

THE PA-20 Pacer is essentially a fourplace version of the two-place PA-17 Vagabond light aircraft, part of the family of strut braced, high-wing light aircraft that were built by Piper Aircraft in the post-World War II period..

It features a steel tube fuselage and an aluminium framed wing, covered with fabric, much like Piper's most famous aircraft, the Cub and Super Cub. It was an aircraft prized for its ruggedness, spacious cabin, and, for its time, impressive speed.

ZK-PEE was imported by Don Grant of Motueka from the US as he wanted an aircraft he could go camping in that could handle landing on the beach.

This is an original 1953 Piper Pacer, not a conversion. Original Pacers had either narrow or wide landing gear. The Tri-Pacer conversion used "Pacer Style" landing gear that is even wider.

During its life in the U.S., a larger engine has been fitted and the airframe restored, with the previous owner returning the paint scheme to factory original.

The aircraft operates easily from 800 foot strips and burns 34 litres per hour at 2400 rpm. Of course I asked Don the significances of the ZK-PEE registration to which he replied "Everyone asks me 'why PEE?'. Well, being a short field aircraft if I'm ever caught short I can look for a beach, long paddock or somewhere suitable to land".

#### ZK-WRM Murphy Elite



ROB Maxwell and Will Morris have talked about having their own aircraft for over 10 years and at the end of last year their plans came together when their Murphy Elite, with their initials as its registration, took to the air for the very first time.

Murphy aircraft are produced in British Columbia, Canada, the company enjoying steady growth since its founding in 1985.

The original builders of ZK-WRM, Don and Tom Bormer of Oklahoma had worked away for 13 years building the fuselage, wings, tailplane and flight control surfaces on this aircraft before they decided to sell it. So when it arrived in New Zealand in September 2010 it was 90% completed with 90% to go.

The 'Elite' started as a 'Rebel' redesigned for tricycle gear, then included a new cantilevered stabiliser, one-piece elevator, all-metal control surfaces, strengthened fuselage design, and beefed-up wings and leading edges. All of these changes give the Elite an 1800lb. gross weight, partially

compensating for the higher empty weight, plus the ability to accommodate an Lycoming O-360 180 hp engine. This lightweight but strong aircraft has a large cargo area and excellent STOL

Building and finishing WRM has very much been a team affair with Rob and Will initially, then Rob's wife Kirsty joining the construction team. When the aircraft was shifted down to Rangiora its finishing was overseen by Arnold Gallagher and Evan Belworthy. Evan will test fly the aircraft initially and then Rob will take over to fly off the 40 hours restricted period.

#### **ZK-JAT Pipistrel Alpha**



**DAVE** McMillan of Seaside Flying Ltd. has imported this Pipistrel trainer into NZ from Slovakia. NZ already has two other Pipistrels flying, both based in the North Island but this is the first Alpha variant.

Dave's new aircraft arrived in the country having been completed and test flown before being dismantled and packed for shipping. He says assembly is straight forward as you only have four items to deal with and "un-wrapping the protective plastic is 30% of the task".

The wing root has two locating pins, one at the leading edge and the other where

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#### ARRIVALS - November / December 2012

TRANSFERS - November / Decem

Slingsby T.41B Skylark 2B

PZL-Swidnik PW-5 "Smyk"

Grob G103 Twin II

Centrair ASW 20F

Robinson R22 Beta

Robinson R44

MBB BO 105 S

Robinson R44

Hughes 269C

Bell 206L

Hughes 369E

Eurocopter AS 350 B3

Eurocopter EC 120 B

Barber Snark HA/3

Fisher FP-404

Piper PA-38-112

Gippsland GA200

Ibis Magic GS-700

Cessna 185A

Cessna U206F

Beech D18S

Pipistrel Sinus RANS S-6S Coyote I

WWH Cessna U206G

Micro Aviation B22 Bantam

North American Harvard 3\*

Pitts S-2A

MBB BO 105 S

Robinson R22 Beta

Piper J3C-65

Cessna 150

Piper PA-32-300

Piper PA-23-25 Cessna 172N

Cessna A152

BVY

CPD DOP

ECM ETA

GBX

GKF

GMX

GNK

HBD HCJ

HDV

HGV

HHZ HMW

HPE HRB

HRC HRL

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IFS IJO IMA INN

JEK

JPR JVC KCH

MBG MGC

RLM

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CDR CIT AJBP DLISH BY ATT MEN VOICE GALE LIX VIX K PP A PW VCFM ON VOICE GALE LIX VIX K PP A PW VCFM ON VCFM	Cessna 182T Zenith Zodiac CH 601 XL Cessna 305A Kavanagh E-160 Titan 151 Mustang Eurocopter AS 355 F2 Eurocopter AS 355 F2 Robinson R44 II MDHC 600N Kawasaki BK117 B-2 Aerospatiale AS 350B2 Pipistrel Alpha Trainer Aeroprakt A-22LS Martin Aircraft P12 Vans RV 12 Zenair CH701 STOL AutoGyro Cavalon Airdrome Nieuport 24 Replica Cessna 172E Montgomerie Bensen B8MR Piper PA-20 Cessna 172E Montgomerie Bensen B8MR Piper PA-20 Cessna 525C AutoGyro Cavalon VPM M16 Tandem Trainer Grimmer Skylux Monnett Sonerai IILS Zenair CH701 STOL Kubícek BB60Z BAe Jetstream Model 3101 VPM M16 Tandem Trainer Tecnam P92 Eaglet U/L Murphy Elite AutoGyro Cavalon	Glenmore Aviation Ltd Mr C J McKavanagh The Strome Farm Trust Sunrise Balloon Adventures Limite Mr W C T Sly Rotor Flite N.Z. Limited CHL Investments Ltd Helifilite Pacific Limited Heliview Taranaki Ltd Search And Rescue Services Ltd Helicopters Queenstown Ltd Seaside Flying Limited S T Growers Ltd Martin Aircraft Company Mr J M Coles Mr D A Philip Mr H T Kitzhoefer Mr W A Scarlett Skydive Queenstown Limited Marlborough Aero Club (Inc) Mr A J Unwin Mr D S Grant Pacific Jets Limited Mr P J Empson Mr P L Newman Mr G R Grimmer Private Owner Mr T M Hoefer Kiwi Balloon Co (2009) Limited Vincent Aviation Ltd Gyrate NZ Limited Maxwell And Morris Syndicate D M and P M Hall Mungunui Par
	AutoGyro Cavalon Zenair CH701 SP	

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the rear spar would be. The spar stub is the same length as the width of the cabin and overlaps with the opposing wing spar, with large pins then installed through both spars locking each together ready for a centre locating bolt to be fitted. After mounting the stabiliser and elevator with two more locating pins and a bolt, it remains to ensure the wing and tailplane geometry to the fuselage is correct and to check control deflections etc., followed by fuel added, tank calibration and leak checks, engine preparation – and ready to go.

Inspected and test flown in December, JAT is now ready for Dave to enjoy.

EPA	RTURES - November / Decem	ber 2012contin	ued from previous	page	
BY	Jodel D.11	Mr T S Smith	Carterton	A/B Aeroplane	W/d
MX	NZ Aerospace FU24A-954	Super Air Ltd	Hamilton	Aeroplane	Dest
BO	Schempp-Hirth Duo Discus T	Mr B L Nilsson	Omarama	Power Glider	Dest
SR	DSK Sailplanes BJ 1B Duster	Mr J S Rogerson	Hamilton	A/B Glider	W/d
MN	Hughes 369D	Oceania Aviation Limited	Papakura	Helicopter	Exp
MR	Robinson R22 Beta	Mr M K Gray	Kaikoura	Helicopter	Exp Dest
IPO	Eurocopter AS 355 N	Oceania Aviation Limited	Papakura	Helicopter	Exp
IQK	Kawasaki BK117 B-2	Helilink Limited	Auckland	Helicopter	Exp
IUF	Robinson R22 Alpha	Dingleburn Station Ltd	Wanaka	Helicopter	Dest
3Y	Robinson R44 II	Heliflite Pacific Limited	Papakura	Helicopter	Exp
Κ	Ultrasport 555T	Ultrasport Helicopters NZ Limited	Hawera	Microlight C2	Exp
3M	TEAM Hi-Max	Kudrass Family Trust	Motueka	Microlight C1	Exp W/d
ΜE	Martin Aircraft P11	Martin Aircraft Company	Christchurch	Microlight C1	W/d
$\mathfrak{QC}$	Delore Skytrike/Mega	Mr D C Anderson	Christchurch	Microlight C1	W/d
EV	Micro Aviation B10 Bantam	Mr K J Ineson	Kaikohe	Microlight C1	W/d
IAO	Fokker F27 Mk 500	Airwork Flight Operations Limited	Manukau	Aeroplane	W/d
AR BJ LC LB VC	John Buffier Gyrocopter	Mr G D Whiting	Wakefield	Microlight C1	W/d
BJ	UFO Helithruster	Mr H B Jenkin	Waiheke Island	Gyroplane	W/d
LC	Compton Gyrocopter Gyro Gnat	Mr L A Compton	Southland	Gyroplane	W/d
LB	Boeing 737-3Q8	Airwork Flight Operations Limited	Manukau	Aeroplane	W/d
VC	Vintage Aviator RE8-1	The Vintage Aviator Limited	Masterton	Aeroplane	Exp
VD	Vintage Aviator Albatros DVa-1	The Vintage Aviator Limited The Vintage Aviator Limited	Masterton	Aeroplane	Exp W/d
PP	Kubícek BB60	Kiwi Balloon Co (2009) Limited	Hamilton	Balloon	W/d

#### Autogyros ZK-MKH, ZK-PJE and ZK-ZGG (Auto-Gyro Cavalons), **ZK-VPM, ZK-PNL** (VPM Tandem Trainers), and **ZK-OOZ** (Montgomerie Bensen B8MR).

**AUTOGYROS** have made a big impact on the register this month with 3 new AutoGyro Cavalons, 2 VRM M16 Tandem trainers and a Montgomerie Bensen B8MR arriving into New Zealand. November last year saw the arrival of the three Cavalons which have been imported by Tony Unwin of Gyrate NZ Ltd. of Tauranga.

Gyrate NZ started flying gyros from Tauranga in 2005 and in 2006 imported their first factory made two-seat training

The new Cavalons are superbly finished and include some great glass cockpits. Solo Wings have prepared the aircraft and paperwork for inspection by the CAA. Two of the Cavalon owners are new to autogyros and will be trained in Tauranga.

Down south at Taieri Airfield in Dunedin, Gyrate South are assembling the two 2 VPM M16 Tandem trainers that have arrived. They are examples of Vittorio Magni's (Magni Gyro in Italy) early work. Paul Newman has imported his VPM,

ZK-PNL, from the UK and Tony Unwin's VPM, ZK-VPM, arrived in the same container but more in kit form and in need of a complete rebuild. Rex Telfer at Gyrate South says that Paul's aircraft is nearly finished while Tony's is still a wee way off.

provided courtesy of Hawker Pacific

ZK-OOZ is the second Montgomerie Bensen B8MR for NZ and has also been imported from the UK by Tony at Gyrate in Tauranga. It is a UK derivative of the original single seat 'gyrocopter' design by Igor Bensen.



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