proudly supported by Trust House, Solid Gold FM, Kaurilands Aviation, Tui Brewery, Postively Wellington Tourism, Destination Wairarapa, Tranzmetro and Masterton Trust Lands Trust. For more information visit [www.wings.org.nz](http://www.wings.org.nz) or contact Event Manager, Liz Pollock on 027 477 4717 or email: [info@wings.org.nz](mailto:info@wings.org.nz)

## Cessna 180/185 Celebrations

**A CELEBRATION** of the 50th Anniversary of the 185 will be held during Wings Over Wairarapa in January. More than 80 Cessna 180 and 185s are expected to join the gathering, led by the first 185 to be delivered to New Zealand; ZK-CAK arrived in may 1961 as serial number 0017. In its company will be 180s; BDD and BDE, the first two of that type, originally arriving in New Zealand in August 1953.

Cessna 180/185 Club aircraft will attend from around the country, including all the towns, rivers, gullies, and backblock farms and stations where self respecting 180 and 185s reside. Mount Cook Airlines are bringing ZK-CBS, which is a 17500hr veteran ski-plane of the high South Island glaciers.

Birthday celebrations will continue on Saturday evening where a guest speaker will trace the history of the hardworking 185 which is said to be equalled by only one other aircraft and that is its feisty older sister. Late registrations can be made to Jeff Griffith at [pam-jeff@xtra.co.nz](mailto:pam-jeff@xtra.co.nz)

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