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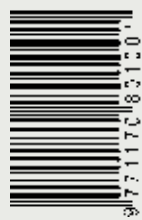
The New Zealand Aviators' Marketplace

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Tecnam P2008 arrives in New Zealand Wet Wings Over Wairarapa Walsh Memorial Scout Flying School

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From the Editor

WELCOME to our 15th issue of KiwiFlyer. We hope you'll find plenty of interesting reading and information within. This edition announces the arrival of the first Tecnam P2008 LSA for New Zealand. It is without question a very smart looking aircraft that exhibits some real potential to take on flying school duties as a Cessna 152 replacement. When considered along with the P2006T Twin, for which NZ and Australian sales are accumulating, 2011 is shaping up to be a significant year for the company in Australasia.

In spite of being scheduled for the middle of Summer, the three day Wings Over Wairarapa Airshow had to be cancelled on Sunday following torrential rain that virtually submerged the airfield. Fortunately, a good many spectators attended on Friday and Saturday and enjoyed some superb displays during better patches in the weather. Thanks to several contributors, we have assembled a very nice collection of pictures from the event which Chris Gee has added words to. Wings Over Wairarapa marked the welcome return of the Red Checkers to our airshow display circuit and Chris has also interviewed Red Checkers Squadron Leader Jim Rankin for a separate article in this issue.

I spent a most enjoyable day at the annual Walsh Memorial Scout Flying School during January. Now in its 45th year, the 2011 school had 68 students attending, the majority ab-initio, all of whom achieved their first solo during two weeks of living and breathing aviation at Matamata Aerodrome. The school has a great atmosphere about it and provides an excellent start in aviation for the future pilots who attend it. With no salary budget and a staff of 60, the school depends on the generosity of volunteers and sponsors who all deserve the highest recognition for their effort. That said, most don't seek any recognition at all, and are there simply because they want to give something back to the aviation community and support an extremely well run organisation. Utterly non commercial and yet with materials and a programme that many full time flying schools should aspire to, the school is a credit to all those involved with it.

Another highlight of the last two months for your Editor was a ride in the back of the L-39 Albatros now resident at Ardmore. Without wanting to lose any more friends (several refused to speak to me afterwards), I've described this particularly good experience for readers on our regular Warbirds pages.

This issue also contains our usual columns on Photography (don't forget to enter our photo competition before 31st March), Insurance, Gyros, Modelling, Places to Go, Gliding, and more. In regard to gliding, big congratulations are due to Alex McCaw who has just become the world's youngest 1000km diploma glider pilot. Proud Mum Jill has collaborated with Carrie Miller to write about Alex's feat in her regular gliding column.

Lastly, the tragic events in Christchurch are certain to have affected many of our readers. Along with the rest of the nation, our thoughts are with you.

Michael Norton
Editor, KiwiFlyer Magazine

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Front Cover: Giovanni Nustrini in the new Tecnam P2008 over the Hauraki Gulf in February. Photograph by Michael Norton.



First Tecnam P2008 arrives in NZ

TECNAM'S P2008 LSA is now available in New Zealand. Tecnam Distributor for Australasia, Giovanni Nustrini received our first example a few weeks ago and has another on the way soon.

One of the first New Zealand pilots to try the aircraft was Bay Flight Aviation's Phill Hooker. His comment after "a short flight on quite a bad day" was that the aircraft was very easy to fly and roomy inside; "It's comfortable and very suitable for all day instructing." Having been a strong Cessna supporter for many years Phill comments that "It handles like a Cessna 152 but with better performance. Finally it looks like there is a replacement for the 152 available.", which is strong praise indeed.

About the P2008

In a first for Tecnam, the P2008 utilises carbon fibre for the fuselage and vertical stabiliser construction, which has striking lines and is noticeably different to earlier high wing Tecnam light aircraft. The wings and stabilator are aluminium, the wing also being a scaled version of the P2006T Twin. Tecnam consider this to be a 'best of both worlds' approach since aluminium is easy to repair (hangar rash usually occurs on wings and stabilisers) and composites offer smoother, more elegant design possibilities, including being able to more easily achieve their desired increase in cabin width and door sizes. Tecnam also say that the aluminium wing offers more



The cabin is noticeably spacious at 1200mm wide.

ability to flex in flight, providing a more comfortable ride.

Another change is the selection of a robust castering (rather than steerable) nosewheel. Tecnam say that steerable nosewheel parts often took abuse during training operations and that the castering version is intended to reduce the damage



Three views of the new P2008 LSA. The aircraft is showing good potential as a C-152 replacement.

and repair requirements that had been previously faced. That said, a traditional steerable nosewheel version is available for customers having a preference to this design. The castering setup consists of a tubular steel leg connected to the lower engine mount attachments, braced by a hydraulic oleo shock absorber. This has been designed to limit any damage caused by very hard landings to the leg components (which are easily replaceable),



A variety of instrument configurations are available.

and to minimise the chance of damage spreading to the engine frame. Ground steering is by differential braking.

The main landing gear is the same as for other non-retractable Tecnam models, a design that has withstood the test of time and many training hours.

Power is by Rotax 912 ULS2, offering a 110kt cruise at 75% and with two 55 litre fuel tanks providing for a claimed 690nm range. Fuel tanks are installed in the wing box behind the main spar, this design being intended to preserve their integrity in a crash and to minimise the risk of fire. The aircraft stalls with flaps down, at 40kts and has a Vne of 157kts.

Thanks to the increased cabin width (now 1200mm), the instrument panel size is also larger and can accommodate any required configuration of analogue or digital instruments. As well as the increased cabin width, there is generous seat adjustment and legroom available, and also a substantial baggage space.

With an empty weight of 780lb, the P2008 can be registered in either of the LSA (MTOW 1320lb) or microlight (MTOW 1200lb) categories.

This is a robust and attractive aircraft, with a spacious and comfortable cabin, that also has excellent performance and economy. On paper, it should be ideal in the training environment and is therefore a genuine consideration for existing C-152 replacements. KiwiFlyer hopes to have a



Access to the engine, fluid reservoirs, etc. is easy.



The P2008 will be touring New Zealand during March. Contact Giovanni to organise a visit to your local airfield. See details below.

full flight evaluation of the P2008 (written from the point of view of flight training) in a future issue.

About Tecnam

Costruzioni Aeronautiche TECNAM was founded in 1986 by the brothers Luigi and Giovanni Pascale (formerly Partenavia) whose names are associated with the design and manufacture of light aircraft such as the single-engine P64 and P66 OSCAR and the twin-engine P68 series.

The company has three plants; one located in an area adjacent to the international Airport of Napoli-Capodichino measuring over 11,000 m2, a plant located in the neighbouring town of Capua with over 20,000 m2, and a third plant located in Spain.

Aside from the manufacture of a full range of light aircraft (more than 3000 since 1992), Tecnam also produces structural components for commercial aviation which include tailplanes for the ATR 42/72, fuselage panels for Douglas and Boeing, parts of the G222, tailplanes and moving surfaces for the SF260, helicopter components for Agusta, and other parts for the LearJet, Falcon and Dornier.

For more information

To find out more about any of Tecnam's aircraft range or to organise a demonstration at your local airfield, contact Giovanni Nustrini on 09 298 9144, 021 832 626 or email: info@tecnam.co.nz www.tecnam.co.nz



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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

PiperSport LSA reverts back to SportCruiser

Aerosport Aviation Ltd., Australasian distributors of the PiperSport LSA have announced that Piper Aircraft Inc. are terminating their licencing arrangement with Czech Sport Aircraft (CSA), the Czech manufacturer of the aircraft. This arrangement which has been in place for 12 months, involved CSA manufacturing the PiperSport, essentially as a re-badging of its own SportCruiser design.

The PiperSport will now be manufactured under its original SportCruiser name by CSA and continue to be distributed in Australasia by Anton Meier of Aerosport Aviation.



Piper have continued to endorse the SportCruiser, with Piper CEO Geoff Berger stating in his press release that "The LSA we were distributing is a good one and we encourage aviation enthusiasts to continue their support of this segment of the market." The parting of the two companies has been attributed to "cultural differences" in business perspective and approach.

Anton says that Piper now plan to concentrate resources on the Piper Jet and their other regular production aircraft. He notes that there have been many corporate struggles throughout the SportCruiser's evolution during the 8 years that Aerosport have been distributing the aircraft and says that from the point of view of aircraft supply and support for his existing and new customers, it is 'business as usual'.

Sales continue to grow and there is a steady supply of aircraft flowing from the CSA factory.

CSA have plans to expand their range of aircraft to include new aerobatic and military versions including a high wing model, as well as offering a choice of engines. Anton can be contacted on 021 289 5999 or email: anton@aerosport.co.nz

Supermarine Spitfire flying in NZ



Supermarine Aircraft Spitfire Mk 26b 'SPT' has become the first of its kind to fly in New Zealand. Based at Wanganui, SPT is owned by Richmond Harding who is an industry icon in agricultural aviation. The Mk 26B is a 90% scale Spitfire, built from a kit manufactured by Supermarine Aircraft Ltd. The company is of Australian origin and have very recently relocated to Texas, in the USA.

SPT was built by Campbell Aviation, with the engine installation being carried out by Wayne Riddell and a Wanganui based team. For further information on Supermarine Aircraft kits, contact Ivan and Sandy Campbell at 03 313 8008, email: ivan@campbellaero.classics.com or visit www.campbellaero.classics.com (Photos courtesy of Trevor Nixon).



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Classic Fighters Airshow at Omaka

Classic Fighters organisers have announced several star performers scheduled to make airshow debuts at Omaka during Easter weekend.

The first is Jerry Yagen's Mosquito KA114 which is steadily advancing towards completion at AvSpecs Ltd., Ardmore. The Mosquito will be the first of its type seen airborne for over a decade and a half, and the first fully rebuilt Mosquito to fly (i.e. with all new wood through the airframe). AvSpecs CEO Warren Denholm is determined this will be the venue for the aircraft's first airshow before it is shipped home to Virginia Beach, in the United States.

The Focke-Wulf Fw190A-8N belonging to the Omaka based Chariots of Fire Fighter Collection, has been undergoing a steady equipment upgrade at the premises of the company that re-created this classic WWII fighter, FlugWerk GmbH. Many fine detail upgrades have been incorporated including additional modifications to accommodate the owner's tall frame.

The Reid family's Avro Anson Mk.I is coming together now after an exhaustive restoration to the highest standard. Organisers say that visitors will not only get to see the sole airworthy Mk.I Anson in the world, but a machine which has been restored to a standard that will leave many restoration experts in amazement. The first of the Cheetah engines has already been heard at Omaka as it was test run following rebuild by Don McKenzie.

Also expected to make its debut at Classic Fighters 2011 is the Yak-3 belonging to the syndicate led by Graeme Frew. This aircraft was a last minute addition to the airshow poster at Graeme's insistence, such is his determination to have it completed for the show.

More details are on the website www.classicfighters.co.nz Don't miss it.

NZALPA Contingency Fund Trust A-Cat Scholarship

The NZALPA Contingency Fund Trust is offering an annual scholarship to the New Zealand General Aviation (GA) community. The scholarship provides financial assistance to NZALPA members who wish to upgrade their current 'B' Category Instructor rating to an 'A' Category rating, (either aeroplane or helicopter).

The funding will cover the cost of the Aviation Services Ltd (ASL) flight test fee plus the costs of training up to a total of \$5,000, (inclusive of the ASL fee). The successful candidate will be an individual respected within the GA community and committed to enhancing education and training within aviation.

The NZALPA Contingency Fund Trust (CFT) is a fund established in September 2004 by the board and membership of the Air Line Pilots' Association in the wake of the Ansett 703 Dash 8 accident of 1995 and the demise of Ansett NZ in 2000. Both these occurrences highlighted to the Pilots' Association the need for significant financial reserves in the event of unforeseen events. Since then the CFT is a trust that has grown and now owns the Pilots' Association building and holds cash reserves contributed by members over the years.

The CFT has broad discretion to provide protection and assistance for groups and individual NZALPA members when unforeseen 'contingencies' occur. One area that the Trustees see a need is the provision of support to our members in General Aviation, a section of our membership that has grown over the years to over 10% of total membership. As a result they are delighted to offer this scholarship to encourage education and excellence in the flight instruction field of General Aviation. It is our hope that this will become a cherished annual scholarship to our membership.

The eligibility requirements are as follows (refer to Terms and Conditions for full details): 1) Hold a current New Zealand 'B' Category Instructor rating. 2) Have been an NZALPA member for at least three months at the time that applications close. 3) Be currently active in GA and be able to demonstrate a continued desire to contribute to education and training in aviation. 4) Have the necessary experience and competency to train for and complete the qualification within twelve months of receiving the scholarship.

For more information about the scholarship, please contact the ALPA office on 09 255 1500 or email: office@nzalpa.org.nz

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Bay Flight Aviation take delivery of Tecnam P2006T

FROM humble beginnings in 1996 when Phill Hooker began the school with one leased aircraft, Bay Flight Aviation has grown to a fleet of 10 aircraft and an international reputation for quality of flight training operations. Late last year, Bay Flight was purchased by Steve and Sandra Rowe. Aviation enthusiasts themselves, they were attracted by Bay Flight's reputation and by the potential they see within the New Zealand aviation training industry.

Having settled into the business, Steve and Sandra are now undertaking substantial new investments in plant and aircraft to add an extra edge to Bay Flight's training offer. The first sign of this is the arrival of a new Tecnam P2006T Twin which will operate alongside the school's existing Piper Seneca and fleet of Cessnas. With this purchase, Bay Flight can fairly claim to be leading the way for others to follow, this being the first P2006T to operate under a full time training role in

New Zealand. The investment will be closely followed by the arrival of a Redbird Flight Simulator at the school, due in early April. Part of the NMIT Aviation Training Network, the company has also recently begun to offer aviation business courses in collaboration with NMIT and Bay of Plenty Polytechnic.

Bay Flight Aviation CEO Laurence Barnett says that they selected the new Tecnam after evaluating all options including Seneca, Seminole, and Diamond. He says, "The Tecnam stood out as a confident first choice and we decided to lead the market rather than waiting for others to purchase first." He also commends Giovanni Nustrini and Tecnam New Zealand for "Great support and a seamless process from start to finish."

Laurence says that the company plans more investment in

infrastructure and is working with the Airport Board on the development of a new "Training Centre of Excellence". Bay Flight's Management are planning for the company to play a significant role in "a vibrant training industry" and believe that the future for pilot training in New Zealand is excellent.

There are 20 Instructors at Bay Flight (a mix of about 1/3 B-Cat and 2/3 C-Cat) who are currently training more than 50 pilots per annum. Steve and Sandra are keen to grow this number in a manner that maintains quality and also that fits in well with Tauranga Airport and the requirements of its other users. Although the company is focused on New Zealand, they expect to attract more international students who Laurence says they already have a reputation for looking after, as "a part of the family". This 'family' approach to the business has included the

company giving every Instructor and student a demonstration flight in the new aircraft. Laurence is looking forward to commencing operations with their new Tecnam, saying that everyone who has seen it so far has been very impressed. In particular, he is looking forward to the aircraft coming on line for night flying. It has a very low noise footprint which will be a marked contrast to the Seneca (Laurence says that far too many people know his cellphone number and call to tell him when it is out flying at night). He says that excitement of the aircraft's arrival from both staff and students is palpable and that they have already had a lot of enquiries for instrument ratings. For more information, phone Laurence Barnett on 07 575 2747 or visit www.bayflight.co.nz



Tauranga MP Simon Bridges (centre) accepted the new aircraft from Giovanni Nustrini on behalf of Bay Flight Aviation and Tauranga City. Speaking to the Bay Flight team and guests, he emphasised how good it is to see such substantial commitments being made by New Zealander's reinvesting in New Zealand.



Phill Hooker (pictured nearest with Simon Bridges) says he is very impressed with twin and single engine operation, the aircraft comfortably out performing Bay Flight's Seneca. Excellent short field behaviour means they can comfortably use the grass runway at Tauranga and also operate from nearby Motiti Island. Phill says the aircraft is easily within reach of a brand new PPL with C172 experience; "Where the Seneca can be a handful in crosswinds on seal, the Tecnam is just like landing a 172. As well, single engine climbouts are easy, airborne restarts are instant, liquid cooling allows that power can be brought back to idle, and the aircraft behaves beautifully under IMC." The only difficulty for Bay Flight's students will be getting Phill out of the plane so they can have a go themselves.

Solo Wings Expansion

COLIN Alexander and Solo Wings of Tauranga are well known to most light aircraft owners throughout the country for their engineering and maintenance services, and in particular for being the only official Rotax Sales and Service Centre in New Zealand. Solo Wings have recently moved into a new purpose built hangar complex at

compass swinging service is available and capabilities are present for all types of airframes (composite, metal or fabric) and engines (radial, turbo, etc.). Colin says their aim is to offer a comprehensive service in order to make the customer's experience as pleasant as possible.

An often appreciated facet of this



Solo Wings new hangar complex at Tauranga. The company is a recognised official Tecnam Service Centre and will be caring for Bay Flight Aviation's new P2006T Twin.

Tauranga which is sure to impress visitors and aircraft owners. The new building is light and spacious, with a separate clean room for engine stripping and overhaul. Colin says they designed the facility to provide a welcoming atmosphere for owners who can have confidence in the care that will be imparted on their pride and joy.

Colin has recently been joined by licenced engineer Philip Churchill who has many years experience with Air New Zealand. Solo Wings is a recognised training organisation under ATTTO and working alongside Philip and Colin (also a licenced engineer) are two trainees.

The team can cater for all facets of light aviation from rag and tube microlights through to autogyros and vintage repair and restoration. On the latter, they currently have a restoration project underway on the only Cessna 120 in New Zealand. A fully certified weighing and

approach is Solo Wings 7 day availability. The team are on call at any time to meet customer needs.

Aside from maintenance, they also provide an accident recovery and repair service which has recently been in demand for a variety of engine, fuselage, as well as fixed and retractable undercarriage repairs. Another task often undertaken is the initial inspection on both homebuilt and factory produced aircraft in preparation for CAA authorisations.

Solo Wings also provide mentorship to home builders in association with the Sport Aircraft Association.

For more information

Colin and the team welcome new customers to the hangar, and enquiries for any of their services. Contact Phil or Colin at Solo Wings on 07 574 7973 or email info@solowings.co.nz



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See the Garmin aera review in the February issue of KiwiFlyer.

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Wings Over Wairarapa 2011

EVERY two years the Wings over Wairarapa Airshow is held at Hood Aerodrome in Masterton, with the event becoming a highlight of the aviation event calendar. This year, the theme was "We Will Remember", with tributes being paid to veterans who served in WW1 and WWII.

However this year's event will be remembered by many for the arrival of a storm front and some very inclement weather which, after dumping four inches of rain onto the airfield on the Sunday morning, led to the cancellation of the last day of the airshow.

Despite the bad weather and difficult conditions, there was some excellent action both in the air and on the ground on Saturday, with spectacular flying displays from a wide range of aircraft. Over 15000 people attended the Saturday show and over 3000 attended the Friday practice day.

Hood Aerodrome is home to the one of the greatest collections of classic WW1 era reproductions and rebuilds in the world, and it is these old-school flying machines that form one of the main attractions at Wings over Wairarapa. Owned by the 1914-18 Aviation Heritage Trust, and built and serviced by The Vintage Aviator Limited (TVAL), the collection based at Hood

Contributed by Chris Gee

Aerodrome is unique, and many of the aircraft were on display. One of the most fortunate outcomes of the Wings over Wairarapa 2011 airshow was the attendance of many WWII veterans who got to be reunited with their old mates and aircraft.

While some of the mass formations of classic aircraft that the show is renowned for were unable to take place because of the weather, the crowd certainly still got their moneys worth.

Unfortunately a very quick set of weather events on the Friday afternoon led to some damage to the Venom, which performed a belly landing after clipping the edge of the runway and suffered an undercarriage failure. Further

drama occurred when Brett Emeny's Vampire suffered a blown tire. The Vampire flew again on the Saturday while the Venom was moved off the field to Palmerston North.

The next Wings over Wairarapa airshow will be held in 2013, when hopefully the Weather Gods will provide the organisers with some well deserved sunshine.



A Royal Aircraft Factory S.E.5a taxiing along the flight line at Hood. Powered by an original Hispano-Suiza Direct drive 180 HP engine, the S.E.5a was the first major project The Vintage Aviator Ltd. undertook.

Captions for column at right: **1.** The Fokker Dr.1 Dreidecker (Triplane) is renowned as the aircraft in which Manfred von Richthofen gained his last 20 victories, and in which he was killed on 21 April 1918. The Aviation Heritage Centre in Omasaka own four of these aircraft, all painted to represent specific aircraft of 'Jasta 11', the unit Richthofen commanded during March of 1918. **2.** Two of the three airworthy S.E.5a's built by TVAL fly in formation. Although a better all round performer than the famous Sopwith Camel, problems with the Hispano-Suiza engine created a shortage of S.E.5a's and most squadrons were equipped with the Sopwith fighter instead. **3.** Two TVAL stable mates, the RAF B.E.2c (front) and B.E.2f (back) flying together. Actually one of Geoffrey de Havilland's early designs, built by the Royal Aircraft Factory, the BE stands for Blériot Experimental. The B.E.2f utilises an original RAF1A V8 power plant. **4.** An S.E.5a chasing a Fokker Dr.1 Dreidecker. Entering the war in 1917 the S.E.5a was considered superior in many aspects to all its German opponents. While not as fast as contemporary biplanes, the Dreidecker could easily outclimb any opponent.



Steve Engle



Derek Quinn



Steve Engle



Derek Quinn



Steve Engle



Steve Engle



Michael Jorgenson

Despite the weather and the cancellations, the Saturday crowd was packed with over 15000 people, who enjoyed some very good flying displays.



Michael Jorgenson

Resident here at Hood Aerodrome, The Old Stick & Rudder Company's Curtis P-40E Kittyhawk taxiing out for display. More than 14000 Kittyhawks were produced for 28 different counties during WWII, and the aircraft was a major contributor towards victory in the Pacific.



Rodney Maas

The Old Stick & Rudder Companies FG-1D Corsair. This fantastic machine is the only surviving example that has served with the RNZAF.

Captions for column at left: **5.** The Sopwith F.1 Camel Scout (left) accounted for more aerial victories than any other Allied aircraft during World War I. The Avro 504K (centre) was the first British plane to be shot down by enemy ground fire in WWI. While being fast and manoeuvrable, the Nieuport XI (right) had problems with its wing struts. In a steep dive, the struts could twist the wings, often fatally. **6.** Two De Havilland Tiger moths, adorned with ribbons, fly across Hood Aerodrome. After more than 70 years of flying in New Zealand, the DH82A Tiger Moth has filled more roles than any other type. Civilian trainer, military trainer, glider tug, classy private transport, and of course, as the pioneer of the country's aerial topdressing industry.

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Wings Over Wairarapa 2011



Michael Jorgenson



Steve Engle



Steve Engle



1

Michael Jorgenson

Captions as numbered:

1. A trio of Triplanes, the Fokker Dr.1 Dreidecker.
2. The NZ Warbirds Association uses North American Harvards in its 'Roaring 40's' team, which has been a regular performer at airshows in New Zealand for many years.
3. A pair of Aero L-39 Albatros streak low across the dark sky. Many examples of this Eastern Bloc trainer have ended up in private hands, and can offer a thrilling ride (see separate article in this issue of KiwiFlyer).
4. Known as 'The Whispering Death', there is nothing quite like the sound of Keith Skilling and his Corsair making a low pass across the crowd line.
5. The race is on! MX-2 vs Hughes 500D vs Racecar. Our bet is on the MX-2...
6. Held at Wings Over Wairarapa was the 50th Anniversary of the Cessna 185. More than 80 Cessna 180 and 185s joined the gathering.
7. Spectacular pyrotechnics and explosions are big a part of any Airshow, and Wings over Wairarapa did not disappoint.
8. No replica WW1 aircraft would be complete without its authentic synchronised machine guns. This shot shows just how exposed the pilots were to the elements.
9. Achtung! The Messerschmitt Me-108 accompanies the German ground vehicles of the Historic Re-enactment Society.
10. A highlight of Saturday's simulated ground attack finale was the launch of surface to air 'rockets' into the crowded skies.
11. The Red Checkers and their CT-4E's made a welcome return into the display circuit this year.
12. The venerable C-130H taxis out while an RNZAF officer checks the wind direction.



5

Michael Jorgenson



6

Steve Engle



7

Rodney Maas



8

Steve Engle



9

Alex Mitchell



10

Steve Engle



12

Michael Jorgenson



11

Michael Jorgenson

WW1 Profile: Bristol Fighter F.2b

Contributed by Allan Udy

One of the many interesting WW1 aircraft domiciled at the Vintage Aviator on Masterton Airfield is the Bristol Fighter F.2b. Allan Udy profiles the history of this particular aircraft.

original wooden components remaining. Over the next few years other original fittings were sourced, while new oil and fuel tanks, cowls and the radiator were built from original drawings. Finally an

flight took place on 30th June 1998. In 2001 the aircraft was grounded when a chrome contamination fault developed within the engine, but by 2006 The Fighter Collection had overhauled the crankcase and cylinders and the aircraft was airworthy once more.

THE BRISTOL Fighter was such a successful design that following the First World War the type was used extensively throughout the world until the early 1930s. During this post-war period a number of F.2bs were operated by the New Zealand Permanent Air Force (forerunner of the RNZAF), so it is fitting that one of the few surviving original F.2bs is now based 'downunder' in New Zealand.



Alex Mitchell

This F.2b was one of six recovered from a Weston-On-The-Green (UK) barn in the 1970s where the fuselages had been used as roof trusses. The aircraft was acquired from the Royal Air Force Museum in 1989 and initial restoration work began in May 1991. By late 1992 the airframe was essentially complete with over 60 percent of the

original propeller was located, as was an original 14.2 litre v12 Rolls Royce Falcon Mark 3 engine. The engine was overhauled by the Shuttleworth Collection, and the final assembly and engine installation were carried out by SkySport Engineering at Old Warden in the UK. The successful first

The aircraft, constructors number 7434, was built in 1917 and served as RFC F4516 with 13 Sqn. The current colour scheme however, is that of D-8084, an aircraft of 139 Sqn that fought in Italy in 1918, during that countries successful defence against an Austro-German invasion. HRH Prince Edward of Wales (later Edward VIII) flew in the original D-8084 as an observer on a number of occasions when he visited 139 Squadron.

Imported in late 2006 after undertaking a brief tour of the UK, the aircraft is now owned and operated in New Zealand by The Vintage Aviator Ltd, specialists in vintage aircraft restoration and construction (www.thevintageaviator.com).



Accident and Incident Reports
are provided courtesy of



Type: NZ Aerospace FU24-954 EMN
Location: Wairuna **POB:** 1
Operation: Agricultural **Injuries:** Nil
Date: 1 December 2010
Report: Pilot commenced takeoff after observing the loader driver reversing away from the aircraft. The loader driver was distracted by another vehicle and stopped before being clear of the aircraft. The aircraft's elevator struck the loader.

Type: Tecnam P29S Echo PAB
Location: Parakai **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 16 January 2011
Report: Aircraft ran off the end of the runway during a high speed taxi run, destroying the left wing.

Type: Robinson R22 Beta HQD
Location: Central Otago **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 14 January 2011
Report: Tail rotor struck the ground on approach and the helicopter rolled over.

Type: MT03 Eagle RKG
Location: Stratford **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 25 December 2010
Report: While taxiing, the autogyro's left rear wheel fell into a hole, causing the pilot to inadvertently increase the throttle to full power. The aircraft accelerated, falling down a bank beside the runway and rolling onto its side.

Type: SeaRay Amphibian LSX
Location: Whenuapai **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 3 January 2011
Report: During step taxi, a significant increase in drag was observed, with water appearing in the cockpit. An attempt was made to beach the aircraft, but the crew were forced to exit the cockpit as the volume of water increased.

Type: Bell 206L-3 ISF
Location: Bream Bay **POB:** 1
Operation: Not stated **Injuries:** Nil
Date: 19 January 2011
Report: Helicopter experienced engine surging followed by a loss of power, with the aircraft ditching shortly afterwards. The pilot was found clinging to the wreckage with minor injuries.

Type: Tecnam P2004 Bravo RRG
Location: Motanau **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 24 January 2011
Report: During the last third of a landing roll the aircraft slewed to the right, causing the nose gear to collapse and the propeller and left wing tip to strike the ground.

Type: de Havilland Venom VNM
Location: Masterton **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 21 January 2011
Report: Aircraft landed short of the threshold, damaging the undercarriage and made a belly landing.

Type: Gyrobee RDA
Location: Dannevirke **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 27 January 2011
Report: While practicing engine out landings, the pilot let the airspeed drop too low and experienced a hard landing. After coming to a stop the aircraft slowly rolled over because a landing gear strut had failed.

Type: Duo Discus T GBO
Location: Omarama **POB:** 2
Operation: Training Dual **Injuries:** Nil
Date: 29 January 2011
Report: The tow aircraft veered on takeoff requiring the glider to release. The glider rolled into an earth mound, breaking the fuselage behind the wings.

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

Insurance for engines run 'on-condition'

Contributed by Bill Beard

ONE OF THE main provisions of an aircraft insurance policy is that operation and maintenance of the aircraft must be conducted in full compliance with the CAA Rules. Accordingly, aviation insurers accept the use of engines beyond the manufacturer recommended TBO (time between overhauls) subject to certain manufacturer recommendations and/or CAA approved programmes.

Under the policy terms and conditions, insurance companies will pay for, repair, or make good accidental damage to the insured aircraft. BUT in the case of repairs to an on-condition engine, though different insurance companies may have different views, generally the following ground rules will be applied.

In the case of a total loss – no problem. The company will pay the agreed value including the engine, less the deductible. However, in the event of engine repairs even say following a prop strike, the normal procedure is that the Claims Adjuster will approve a bulk strip (paid for by the insurers). If any damage is found (ie. crankshaft damage or the like) the insurers may provide for replacement of damaged part(s) caused directly as a result of the accident, subject to age and AD (airworthiness directive) status. If the crankshaft is on its second or third life or has been superseded then settlement may be subject to negotiation. However, as the engine is beyond its TBO it will not be approved for "return to service" without a complete overhaul. The cost of this will be to direct account of the insured/owner as the policy does not cover wear and tear or deterioration.

The long and short of it therefore is that if your time expired engine is damaged, the insurance company will compensate the insured for accident related damage but the cost of the overhaul to enable it to return to service will not form part of the claim.

Likewise, with airframe damage, insurers will only pay for the accident damage. Additional rectification such as corrosion etc. identified during the repair process will be to the account of the insured.

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Red Checkers Return

Contributed by Chris Gee

Airshow enthusiasts in New Zealand will have been delighted to see the return of the Red Checkers to the display circuit this year, beginning with Wings Over Wairarapa in January. Regular Contributor to KiwiFlyer, Chris Gee, spoke with Squadron Leader Jim Rankin to compile this article.

SINCE 1967 the Royal New Zealand Air Force aerobatic display team, The Red Checkers,

has been wowing crowds at aviation events across the country, earning a reputation for world-class aerobatic displays. They serve to showcase the professionalism of the RNZAF aircrew, with their routines representing a pinnacle of precision flying. As a school boy growing up near Wigram airbase in Christchurch, I spent many a morning watching them rehearse overhead, had posters of the aircrew on my bedroom wall, and have continued to watch and admire the team since. Unfortunately, 2010 became a tragic year for the Red Checkers. A fatal accident in January claimed Squadron Leader Nicholas Haydn Cree, 32, as he was rehearsing the 'Fish-Tail Pass', which was to be part of his solo routine. Later in March, a collision between the undercarriage of one aircraft and the canopy of another while changing formation, resulted in The Red Checkers team being stood down for the rest of the year.

In 2011 however, the Red Checkers are back on our aviation event circuit and were set to make their comeback at the Wings over Wairarapa Airshow in Masterton. Abysmal weather put paid to a full display on the Saturday and resulted in cancellation of the Airshow on Sunday, but the team still got the chance to show they were in form and back in action on the practice day.

Philosophical about the lack of a full display, the team's leader SQNLDR Jim Rankin comments, "The old adage says 'the best way to break a drought is to hold an aviation event', and that was certainly the case at Masterton. The team was keen to display... We can control a lot of things but the weather is not one of them."

Display Season Training

Every year the team must start training for the display season from scratch. Jim Rankin clarifies, "Every year a new Checkers team starts up, with training normally starting in September or October.

Where possible, it is preferred to introduce 2-3 new team members in any new season, and keep 2-3 from the previous year to assist continuity. This year, for a number of reasons, I am the only team member with previous Checkers experience. So, every year we start afresh, this year even more so due to most team members being new to it!"



Gavin Conroy



Gavin Conroy

Absent from our sky during the latter part of 2010, airshow enthusiasts can look forward to seeing regular appearances of the Red Checkers again during the 2011 display season.

While the routine has no new formation manoeuvres this year, they are arranged differently from previous displays. That said, the solo aircraft does fly some individual manoeuvres that are new for this season. Jim Rankin describes the process for adding new manoeuvres to the formation routine: "The sequence for this year was fairly well determined even before we started training, and the training was then tailored to meet the needs of that routine. If for any reason we decided to add something new, it would be a very stepped process. I would probably fly it by myself to see that it fitted in with the whole routine (in terms of positioning and energy, and flowing from one manoeuvre to another). We would then work it up over a period of time, starting with only 2 aircraft then adding more as experience was gained. Once happy with the whole manoeuvre we would incorporate it in the sequence, and start to step down the altitude to the final display height."

This year two manoeuvres have been removed from the display, the 'Fish Tail', and the 'Team Carousel'.

The adverse weather at Masterton raised the question of how the team cope changing the routine to fit the conditions: "The simple answer is that at the moment we don't", confesses Jim Rankin. "Either we can display, which needs a cloud base of around 2,000 ft and reasonable visibility, or we don't. Some teams have separate "flat" shows for low cloud days. For the Checkers, our ceiling requirements are already relatively low, so we don't have a flat routine"

Checkers History

The name 'Red Checkers' comes from red and white chequered squadron markings of the Central Flying School. Originally, the team flew the venerable North American Harvard. These were used

up until 1973, when the team was disbanded due to the fuel crisis. At that time the RNZAF training aircraft were painted in a red and white paint scheme.

In 1980, the team was reformed, with new Airtrainer CT-4B aircraft. In 1994, they relocated from Wigram to Ohakea and the colour scheme was changed to today's yellow and black. In 1999 the RNZAF switched to the newer CT-4E Airtrainer's, which are still in use today.

Aircraft and Team

Each team member is allocated their own aircraft to display with, "We normally fly the same aircraft every time", Jim Rankin explains, "though occasionally this is not possible due to servicing requirements. If that was the case, we would always fly at least one practice with the new aircraft, just to get used to it - they all fly just a little bit differently and it's enough to be noticeable in formation aerobatics..."

The CT-4E has some attributes that make it great for the type of flying the Red Checkers do and some attributes that are not so great. "Any pilot will always want more power," says Jim Rankin. "The CT-4E has a little more than the old B models we used to use, so it does make formation aerobatics a bit easier now, but we don't have a huge excess of power - basically if you get out of position, you won't have the power to get back! Otherwise, the Airtrainer has good visibility, is very robust and reliable, and is responsive enough to be able to do the manoeuvres we want."

All the members of the Red Checkers team undertake the extra work required on a 'volunteer' basis, and still perform all their normal operational duties within the RNZAF. Jim Rankin explains, "All the team are Instructors flying the Airtrainer within the Flying Training Wing. ... Given that this is an additional duty it does take a lot of extra time, so this can limit the number of pilots who are able to volunteer. It should be noted that any Instructor at the Flying Training Wing could be a team member. All RNZAF Qualified Flight Instructors have been taught the basic formation

and aerobatic skills required. The Checkers just takes those skills and hones them, adds in a few new aspects such as formation aerobatics and puts it in to a package. It is a lot of hard work, but very rewarding."

Flying in No.1 Position is SQNLDR Jim Rankin, who has been in the RNZAF since 1978, and flying for the Red Checkers for five years, four of them as team leader. He has about 7900 hours

military flying experience with transport, training, helicopter and jet aircraft, and another couple of thousand hours of civil, microlight and gliding experience. His current operational position is the Flying Training Wing Training Officer, responsible for the content and co-ordination of the various training courses conducted at Ohakea.

Piloting the aircraft in No.2 Position is FLTLT Matt Alcock (echelon right, also flies the low aircraft in the 'Mirror' manoeuvre). He is currently the Flight Commander at

Pilot Training School and an ex-Royal Air Force helicopter pilot with 20 years flying experience (4130 hours total).

No.3 Position belongs to SQNLDR Baz Nicholson (echelon left, also leads the 'heart' manoeuvre). He is a former RNZAF Navigator with a transport background, and has been flying for 10 years, with a 2600 hour total.

The No.4 Position is taken by FLTLT Graham Burnnand, (echelon right, two out, also flies in the box line astern position, and in the heart). Graham is currently an Instructor at Pilot Training School and has been flying for 9 years, with a helicopter background and 1990 hours in his logbook.

Coming in at the No.5 Position is SQNLDR Tony Budd (echelon left, two out, also flies all the solo aerobatic displays). He is currently the Officer Commanding Pilot Training Squadron and has been flying for 12 years, also with a helicopter background and 2800 hours total. The No.6 Position pilot is responsible for the spare aircraft, and is flown by FLTLT Charlie Wood.



The Red Checkers Team, from left to right: FLTLT Graham Burnnand, FLTLT Matt Alcock, SQNLDR Jim Rankin, SQNLDR Baz Nicholson, SQNLDR Anthony Budd.



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To put this into perspective, the current Red Checkers line up has some 80 years of flying experience between them and over 19000 hours in the air.

The Support Team

Behind every group of star performers is a team of dedicated support staff, without whom there would not be a performance. Jim Rankin explains the personnel and equipment the Red Checkers rely on to keep them in the air: "All Airtrainer maintenance is provided on contract by Aeromotive Ltd. For most displays we take two Aeromotive engineers with us to provide support, one of which will be a Licensed Aeromotive Maintenance Engineer. They vary this duty around the Aeromotive team, so most of them will get away to at least one display in a season. We also take a dedicated commentator (this year Warrant Officer Pete Barker). There is also an Admin Officer (this year Pilot Officer Louise Nelson) who takes care of all our accommodation, transport, etc. Last, but by no means least, we take away a photographer from the RNZAF Central Photographic Establishment (normally Sergeant Tim Jordan), who videos all Red Checkers practices and displays for subsequent debriefs. We take 6 aircraft, the personnel noted above, and sometimes additional ground crew where required. For instance we often will conduct a media flight, taking various media as passengers to show them what we do. In that case an RNZAF technician will accompany us to help fit the passengers with all the safety gear we routinely carry in the Airtrainer. Depending on how far the display is from home base, we sometimes use a Kingair aircraft to transport the ground crew and the extra gear, such as passenger safety equipment."

It is unfortunate that the RNZAF is not in a position to deploy the Red Checkers to offshore airshows, as they are well capable of holding their own against the best international display teams. The RNZAF might not have jet fighters for us to stare in awe at, but Kiwi airshow enthusiasts can consider themselves quite fortunate that we do have an aerobatic display team of such a high calibre as the Red Checkers.

My thanks to SQNLDR Jim Rankin for his time with this interview, and my best wishes to him and his team for many more great years in the air to come. CG.

Using a civilian Nanchang as camera ship, Gavin Conroy flew with the Red Checkers in February during a practice session for their 2011 display routine. Follow Gavin's work at www.cap-photography.blogspot.com or www.capphotography.ifp3.com



Chris Gee



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The 2011 Walsh Memorial Scout Flying School

NAMED to commemorate pioneer New Zealand aviators Leo and Vivian Walsh and held at Matamata since its inception, the Walsh Memorial Scout Flying School is now in its 45th year and can proudly claim to have issued more than 1250 ab-initio (from the beginning) students with their Scout Wings. Many of these return to the school in later years to advance their training and to assist as staff, while more than 20% have continued on to professional aviation careers. Many more retain flying as a leisure activity.

Run by SCOUTS New Zealand, the school does give preference to Scout and Guide enrolments up until the end of August each year, with remaining places after then open to anyone. In 2011, a total of 68 students arrived from all over New Zealand, this year ranging from Balclutha to Kerikeri.

The school began in January 1967 when the Scout Association of New Zealand held the first Venturer Scout Flying School. The school was the idea of the late George Arkley, a National Scout Commissioner and member of the Royal Aeronautical Society (RAeS). With the success of the first school, the NZ Division of the RAeS offered (through NZ Aeronautical Trusts Limited – a Trust Company funded and controlled by the Division) to provide a financial subsidy and the services of members to assist in maintaining the professional standards of the school.

The Training Programme

Students at the school are fully immersed in focused and effective aviation instruction for two weeks (7-21 January). There is a great sense of community about the event, and when combined with social and other activities, CFI Mark Woodhouse rightly describes the course as being more like Outward Bound with wings, than a typical flight training programme.

Most students arrive with no experience. They enter a structured programme consisting of massed air exercise lessons and pre flight briefs with instructors that are conventional to 'industry standards'.

Having seen the school and looked over the exercises and comprehensive manuals, it is fair to say that best practice standards are adopted and in some cases, probably being set. There is no doubt that this is a most professional introduction to aviation for the many young people present.

As well as 8 hours of flying, the theory training includes courses on: Theory

employers. It is the same for all other staff. In fact, the Walsh operation has no salary budget at all. The school's primary expense is aircraft hire, though this is often made available to the school at favourable rates.

Venturer and Ranger students pay an ab-initio fee of \$1390 (\$1590 for others) which covers all camp fees and a minimum of 8 hours flying. Several High Schools throughout the country also receive Rotary sponsorship for a limited number of applicants.

The substantial level of community and corporate support received by the school is a good indication of the quality of the Walsh operation. More than 50 organisations and individuals provide sponsorship ranging from operational

support to quite substantial flying scholarships, cash grants and student prizes. In particular these include NZ Aeronautical Trusts Limited, Airways Corporation of NZ Limited, the Civil Aviation Authority, Air New Zealand, the NZ Division of the Royal Aeronautical Society, RNZAF, Aviation Services Limited, Walsh Flying School Trust, and Rotary International.

Location, Airspace, and Staff

At Matamata since the Walsh's inception, the field is a perfect location for training. Airspace for the two weeks is divided into four quadrants, allowing for training to commence immediately on leaving the field.

For the duration of the school, a 3 mile radius around Matamata airfield becomes controlled airspace below 3500 feet, from 6am to ECT (and two nights to midnight), all courtesy of an Airways mobile tower and a control staff of 6. The team endeavours not to impose on locals – in fact the school provides a good opportunity for local 'patch' pilots to participate in a controlled airspace environment. By monitoring Matamata's MBZ frequency, the controllers also serve the important role of warning itinerant pilots of the airspace designation if they are not as current with NOTAMS as they perhaps should be.

Airways staff also provide the Aviation Law and FRTO briefings for students as well as encouraging students to visit the



The official Walsh Memorial Scout Flying School Team Photo 2011.

of Flight, Air Traffic Control, Aviation Engineering, Rescue, Meteorology, Aviation Human Factors, and Aviation Careers.

Training flights usually last about 40 minutes. When ready, students are assessed for their first solo and then sent out for a circuit on their own, usually within 7 to 10 hours of time in their logbook. In 2011 all ab-initio students achieved their first solo, many with very little time beyond the School minimum of 7 hours.

Returning students are also welcomed, often having accumulated some 10 to 30 hours towards their PPL during the year. Night flying opportunities are made available on a couple of evenings all the way to near midnight and this year four of the most experienced Walsh students were also each given six hours training towards an aerobatic rating. This generous gesture came via the RNZAF, who based two CT4E Airtrainers and two Pilot Training Squadron Instructors on camp for a week.

Funding and Payments

Many of the staff are long term volunteers to the school. CFI Mark Woodhouse for example, attended his 18th Walsh this year, the last 14 of those as CFI; and there are many others who have accumulated the best part of a year or more of voluntary Walsh service.

The majority of Instructors volunteer their time, or are sponsored by their



All the key theory subjects are taught and comprehensive training manuals are provided.



A flypast of an RNZAF B-757 was flown by Wing Commander Chris Clark and ex-Walsh student Flying Officer Ben Woodhouse.



Aircraft cleaning duties easily became fun in the hot weather.



A traditional first solo dunking is an unavoidable experience at the Walsh.



Bianca Barbarich-Bacher was awarded the Walsh Trophy and \$1000 flying award from Mr Allen Williams for "Best all round ab-initio student in Flying, Exam & Leadership" The Trophy was presented by Captain Neville Hay, Director of New Zealand Aeronautical Trusts Ltd.

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tower to see how control operations work.

In 2011 the Walsh was comprised of 60 staff. 28 of these were Instructors, including 4 A-Cats and 15 B-Cats.

The school endeavours to make junior instructor positions available to ex Walsh students and there were a couple who undertook their first dual instruction this year. It may sound like there are plenty but the school is always keen to hear from Instructors who may be keen to help out, especially those holding B-cat ratings.

The Walsh Community

As much as it is about flying, the school is about teamwork, participation, and respect for each other and the event itself. A tent city is created on the airfield and students are responsible for all aspects of the camp during their stay. These include meals, facilities, cleaning, aircraft care, etc.

Family Day on Sunday saw more than 110 visitors arrive to observe the operation and enjoy a bbq as well as aircraft handling demonstrations. Though not prohibited, visitors at other times are discouraged in order that students keep their focus.

The school also has a strong social side including a half day trip to Mount Maunganui, trips to hot pools, table tennis, volleyball, and of course the swimming pool. Returning students also attend a dinner in Matamata.

Next Year

The 46th Walsh will be held in January 2012. There is no doubt that this is a fine way to introduce young people to flying in a very professional environment. Wise candidates should be considering their applications now.

The CFI Viewpoint

Contributed by Mark Woodhouse

WHILE THE Walsh is certainly a major aviation training operation, and one which we all try very hard to run professionally, its appeal is much more subtle.

In 24 hours we transform the usually sleepy Matamata aerodrome into the busiest pilot training location in the country, which at its peak has more daily movements than the average day at Van Nuys, the busiest general aviation airfield in the world.

Then, after 12 and a half days we pack up and go home. Sometimes I think we need our heads read! It only works safely because of the dedicated professionalism of the instructors and support staff.

So why do we do it? Well, there is certainly the camaraderie of spending time with others of like interest. And a chance to imbibe a little and to tell a few stories, tall and short. Many good friendships have begun at the Walsh. There is always the opportunity to learn from others, and often an opportunity to fly interesting aircraft that you don't see every day.

But I don't think any of these is the real reason most come back year after year. It is the look in the eye of the students. It

is such a buzz to see them grow so much in such a short time. We give the students back to their parents and guardians as different people. Young adults with a bit of self belief.

If I can solo an aircraft, I can do anything! The Walsh certainly had a profoundly positive affect on my two sons, both of whom went on to careers in aviation.

It feels good to do something for others. Most of us are where

we are today as the result of the help of others, with little chance we will be in a position to pay them back directly, so we pay it forward.

All of the flying Instructors and most of the support staff are volunteers, which I sometimes think makes their management just a little different. They are there because they want to be. If they can't do their job well, it's probably because we haven't done ours well.

Simply put, it is a privilege to serve. I s'pose I'm a lifer.

Woody the CFI

By the way, stay away from the edge of the sky, for there lurks the Taniwha.



Walsh CFI Mark Woodhouse in his B777 office.

My time at The Walsh

Contributed by ab-initio student Averil Read

Averil Read is a typical example of an enthusiastic Walsh student. Aged 16, she is in Year 13 at Pakuranga College and was able to use her Walsh experience as a residential project for a Gold Duke of Edinburgh's Hillary Award. Averil says she is intrigued by flight and has always enjoyed looking at her late Grandpa Ron Oliver's flying things and wondering what it would have been like to fly with him. Ron flew Catalina Dumbo missions in the RNZAF during WW II, later joining TEAL as a Ground Engineer and then Flight Engineer. Averil writes:

FOR AS long as I can remember I have had two dreams – to sail around the world and to learn to fly. I went to Walsh to tick one of these off my list but I also learnt how to use a deep fryer, having to cook 120 pieces of fish and 20kg of chips for dinner one night.



Averil Read is already looking forward to next year's Walsh.

At Walsh we were divided into Flights, a group of 16 who became your 'family'. On the first night we sat awkwardly in a circle saying our names, where we were from and how much flying we had done (for me only an introductory flight three years ago). By the end of the school everyone was great friends.

Kitchen, cleaning and other tasks were rotated between each Flight. 'Duty Flight' involved waking at 0515 to ready the planes for the first flight. I liked this duty as, although it is cold, it is quite nice up at that time and we got to get extra sleep before breakfast at 0800. And we found ways to make duties fun. On the last morning cleaning the toilet block turned into a water fight...

But Walsh is about the flying. Most days I flew just after breakfast and again either just before or just after dinner. It was amazing, in just over a week, to go from having pretty much no idea what all the dials and knobs were let alone when to use them, to completing circuits with minimal input from my Instructor and finally him getting out of the plane and I was sitting lined up for my first solo. It was the most amazing feeling that I will never forget when part way around the circuit it sunk in that I was flying solo! Back on the ground and paperwork filled out I got the traditional buckets of water tipped over me and hugs from my friends. The day I went solo was also the day of the ab-initio (first year students) exam. One of the most annoying things at Walsh was studying for that exam. It's so hard to concentrate with a Harvard doing aerobatics above you. But we all managed to pass and go solo, so every ab-initio was presented with their Scout wings at the Wings Parade on the final night.

It was really sad seeing the tent 'city' collapse, the planes take off for the final time and the control tower turn back into a truck. Only 48 weeks until next year's school!

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A Change of Pace

Contributed by Frank Parker

FOR THOSE WHO know me, my forte is propellers and preferably 60 years old; a result of formative years in the RNZAF and training on Harvard's which are still my first equal favourite along with the P-40.

Nonetheless, it was with some enthusiasm that I agreed to help my friend who had acquired an interest in an L-39 Albatros to learn to fly it. I should have noted to myself a similar discussion 25 years ago when I offered to teach another friend to fly his Hughes 300. I now own several of them (or they own me) and he spends his time playing golf!

First things first, better learn to fly one myself, so time to call a favour (in advance I may add) from my friends in New Plymouth and get checked out. Thanks Peter and Brett, the cheque's in the mail! Next as any instructor knows, keep one step ahead of the student and the rest is easy.

The L-39, apart from being a cool looking aircraft, and this example in particular with a striking blue Arctic camouflage masquerading as Albatros 28, was the Eastern Bloc standard jet trainer of the 1980's and 90's. With the shift in politics in the 1990's these aircraft became available in the Western Civil market at affordable prices and the rest is history. There are several hundred operating in private hands in the USA where it is dubbed the Gucci Jet by those who don't appreciate it.

A Pilots' Aircraft

As with any Eastern aircraft I have flown (Yak 52, Nanchang, plus a bit of heavy metal) the Albatros is a pilots' aircraft. The systems and controls are simple, the ergonomics easy and the handling delightful. If you have flown a Yak 52 or Nanchang then this cockpit will feel familiar.

My similar experience in this class of aircraft is the Strikemaster and well, there's the 'British way' and 'Another way'. The Albatros just fits better and feels nicer.

The L-39 is self contained with no ground support required. It has a mini turbine which provides 'air' to start the main engine. Engine starting is nearly automatic (the pilot has to select fuel 'on') and engine handling is 'pilot proof': go fast and go slow! It really is that simple.

The aircraft is capable of operating from grass strips as the intakes are clear of the FOD line, the undercarriage doors close when the gear is extended to prevent FOD ingress, the undercarriage is forgiving, the list continues.

Instruments are basic Soviet dials and once you interpret the different presentation they are accurate and intuitive.

The only minor glitch is the brakes which take a little bit of familiarity to gain a 'feel' for.

With a similar weight and thrust as the Strikemaster the performance is sprightly but not extravagant. It would compare to a light turboprop (Beech 1900) class of aircraft in overall performance. Basic aerobatics are delightful, a crisp rate of roll and loops requiring 3000 feet vertical.

In the circuit downwind starts at 180 knots, gear down then half flap at 150, base turn back to 130, full flap and across the fence at 110 knots. The aircraft operates from 4000 feet of seal without a problem.

Conversion

All a pilot requires to fly the L-39 is a type rating which does require a Basic Gas Turbine (BGT) accreditation. While the aircraft is way beyond the basic Cessna 152 or Piper Tomahawk performance stakes, it was designed as a 'trainer' and is simple to operate. Any pilot with a grounding in retractable constant speed high performance aircraft,

say Cessna 182, could aspire to fly it. The aircraft has no vices, systems are simple, handling crisp, and the stall is textbook. The handling notes suggest the spin is straightforward (but without ejection seats we have not ventured into this regime!).

The challenge in this class of aircraft is not so

much pure flying but operating. With 70 minutes normal endurance, shortly after takeoff you need to consider landing. With this is consideration of field requirements, you can't head off to the nearest strip, so from Ardmore we need to consider Whenuapai, Auckland, Hamilton and Tauranga with a maybe at Matamata. Cross country cruise is around 250 knots which is easy if you're ahead of the aircraft but incredibly fast if you're not. You can get 'lost' at twice the normal rate!

Then there's the circuit, not that it's bigger than any 'lighty', but other aircraft are incredibly slow down-wind and on base, so you have to s-p-a-c-e accordingly.

NZ Warbirds recommends a period of supervision following type conversion. This is aimed to enable structured consolidation and save re-invention of normal procedures. Additionally, it's always more fun to play with a friend!

And so to my new student, an experienced PPL with time in the T-28 Trojan. He is progressing well and can't get the smile off his dial! Sometimes you just get lucky.

Cheers, frankly@xtra.co.nz



L-39 Albatros at Ardmore. Picture via Frank Parker.



Forward cockpit.



A perspective from the back seat

THE HIGHLIGHT of February (and possibly all of 2011) for your KiwiFlyer Editor was a ride in the back seat of the L-39 Albatros at Ardmore. With a big effort not to gush on incessantly about it, here's what an ab-initio experience in a jet feels like...

Standing alongside, a first impression was just how large the aircraft is. In the air and in pictures, the L-39 is sleek and elegant, which had somehow misled me into expecting it to be about three quarters the size it actually is, and with difficult entry to a cramped cockpit. In fact, the cockpit is spacious and entry is easy. Sitting on the tarmac, the aircraft has a lot of presence. You can feel the energy within, just waiting to be released.

Once on board and buckled in (shoulders, waist, and leg harnesses), Frank provides a safety briefing. After covering off the things you can't touch and the things you can, Frank explains; "That's the parachute you've just strapped into. It needs to be tight enough that you won't slip out if you need it." I tightened the straps just a little more to be on the safe side, then a little more again for extra safety. "If we have to get out, duck your head and then release the canopy." The reason for that is in case part of the canopy collides with your head as it departs the aircraft, and I'm thinking perhaps I should be wearing my helmet instead of this borrowed headset. "Then release this lever which disconnects your parachute from the seat. Try to jump out at a 45 degree angle to lessen the chance of meeting with the tail on the way. Then pull the handle on your parachute with both hands. If it doesn't work, pull harder, and the third time, harder still. Do you still want to come?" Yes, absolutely.

So Frank climbs into the front seat and begins the procedures for checks and start-up. In due course, we close the canopies. Anticipation, which is already high, starts to build further. Then the engine is started. It doesn't seem to matter how many times I hear a turbine start, it still gives me a tingle of excitement. There's something particularly intense about lots of energy in a small space, delicate engineering and control, and tens of thousands of rpm, not to mention what it all sounds like. When that's actually worth 3800lb of thrust and you're strapped to it, the sensation is really quite a treat.

The next signal that something special is underway is when the cabin pressurises. As you're clearing your ears, the air conditioning comes on. It's quite a comfortable place to be.

Then it's time to taxi. Steering is by (touchy) differential braking, and we make our way to the holding point. The jet draws people out of hangars and offices to watch and most are thinking 'I wish I was in it'. I know this because I've thought it myself often enough. We hold at the end of the runway for traffic and run up checks, and then line up. With brakes engaged,

Frank runs the engine up to full power, then brakes released, we're pressed back into our seats, and we're off. We use a lot more runway at Ardmore than I'm used to, yet somehow it all just seems a bit too effortless. And then we're flying. It's quiet inside, and very

smooth. In fact it's so quiet that for a moment I consider what a shame it is to be leaving all that wonderful noise behind us, and not indulging in it as I would be if watching from the airfield instead of from the rear cockpit. Speaking of that, the view from the rear cockpit is exceptionally good.

In no time at all, we're nearing the coast and Frank offers the controls for a trip south towards Kaiaua. The (unassisted) controls are very responsive and it's quite a delight to follow the bays of the coastline in and out, necessitating much turning and very little straight and level flight. In fact it feels a lot like you're sitting on a steerable arrowhead. This is already a lot of fun, and we haven't started any aerobatics or low level flying yet.

Once at Kaiaua, Frank takes over and we go through a range of wingovers, rolls and more, except for a loop as cloud cover didn't permit it. At one point we cut the throttle to idle and glide, very quietly for a long way with just a hum behind to remind us of all that horsepower waiting to be unleashed again. The long flat glide well demonstrates just how fast we had been travelling. When I win lotto...

Then it's back toward home through (perhaps I should say over) the Hunua Ranges and toward Ardmore's Low Flying Area for a quick "scorch around". And what fun that was. We'll have to go back there for more training another time. After that it was time to head for home, as I had deemed it important to fly past the house so my wife could take a picture. Trouble was by the time she realised we were coming, we had pretty much been and gone, so we have a big photo with a very small aeroplane.

We rejoined Ardmore for an approach and overshoot, then orbited to fit in with traffic, joined the circuit, and set up for finals and landing. Touchdown happens at what seems like quite a pace, then it's on the brakes to stop before the runway ends, followed by taxiing back to the hangar. What a ride!

We're met by the head of the L-39 syndicate, who I owe the biggest favour to, and also by George in the fuel truck. A bit less than half an hour ago, we started with full tanks and when George had topped them off again, the meter on the side of the truck said 419. For the benefit of my environmentally conscious

wife, I calculated that we had probably covered about 130 useful kilometres and that had she consumed the same amount of fuel in the family car, she would have travelled more than 5000. Mind you, we got where we were going a lot faster and had infinitely more fun doing it. Cheers Frank. Very, very much appreciated. MN.



In the Low Flying Area.



L-39 power: The Ivchenko Progress AI-25L



Aerobatic entertainment. Very much fun...

Kamov KA-32 transits New Zealand

ALTHOUGH it never entered the New Zealand register, a recent helicopter arrival at Ardmore generated a lot of interest. HL-9470 is a Korean owned, near new Kamov KA-32, flown and maintained by a Korean crew (2 pilots and 3 engineers) that had been operating in Indonesia and were on their way to Antarctica, where the aircraft was to be tasked with lifting, transport and SAR duties.

While here, the KA-32's registration was changed from Indonesian, back to the Korean register, a process that required a visit from the Korean CAA. Special permits had to be arranged for its flights in New Zealand.

Flightline Aviation ensured the international logistics handled by a Canadian company was a seamless operation once the helicopter reached New Zealand. Although the time frame was tight, Flightline's Chris Barry and Teresa Killian managed the process and once a meeting was held it became evident that additional assistance for communications, refueling and navigation would be required. There were also airport arrangements to be made for managing downwash and noise pollution concerns, as the Korean owners and crew were very keen to avoid upsetting anyone and to cast a good impression wherever they went.

This provided something of an unexpected bonus adventure for Flightline's Ardmore demonstrator pilot Gary van der Westhuizen who took on the role of Safety Pilot, providing navigation and radio assistance while the aircraft was transiting New Zealand.

Gary and Chris met the KA-32 at Jellicoe wharf in an R44, the plan being that the Korean pilots (Commander Lee and Captain Cho) could develop a working relationship with Gary while they followed the R44 back to Ardmore. As it turned out, English was

easily understood and spoken quite well despite an understandable lack of confidence from the crew regarding radio work. Gary's time with the helicopter is a story in itself (see article alongside).

Chris says he was very grateful for the eager assistance given by all the airport staff contacted. Feedback from the crew indicates that they were delighted with their time in New Zealand, in particular with the scenery they witnessed and the hospitality they received.

About the Kamov KA-32

The KA-32 is a civilian version of the KA-27 which was designed as a military helicopter for the Soviet Navy and first flew in 1973. Like other Kamov military helicopters, it utilises a co-axial rotor system, removing the need for a tail rotor. Depending on configuration, the aircraft can accommodate 2 crew and up to 16 passengers. It has a length of 11.3m, a height of 5.5m and a rotor diameter of 15.8m. (That's about 37, 18 and 52 feet respectively.) Powered by two 2200shp engines, the KA-32 is capable of lifting

5500kg on the hook and has a maximum speed of 145kts. On paper, it is big, but that is most evident when standing alongside (or climbing into) it. No wonder that crowds of onlookers arrived at every NZ stop. The KA-32 crew are very proud of their aircraft and welcomed many visitors for a closer look.

More information

For more information on the KA-32 visit, or Flightline Aviation's broad range of capabilities, contact Chris Barry. Phone: 09 295 0859, Mobile: 021 844 490. Email: chris.barry@flightline.co.nz, or visit www.flightline.co.nz



Kamov KA-32: Russian built, South Korean operated, Canadian managed, and in NZ on its way to Antarctica.

Gavin Conroy picture

Not a normal day at the office

Contributed by Gary van der Westhuizen

Gary van der Westhuizen is a B-Cat Instructor at Ardmore Helicopters and recently picked up the role of Demonstrator Pilot for Flightline Aviation, based just across the field. He never thought that would lead to becoming a Co-Pilot on a Kamov KA-32. Gary writes of his role in the KA-32's NZ transit as follows:

WITH A combination of broken English, hand signals and an R44 leading the way, we made our way to Ardmore from the Port of Auckland with not too much difficulty, and were welcomed by a small crowd with almost everyone taking photos. In fact we had quite a few spectators at every stop we made. I suppose it's not every day that a Russian built helicopter, with a Korean crew is navigated by a South African making radio calls in New Zealand. It's what you might call a communication adventure.

After a few days of paperwork and after test flying with the Korean CAA, we planned to make our way to Christchurch via Palmerston North and Woodbourne. From Christchurch, the helicopter would fly to Lyttelton and then sail for Antarctica to assist research teams with transport and Search and Rescue operations. We needed to make a few stops due to the thirsty nature of this machine, burning about 800 litres per hour. Each of the two engines produces 2200 shp, allowing us to cruise at 130 knots which was surprising for a helicopter with an AUW of 11000 kg.

How it Works

The controls work the same as they do in any other helicopter, but with a small difference. There is a button on the cyclic that you push, as you also pull a lever attached to the collective while sitting in the hover. This activates the hydraulic system and makes the controls feel slightly heavier compared to the way they feel in an R44 for example.

To move into forward flight once you have selected your power setting, you release the lever on the collective (which locks it in place) and then release the button on the cyclic when you reach your desired speed (to keep it in that position). There is still some movement

available in both controls if small adjustments are needed.

The pedals work the same way as normal, but are just a little less effective than a helicopter with a tail rotor. Yaw is achieved by increasing the pitch on one rotor and decreasing it on the other, thereby producing more torque in one direction. The pedals also move the big vertical stabilisers which can be adjusted to make sure you stay in balance.

So manoeuvring the helicopter is not that difficult - you just have to get used to sitting a lot higher than you normally would in the hover. This is because you're already about six feet off the ground before the helicopter has left it.

The Trip South

The Korean crew were amazed with our New Zealand scenery, taking pictures and video as we made our way down the country. I don't blame them - I'm still amazed at how beautiful this country is. We had some good weather on the way and the trip was heaps of fun, though we did encounter some slightly less desirable weather as we got closer to Woodbourne. We tracked down the east coast to Christchurch where after just over five hours of flying we made our final landing. Thanks to HeliPro who kindly made a suitable spot available for us to land. We shook hands and said our farewells to go our separate ways, since I had a flight to catch back to Auckland. That flight back took just over an hour on the big plane, but when I think about it I would much rather have the five hour adventure again than a one hour nap.

A big thanks to the entire crew of the Kamov - it was an honour to fly with you. Thanks to the Air Traffic Controllers at Palmerston North, Woodbourne and Christchurch who really made the trip go smoothly and gave a helping hand wherever they could. Also to the ground crews who made sure we landed in the right spot, to the Fuel Tanker guys who kept our tanks full, and to everyone at Flightline who helped make the day possible.

What a trip!



3 Engineers go to work each time the aircraft stops. Note the scale of the rotorhead.

Greg Quinn



Chris Barry (left) and Gary at Ardmore.



KA-32 cockpit, pilot side on the left.

Greg Quinn



Co-axial rotorhead componentry.



It didn't take long to draw a crowd at each stop on the way.

Aircraft Photography Part Four

Contributed by Chris Gee

Composition, Panning, and Putting it all Together.

WELCOME to episode four of our 'how-to' series on aviation photography. I hope you have all been out having fun photographing your local aviation scene, and have some good shots to send in to our photo competition!

In the past three episodes we have covered some of the theory of photography, the equipment you need to take great photos and what the many buttons and menus on your camera do. In this issue we are going to talk about something very important, called 'composition'. We will also learn how to take 'panning shots'. Then, taking everything we have learned so far, we will look at some real world situations and apply what we know.

Composition

The term 'composition' is used in all forms of art, be it painting, drawing, sculpture or photography. It refers to where within the available space available you choose to place your subject. In our case, the 'space' is the camera's viewfinder, and the subject will be the aircraft we are photographing. Technique, sharpness and pixel count aside, it is how you choose to compose your images that will have the greatest impact on how aesthetically pleasing they are to look at. The space you leave around your aircraft can have as much impact as the aircraft itself. There are many rules of composition used in photography, and I will cover the two main ones here.

The most famous rule of composition is 'the rule of thirds'. This rule states that the main subject of your image, be it the entire aircraft, or just the part of it you are wishing to focus on, should not be directly in the centre of your image. Imagine there are four lines across your image, two horizontally and two vertically. This would break your image into thirds, both length- and widthwise. In fact, many DSLR cameras come with the option of turning on a thirds 'grid' inside the viewfinder. The human eye is drawn to the outlying thirds of each image, so if your subject is placed there, it can look more appealing. There is a natural tendency, however, to always place your subject in the centre while taking photos, so I would recommend leaving your 'focus select point' slightly off to one side to remind you of the rule of thirds. If you need to centre your image horizontally, such as when taking a head-on photo of an



Antonov An-124 – f 8, 1/640, ISO 200: Sometimes it's almost impossible to include all of the aircraft in the image. It just wasn't practical to fit in the wingtips of this beast!



P-40E Kittyhawk – f 6.3, 1/320, ISO 200: Visualising four lines across your image can help you find your 'rule of thirds'. Some cameras give you the option of displaying a grid like this in your viewfinder.



DC-3 – f 8, 1/320, ISO 200: Using the cockpit area as your focus point, and placing this off to 1/3rd of the image can be effective for your composition. Don't be afraid to cut off the tail or wingtips.

aircraft, try and keep the subject to the top or bottom third of the image.

The other common rule of composition, which is especially important when taking images of flying aircraft, is called 'the rule of space'. This refers to whether your subject is moving 'into' or 'out of' the frame. In basic terms, this means leaving enough space ahead of your aircraft for it to fly into, or away from, depending on the orientation of your aircraft. While it's important to try and 'fill the frame' with your aircraft, it is easy to crop too much sky out of the image, leaving your aircraft aesthetically 'trapped'.

The main thing that you will be using to dictate the layout of your image is the fuselage of the aircraft. Sometimes you will find the need to crop off the ends of wings, tails and vertical stabilisers in order to get the angle and composition you are after. Often the cockpit area can form the centrepiece of your image, and it is this you would place off to one third of the image, either horizontally, vertically, or both.

Another important aspect to your composition is 'levelling'. This involves keeping the background of a photo level, for example a runway, the perimeter of the airfield, or the horizon itself. This can be tricky, especially if you are shooting at an angle to the horizon, since the aspect ratio can mean having a level runway will actually tilt the image. If you are lucky, you will have some vertical elements to the background that you can use, such as trees or lighting towers. If these are directly up and down, then your shot can appear level. Sometimes as an effect you can drastically tilt your camera to achieve a striking image. This is especially the case with an aircraft in flight that has no background or horizon, but be careful, since if you tilt the image too much and the light appears to be coming from underneath the aircraft, you can lose the credibility of your image.

While these rules of composition and aesthetics were detailed as far back as the 16th century by painters (long before they had aircraft!) it's important to know that you can break these rules at any time. Composition needs to be kept in mind, but always use your own creative judgment, and no matter what, if it looks good, then do it! Try to use many different types of composition when taking your images. When you go back through them to select the ones you want to use, you might be

surprised about which ones looked the best. If you are in doubt, move or zoom back a little bit and put some more space around your subject. This will make it easier for you by keeping your editing options open – once you get home, you'll be able to crop or tilt your image in your digital darkroom to get the composition you want.

Panning Shots

The 'panning shot' is an excellent display of motion and action, and is a much sought-after effect in aviation photography. It requires three elements: a fast-moving aircraft flying past you, some close background behind it, and a steady hand.

The aim of the panning shot is to achieve a sharp, in-focus aircraft with its background blurred in motion. This is achieved by keeping the aircraft in the exact same position in the frame as you and your camera follow it past whilst employing a slow shutter speed. The exact length of exposure required depends on the speed of the aircraft, your distance from the subject and the focal length of the lens. For a fast flying aircraft, low enough to have a visible

background behind it, you can achieve a blurred background at about 1/250th of a second, while you might need to go as slow as 1/80s to achieve the same amount of blur for an aircraft that is just taking off or landing. Of course, the faster the shutter speed,

the easier it is to capture a smoothly panned shot, but the less motion you will get out of the background. With slower moving subjects, it can be difficult to avoid vertical camera shake, and it is also harder to track the aircraft in the same position of the frame for the longer period of time needed by the slower shutter speed. A panning shot of a slowly taxiing aircraft is extremely difficult, since this would require a shutter speed well below the focal length



BAE Hawk, Red Arrows – f10, 1/200, ISO 200: The 'Panning Shot' is achieved when you keep your aircraft sharp but allow the background to blur with motion as the aircraft passes. You will need both a low shutter speed and steady hand.

of your lens. Aids such as tripods and monopods can make it easy to swing your camera along the horizontal plane, while keeping it steady in the vertical. Some new forms of Vibration Reduction or Optical Stabilisation built into more expensive lenses can detect a panning shot, and will stabilise the image in the vertical plane only.

KiwiFlyer Aviation Photography Competition

Would you like to see your pictures in KiwiFlyer Magazine - and win a prize for them? Then send us your favourite aviation photograph today. Good luck!



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Entries Close on 31st March



Entered by Gwenda

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 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.

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

1st Prize \$300*
2nd Prize \$150*
3rd Prize \$50*

Continuous shutter release and continuous focus modes can be excellent aids in making panning shots, allowing you to concentrate on keeping a smooth panning motion in time with the passing aircraft.

Using these modes, the camera will try to keep the aircraft in focus as it comes towards you, while making multiple images as it passes, increasing the chance of a clean shot. It's a good idea to start your continuous burst before the aircraft is directly in front of you for two reasons. Not only does it give you and your camera a few extra seconds to get to grips with the pass, but if you are lucky, you may also get a panning shot of the aircraft on a slightly head or tail on aspect, which makes for a much more interesting image. Shutter priority mode is useful for panning shots since it allows you to set your shutter speed low, and the camera will narrow the aperture automatically to avoid over-exposure. If you wish to have a wider aperture and a slow shutter speed at the same time in bright daylight, you may need to reduce your ISO to below the standard 200 (if your camera does this) or put an 'ND' filter on your lens. This will decrease the light entering the lens, but remember to take it off again before you attempt normal photos of the aircraft in flight.

Real Life Examples

OK, now let's take all the theory, controls and modes we have learnt over the past three issues into some real world examples...

Let's pretend we are spending the afternoon at our local airfield, where an small aviation event or airshow is being held. It's a reasonably bright day, but there are patches of cloud. You have with you a DSLR with a cropped sensor, and two lenses, a 70-300mm Tele-photo Zoom Lens and an 18-55mm Wide angle zoom - and sunscreen of course! You have just photographed two aircraft taking off, a Vampire Jet, followed by a FG-1D Corsair (two of my favourites!) and now they are preparing to make some low passes across the runway, one after the other, before they come into land.

You turned up early so have a good spot right at the front of the crowd. Since it's a bright day you have your ISO set to 200. Your camera is set to shutter priority mode for shots of aircraft in the air. You have your telephoto lens on the camera. You have a fresh memory card, and a few spares, so with no space concerns you have your images being recorded in RAW format. OK, here

comes the Vampire (oooh, hear that lovely low pitch whine?). This aircraft has no propeller, so you can set your shutter speed quite high, such as 1/1200s. This is well above the focal length of your lens (including the crop factor of your sensor) so you should avoid any camera shake, and will freeze the action quite nicely. Since the shutter speed is so high, your aperture will be very large, and your depth of field minimal, so your focus will be very important! You know that the Vampire is going to come past quickly, and you decided you want a photo of it with the cockpit section about 1/3 from the left edge of the frame, so you have your focus mode set to Single Area on the area of the frame you want the cockpit to be in. It's going to be a quick pass so you have selected Continuous Shutter Release. Also, since the paint job on this Vampire is silver, and therefore very light and reflective, you push the Exposure Compensation up a few steps, maybe +2/3ev in case the camera is fooled by the bright body of the aircraft and tries to underexpose the image. All you have to do is keep the red focus select box on the cockpit area of the Vampire as it screams past, releasing bursts on the shutter release when the aircraft is in a nice looking spot, and chances are you will get some good in-focus images. As the Vampire heads into the distance, you have a quick check of the histogram on your images to see if your exposure compensation is correct.



F/A-18F Super Hornet - f 4.8, 1/1250, ISO 800 (above) and Mig 29OVT - f 14, 1/800, ISO 200 (below): The space you leave around your aircraft can drastically enhance the impact of your image. It's important to leave some sky for your aircraft to fly 'into' or 'out of'.



Sukhoi Su-30MKK - f 10, 1/500, ISO 200: Sometimes you just have to break the rules! The aircraft just had to be in the middle for this shot.

Hey, it looks like it's coming in pretty low! There might just be enough background behind it to enable you to nail a panning shot. You drop your shutter speed down to 1/250 to get more motion in the background for the panning shot. In order to keep the shutter speed higher than your focal length, you zoom your lens back a little to 200mm. Since you need to be extra steady to reduce camera shake, you remember to pull your elbows in tight

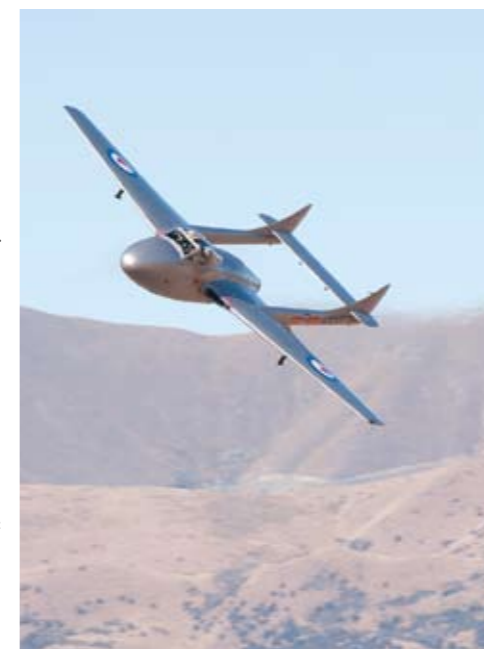


towards your body. With the Corsair being a dark blue colour, and the trees on the hills in the background behind being dark also, you pull the Exposure Compensation back to -2/3ev in case the camera

overcompensates for all the darkness and your images become over-exposed. After a burst of shots as it flies past, it can take a while for your camera to catch up, and you have to wait a few seconds before you can review your images on the back of your camera. Zooming in on the screen on your camera aircraft you find... a sharp airplane... and some very blurred trees. Success!

The aircraft are coming back for another pass, this time in formation. The sun has gone behind a cloud and put the whole airfield into shade. It looks like the aircraft will be in shadow as they come back past, so you decide to raise your ISO up to 400 to compensate for the reduction in natural light. After snapping some great shots of the pass, you notice as they are pulling up and away, still in formation, with the Vampire at the top and Corsair below it, that they are beginning to fly out into the sunlight with dark clouds still behind them. Here is a chance for a very dramatic shot! Quickly, you pull back the Exposure Compensation to -1EV in case the Vampire becomes overexposed, and you zoom right in as far as you can, flipping the camera around 90 degrees in your hand to fit both the aircraft in. The focus select point is already in the right

spot to keep the uppermost aircraft in the top 1/3 of the frame - you take another round of shots. A quick check on the screen on the camera and... superb! The image is very striking, with the brightly lit aircraft contrasting with the dark clouds.



De Havilland Vampire - f 5.6, 1/800, ISO 200: The colour of an aircraft's finish can confuse your camera into over or under exposing your image. Use the 'Exposure Compensation' control to correct it. And don't hesitate to take some of your images in portrait mode to capture more of the ground.

Later, after the aircraft have landed, you show a few of your photos to the pilot of the Vampire, who is so impressed he lets you up onto the wing to take a photo of the cockpit. Now you put the 18-55mm lens on, and get out your flash, which is already set up in remote mode. Setting your camera in manual mode, you set your exposure for the view outside the cockpit, and use your wide-angle lens to capture the entire cockpit and some of the view outside. Holding the flash above the cockpit just out of view, you use your flash to light the shadows inside of the cockpit. After a few failed attempts as you adjust your flash level, you have it!...

You can see from the little fantasy afternoon I've described how quickly things can change as the light varies, and how quickly you need to be able change your settings - so go on out and practice changing your settings around until it becomes second nature. In the next issue, we will talk about how to get the most out of photographing a proper airshow, both in terms of enjoyment and the pictures you take. Until then, happy shooting!

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The Very First 2011 Fly-in

Contributed by Athol Sowry



THE SOUND and sight of aircraft in Woodville skies on the first day of 2011 signalled the sixth annual New Years Day fly in at Athbey Farm, 4nm NE of Woodville.

Hosted by Feilding based Manawatu Microlight Club, this well established event holds the distinction of being the very first aviation event in the world each New Year.

Six first of type to visit Athbey Farm were noted this year: a TL2000 Sting, Champion, Hanuman, Glasair, RV3, and the very rare, only airworthy example in the world of an Edgar Percival EP9. Also attending was the Xair Hanuman, Manawatu Microlight Club's new pride and joy training aircraft which is proving very popular with the club pilots.

While Woodville bathed in sunshine, low cloud further south kept Masterton pilots firmly on the ground including aircraft from the South Island that made it to there. Despite the disappointment of these grounded aviators just 40 miles away, aircraft continued to arrive from other parts of the North Island with attendance numbers noted to be the highest ever recorded - reflecting the growing popularity of this event.



Aircraft present were 60% Microlight and 40% GA with one committed aviator declaring that although golf was too expensive, flying was affordable.

The next organised event on Athbey Farm airstrip will be the opening of a new hanger which is presently under construction. Manawatu Microlight club will be offering trial flights on the day. Once a date is fixed, details will be posted on www.manawatumicrolightclub.org.nz

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Middle Earth Flying School expands and converts to Tecnam

MIDDLE Earth Flying School at Matamata is a small training operation on a significant growth curve. With an emphasis on quality of training rather than quantity of students, the company has set in place a growth plan to expand without losing this focus.

New aircraft on the way

The company's present fleet consists of an Airtourer T4 and a PA-28 Cherokee. It is owned and operated by David Giles and Malcolm Reynolds, who had considered acquiring an IFR single in order to offer CPL instrument ratings, then went down the track of investigating "cheaper" light twins. However by the time engineering issues had been dealt to with such aircraft, the costs involved made the proposition uneconomic.

Then the Tecnam P2006T arrived in New Zealand. It was an aircraft they hadn't considered until the demo flight which answered all their needs, and David says that after flying the Tecnam, they couldn't look past it.

Middle Earth's new P2006T is due to arrive in a couple of months. A Redbird Simulator to go with it is pending and there is also a plan in place to purchase a new Tecnam P2008 which will replace the school's Cherokee that is now on the market for sale. The Airtourer (which has recently been re-powered to Lycoming T4 specification) will remain in the fleet.

The new Twin and Simulator are the first to come on line in the Waikato area and both will also be made available for use by other training organisations if required.

This expansion of aircraft is accompanied by an expansion of infrastructure. A new hangar complex and training facility is now under development, for which David says that contractors are about to be appointed.

Middle Earth Instructors and Students

David Giles' career began as an aircraft mechanic with Air New Zealand. After acquiring a CPL, Instrument and Instructor Ratings, he instructed at the Northern Wairoa Aero Club before spending 20 years in England, ultimately flying 757's for Monarch Airlines. He then returned to NZ and held the role of Chief Pilot for Freedom Air. Presently contracting overseas, David says that retirement is looming and that "having enjoyed a good life from it", he is very motivated to give something back to aviation.

Malcolm Reynolds began his career at Waikato Aero Club, then going on to fly turbo props for Eagle for five years. After heading farming for family and lifestyle reasons, he returned to aviation about four years ago becoming CFI for the Waitomo Aero Club.

David and Malcolm are ably supported by part time Instructor Tracey Gore. Tracey first flew solo at the Walsh School when she was 16. She went on to train at Waikato Aero Club and has since returned to Walsh as an instructor as well as being available to support Middle Earth students when required.

The team at Middle Earth are keen to recruit local self-funded students seeking personalised PPL, CPL and MEIR training, and particularly those wanting an instrument rating to go with their CPL. Outside of the local market which is limited due to the

closed shop of student loan funding, the company will look to recruit overseas students. In support of this aspect of the venture, efforts are presently underway to obtain NZQA and Part 141 accreditation. David points out that although growth in the industry (especially in New Zealand) has been flat, there are a lot of airline pilots reaching retirement age in the next five years and that demand for pilots is set to grow accordingly.

A fresh training approach

David and Malcolm's training philosophy is much more about depth of learning and about "teaching flying" rather than "teaching the exam". Without

the constraint of teaching theory separately to secure student funding, their approach is to integrate flying and theory together so that relevancy is demonstrated and understood throughout the course. Malcolm says they aim to teach from the big picture to the little one. In other words, students are taught how to "think aviation" and how to feel and observe what is happening, before too much emphasis is placed on finer detail such as instruments and flying the numbers. David says that training is very hands on for the student, with Middle Earth instructors offering guidance and encouragement rather than continuous demonstrations, as well as

being there to make sure nothing goes wrong beyond the point of recovery.

As the training operation grows, David and Malcolm are keen to foster a culture that helps students to participate in the aviation environment and to observe and absorb the experience of others around them.

Middle Earth advantages

With the present growth plans taking shape, the School offers several noteworthy advantages in terms of location, instructors, and aircraft.

Matamata can be considered an ideal training field. It is uncontrolled and has low traffic, meaning that all flying time can be focused and very cost efficient. The airfield is large and offers a good amount of "aviation freedom", with ideal training terrain nearby. When required, controlled airspace is just a moment away at either Hamilton or Tauranga.

As Instructors, David and Malcolm offer airline and jet career experience having "been there and done it as a job ourselves". David points out that their vested interests are no longer in their own careers, but in those of their students.

And with a new Tecnam Twin on the way and a P2008 purchase pending, students can enjoy the privilege of flying in modern, new aircraft at very reasonable rates.

For more information, contact David Giles on 027 419 5457, email: dgiles@orcon.net.nz www.middleearthflying.school.co.nz



Malcolm Reynolds and David Giles



Due for delivery in May is a brand new Tecnam P2006T.

FK-Lightplanes in NZ

REPRESENTED in New Zealand by Ron Donaldson of Polaris Aircraft at Matamata, FK-Lightplanes offer three models of aircraft covering much of the light aviation spectrum. Designed in Germany, manufactured in Poland, and exported to more than 23 countries, the aircraft are particularly popular in Europe. In 2009, readers of Aerokurier, one of the larger aviation magazines in Europe, voted FK-Lightplanes first place in the Best Ultralight Brand category ahead of 47 competitors.

The company was formed in 1959 by Otto Funk. Current aircraft include the FK-9 Mark IV and ELA versions, the FK-12 Comet biplane and the FK-14 Polaris. In New Zealand currently are a FK-9 Mark IV which is on line at the RNZAF Aviation Sports Club at Whenuapai undertaking towing duties, and a FK-14 Polaris domiciled at Matamata which Ron has been using as a demonstrator and has on the market for sale. Ron is quite keen to import a Comet in the near future and is seeking expressions of interest in this model.

The FK-9 Mark IV and ELA

The FK-9 is a high wing aircraft having a composite fuselage which includes a tubular steel cockpit frame designed for crash protection. Wings are of carbon fibre construction and the tailplane is aluminium. The FK-9 offers up to 800km of range and cruise speeds of over 200km/hr. Stall begins at 64km/hr. Up until recently, power options have been either the Rotax 912 or 912-S. Purchasers can now also select a turbocharged Mercedes M160 smart car engine of 600cc offering 102hp which uses a claimed 9 litres of fuel per hour.

Another option is folding wings. These require no special tools and just one person to fold the wings flush against the fuselage in barely 5 minutes, providing for economical storage and also offering the ability to tow the aircraft behind a car.

Cockpit doors are large and operated by gas struts and the cabin is roomy at 42" wide. Seat backs are adjustable and there is good luggage room available which is accessible from an external door.

The FK-9 is available in either nose or tail wheel configurations and can also be fitted with a factory tow hook.

A new FK-9 version designated the

ELA is now available which offers full glass cockpit options, a new engine cowl, winglets to improve efficiency and stall handling, new window panels and more.

Glider towing at Whenuapai

The FK-9 Mk4 which is on sole towing duties at the RNZAF Aviation Sports Club at Whenuapai has been well received by the



FK-9



FK-12



FK-14

club. Tow pilots who have flown it so far have all been impressed, with the aircraft showing a 200-300 fpm improvement in climb against their previous Cessna 172 tow plane, when towing the twin Astir. A report in the February 2011 issue of Soaring NZ (the Gliding NZ magazine), noted that "out of position work proved to be no big deal, though acquiring a big bite in the rope while in the 'I cannot release' position gave a big yaw which was easily brought under control with minimal loss of speed... Crosswinds have proven not to be an issue... and fuel consumption looks to be half that of the 172... It does not have

the performance of a 235 Pawnee, though it will give a 180hp version a run for its money." That's not bad for an LSA that can also be registered as a microlight.

The FK-12 Comet

A lightweight, two seat sport biplane, the FK-12 Comet boasts a variety of innovative features. It has a laminar wing with flaperons and claims the fastest power to speed ratio of all its competitors. The mechanical flaperon system gives the Comet high agility combined with a low landing speed, offering manageable handling for average pilots with some taildragger experience.

The cockpit can quickly be converted between open, closed, or front covered with the rear having an open or bubble canopy. As with the FK-9, an option exists to fold the wings back, and power is by either Rotax 912 or 912-S. The aircraft has demonstrated ultimate loads of +16 and -7.5G, cruises at around 180km/hr with a stall of 65km/hr and a Vne of 220km/hr. This aircraft is also available as a fast build kitset.

The FK-14 Polaris

The FK-14 Polaris is marketed as a fast cruiser. It has a one piece canopy lifted by gas struts. Again powered by the Rotax 912 or 912-S (Ron's has the 912-S), the FK-14 cruises at up to 250km/hr and climbs at up to 1500fpm. As with the FK-9, stall begins at 64km/hr.

The high cruise speed is facilitated in part by an electric Fowler flap system which allows wing extension of up to 20%. As with the FK-9, construction is of composite materials with a tubular steel cockpit frame for crash protection. The wing structure is a carbon/nomex sandwich. The fuel tank is situated outside of designed crumple zones and again there is plenty of storage space for luggage. Some of this space on Ron's FK-14 though has been taken with a ballistic recovery chute which is a factory option for both the FK-9 and FK-14. The FK-14 is also available in either of nose or tail wheel configurations.

For more information

The FK-9 and FK-14 can both be registered in either of the microlight or LSA categories. Ron welcomes all enquiries and says that test flights can easily be arranged. Contact Ron on 027 333 3831, or email: donro@kinect.co.nz



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World's Youngest 1000km Diploma Glider Pilot

Contributed by Jill McCaw and Carrie Miller

ALEX McCaw is a third generation glider pilot and at the age of eighteen he is making his own mark in the sport. On 11 December 2010 he flew an epic eleven hour and forty minute flight in difficult conditions to complete a task most older pilots have never even attempted. Two other pilots also attempted the same task that day and didn't get around. Sheer tenacity kept Alex going, even when it didn't appear that he would get back from his southern turn-point.

Alex's immediate family, plus uncles and cousins are all glider pilots. Starting gliding himself at the age of fourteen he quickly became involved with Youth Glide Canterbury and youth gliding camps at Omarama. "I love gliding: there's a lot of skill involved in staying up. It's cool to be able to use the atmosphere to get you these great distances, rather than using thousands of dollars worth of petrol. There's also a big advantage to having a group of young pilots around to fly with and be competitive with. We push each other along."

"I wanted to be the youngest person to do a 1000 km flight," Alex said. "We set a task flying a circuit between Lumsden and the top of the Rangitata River, and we were going to do that twice. The start/finish line was at Glentanner."

The plan was to try to stay between 10,000 and 20,000 feet, using wave, thermals and ridge soaring to get around the task. Alex spent the entire day before preparing for the journey, pulling together everything he'd need for a long cold flight, with every expectation of a land-out.

Two other pilots joined Alex in the attempt, setting off in weather conditions that were less than ideal. "It was blue wave, so there weren't many clouds around," Alex said.

Launching from Omarama they made their way to the start point at Glentanner. From there the circuit led down the lee of the Dunstan Range. "That part was quite difficult," Alex said. "The wind was coming from the west and I couldn't quite work out what the clouds were doing. I flew down to Clyde, pushed upwind to get into wave which ran down the Waikaia Valley. It was really difficult; there weren't any clouds, but I hit the turn point in Waiparu and flew exactly the same route back past Omarama and up."

After that, Alex said, it got fun: "From Omarama to Mt. Cook the flying was the easiest of the trip. I was beating everyone going into the Ben Ohau Range and the view is always amazing up there. I got to 22,000 feet and it was very cold. I hit the second turn at Mt. D'Archiac, pushed back into wind and followed wave down to the mouth of the Lindis, then back into the lee of the Dunstans."

The most challenging part of the journey was the mental preparation to concentrate for the better part of 12 hours. "You're constantly watching the weather, looking ahead, trying to figure out where to go and how you're going to get there," Alex said. "If you lose your concentration for a moment, you can end up making mistakes and just one little mistake during these long flights can set you back an hour, and then you don't have enough time to finish."

Alex almost became unstuck when he returned to Clyde and found the weather had completely changed. "Suddenly a southerly had come up and there was no wave and only a few thermals. I glided out to the turn point and then ridge soared up the Garvie Range, which was quite scary. I was just above the ridge. I fluffed around there for ages and thought, Great - I might not be able to make it back to Omarama, but at least I can make it to Cromwell and not have to land out in a paddock somewhere, then I managed to climb out in convergency, wavy stuff and made my way up to 10,000 feet. That saved me."

However the task wasn't through with Alex yet. Without any wave, Alex ridge soared up the Lindis Ridge. "I thought there was just enough daylight left to give it a try, and then I found wave in the Maitland and again in Dobson, and I got to my finishing point at Glentanner."

With only 20 minutes of daylight

left Alex elected to land at Pukaki Airfield as he would not get back to Omarama in time. A landing after CET would nullify his claim.

Alex was welcomed by several carloads of friends, family and fellow pilots who helped the exhausted young pilot celebrate his success, showering him with champagne.

"I was pretty happy," Alex said. "I didn't think I'd achieve it at this age, maybe not on a first attempt anyway. The other two didn't make it around. I'm competitive, so I was happy I was beating them, but I wanted them to finish too."

It is an extraordinary start to an aviation career. Alex went on to spend the following week at the inaugural Youth Soaring and Development camp and then in January attended the Walsh Memorial Flying School as a returning member in a leadership role. He is now starting a BSc at the University of Canterbury and plans to eventually undertake postgraduate work in Meteorology. In the meantime he will keep flying gliders. His goal is to be a World Champion glider pilot.



Alex McCaw being congratulated by cousin Richie after his record flight.



At 20,000 feet with Mt. Cook in the distance.

Brako Gyro Arrives in New Zealand

Contributed by Leigh Matheson

Another first of type autogyro has appeared on the New Zealand register. Leigh Matheson contributed this article on its arrival and first flights: Leigh writes:

Scattered rain, a low ceiling, poor visibility and gusty wind were the conditions that prevailed at our home in Cromwell on the morning of 20th November 2010, not exactly what we had hoped for. Robyn and I drove to Queenstown hoping that it might clear as the plan was for us to meet Michel and Christel at Manapouri and then fly ZNB back to home base at Cromwell.



The first flight of a Brako Gyro in New Zealand.

THE LEAD UP to this day began some months previously when friends had asked if we might have room in our hangar for a gyro that was due to arrive in NZ from France. With an answer of yes, we were put in contact with a French couple, Christel Diemer and Michel Babou who had just immigrated to NZ. Both avid Gyronauts, Michel is also an autogyro Instructor who is well known in France and together they have imported Christel's tandem 'Brako' gyro which is now on the NZ register as ZNB.

Registering the gyro which was a first of type for NZ, and completing tests for Christel and Michel's licences to fly here had been a process of some weeks, assisted by many willing volunteers in the gyro and microlight communities. Thanks are owed to Ian and Sonya Crook for advice on the processes involved, Murray Hagen for issuing the aircraft's RAANZ paperwork, Tony Hansen for the CAA Permit to Fly, Bill Black for conducting flight tests, and Alan Sheat for the loan of a trailer to transport the aircraft (from Port Chalmers to Manapouri) where all the paperwork was completed.

I was more than a little excited to have been asked to crew as navigator for the ferry flight back to home base in Central Otago. Michel is a very accomplished cross country aviator and had thoroughly planned the route using VFR waypoints,



Approaching The Neck, Lake Hawea below, Lake Wanaka beyond.



Christel Diemer, Bill Black and Michel Babou at Manapouri.

but with the weather being what it was on the day some local knowledge wouldn't be a bad thing.

So while Robyn and I enjoyed coffee and brunch in a Queenstown Café, with the rain persisting and mist hovering around roof tops, I really did not think that flying would be an activity of choice today! Christel's text advised that they had both just passed their flight tests after the weather had cleared enough and that they even had

some blue sky appearing. Things were still 'patchy' but improving so we decided to carry on.

We met Christel and Michel in Te Anau where we discussed the options for the flight back to Central. With several contingency options in hand, we donned our flight suits and climbed aboard the aircraft. Quickly airborne after a 230rpm pre-rotate, we waved au revoir to Robyn and Christel, leaving them to make their way back to Cromwell by road. While the weather had been holding okay, rain was now closing in around us and as we approached the Key we could not avoid it. Cruising at 1,800 Ft AMSL we were below the ceiling, but not by much. Veering a little more west offered clearer skies, so we tracked along the Te Anau – Mavora back road and maintained that heading until the Oreti River appeared out of the gloom. This was a welcome sight as most of the other major landmarks were hiding under a veil of mist.

The rain had now rejoined us and I was impressed at how dry I was in the back seat, the Brako's fuselage and screen shedding 90% of the moisture. We chose to veer downstream and followed the Oreti until Mossburn appeared out on our right.

We raced the NZ Experience tour bus across the Southland plains to Five Rivers, leaving the bus in our wake. I considered who was enjoying their NZ experience the most? The passengers in the air conditioned comfort of the bus

or Michel and I at 1000 Ft AGL, moody views all around and the wind whipping past at 150 km/hr. I'm pretty sure it was us.

The Valley which leads into Nokomai Station passed by and then Athol was approaching. As we could see a significantly brighter sky ahead towards Garston we carried on and were soon skirting Kingston with Lake Wakatipu in an angry looking mood beside us. I gave a position report

on the radio and we followed the eastern lake shore at 2000 ft AMSL. Another call to local traffic at Wye creek brought no response; I guess all the other airmen were debriefing their day in a nice warm room somewhere.

Predictably the 20kt southerly that had chased us up the lake rolled over the Remarkables and gave us a few roller coaster waves until we gained clean air in the Gibston valley. We ducked across "Waitiri Station" and then the roaring Meg and the mining centre passed below. Heading down the Lowburn valley, I pointed out the old DC3 strip up on the Sugarloaf plateau to Michel and we buzzed along its considerable length at 200 ft AGL. Home was now only five minutes away and after a short landing, we taxied up to the hangar and shut down.

We congratulated ourselves on a well planned and executed flight. None of the contingency options had been required, however we both appreciated the comfort of having them available. The flight had taken 90 minutes. I was thoroughly impressed with the Brako as it had been far from ideal conditions and the craft was extremely stable and comfortable. We tucked ZNB into the hangar and went over to the house for a warming cup of tea. Michel went back over to the hangar to check the "consummation" - I figured that he meant the consumption which turned out to be 15 litres/hr.

Headlights appeared in the driveway and the ladies rejoined us. We opened a nice bottle of Sauvignon blanc and celebrated the first cross country flight of a Brako in NZ and the achievement of NZ's two newest Gyronauts. I believe that Christel may be the only active female Gyro pilot in NZ at this time? We debriefed over the meal and it was not long before tired eyes suggested that it was time to wrap up the day. Christel and Michel left for their accommodation in Arrowtown at 11.00 pm and Robyn and I retired to bed. Dreams came easily with a feast of aviation, adventure and good friends to reflect on.

Footnotes:

1. Brako autogyros and trikes are manufactured in Italy by Claudio Pagotto and his team, who have been manufacturing aircraft and aviation components for 15 years. The Brako is beautifully designed and crafted with Italian flair and attention to detail. I have been so impressed with the aircraft that discussions between Michel, Christel, Robyn and myself have resulted in us securing the import and distribution rights for Brako products for NZ, Australia and the Pacific Islands. We now have a website up and running under our new company name, "FREWI" (French and Kiwi). There are some bigger picture aspects to FREWI which will evolve over the coming months, all of which are derived from our mutual passion for aviation, adventure and the unique perspective of our world that Gyronauts enjoy. Have a look at www.frewi.com

2. Christel and Michel now live at Kerikeri in the Bay of Islands. In January, they flew the Brako to Dannevirke and back for the NZ Autogyro Association annual fly-in. A review of the fly-in will appear in the next issue of KiwiFlyer.



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Model Aeroplanes Galore

RC Bandit Day at Papakura Manukau Aeromodellers' Club

Contributed by Janice Angus

ON SUNDAY January 16, all roads led to the Clevedon Showgrounds for the second annual RC Bandit sponsored event.

This is a fun day that gives the opportunity for model flyers to bring along and fly any of their models. A day to meet and greet fellow flyers, admire different

aircraft and pick the brains of experts and enthusiasts on the finer points of building, flying and participating in the hobby.

The day dawned calm, fine and clear; perfect conditions for flying model aircraft.

Once again, NZ IMAC (International Miniature Aerobatic Club) Flying Champions and international representatives Frazer Briggs and Shaun Mitchell put on several exhilarating flying displays throughout the day.

Watching these guys flying 3D manoeuvres in formation is the ultimate spectator experience. Their skill, concentration and coordination is envied and aspired to by the majority of modellers. The vertical pirouette sequences they perform could almost be described as an aerial ballet with plenty of grunt, noise and unleashed power.

A highlight for some on the day was the opportunity to fly Frazer's Raven, with Frazer on the buddy transmitter setup. Could you imagine Michael Schumacher letting you loose in his F1 racing car with him in the passenger seat? (Yes I know F1 cars have single seats, but humour me.) It was good to see the young and the young at heart having a go with the "master."

As well as Frazer and friends putting on their impressive displays, Daniel Meyer, a PMAC member also let loose with his Xtra 30. Daniel, who is in his early twenties, has been a club regular for several years. He

obviously has an inherited talent for flying (his Dad is an airline pilot).

Daniel's normal club flying is full throttle, eyes out and landing dead stick when out of fuel. For the past six months he has been flying his 2.2m Xtra powered by a DLE55 gas engine. With this powerful and extremely aerobatic plane he has mastered many 3D flying sequences,

it is important to follow the specifications and to balance it to the given centre of gravity point as closely as possible. Even though Damien had done this, once off the ground, Brett realised it was tail heavy. Fortunately he was able to trim the elevator sufficiently during the flight to enable him to land safely. Nice one, Brett. He certainly earned a cold brown ale after that

experience. It shows that you can't always rely on the building instructions to be 100% right.

No aero model day would be complete without a flurry of electric Trojans. These funky and fun filled models are a delight to fly and are really robust. Brent Griffiths happily towed a long paper streamer behind his for aerial combat which proved exhilarating and challenging for those that participated and watched.

Making its first public appearance was my husband Pete's electric Piper Pawnee. This is a fairly large model, with an 80" wingspan, and many

were surprised that such a big model could be electric powered. It certainly has more than enough power and proved to be a smooth and placid flyer.

Unfortunately, no model flying day would be complete without the obligatory crashes and mishaps but there were relatively few on this day. There was the unsuccessful bungy launch of the ducted fan Skyhawk where the bungy failed to release and the model slammed into the dirt. Another incident involved a Stintson experiencing terminal velocity with a negative outcome.

The whole day was filled with flying activity and proved to be bigger and better than the inaugural event last year. I think it would be fair to say that those who attended will be keenly anticipating the next one. Personally, I can't wait.



Clockwise from top left: 1: Frazer Briggs with keen young flyer Rilee on a buddy transmitter. 2: Synchronised Raven flight by Frazer and Shaun Mitchell. 3: Daniel Meyer's Xtra in hover mode. 4: Pete Angus' electric Piper Pawnee. 5: Brendan Shield's Hirobo SDX heli in inverted flight.

including a vertical hover so low he is almost brushing the grass.

Not to be left out, there was also a good turnout of model helicopters from 50 size gas powered, to nifty smaller sized electrics. Brendon Shields from Auckland gave a good display of inverted heli flying with his Hirobo SDX.

A milestone for Damien Van Hiesel was the maiden flight of his recently completed 90" ESM P40. Damien believes it was the first maiden flight in New Zealand of this particular ARF. Brett Cudby was the test pilot and it proved to be an adrenalin packed experience for him. Damien had meticulously followed the construction guide for the plane and the result was a very authentic and tidy model which was admired by those who saw it.

With every model, regardless of size,



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Contributed by Penny Belworthy

ZK-JAD Rans S-19



THE S-19 is a low wing, 2 seat side by side monoplane of traditional aluminum construction, featuring a constant chord wing. The structure is of "monocoque" (stressed skin) carrying most of the strength through the aluminum skins. The skins are supported with an internal structure of bulkheads and stringers to maintain shape, providing useful advantages in airframe construction.

In production since late 2008, the S-19 Venterra has already been a popular choice for over a hundred kit builders worldwide. Daryl McIntyre of Wanganui chose this aircraft due to the all aluminum construction as he didn't want to work with any composite materials. Also the sliding canopy appealed.

Daryl says that test flying of ZK-JAD helped to prove how safe the design was, as when trying to test the stall speed the aircraft was pulled back to under 40kts and "just sat there". Daryl has used the Jabiru 3300 engine although there is the option of using a Rotax engine. This S-19 is the first to fly in New Zealand, with two others currently under construction. Daryl completed his in just 1100 hours by working on it most nights and weekends.

ZK-LIL Bush Caddy R-80

GRAHAM Johnson decided on a Canadian Bush Caddy because it was the closest microlight that looked and performed like a Cessna 180 that he could build. He bought the kit from Bushcaddy Aircraft Canada.

The Bush Caddy was developed as a bush plane and performs equally well on wheels, skis or floats. It offers low landing speeds combined with good control and stability, making access to remote places easy. With a 4 hour fuel range it also has good cross country potential.

This aircraft is a first of type for New Zealand and has an all metal airframe and solid riveted cabin construction. When Graham received his kit it contained lots of rolls of aluminium and has taken him five years to complete.



Graham has powered ZK-LIL with a Rotax 912 using a three blade ground adjustable propeller which should produce a cruise speed of around 95kts and stall around the high 20's. Graham has opted for the tail dragger version with a tail wheel and brakes. It has wide cabin doors that swing upwards under the wing and side by side adjustable seating. The full span windshield, wide door windows and low instrument panel provide excellent visibility. LIL's CAA inspection is due shortly.

ZK-MIV Pulsar XP

NOW OWNED by Jerry Savage of Rangiora, this aircraft has a very interesting history. The Pulsar was originally constructed in South Africa by a builder whose intent was to fly it around the world to America. Unfortunately just before it was due to fly, he was injured in a motorbike



accident and so the aircraft was sold. The industrialist who bought it, stripped out all the 'good stuff' and the aircraft just sat. It was then bought by an Aucklander who owned it for 18 months without getting it going so put it on Trademe which is when Jerry purchased it.

In the 9 months since, Jerry has reassembled it including contacting the South African industrialist and getting back all the original 'stuff' which included the instruments, the auto pilot and the GPS. He has repainted the wings and tail with a sunburst. The Pulsar ZK-MIV is an all composite, 2 seat, side by side, tail dragger aircraft that has now had a modified fuel system and new brake and rudder cables fitted. Jerry is expecting a 130kt cruise from the 912ULS Rotax engine and hopes to have his new aircraft ready for flying at the end of February.

More aircraft are detailed on the following pages.

ARRIVALS - December/January 2011

ABE Rans S-6ES Coyote II	Wairarapa & Ruahine Aero Club	Masterlon	Microlight Class 2
DIZ Jabiru Jabiru J230 UL	Mr D G Jacobs	Parapararumu	Microlight Class 2
DVN De Havilland D.H.104 Devon C.1	Central Flying School (RNZAF)	Manawatu	Aeroplane
GNF Grob G103 Twin II	K A & J M Wisniewski	Inglewood	Glider
GXT Schempp-Hirth Duo Discus T	Tauranga Gliding Club (Inc)	Tauranga	Power Glider
IEC Eurocopter EC 130 B4	Tasman Helicopters Above & Beyond	Motueka	Helicopter
IMB Aerospatiale AS 350B	Salt Air Limited	Paihia	Helicopter
ING Hughes 269B	Mr N W Gray	Hokitika	Helicopter
IPT Kawasaki BK117 B-1	Skyline Aviation Limited	Napier	Helicopter
IRB MDHI 369E	Skysales Aviation (NZ) Ltd	Christchurch	Helicopter
IXW Bell 429	Advanced Flight Limited	Auckland	Helicopter
JAD Rans S-19	Mr R D McIntyre	Wanganui	Microlight Class 2
JAX Tecnam P2008	Ardmore Aviation Services Ltd	Papakura	Microlight Class 2
KBI Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
LIL Bush Caddy R-80	G Johnson	Leeston	Microlight Class 2
MIV Aero Designs Inc. Pulsar XP	Savco Limited	Rangiora	Microlight Class 2
MIT Just Aircraft Highlander	Thompson and Hood 2007 Limited	Ashburton	Microlight Class 2
MMM Hawker Beechcraft B300	Woodlands Services limited	Nelson	Aeroplane
MPC Titan T51 Mustang	Mr M P Cantlon	Maunganui	Amateur Aeroplane
OAB Airbus A320-232	Air New Zealand Ltd	Auckland	Aeroplane
OKM Boeing 777-319ER	Air New Zealand Ltd	Auckland	Aeroplane
RJV Alpi Aviation Pioneer 300	Glencora Jersey Stud Ltd	Karemea	Microlight Class 2
TWN Tecnam P2006T	Bay Flight Aviation Limited	Tauranga	Aeroplane
WTE RANS S-6S Coyote II	Waimate Aero Club (Inc)	Waimate	Microlight Class 2
ZKC Rans S-7S Courier	The Hedgehope Trust	Dunedin	Microlight Class 2
ZMM AutoGyro Europe Calidus Fern	Gyrate NZ Limited	Mount Maunganui	Microlight Class 2
ZZT Tecnam P2002 Sierra	Mr R W V Izard	Taupo	Microlight Class 2
BDE Cessna 180	Mr A K Gallagher	Woodend	Aeroplane
HAW Kawasaki BK117 A-3	Helilink Limited	Auckland	Helicopter
SYR Evans VP-1	Mr M Syron	Auckland	Amateur Aeroplane

TRANSFERS - December/January 2011

BAD Cessna A150L	RNZAF Base Ak Aviation Sports Club	Waitakere	Aeroplane
BYV Cessna 150	Breetvelt Syndicate	Auckland	Aeroplane
CVM De Havilland Canada DHC-1A-1	Matahui Airlines Limited	Kaitiaki	Aeroplane
CXL Cessna 150H	CXL Limited	Kaukapakapa	Aeroplane
DEF Piper PA-32-260	Pratt Family Trust	Karemea	Aeroplane
DJM Cessna A185F	Farmers Air Ltd	Gisborne	Aeroplane
DSH Cessna 182K	Mr M C Thorp	Paeroa	Aeroplane
DXV Cessna 182P	J D Murray Ltd	Queenstown	Aeroplane
DZM NZ Aerospace FU24-950	Phoenix Aviation Ltd	Gore	Aeroplane
EJT Cessna 172N	Nelson Pilot Training Limited	Nelson	Aeroplane
ENE North American Harvard 3*	Mainland Air Services (2010) Ltd	Mosgiel	Aeroplane
ETK Cessna 172N	Air Fiordland Limited	Te Anau	Aeroplane
ETK Cessna 172N	Fly Fiordland Limited	Te Anau	Aeroplane
EVC Piper PA-38-112	Mr D O'Reilligh	Christchurch	Aeroplane
EZG Piper PA-38-112	Proxim Aviation Limited	Auckland	Aeroplane
FDB Flight Design CTLS	Henk Meerkerk Family Trust	Tokoroa	Microlight Class 2
FIG Cessna 172S	Wakatipu Aero Club (Inc.)	Queenstown	Aeroplane
FJH Cessna P206E	Wilderness Wings Limited	Hokitika	Aeroplane
FVG Micro Aviation B22 Bantam	Mr R L Hall	Auckland	Microlight Class 2
GID Glasflugel Standard Libelle 201B	Mr B D Ruddell	Kaero	Glider
GNE Grob G103 Twin II	Glider Rentals Limited	Omarama	Glider
HDE Aerospatiale AS 350BA	Helicopters (NZ) Ltd	Nelson	Helicopter
HFK Aerospatiale AS 350B2	The Helicopter Line Ltd	Queenstown	Helicopter
HJE Aerospatiale AS 350BA	The Helicopter Line Ltd	Queenstown	Helicopter
HJU Aerospatiale AS 350BA	The Helicopter Line Ltd	Queenstown	Helicopter
HLU Robinson R22 Beta	Boutique Agistment Limited	Hamilton	Helicopter
HMN Hughes 369D	Alpine Choppers Ltd (in Receivership)	Queenstown	Helicopter
HNQ Aerospatiale AS 350B2	The Helicopter Line Ltd	Queenstown	Helicopter
HSE Aerospatiale AS 350B	Partner Group Limited	Auckland	Helicopter
HTG Robinson R44 II	Precision Helicopters Ltd	Urenui	Helicopter
HUV Robinson R22 Beta	Tussock Helicopters Limited	Tuatopere	Helicopter
HVZ Hughes 369E	Waimana Helicopters 2010 Ltd	Waimana	Helicopter
IDD Hughes 369D	Action Helicopters Ltd	Moutere	Helicopter
IDQ Eurocopter AS 350 B3	Search And Rescue Services Ltd	Taupo	Helicopter
IFZ Eurocopter EC 120 B	HID Holdings Limited	North Shore City	Helicopter
IIE Hughes 369E	Amalgamated Helicopters NZ Ltd	Masterlon	Helicopter
IMA Robinson R22 Beta	Kitto Helicopters Limited	Balclutha	Helicopter
IMF Robinson R44 II	Frontier Helicopters Limited	Whakatane	Helicopter
INO Hughes 369E	Frontier Helicopters Limited	Whakatane	Helicopter
ISG Robinson R44	Rotors in Motion Ltd	Taupo	Helicopter
IVV Robinson R22	Reid Heslop Helicopters Limited	Wakefield	Helicopter
IWP Robinson R44 II	Keith Sinclair Trust	Auckland	Helicopter
JCL Cessna 172RG	Tongariro Aviation Limited	Turangi	Aeroplane
JCS Cessna U206G	East Bay Aviation Ltd	Whakatane	Aeroplane
JER Grumman American AA-5A	Air Gisborne Ltd	Gisborne	Aeroplane
JKH Cessna A185F	Wanaka Bowmar Limited	Wanaka	Aeroplane
JNG Tecnam P2002 Sierra	Hauraki Aero Club (Inc)	Thames	Microlight Class 2
JOF Pacific Aerospace Cresco 08-600	Farmers Air Ltd	Gisborne	Aeroplane
JPE G Pereira GP-4	The Logan Family Trust	Auckland	Amateur Aeroplane
JQN Pietenpol Air Camper M/L	Mr G B Morgan	Greymouth	Microlight Class 2
JRE Cessna 172S	Dereck Souter Limited	Auckland	Aeroplane

continued over page...



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... continued from previous page

KFA Tecnam P2002 Sierra	BD & JL Mackie Partnership 1	Napier	Microflight Class 2
KPM Cessna U206G	Tongariro Aviation Limited	Turangi	Aeroplane
LFZ Piper PA-38-112	C W Fogden Limited	Kamo	Aeroplane
LTU Pacific Aerospace Cresco 08-600	Farmers Air Ltd	Gisborne	Aeroplane
MAW Gippsland GA200	RidgeAir Limited	Richmond	Aeroplane
MBF Piper PA-28-161	Eagle Flight Training Limited	Papakura	Aeroplane
MBH Piper PA-28-161	Eagle Flight Training Limited	Papakura	Aeroplane
MBJ Piper PA-28-161	Eagle Flight Training Limited	Papakura	Aeroplane
MDO Cessna A152	MDR Aviation Ltd	North Shore City	Aeroplane
MDR Cessna 172N	Glenorchy Air Services & Tourist Coy	Queenstown	Aeroplane
MDS Cessna 152	MDR Aviation Ltd	North Shore City	Aeroplane
ROK Pacific Aerospace Cresco 08-600	Otago Airspread Limited	Mosgiel	Aeroplane
SIO Rans S-10 Sakota	Thompson Aeronautical Ltd	Christchurch	Microflight Class 2
SYD Alpi Aviation Pioneer 200	K S Harvey	Southland	Microflight Class 2
TOW Piper PA-18A-150	TOW Syndicate	Tauranga	Aeroplane
XRE Grumman American AA-5	Trilogy Aviation Limited	Palmerston North	Aeroplane
YTW Aerostar Yak-52TW	Chipleigh Trust	Palmerston North	Aeroplane

DEPARTURES - December/January 2011

CNN Piper PA-28-140	J F Managh Family Trust	Napier	Aeroplane	W/d
DRK Gardan GY-20 Minicab	Mr D R King	Tauranga	A/B Aeroplane	W/d
EDR Jodel D.11	Mr N I Furnage	Queensland	A/B Aeroplane	Dest
EFO Jabiru Jabiru 230D	Euroflight International Limited	Mount Maunganui	Aeroplane	Dest
EJD Cessna 207	Air Fiordland Limited	Te Anau	Aeroplane	Exp
EKN Cessna 172N	Ansky Holdings Limited	Whitianga	Aeroplane	Dest
HAW Kawasaki BK117 A-3	Helilink Limited	Auckland	Helicopter	Exp
HAW Kawasaki BK117 A-3	Helilink Limited	Auckland	Helicopter	Exp
HDE Aerospaiale AS 350BA	Helicopters (NZ) Ltd	Nelson	Helicopter	Exp
HOQ Hughes 369D	Mr R M Cotton	Arrowtown	Helicopter	Dest
HQJ Hughes 369D	Oceania Aviation Limited	Papakura	Helicopter	Exp
JTS Boeing 737-476	Jetconnect Limited	Manukau	Aeroplane	Exp
KAQ Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KAV Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
MRS Mooney M20J	Moore Air Trust	Tauranga	Aeroplane	Exp
PDH Beech C23	Peter Hodgkinson Autos Limited	Nelson	Aeroplane	W/d
TZM Robin R2160	Alpha Aviation Manufacturing Ltd	Hamilton	Aeroplane	Exp

ZK-TWA Aviat A-1C-180

WHEN I spoke to Jack Schulte of Redrock Aviation Ltd. last month his Husky aircraft was still on the water. Now the aircraft has arrived in Nelson and in just a few weeks has done 60 hours of flying.



Colin Hunter photo

The aircraft was built by Aviat Aircraft Inc in Afton, Wyoming and was re-assembled by a Licensed Aircraft Mechanical Engineer from Aviat who was in NZ to also re-assemble a Pitts that had arrived at the same time as Jack's Husky.

Though based on the famous Super Cub, the Husky is a completely new design which was certified in 1987 and of which there are about 1000 aircraft now flying. While retaining its general look and tandem seating arrangement, the Husky is larger, more powerful, has a greater range, and can carry a bigger payload. It is used by flight schools as a trainer, by small operators for pulling aerial advertising banners, or towing gliders, and by recreational pilots. Some overseas Government and police agencies use these aircraft for enforcement duties.

Jack's Husky has an oil-injected frame tubing fuselage making it corrosion proof from the inside out. The power plant is a Lycoming 0-360-AIP with a Hartzell constant speed propeller. It has 29 inch Alaskan bushwheel tundra tires and a small tail wheel at the rear. The cockpit is fitted with basic avionics, a gyro panel and vacuum system plus a GPS and an inflatable air bag for the pilot. The only uses 120 metres to take off on a sealed runway with full flaps and lands in about the same. Jack says that the big Tundra tyres (inflated to 8 psi) act like glue on touchdown.

ZK-OKM Boeing 777-319

AIR New Zealand Limited has ordered five Boeing 777-300ER aircraft to replace its older Boeing 747-400s, with options on two more. The first aircraft, ZK-OKM, completed its maiden flight on 8 November 2010, and was handed over to Air New Zealand at Boeing's Everett, Washington plant on 22 December 2010.

KiwiFlyer Event Guide

March 12th - 14th

Gyro Fly-in at Murchison

All aircraft welcome. Dinner on Saturday. Nearby accommodation. Contact Jan 027 4512 497 or j.aberhart@heslops.co.nz

March 14th - 18th

AIA Aviation Training Week

At the Holiday Inn, Auckland. Includes Safety Management Symposium. Just Culture training 14-15 March Risk Management training 16-18 March Process Communication 16-18 March NZTE Seminar 17-18 March AEANZ Prof Devpt Course: Composite Fabrication & Repair 14-15 March. CAA IA Course 16-17 March More info. from: www.aia.org.nz

March 19th

Gathering of Mustangs at Matamata

Titan T-51 Mustang owners and friends are gathering at Matamata for lunch and an evening bbq. Accommodation available on airfield. Contact Mike Crene 027 667 4400 or email: mike@kiwimustangs.com

March 26th - 27th

Waikato Microlight Club Open Day

At Collins Rd, Hamilton. Family day for the club to show the public what recreational aviation is all about. Intro flights available. Many other attractions including some for the kids. Contact Gavin by email: gmbrown@kinect.co.nz for more information, or visit 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. Contact Wayne by email: waynejmatheson@gmail.com or phone: 027 224 7447

April 22nd - 24th

Classic Fighters Airshow at Omapa

Don't miss NZ's biggest aviation event in 2011. Huge range of WWI and WWII aircraft including debuts of Fw190, Yak-3, Strikemaster and more. Check details on: www.classicfighters.co.nz

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Classified deadline for the next issue is 7th April. Don't forget to include all of your contact details in your advertisement.

Places to Go: Rotorua

Contributed by Ruth Presland

ROTORUA; thermal wonderland. What a great place it is. I used to fly in there as a child and I remember it being utterly exciting, offering a city of bright lights and an exciting place quite different from anywhere else in NZ.

This area is just asking for you to take to the air and explore it. The region comprises lakes, bush and rural retreats

nested in secluded spots, as well as stunning landscape colours and extraordinary volcanic features. As soon as you fly over the hill and see Lake Rotorua laid out before you, it's obvious that there is something magical about the place.

Flying to Rotorua from most parts of NZ is simple. The people in the Tower are helpful and will let you know of unfamiliar reporting points, as pronouncing them can be a challenge for us Southerners. Christchurch Control surrounds Rotorua (RO) with a LL of 3500, so bearing in mind the ground level, there is opportunity to get quite close to RO airspace before making contact. ATIS is 128.80 and Tower 121.20. There is a MBZ to the southeast which is busy with scenic traffic so be sure to call your intentions on 120.90. The MBZ borders the RO control zone so keep an eye on your map if you have just one VHF.

GA aircraft pay a \$7.40 landing fee plus the \$3.60 Airways fee. There are no landing fees for microlights currently, but they do pay the same Airways fee. Planes can be parked for free on the grass area to the right of the control tower (between the tower and the grass runway). There are long term hangars for lease if you are a regular visitor and while there is spare space the owners are happy to rent one of the hangars for overnighters (\$15/night incl. GST). Contact Brian by email: aviation@slingshot.co.nz or 021 894 753. You can find out more on www.stanleyaviation.co.nz.

Once settled, there are taxis available to take you from the airport into town - pop this number in your mobile for Rotorua Taxis; 07 348 1111.

Accommodation

Accommodation is offered by 13 hotels and more than 90 motels and motor inns, many within easy walking distance of the CBD. There is such a choice I would suggest checking out www.rotoruanz.com. You might also consider investigating the variety of family hosted accommodation through to discreet luxury

The lakes, all formed from the craters of extinct volcanoes, are a popular attraction for many water-based activities. There are opportunities to hire boats and kayaks – personally, I would be looking for a float plane ride (check out Volcanic Air Safaris on the lakefront). On that note, there is a Rotorua Lakes plate in the AIP v4 so keep an eye on that when you are doing your own scenic flight as helicopters come and go regularly.

Rotorua city centre has over 250 shops to choose from, including specialty department stores, fashion stores, book shops, arts, crafts, and much more. Generally, city trading hours are 9am until 5pm and when dinner time comes there are more than 50 restaurants to choose from.

The Rotorua district has a multi-cultural population of approximately 70,000 people. If you haven't experienced a Hangi then this is the time to try it and you might also take in one of the many Maori Cultural shows. I would recommend either Mitai's or Tamaki Maori Village.

A trip to Rotorua wouldn't be complete without exploring the thermal areas. Geysers, mud pools and thermal springs have been attracting visitors to Rotorua since the 1800s and the living, breathing landscape never fails to amaze. Of course, a faint sulphur scent lingers in the air which is a

constant reminder of the thermal activity that is visible in pockets scattered around the region. Clouds of steam drift from Kuirau Park, home to boiling mud pools. The renowned Pohutu geyser which erupts several times a day, and geysers elsewhere in the region, are must-see attractions. The main thermal areas are Whakarewarewa, Waimangu Valley, Wai-o-Tapu and Hell's Gate. Fumaroles, geysers and silica terraces displaying amazing colours can all be found within minutes of the city centre. With this and more on offer, Rotorua is a volcanic paradise, and a great place to see nature at its most powerful. So enjoy your flight, fly safe, take your fishing rod and you'll likely discover something completely new right on your own NZ doorstep.

bed and breakfasts that are available. There are endless opportunities to experience Rotorua life as locals know it. The Rotorua region is rich with sprawling farmland embraced by 16 fishable lakes packed with rainbow and brown trout. My pick would be to pick a homestay by a lake and try out your fishing skills. Some of the lakes are catch and release so be sure to check out the local rules at the sports shop on arrival.

What to do

Each year hundreds of thousands of international tourists visit just two places in New Zealand; Rotorua and Queenstown, so Rotorua is surely a place to see in NZ before you explore beyond our shores.



Clockwise from top right: 1: Cafe at Rotorua Airport. 2: Rotorua City. 3: Mt. Tarawera Crater. 4: Carpark and DOC camping ground at Lake Tarawera.

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