

## Trans Tasman Deliveries

November was a busy month for making sport aircraft flights across the Tasman. A pair of Jabirus were brought over from Australia for Euroflight at Tauranga and a Czech Aircraft Works SportCruiser was exported to Australia by Aerosport Aviation in Hamilton. Anton Meier from Aerosport Aviation and Anita Holland from Euroflight contributed these articles describing the recent adventures.

### Delivering a SportCruiser to Australia Contributed by Anton Meier

**THE FIRST** SportCruiser has just crossed the Tasman, bound for new owner Frank Francis of Gatten in Brisbane. Frank first saw Aerosport Aviation's new SportCruiser ZK-CXY at Omasa and after some time thinking about it, took a trip to New Zealand for a closer look. He fell in love with the aircraft on the first flight and the deal was done.

When the question of transporting the SportCruiser was discussed, a unanimous decision was made to fly it across. Alistair Hart of Motueka Recreational Flight Training Ltd (also a SportCruiser owner) offered to take on the challenge.

Aerosport Aviation prepared the SportCruiser for the long flight. All of the usual safety items were sourced and installed along with an additional long range tank. Though with the good range of the standard 120 litre tanks, the long range tank wasn't actually needed on any of the trans Tasman legs.

#### On track to Australia

Departure day dawned fine, so two SportCruisers (ZK-SXY and ZK-CXY) left the Aerosport Aviation airstrip at Lee Martin Road in Hamilton and headed for Auckland International where customs was cleared and paperwork finalised. Alistair then did his final checks and we said goodbye to ZK-CXY. We were kindly given

a formation departure from Auckland, then CXY turned right for Norfolk Island and SXY turned left back to Hamilton.

The Norfolk Island leg was a smooth trip taking 5.5 hrs from Auckland. Upon Alistair's Arrival the SportCruiser was checked, fuelled, and put to bed for the



SportCruiser CXY ready to depart for Australia. Ferry pilot Alistair Hart is on the right.

evening. The locals were most helpful and made Alistair very welcome - so much so that they wanted him to stay the next day as well to partake in the Island Festival that happened to be on at the same time.

The following day was also fine so Lord Howe Island was the next stop. That leg was very similar to the previous leg in time and fuel but with a head wind building. Once on the Island the wind started to increase somewhat and a chat with the local weather station revealed that a unpredicted gale was now on the way. The SportCruiser was well secured down in a sheltered area for the night, but the next day was a no fly day and with the wind now gusting to

100kts, an extra night was spent on the island. The journey continued the following day into a very stiff head wind.

#### The real challenge

Before approaching the Australian coast line the real challenge started. The head wind was now 60kts and Alistair was headed straight into an Australian dust storm. Bright red dust was all that could be seen for three hours and before long the blue and white livery of CXY had become the colour of red dust.

New owner Frank was patiently awaiting the arrival of CXY at Gatten and was very pleased to see his new SportCruiser appear out

of the dust. However with a 30kt cross wind blowing, Alistair was diverted to Toowoomba where a landing into wind was possible. A very happy customer was shortly thereafter united with his aircraft.

Alistair returned home the next day on a commercial flight and since then Frank says he can regularly be found in his hanger looking at his new SportCruiser, pinching himself to make sure he's not dreaming.

Aerosport Aviation thank Alistair for taking up the challenge and particularly thank his dear wife Liz for letting him pursue his ambition to fly the Tasman in a SportCruiser. Contact Anton at AeroSport on 07 829 5940 or anton@aerosport.co.nz



## Crossing the Tasman in two Jabiru Light Sport Aircraft

### Contributed by Anita Holland

**WE** (my husband Tim and I) own and operate Euroflight on Tauranga airfield which we set up five years ago with the aim of providing personalised flight training. Earlier this year, we decided to upgrade our fleet. We were looking for something which would make flight training safe, affordable and fun. Our research led us to the conclusion that composite aircraft would be the way forward due to strength, durability and no risk of the dreaded corrosion.

#### Choosing Jabiru

Jabiru aircraft were ticking all the boxes at this stage so Tim, with the support of PPL holder friend Marty, headed over to the factory in Bundaberg, Queensland, Australia. Owner, Rodney Stiff, gave them the guided tour of the factory where the boys could see the aircraft in all stages of construction and meet the staff. Next it was time to fly the aircraft - the J230, J160 and J120 were all tried and both Tim and Marty were impressed with their smooth running, power and stable characteristics. So after a whirlwind tour the boys were on their way home to try to convince me they had found the ideal aircraft.

Two weeks later we were heading back to Bundaberg where I had a chance to meet the team at Jabiru, and fly the J230. We decided to purchase a brand new J230, along with a slightly smaller J120 which was one year old with only 100 hours total time.

#### Organising the delivery

Two months later and the J230 was ready to collect. For this part of the project Tim enlisted the help of friend and CAA board member, Ross Crawford. With over twenty thousand flying hours, including many international flights as an Air New Zealand captain, Ross made an ideal choice as fellow ferry pilot. Their packing list included a satellite phone (from Tait Mobile in Auckland), two life rafts (from Aviation Safety in Auckland), a Spidertrack (lent by

friend John Reid), two GPS each, flares, life jackets and an additional personal locator beacon.

Back at the Jabiru factory, Tim and Ross were met by licensed engineer

cylinder, 120hp engine using between 16 and 18 litres of fuel per hour, endurance wasn't an issue. The J120's 80hp four cylinder engine's fuel consumption of 18 litres per hour meant a 100 litre ferry

tank had to be fitted and carried on the passenger seat. The other piece of equipment that proved very useful was the satellite phone, which allowed them to provide position reports every 30 minutes to either Brisbane or Auckland Oceanic. Regular communication was also made on

frequency 123.45 with pilots from Air New Zealand, Qantas and Cathay Pacific, some of whom had previously flown as first officers with Ross.

After dinner at Norfolk Island's RSL and a good night of sleep, Tim and Ross woke to find it was raining. During the time spent pre-fighting, filing flight plans and

re-fuelling (at \$3.88 Australian per litre!) the weather improved and at take-off time of 6:30am the cloud base was 2500 feet. This lifted during the flight, allowing them to climb to 7500 feet. Sighting Three Kings let them know they were on track to Cape Reinga from where they tracked south to Kerikeri airfield to encounter their most

turbulent landing of the trip at the end of a five hour flight. Customs and MAF were waiting to perform routine inspections at Kerikeri, after which they refuelled again and set off home to Tauranga.

#### For more information

Both aircraft will be available from 5th December in addition to Euroflight's aircraft already on-line (a Cessna 150, a four seat Cessna 172 and an Airtourer T3A Aerobat). Contact Euroflight on 07 574 9737 or email tim@euroflight.co.nz for more details. www.euroflight.co.nz



Euroflight's new Jabiru J230 and J120 after leaving the Bundaberg factory bound for Lismore

Paul Waterhouse from Central Aero in Hamilton, who completed ARAs and 100-hour inspections on both aircraft to allow the CAA to issue them with airworthiness certificates. From 5th December both aircraft will be registered as LSA (Light Sport Aircraft), allowing them to be used for PPL, CPL and instructor training. As the aircraft are

on the New Zealand register under the Special category, CASA needed to issue permits to fly in Australia which was completed at 11am on the 11th November. Then after a quick local flight to complete a photo shoot, Tim and Ross (in the J120 and J230 respectively), set off for Lismore, just north of Coffs Harbour, where they had an overnight stop with Ross' ag pilot friend, Peter Lox.

#### The trip to New Zealand

The next morning they awoke to fog, which fortunately lifted by the time they had pre-flighted at 6:30 am. 3 hours and 48 minutes later, they were at Lord Howe Island. After refuelling, they were soon airborne again, the next leg to Norfolk Island taking 4 hours 34 minutes. The J230 holds 135 litres of fuel and with the six



Tim Holland and Ross Crawford ready to depart Lismore in Australia on track for Lord Howe Island.

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