

# Join a NZWA Warbird Syndicate

Contributed by Frank Parker

**IN PAST ARTICLES** I have written of some of the aircraft operated by NZ Warbirds. It is important to note that NZWA (NZ Warbirds Association) does not 'own' any aircraft. Rather the aircraft are owned by individuals or groups and operated under the 'Warbirds Banner'. This gives operators the benefits of 'group knowledge' in their operation along with the camaraderie of belonging to the Association.

Obviously, the cost of owning and operating one of these aircraft is beyond the means of many individuals. It was for this reason that aircraft syndicates were established many years ago. Current aircraft owned by syndicate groups are Harvard's (three), Beaver, T-28 Trojan, and Airtrainer CT-4A. This latter aircraft is a historical New Zealand aeroplane. It was the original prototype developed by AESL (of the time) from the initial Aircruiser design. Subsequently it was adopted by the RNZAF and other foreign military services as a basic pilot trainer.

The advantage of syndicate ownership is obviously reduced ownership costs and shared expenses. The following figures are presented as a guide.

Harvard syndicates cost \$12,000 to \$15,000 (dependant on the aircraft and number of members) to join and approx \$100/month contributions. This monthly charge covers 'standing costs', essentially hangarage, insurance and annual

maintenance. Additional to this are flying charges, generally \$100 - \$120 per hour plus fuel (120 litres per hour for a Harvard), plus landing charges (\$20 per flight). That totals approximately \$380 per hour to fly a Harvard.

and \$300 per hour to fly.

The CT-4 Airtrainer was established as an entry-level aircraft. Syndicate shares in this aircraft cost approximately \$2600 and monthly contribution \$80, for an hourly flying rate of approximately \$220 per hour.

We currently have a proposal to 'acquire' a DeHavilland Chipmunk. This would be an entry level tail-wheel and aerobatic trainer which would be an ideal lead-in aircraft for pilots wishing to fly the Harvard.

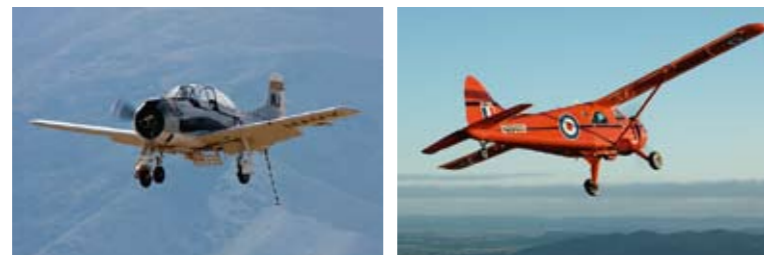
It should be noted that pilots must meet proficiency requirements to fly syndicated aircraft. Accordingly each syndicate has a 'chief pilot' responsible for the operation of the aircraft and through the NZWA, access to qualified instructors for type ratings and advanced training. Having said this, these positions are voluntary and the volunteers often have other essential chores they are responsible for. (That last sentence really means that instructors are volunteers and do things in their timeframe which may not necessarily match yours. Also as volunteers they can't be 'sacked').

On a more positive note, all this adds up to the opportunity to fly some very exotic aircraft at very affordable rates. There are of course experience requirements associated with these aircraft, nonetheless, there are PPL's flying all the above types.

If you would like further information on aircraft or syndicates please contact us at NZWarbirds@paradise.net.nz

The T-28 costs \$14000 to join the syndicate and \$100 month contributions. Flying costs are \$100 per hour, plus fuel (180 litres per hour) plus landing fees. This totals approximately \$500 per hour, for an aircraft with 1000+ horsepower and 'Fighter' performance.

The Beaver costs approx \$6000 to join the syndicate, \$80 per month contributions



Harvards 52 and 53, the T-28 Trojan and the Beaver are all syndicate owned aircraft based at Ardmore. Other syndicate aircraft include the CT-4 Airtrainer and soon to be a Chipmunk. Trojan picture by G. Conroy, others by M. Norton.

# A message from the Organisers

**A VERY WARM WELCOME** to this Guide for the third NZ PilotExpo. We are delighted to be back again, having made the bold leap to an annual event. We feel this gives us the opportunity to not lose momentum from the previous year, and to keep PilotExpo fresh in pilots' and future pilots' minds, as a must do event in the annual aviation calendar.

We hope you will agree.

We are very pleased that we are now starting to see some of the "big guns" take notice of our show. We are delighted to have the International Area Manager for Bendix/King Honeywell coming in from Singapore, and the international Sales director from Avidyne coming in from the USA, specifically for PilotExpo. It's also gratifying to welcome Aviation Trader from Oz, particularly as they have commented that there is nothing quite like PilotExpo over in their homeland. It's great to think we are helping to really put New Zealand on the international aviation map, but of course we do need all you guys and gals out there to lend your support too - and make it into an event that can hold its own with the other aviation expo's in the world.

At PilotExpo, we feel that "flying" in its widest sense has a very important part to play in the NZ landscape, both with respect to recreation and transportation. In a country, for all intents with no passenger rail services between the major cities,

and motorways extending only a few miles beyond city borders, flying is critical in moving people around. In a General Aviation sense, we have seen this wither somewhat in the past few years. We feel that with the new generation of aircraft and gear that has come to the market in the last 5 or 6 years, General Aviation and private flying should be properly recognised by both public and government. It is an efficient, cost and time effective way of moving around the country, be it for business or for pleasure.

The latest LSA aircraft are as efficient as cars and if you factor into account the "as the crow flies aspect", then frankly more so. Add in that we require no roads or bridges etc. to be built and thus no maintenance of them, just a small strip at either end, and it's a "slam dunk" as our US compatriots would say. We also have a great country to fly in, even if it's just for fun. Compared to other places, we have 'uncrowded' skies, with frankly minimal controlled airspace, fabulous topography that changes every 100k or so, and weather that whilst very changeable, is relatively benign.

New Zealand is a great place to go flying for so many reasons, and PilotExpo we hope, is a place where we can all come together once a year, meet all those who look after our planes, sell us the gear, and have a good old yarn about what makes us all so passionate about it.



Scenes from PilotExpo 2009 at Ardmore

**PilotExpo is at Ardmore Airport  
on Friday 12th and Saturday 13th March.**

**Entry is FREE !**

**Showtimes: Friday Noon to 6pm  
and Saturday 9am to 4pm.**

**Spit Roast Dinner Friday night  
from 6pm after the show. ALL WELCOME !  
See next page for details.**

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PilotExpo Stands 1 and A

... from previous page

One of the great things about GA is that we can use our aircraft for both recreational flying and also for our own business travel, weather permitting on both occasions of course. It's amazing how addictive it is, and that when you start you just want to fly more! One of the great things about the new aircraft and gear that has come to the market in the past 5 years, is how much more affordable some of the things that were high end \$\$wise gizmos, have become. They have made flying and in particular navigation, so much easier and one has to assume far more safe, leading to a more pleasant day out in the air. Of course the vintage fans amongst us may not get terribly excited about glass cockpits, but I'm pretty sure that even they have discovered the advantages of having a portable GPS available to them.

This year, whilst the third year of the show, is our second at the "new site". We were pretty happy with the way it worked last year, so this is a year of tweaks rather than wholesale change. The big addition is a focus on learning to fly. We are aiming to try to encourage all those people who always thought about getting their pilots licence, but never quite got it together to start, to come on down, see everyone in the one place and get all they need to know about starting off on a "flying" path be it fixed wing or rotary. These new pilots are the buyers of aircraft, headsets, flight bags, etc, in the future so we feel there is a great synergy between what we are doing at PilotExpo and the need to encourage new people into flying recreationally and for their own business use.

One of the main thrusts of PilotExpo is to give buyers and sellers the opportunity to meet each other face to face once a year. Our aviation community is pretty spread out and the internet, whilst a great boon, has resulted in much less personal communication than we used to have. PilotExpo is the once a year chance to have a bit of human interaction, have a look, touch and feel of the products as well so to try to get the best deal out for the sellers! We do know that many people have specials on for the event so chase them out.

We also think it's very important to acknowledge that the guys and gals of these businesses have given up their weekend time and sunk some funds into attending the show. Whilst our "most price competitive stand" was very reasonably priced, their attendance shows a good deal

of commitment to you pilots out there - and that they value you as customers. We feel that those businesses that have made the investment to come to the show are also those who are likely to do the same for you as customers, with respect to after sales service, supporting their products, and respecting you as a "valued customer". All those at the show have gone the extra mile to attend and we sincerely hope that you will reciprocate and come to the show to see them. And don't forget, the show is the same weekend as the Auckland Boat show, the biggest in the country, so if you are from outside the Auckland area and into boats as well as planes, what a great excuse to come up, (or down) for the weekend. Everyone is also particularly welcome to stay on after the show closes on Friday night and join in with the barbie and a bit of Friday night revelry.

So hop in your planes, cars, helis, microlights or whatever and make your way to Ardmore on 12th and 13th March. Join us and the rest of our exhibitors for what we are sure will be a great weekend of aviation.

Stuart Clumpas, Event Director  
Amy Bachelor, Event Co-ordinator

**PilotExpo BBQ**

Following the success of last years Friday night function we are happy to say our slap up Kiwi King BBQ is back!

All PilotExpo guests are invited whether visitors or exhibitors. This is a great opportunity to continue any chats of earlier on in the day and to just talk Aviation with a beer or wine well into Friday evening. The food is great "Kiwi Tucker" and there's plenty of it... ask anyone who was there last year.

Tickets are \$35 per person for the 3 Course meal, and the do starts around 6 after the Expo closes. The menu starts with a selection of breads, then...

**SPIT ROAST**  
Prime Beef  
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Four Spice Marinated Chicken

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Potato with wholegrain & chives;  
Pasta - tuna with pesto; Cherry tomato, cucumber and basil Greek salad;  
Baby corn and roasted cashew

**DESSERTS**  
Chocolate mud slice; Fresh fruit salad; Trifle

Order via email to [Stuart@PilotExpo.co.nz](mailto:Stuart@PilotExpo.co.nz)



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# Programme of General Seminars

Located in the Dennis Thompson International Hangar

### “Airways Services to General Aviation”

Friday 12th, 1:15pm to 2:30pm

**GRANT RAWSTORN**; Manager Regional Services, Airways NZ. Airways New Zealand is responsible for managing all domestic and international air traffic operating within New Zealand’s 37 million square kilometres of airspace. Grant Rawstorn, Airways Manager Regional Services presents a discussion of Airways responsibilities and commitments to General Aviation and how that manifests itself in both policies and practices when flying in New Zealand.

### “Ever considered buying your own Light Aircraft?”

Friday 12th, 2:30pm to 3:45pm

**RUTH PRESLAND**; Mountain Flying NZ and Tecnam NZ. An informal talk from Ruth Presland about Recreational Aircraft, Microlight and Light Sports Aircraft

- The pros and cons on choosing this type of plane over a GA aircraft.
- Advantages of matching a type to a use, for example, short field versus touring.
- Differences between high wing and low wing for the contemplating buyer.
- Hints and Tips on buying and learning to fly versus learning to fly and then buying.
- Questions and answers welcomed through out the seminar.

Contact Ruth on 021 483 262 or email: rpresland@tecnam.co.nz

### “Radio Etiquette: Get It Right First Time!”

Friday 12th, 3:45pm to 5:00pm

**WARREN SATTLER**; CFI, Ardmore Flying School. As Chief Flying Instructor for Ardmore Flying School, qualified to A Category Instructor level, Warren Sattler is also an ardent enthusiast of correct radio speak. Sure to set the record straight regarding how to present requests, commands and make clear intentions in the sky, this seminar aims to raise the bar of all participants’ radio etiquette and in the process raise some red flags of what not to say when the pressure is on. Warren is an instructor who pulls no punches with his thoughts and opinions and this is guaranteed to be a lively and entertaining seminar.

### “Bendix King Glass Cockpits”

Saturday 13th, 9:45am to 11:00am

**EMIL POPE**; Regional Sales Director, Honeywell. Coming in especially from Singapore for PilotExpo, Emil is the Regional Sales Director for Honeywell, the “big name” behind the Bendix/King brand of Avionics. One of the icons of the avionics world for many years, B/K has recently introduced their range of “Glass Cockpits” aimed at the GA retrofit market. Emil will present the new gear, a first in Australasia, and will give an insight into where B/K are going in the future with their avionics suite.

### “Mountain Flying - improving your skill level!”

Saturday 13th, 11:00am to 12:15pm

**RUTH PRESLAND**; Mountain Flying NZ. Ruth will continue on from her talk at the last Pilot Expo with a flight scenario about flying safety in and around our New Zealand Mountains. This will include; Situational awareness in the aircraft, how to constantly evaluate the flight, weather conditions and navigation - following the correct

valleys, rivers and ridgelines.

- Improve skills and confidence.
- Learn how to utilise local knowledge.
- Learn how to get the most out of dual training.. and enjoy it!

An informal Q& A session will follow the seminar.

Visit [www.mountainflyingnewzealand.com](http://www.mountainflyingnewzealand.com) for more information.

### “Just Culture - The Glue Around Safety Management Systems”

Saturday 13th, 12:15pm to 1:30pm

**IRENE KING**; CEO, Aviation Industry Association NZ. The Aviation Industry Association of New Zealand represents the interests of the aviation community. As Chief Executive of the AIA, Irene King will open up discussion to recent developments in the field of the way in which incidents are reported, and acted upon. It has always been accepted that getting the information on mistakes and bloopers so they don’t happen again was more important than having someone “pay” for the mistake. Now it appears there is a change of direction from the CAA who seem to be more interested in reprimanding “culprits” than having an open “just” culture, where people can be open without fear of setting themselves up for prosecution.

### “Night Vision Operations, Beacon Searches, Fiordland Search and Rescue Operations, and Off Shore Southern Ocean Operations”

Saturday 13th, 1:30pm to 2:45pm

**LLOYD MATHIESON**; Southern Lakes Helicopters. Including rescues working for DOC on the Auckland and Campbell Islands situated in the sub Antarctic region, winching operations, Mutton Bird Island operations, electronic flight following in mountain flying situations AND how to deal with renegade helicopter pilots during the venison hunting days when Lloyd was the local cop!

### “How to Get your Aviation Medical - and How to Lose It”

Saturday 13th, 2:45pm to 4:00pm

**DR. ANTON WILES**; AME, Remuera Doctors. Dr. Anton Wiles, a general practitioner for 30 years, joined Dr. Bill Daniels in Remuera Doctors in 2001. Bill has been conducting aviation medicals for more than 25 years. Anton sat his Diploma of Aviation Medicine and has shared in that work since 2004. The practice is one of the busiest in New Zealand for aviation medicals. This seminar will outline the basics of acquiring the aviation medical and some medical pitfalls which could see one lose their certification.

Tear off this coupon and enter the draw to **Win a 45 minute flight** in the Flight Experience Boeing 737 Simulator at Takapuna courtesy of PilotExpo and KiwiFlyer Magazine.

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Entries must be handed in to the Flyboys Stand at PilotExpo before 4pm Saturday. Good luck !!



# Programme of Learn to Fly Seminars

Located in the Auckland Aero Club Building

## “Learn To Fly: From First Flight to Getting Your Private Licence”

Saturday 13th, 9:00am to 10:00am  
TBA; North Shore Aero Club

A full description of the requirements for achieving a Private Pilot Licence - starting by explaining the pre-requisite theory exams, solo and thereafter cross country flights. The skills involved in passing your PPL flight test will also be discussed as well as information of the exact requirements of the exam.

## “The Key To Successful Piloting: How To Avoid Flying Shortfalls That Every Pilot Faces”

Saturday 13th, 10:00am to 11:00am  
ROB UTTING; CFI, Airline Flying Club

With 30 years of flying instruction under his belt, Rob will offer some key pointers to the safe success of any pilot learning to fly. With the ‘6 P’s’ enveloping his personal slant of a correct flying attitude, this seminar will offer a close idea of what to expect in the process of training to be a safe pilot. Expect some stories to explain some valuable points. This is a seminar every pilot should tune into.

## “Beyond the Private Pilot’s Licence”

Saturday 13th, 11:00am to 12:00  
JASON WOODGER; Senior Instructor, Auckland Aero Club  
For pilots who want to know all the options for pursuing further flight training. Instrument ratings, aerobatics ratings and formation flying ratings, are amongst the topics that Jason, a senior instructor at Auckland Aero Club will discuss.

## “Helicopter Pilot Training – Add Water And Mix”

Saturday 13th, 12:00 to 1:00pm  
PHILLIP MAGUIRE; Director, Helicopter Flight Training  
A step-by-step recipe for every budding helicopter pilot. Phillip, Managing Director of “HFT”, the latest addition to the Ardmore helicopter training scene, will take all prospective “rotary” fans through the details of what is required to get your initial helicopter licence ...and beyond.

## “How to Buy an Aircraft – The Complete Process Start to Finish – Including for Partnership and Syndicate Ownership”

Saturday 13th, 1:00pm to 2:00pm  
CHRIS BARRY; Sales Director, Flightline Aviation

Here is an opportunity to learn from an expert about how to pick, purchase and maintain an aircraft, how to look into options for co-ownership and how to choose the most appropriate ownership method for you. Chris is the Sales Director for Flightline Aviation, the Cessna agents for New Zealand and he will take you through the entire process of purchasing your first plane, whether pre-loved, or “factory fresh”.

## “Taildrugging: The Next Challenge”

Saturday 13th, 2:00pm to 3:00pm  
BILL HENWOOD; Classic Cubs Flight Training

A general overview of the process involved in converting, or indeed learning in a taildragger aeroplane. Generally accepted as being more challenging to fly than their nosewheel counterparts, taildragger fans are firm in their belief that the extra skills demanded of you when flying a taildragger make you a more accomplished pilot irrespective of the type of aircraft you fly. There’s no doubt that flying a tailwheel plane into rough country strips is a whole lot of fun and Bill Henwood, commercial pilot and proprietor of Classic Cubs will explain the options that are available.

## “Choosing the right licence, know your options”

Saturday 13th, 3:00pm to 4:00pm  
SIMON LOCKIE; Parakai Flying School  
Making clear the current differences between Microlights, Light Sport Aircraft and what is required to get your Private Licence. Simon is General Manager of Parakai Airfield in the Northwest of Auckland which is operated by the Lockie family and hosts a number of training institutions using different types of aircraft.



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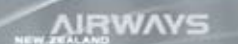
Image courtesy of Ruth Presland from Mountain Flying New Zealand. Don't miss Ruth's Mountain Flying seminar on Saturday at 11am in the Dennis Thompson International Hangar.

## Airways New Zealand is proud to sponsor the 2010 Pilot Expo

We'll have staff onsite to answer any airspace-related questions: safety, services, charges and changes ahead.

We'll also be presenting a seminar at the Auckland Aero Club - check out the seminar timetable: www.pilotexpo.co.nz for more details

✈ Remember, for all your flight planning, mapping and information needs, check us out online: www.ifis.airways.co.nz





# CAA Approved Full Motion Flight Simulation

*Realistic flight simulation requires that the mind be fooled into forgetting what it knows to be true. You're not on the ground strapped into a metal box, but cruising at 6000 feet in unfamiliar airspace and the weather just got very bad.*

FOR SOME time the only certified simulators affordable to general training schools have been limited to visual and audio stimuli. Although offering valuable training experiences, these are one key step removed from the sort of authentic experience that really can trick the mind. That missing step has been motion – an opportunity addressed by USA company, Redbird Flight Simulations.

### Available in New Zealand

Redbird Flight Simulations was founded in 2006 by a team of computer industry executives and engineers from Texas. All are aviation enthusiasts who set themselves the goal of creating a realistic simulator training environment that was within the financial reach of any flying school. Their products are now being operated around the world, including at Cessna pilot centres in the USA.

Ardmore based Executive Flight Services have recently obtained the Redbird Flight Simulations agency for Australasia after owner Mike Foster met with the company when researching flight simulators at Oshkosh.

The Redbird is a first of type for Australasia, arriving with its FAA approval certificate as an Advanced Aviation Training Device just before Christmas. Early in the process Mike spoke with NZCAA who offered support but no promises as to when or what form of NZ certification might be available. Any concerns in that regard proved to be unfounded when in the space of one day, CAA gave approval for all of the training dispensations sought (see sidebar to this article). This gives a good indication as to the quality of operation on offer.

The first training company to use the Redbird is Eagle Flight Training at Ardmore. The simulator is also available to other training organisations and clubs

who, once approved, can take the option of supplying their own instructor.

### Capability and Disorientation

The first thing a pilot is told when beginning instrument training is “trust

wind landing training. Mike says “there’s a lot to be said for motion – the difference in student learning is immediately evident”. Redbird does make fixed as well as motion base simulators, though it is only the full motion base (FMX) version that Mike is now operating from premises within the Dennis Thompson hangar complex at Ardmore.

### Aircraft Options

Redbird have done an excellent job of containing costs in their products, in part by using Microsoft visuals and their own interchangeable instrument panels designed to realistically simulate Garmin and other industry standard avionics.

Aircraft and panel configurations can be swapped in about 5 minutes making a non issue out of having consecutive students training in different aircraft. Three configurations are currently available on the simulator at Ardmore including; Cessna 172 with G1000 panel, Cessna 172 with Garmin 430, 530, ADF, DME and standard instruments, and a Beech Baron with Garmin 430, 530 and auto pilot. On the way is a custom panel to match Eagle Flight Training’s Beechcraft Duchess with Aspen PFD, standard instruments and King GPS.

Other aircraft can be set up for within a leadtime of under 3 months.

### Flight Operations

A clever feature of the simulator is that each pilot has their own key. The key is actually a USB memory stick that contains their flight history, with software that enables this to be re-run on any computer. Administrators can easily manage pilot records and can add missions and scenarios to pilot keys.

Instructors control each simulation via a tablet PC which can be operated from inside or outside the simulator. (In the USA, one instructor might control up to three simulations concurrently). From their controlling PC, the instructor can make changes to the weather, fail aircraft components, and generally make any adjustments they wish in order to enhance



The Redbird FMX Full Motion Simulator at Ardmore. The motion platform is all electric and quite capable of inducing spatial disorientation when asked to.



Inside are six wrap-around monitors. Realistic flight controls and instruments can be easily exchanged for different aircraft and avionics configurations.

the instruments, not your inner ear?”. But telling someone to ignore their senses and training them to do so are not the same.

The Redbird simulator provides for smooth and realistic movement that can effectively induce the spatial disorientation necessary to train pilots to fly without references.

The Redbird motion platform is all electric, capable of quietly and smoothly moving through 50 degrees of pitch, 60 degrees of yaw and 40 degrees of roll. Pilot and CoPilot or Instructor sit inside an enclosed ‘cockpit’ with six wraparound monitors dedicated to external views.

The capabilities were more than enough to convince Mike to set up the Redbird operation in New Zealand. Compared to a Frasca or ATC fixed base simulator, the Redbird motion base adds not only the opportunity for spatial disorientation in the air, but also a genuine experience for cross

the training experience.

The simulator is rated for two persons on the inside at any one time so in the case of multi crew flights, the instructor will remain outside and watch the flight from the open door at the back of the simulator.

### Availability and Economics

The simulator is currently available to Eagle Flight Training students at \$140 per hour. Compared to \$490 per hour in the Duchess and \$220 per hour in the 172, buying instrument time in the simulator makes a lot of sense. Mike notes that every hour flown must be supervised by an instructor and must have signoff for the aircraft used and exercises simulated. Other organisations are able to hire the simulator at a flat rate, providing their own instructor and setting their own fees for students.

### For more information

Contact Mike Foster at Executive Flight Services for more information on the Redbird or for a demonstration at Ardmore. Phone (09) 268 6641 or 021 321 417. Email: mike@eftl.co.nz Eagle Flight Training can be contacted on (09) 296 1839.

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- (c) 5 hours instrument ground time towards issue of Cat C or B Instructor Rating
- (d) 20 hours instrument ground time towards issue of Instrument Rating
- (e) 2 hours instrument ground time towards currency of Instrument Rating
- (f) One GNSS, NDB, VOR, LLZ or ILS approach procedure towards currency of Instrument Rating
- (g) One GNSS, NDB, VOR, LLZ (non-precision) or ILS (precision) approach procedure toward approach currency of Instrument Rating in any one 3 month period
- (h) Conduct of cross country portion and any one approach of every alternate Instrument Rating annual competency demonstration
- (i) Demonstration of Garmin 430/530/1000 GNSS as a subsequent type and model

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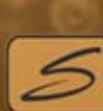
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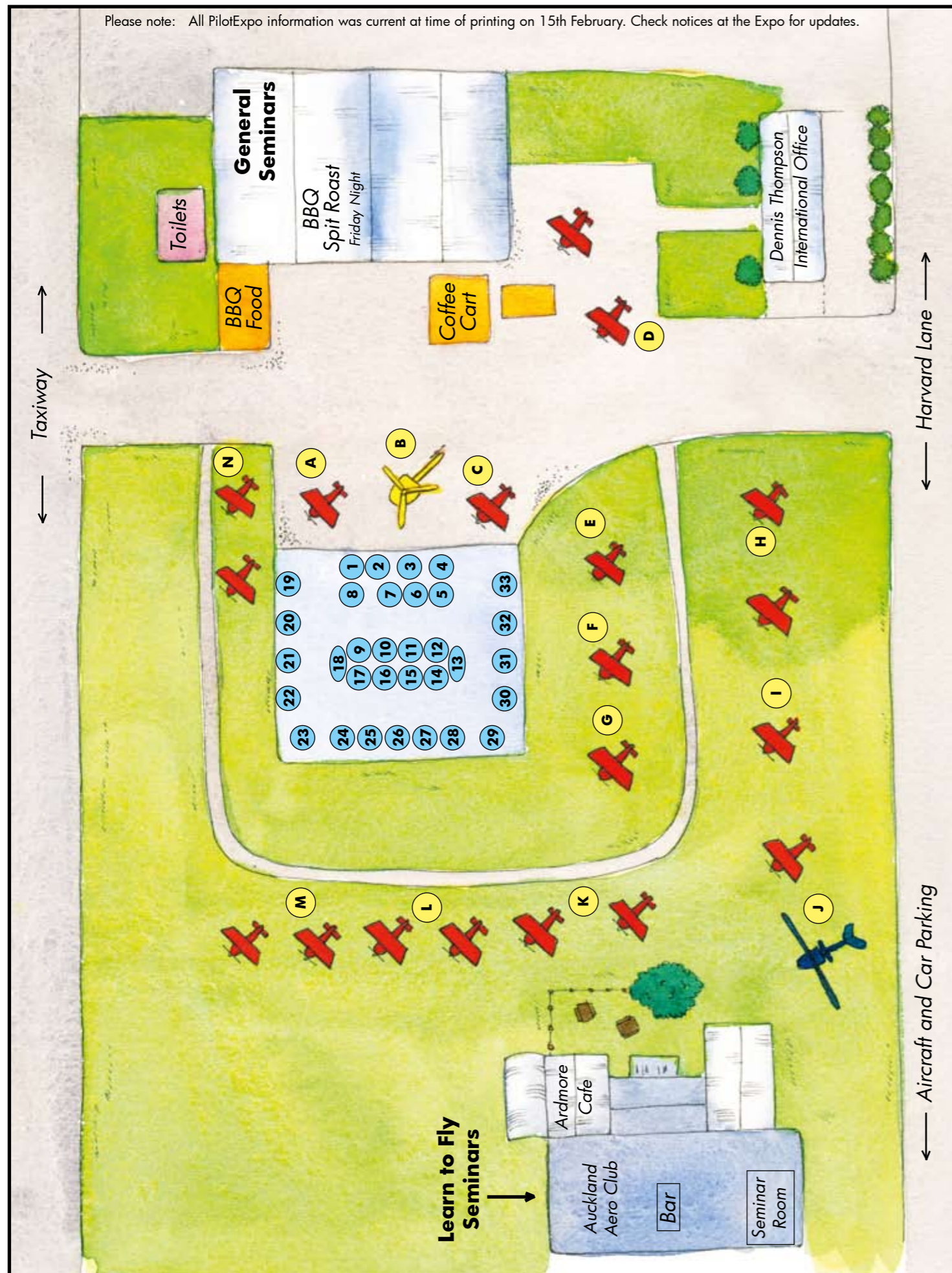


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Please note: All PilotExpo information was current at time of printing on 15th February. Check notices at the Expo for updates.



## Exhibitors

and stand locations

Numbers are in the PlaneSpace hangar.  
Letters are located on the outdoor stands.

- 12 **Aeromotive**
- 1 **Aerosport Aviation**
- 26 **Airline Flying Club**
- 5 **Airmaster Propellers**
- 9 **Airspray Ardmore**
- 31 **AOPA**
- 10 **Aquamax**
- 24 **Ardmore Airport**
- 28 **Auckland Aero Club**
- 32 **Aviation Industry Association**
- 20 **Avcraft Engineering**
- 18 **Aviation Trader Australia**
- 16 **Avsure**
- A **Cessna Aircraft**
- C **Cirrus Aircraft**
- 4 **Cirrus Aircraft Australasia**
- K **Classic Cubs Flight Training**
- 16 **Classic Models**
- H **Dennis Thompson International**
- 15 **Doug the Builder**
- 14 **Downunder Pilot Shop**
- 23 **Eagle Flight Training**
- F **Falcomposite Aircraft**
- E **Flight Design Aircraft**
- 17 **Flight Experience**
- 30 **Flight Hauraki / MDR Aviation**
- 1 **Flightline Aviation**
- 17 **Flyboys**
- J **Gyrate Gyroplanes**
- 33 **Hamilton Aero Avionics**
- 33 **Hamilton Aero Maintenance**
- 8 **Hawker Pacific**
- 29 **Helicopter Flight Training**
- 3 **Heliflite Pacific**
- 13 **KiwiFlyer Magazine**
- 30 **Leading Edge Aviation**
- D **National Aircraft Interiors**
- 27 **North Shore Aero Club**
- 14 **Pacific Aero Coatings**
- 30 **Parakai Airfield**
- 7 **Petroleum Logistics**
- 23 **Redbird Flight Simulators**
- 2 **Redfort Logistics**
- B **Robinson Helicopters**
- 31 **Shell and Orica**
- 11 **South Pacific Avionics**
- M **Southern Aircraft Sales**
- 6 **Special FX Supplies**
- 19 **Spidertracks**
- L **Sport Aircraft Association**
- 22 **Sports Aircraft NZ**
- G **Tecnam Aircraft**
- 21 **The Plane Wash Company**
- 25 **Waypoints Aviation**



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## EAA AirVenture Oshkosh

### Join the 24th Gaye Pardy Travel tour in July 2010

EAA AirVenture Oshkosh is the sort of event every aviator should see at least once. Without doubt, the best way to go at least for your first visit, is with an organised group. (There are many who continue to take this option and return year after year). Going on a tour with others saves you from all the usual travel stress and ensures that the maximum possible time is spent enjoying yourself and getting value from the money invested.



Gaye Pardy Travel have been organising Oshkosh tours for 23 years and have a wealth of experience to offer Oshkosh travellers, whether they be aviation enthusiasts, or partners who might rather be doing other things during the time away. The 2010 trip, departing 24th July, will again be hosted by Colin and Sue Wade. Sue says that of the 19 people in the group last year, two couples have already booked again to return in 2010.

Sue describes Oshkosh as being of much interest even to non-aviators, noting that the enormity is simply amazing. It is not uncommon to spend seven days there and still not see everything that is on offer. The event has everything from ultra-light to ultra-heavy aircraft, from historic to state-of-the-art, from aerobatics to astronauts, tools, accessories, forums, workshops, advice, and much more. There are typically around 2800 show aircraft of every type imaginable. If you took a minute to see each one, that would be the best part of six days spoken for already.

Tour group members first meet up with Colin and Sue at Auckland Airport where they will depart for Honolulu to visit Pearl Harbour and the Arizona Memorial. Then it is on to Chicago and then to the University of Wisconsin where accommodation is arranged for the next seven nights. Colin and Sue will help with orientation around the University and accommodation facilities, also with airshow tickets and arrangements, then it is up to tour group members to head in whatever directions interest them – though Colin and Sue are available around the clock for assistance if required. Sue says that Oshkosh (the place rather than the airshow) is a lovely location with much to see and do for non-aviators and that she is available as a local tour and shopping guide at any time.

One of the daily highlights is the afternoon air show. It starts with showcase flying of many unique historical and more recent aircraft. This is followed by a series of fine aerobatic displays with top performers in a nearly three hour spectacular.

After Oshkosh, the tour will travel to Chicago by bus, visiting the Harley Davidson Museum. An extension option then continues on to Seattle and includes a visit to the Boeing factory where the assembly of the 747, 767, 777, and the new Dreamliner 787 is carried out. A visit to the Museum of Flight is also on the agenda as is a visit to the Evergreen Aviation Museum in McMinnville, home of the "Spruce Goose". A couple of days in Vancouver completes the trip then it's back home to New Zealand, unless you want to continue travelling in which case Gaye can arrange that too.

For more information contact Gaye Pardy on (07) 574 1950 or 0274 939 073, E: [travel@gaye-pardy.co.nz](mailto:travel@gaye-pardy.co.nz) [www.gaye-pardy.co.nz](http://www.gaye-pardy.co.nz)

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