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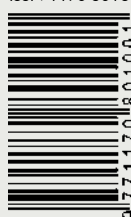
Magazine of the New Zealand Aviation Community

Issue 32 2014 #1

Airshow Season Begins

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Classics of the Sky at Tauranga
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From the Editor

Airshow enthusiasts will be pleased with this issue of KiwiFlyer. As well as the usual eclectic mix of content, we've got coverage of Warbirds and Wheels at Whitianga, Classics of the Sky at Tauranga, an Open Day at Omaka, and an article on the Temora Aviation Museum's Airshow in Australia. There is quite a New Zealand connection to this airshow, with the Spitfire Sir Tim Wallis had in New Zealand now owned by the Museum since 2006 and domiciled there, as well as several ex-RNZAF Harvards, and a Kittyhawk restored by Pioneer Aero at Ardmore. Gavin Conroy attended the show and as usual, took some quite outstanding photographs.

Jill McCaw keeps finding interesting people to interview for her 'Interesting People in Aviation' pages. (If you know someone we should talk to then let us know). For this issue, Jill spoke to Murray Foster, full-time volunteer Instructor at the Dargaville Aero Club. Murray is something of an aviation icon of the North. He talks of the considerations appropriate when teaching 'older' people to fly (one of his students is 84), when Murray himself has just turned 80 and as you'll infer from the interview, shows no signs of slowing down. May the rest of us all still be aviating just as competently when we reach our ninth decade.

At the other end of the scale, and Jill McCaw was responsible for this article too, read the Soaring page titled 'Involve your kids in flying'. As Jill so rightly points out, they will inevitably be spending time in a positive environment with people who are excited about something and want to share their passion. Jill says she thinks the gift of flight is one of the greatest things her and John have given their children. I can't wait to get our two hooked, though at one and three there's probably a few years to go yet.

That paragraph is almost a perfect lead into another article in this issue, that of the Mercury Bay Area School's RV12 project. 18 months ago we ran a story on the start of this plan for a group of Year 11 to 13 students at the school to build a plane and fly it, with the help of various aviation mentors and the school's technology staff. Late last year, their RV12 flew for the first time. Find out what has happened since, and what the school is up to next, on page 32.

Our next issue will include a supplement on recreational aviation aircraft and services. If you're involved in that sector and would like to be included then do contact us soon.

Best wishes for plenty of great summer flying.

Michael Norton

Editor, KiwiFlyer Magazine

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Front Cover: Gavin Conroy took this image of Steve Death flying the ex- Sir Tim Wallis Mk XVI Spitfire during Warbirds DownUnder at Temora.



Industry News Briefs

Free Tickets to Warbirds Over Wanaka

KiwiFlyer has 4 free day passes for Sunday 20th April, worth \$85 each, to give away to lucky readers. If you'd like a chance to win one then just send an email to michael@kiwiflyer.co.nz We'll draw 4 names from a hat at the end of March. Be sure to mention if you have a paid subscription and we'll add a second entry for you. See the article on page 26 for more information about the airshow.

Cirrus SR22T Generation 5 on NZ tour

Kiwi aviators will have the chance to experience the latest Cirrus SR22T first-hand during its New Zealand tour throughout April. Timed to coincide with Warbirds Over Wanaka where the aircraft will also be on display, the tour starts in Auckland on 8th April, travelling as far south as Taieri, and ending at Nelson on 22nd April.



The SR22T is the flagship of Cirrus' aircraft fleet. Powered by the Continental TSIO-550K, the SR22T boasts a cruise speed up to 213kts, climb rate of 1200fpm and a maximum operating altitude of 25,000 feet. As standard, the aircraft has a premium level of appointments and avionics, but owners may also add sophisticated situational awareness aids, certified flight into known ice systems, and all manner of bespoke finishing details.

Regional Director for Australia and Southeast Asia at Cirrus, Graham Horne will be here with the aircraft and available to meet interested parties throughout the tour. See the advertisement on page 13 of this issue of KiwiFlyer for tour dates and times in your area.

Airways enables mobility for GA pilots

Airways has licensed four mobile application providers – three for chart and AIP content, and one for chart content only – in response to feedback from the GA community who want to access charts and the AIP via mobile tablets.

Chart content is now available via RunwayHD (www.airboxaero.com/

nz/), while both AIP and chart content are available from OzRunways (www.ozrunways.com), AvPlan (www.avsoft.com.au), and Air Navigation Pro (www.xample.ch/air-navigation/).

Trent Clarke, Airways Manager of Aeronautical Information Management, says Airways has altered its AIP source-file structure and set up processes so that licensed app providers can regularly access data updates.

"The provision of pending data 28 days in advance of the effective date ensures their apps remain current and enables their users to familiarise themselves with significant operational changes before they happen. This preparedness contributes to aviation safety," says Trent.

The AIP continues to be available free-of-charge to the general aviation community on the CAA website www.aip.net.nz.

Mark Adeane, general aviation pilot and Airways Navigation Procedures Designer, has checked out both the Air Navigation Pro app and the Beta version of OzRunways for New Zealand. He says "Both apps offer an excellent range of features to support the pilot, while reducing cockpit clutter. These apps are game-changers for the GA pilot!"

First NZ flight for SkyFreedom

February has been a month to remember for Bruce Conway of SkyFreedom Aviation, who witnessed the first flight of his new carbon/composite Skyleader GP One in New Zealand. SkyFreedom Aviation has become the exclusive NZ distributor for the Czech designed and manufactured Skyleader aircraft range.



Test pilot Murray Hagan reported good handling characteristics and a surprisingly fast speed at cruise rpm from the 80hp engine. The GP One can be registered in either the LSA or microlight categories. Bruce says the aircraft has attracted a lot of favourable comments from Fiordland Aero Club members and advises there are some very special introductory offers available.

Enquiries are welcome on 03 213 0358 or email: sales@skyfreedom.co.nz Visit www.skyfreedom.co.nz for more information.

Disability hand controls available for Tecnam P2002JF

Tecnam, together with launch-customer Aerobility (UK) has announced the first factory designed EASA CS-VLA certified aircraft equipped with disability hand controls. The aircraft is the result of more than a year of ergonomic studies, test pilot's overview, component design and input from the disabled community through flying charity Aerobility.



"This signifies an exciting new era of accessible aviation for disabled people, providing low-cost flying opportunities for a wide range of disabilities," said Mike Smith, Aerobility CEO.

Designed with a close collaboration with Aerobility pilots, this aircraft is equipped with all the standard controls plus a central stick fully integrated into the aircraft control system, enabling the use of rudder pedals, throttle and flap controls by a disabled person with no use of their legs. The entire flight and ground controls are fully operative with the sole use of left and right arms, including braking.

Interestingly for non-disabled pilots, the left hand control operates the rudder by push and pull action and the throttle by left/right action. This is an carry-over from early systems for hand control of rudder pedals whereby a rod was connected to one pedal and either pushed or pulled to turn the rudder left or right.

Aerobility is a registered charity founded in 1993 offering disabled people, without exception, the opportunity to fly an aeroplane. For some, just that amazing first flight is enough to change their outlook on disability forever: "If I can fly a plane, what else can I do?" Others, realising that the fantasy of flight is truly in their grasp, decide to continue their training and take up flying as a hobby or career.

Contact details for more information are available from www.tecnam.co.nz or www.aerobility.com

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First New Zealander accepted into CTC Qatar Wings cadet airline training programme

ASPIRING pilot, 21 year old Sam Malur, has become the first New Zealander to be accepted into Qatar Wings, CTC Aviation's new airline pilot training programme which, upon successful completion, offers him a career with one of the Middle East's largest airlines.

Developed jointly by CTC Aviation, Qatar Airways and the Qatar Civil Aviation Authority, the Qatar Wings Multi-crew Pilot Licence (MPL) programme – a new licence specifically designed for airlines – offers one of the world's best airline training and employment opportunities.

The programme was announced by CTC Aviation as open to international applicants, including New Zealanders, in June 2013.

Successful candidates train for about 18 months at CTC Aviation's training facilities in Hamilton, NZ and the United Kingdom – completing their advanced training with Qatar Airways in Doha. Prior to the commencement of training, all successful applicants are made a conditional offer of employment with Qatar Airways as an A320 First Officer based in Doha, Qatar.

Sam was joined at the start of 2014 by five others from around the world at CTC Aviation's Crew Training Centre in Hamilton. The group is the first Qatar Wings intake to start their training in New Zealand.

Sam couldn't be more excited about the opportunity. "My granddad was an Account Manager for Air India, so I grew up around the aviation industry. I have always been fascinated by aircraft, in particular; their shape, the sound of the engine, how they move through the air. Basically, I have aspired to be a pilot ever since I was young. Being accepted into Qatar Wings really is a dream come true," he said.

Born in Mumbai, Sam moved to Auckland when he was 7 years old after his father accepted a job at the Auckland District Health Board. For the last two years he has studied towards a Bachelor of Science at Auckland University; however, career plans changed when he saw CTC Aviation was recruiting for Qatar Airways.

"The Qatar Wings opportunity couldn't be more perfect. Despite having had no flying experience, I knew I had to apply."

Applicants to the programme need no previous flying experience but are required to demonstrate motivation, aptitude and interpersonal skills to a very high standard. "The application process involved aptitude tests, essays and interviews. I made sure I prepared very well," said Sam.

Following ground school and the initial flight training at



Sam Malur, (front) with other cadets in the new CTC Qatar Wings programme

Hamilton, Sam and his fellow Qatar Wings cadet pilots will go on to complete their basic and intermediate training on CTC Aviation's Airbus flight simulators in Southampton, UK.

The final stages of training and Line Operating Experience (LOE) will take place at Qatar Airways' home base in Doha.

CTC Aviation's Acting Managing Director, Julian So, said Qatar Wings is a unique opportunity for Sam and other New Zealanders looking to apply. "The opportunity for New Zealanders to join a Gulf airline as a new entrant pilot is virtually unheard of. Qatar Wings offers the chance for new pilots to establish a long career within one of the world's most exciting airlines. CTC Aviation is delighted to get underway with training our first New Zealand intake of this exceptional global programme," he said.

And Sam is equally positive about the adventure at hand. "I'm a real people-person, so I'm particularly looking forward to making friends and meeting passengers from all over the world," he said.

During his training in Hamilton, Malur will live at CTC Aviation's Crew Accommodation Centre, Clearways, which houses CTC Aviation cadets from all over the world.

Six new Qatar Wings trainees will begin their initial flight training with CTC Aviation every two months for the foreseeable future. CTC Aviation receives applications to the programme continually throughout the year.

For more information about Qatar Wings, visit www.ctcwings.com/qatarwings

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Classics of the Sky Airshow at Tauranga

THE biennial Classics of the Sky Airshow persevered through inclement weather this year to put on what was still a very entertaining and action packed event. 2014 saw a major format shift, from a full two-day weekend event to a one day Sunday show preceded by a Saturday practice day which was also open to the public. It was quite unfortunate that the gloomy weather forecasts in the days leading up to the event meant that a great number of the paying public stayed at home, resulting in numbers through the gate that were a lot lower than the event required.

As it turned out, the weatherman got it wrong, with excellent weather for the Saturday practice day, and lighter than expected rain and wind for the Sunday show day. After a short stop to the show for some light showers



It was a lovely day for the practice sessions on Saturday at Tauranga but the weather closed in somewhat for display day on Sunday. The show went on however, albeit with displays limited to low altitude manoeuvres below the cloud base. A feature of this year's show was the presence of WWI aircraft which delighted the crowd with their low level combat re-enactments. Pictured at right is Les Munroe, last surviving Dambuster pilot who signed many autographs for members of the public whom he met with.

in the morning, the organisers were able to put on virtually the entire programme as intended. Even the WWI aircraft, easily grounded by gusty wind, flew throughout the day. Many of the flying displays were, however, altered to 'flat' versions as the low cloud base on the Sunday prohibited some of the manoeuvres requiring a higher altitude to perform.

The Classics of the Sky Airshow comes together through the hard work of the Classic Flyers staff, the Tauranga Rotary Club and an army of determined volunteers. The commentary was excellent this year, and the organisers did a commendable job shuffling the displays around to suit the weather. Those members of the public that did make the effort to attend this year certainly got their money's worth.



WWII Fighters: Left to right: Mustang, Spitfire, Kittyhawk. For many aviation enthusiasts it's the World War II era fighters that are the biggest draw card to an airshow. There were five in attendance at Classics of the Sky; being the P51D Mustang, TR9 Spitfire, P-40 Kittyhawk, Yak 3, and FG-1D Corsair. The low and fast routine of the P-51D Mustang is always great to watch, flown by ex RNZAF pilot Graham Bethell, who shows off his history changing aircraft to its full potential. The Mustang's ability to escort the allied bomber formations all the way to central Germany and back had a huge influence on the eventual outcome of the war. Probably the most famous fighter of WWII was the Supermarine Spitfire. Doug Brooker's TR9 variant is one of the few two seated versions of the type manufactured. It is painted in RAF desert colours, with the markings of 'FLA', a Mk IX flown by the Kiwi ace Sqn Ldr Colin Gray when he was based in Tunisia in mid-1943. Graeme Frew flew his Yakovlev Yak-3, bringing a welcome eastern influence to the airshow. It was widely regarded as one of the best fighters of the war at low altitude, having a devastating effect on the Luftwaffe on the eastern front. Liz Needham and Frank Parker displayed their P-40 Kittyhawk, 297 of which were delivered to the RNZAF for use in the Pacific Theatre. By 1944 the Kittyhawk was being replaced by the more capable FG1D Corsair (displayed by Keith Skilling) with its characteristic bent wing shape to accommodate the ground clearance needed for its huge propeller. That coupled with the distinctive sound created as air flows through the oil coolers in the wing roots combine to make this a favourite warbird of many enthusiasts here in NZ.



WWI Fighters: New Zealanders are extremely fortunate to have original and replica WWI aircraft flying at our airshows. Four were in attendance, the legendary Sopwith Camel, the Nieuport 11, the Fokker Dr.1 Dreidecker and the Fokker D.VII. Due to the gloomy forecasts of wind and rain there was initially very little hope that these aircraft would make it into the air on Sunday. But in the end they flew not just once, but twice, both as a four ship routine and as a 'Snoopy vs The Red Baron' battle between the Sopwith Camel and the Fokker Dr.1. Introduced in 1917 the Sopwith Camel was credited with the downing of 1294 enemy aircraft. Its rotary engine has no throttle; the pilot uses an interrupter to engage the engine to create thrust. This leads to a very distinct 'blurt-putter-putter-blurt' sound that caused some consternation among the uninitiated in the crowd, with many thinking its engine was about to cut out entirely. But with accomplished pilot Gene DeMarco at the controls the Sopwith Camel was definitely in safe hands. The Fokker Dr.1 Dreidecker (Triplane) is instantly recognisable as the type most infamously flown by Manfred von Richthofen, aka the Red Baron. The Red Baron shot down his last 19 victories in the Dr.1, before he was shot down and killed on the 21 April 1918. Dave Monds and Andrew Vincent flew the example here in Tauranga. Also introduced in 1918, The Fokker D.VII was considered by many to be the best fighter in the sky for much of WWI, combining high manoeuvrability with greater stability than the allied fighters of the time. Flown by Gary Yardley, the D.VII was eventually 'shot down', smoke and all, by the Sopwith Camel over Tauranga airport. The final WWI aircraft to take to the sky was the Nieuport 11, nicknamed the 'Bebe' and flown by John Lanham.



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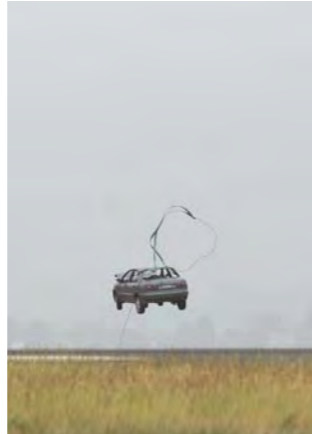
Aerobatics: World-class competition-style extreme aerobatics were on display again this year. Pictured above is the Russian Yakovlev Yak55M, flown by Steve Geard. Other aerobatic displays were provided by Richard Hood in the Pitts Model 12, Russell Harris in a Pitts S2E, and Doug Brooker in his MX2. These aircraft are exhilarating to watch. Many of the manoeuvres look impossible to the untrained eye, especially the 'falling leaf' when the aircraft tumbles end over end towards the ground before straightening out and entering the next manoeuvre. Extreme aerobatics is not for the faint hearted, but if you think you can handle it, then you can pay for a ride at many airports around the country.



AOS Demonstration: In front of a captivated audience, The NZ Police played out an aircraft hostage scenario deploying dogs and the Armed Offenders Squad. Two men armed with shotguns stopped a taxiing Piper Cherokee, piloted by local Policeman Iain Chapman, and forced him to try and take off again. After this attempt failed the first offender made a run for it and was taken down by a police dog. The second offender forced the pilot from the aircraft at gunpoint. A stun grenade distracted the offender, at which point the pilot escaped. After firing his shotgun a few times, the second gunman was taken down by two more police dogs who dragged him towards the police car. This realistic routine made for a refreshing change from the usual re-enacted military fire fight now common at NZ airshows.



Yak-52s: Led by Brett Emeny, the Yak-52 Display Team is a fully civilian formation aerobatic team that has become well recognised for their close and accurate routines. There were 8 at once at Tauranga.



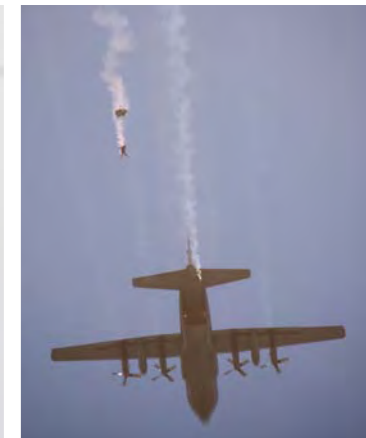
Pyrotechnics: Various 'other' displays also delighted the crowd, with a car dropped from a helicopter, an Audi R8 racing down the runway, and explosions creating balls of fire in the gloomy conditions at the time. Such matters don't have too much to do with aviation, but have become a pre-requisite component of the entertainment aspect of most major airshows.



Jet Trio: Three ex-military warbird jets displayed at the show. The Cessna A-37 Dragonfly (above) was first built in 1963 and saw extensive action in the Vietnam War as a close air support and helicopter escort aircraft. Armed with various bombs and rockets, it also carried a 7.62mm Mini-gun in its nose, and is still used today in the counter-insurgency and anti-narcotics role in Peru. The A-37 was flown spectacularly by David Phillips, who followed a sharp climbout with a half loop, speeding off in the opposite direction within seconds of taking off.

The Strikemaster (above left and centre) was flown by Dave Brown. Although the Strikemaster was the attack version of the British Jet Provost trainer, it served with the RNZAF in a training role and was a successful export for BAC, serving with the air forces of Saudi Arabia, Ecuador, Kenya, Kuwait, Singapore, South Yemen, Sudan and Oman. Rides are available in the Strikemaster (see www.jetfighter.co.nz).

The DH112 Venom (left) was designed as a replacement for the DH107 Vampire and first flew in 1949, then serving with Sweden, Iraq, Italy, NZ, Switzerland, Venezuela and the United Kingdom. This example is an ex-Swiss Air Force FB4 version, but is painted in the colours in which the type served with the RNZAF.



RNZAF: The Kiwi Blue Parachute Display Team opening the show after jumping from the RNZAF's longest serving Lockheed C-130H Hercules NZ7001 (pictured right and celebrating its 49th birthday in 2014). NZ7001 enjoyed extraordinary popularity when the short burst of rain arrived on Sunday morning, with people achieving good value from their taxpayer dollars by crowding inside its hold and under its wings for protection! A P3K-2 Orion and KingAir also joined the static display. The sole displaying asset of the NZDF was a RNZN Seasprite. The NZDF has just ordered more of these helicopters from Kaman, via the Royal Australian Navy, minus the 4-axis autopilot that caused the delays and cancellations for the Australians. Currently, the RNZN has only five of these aircraft operational, so bringing the number available up to eight will allow simultaneous deployment on the Navy's Canterbury MRV, Otago OPV's and ANZAC Frigates. The NZDF has also purchased advanced Penguin Anti-Ship missiles for the Seasprites, enhancing their over-the-horizon strike capability.



Autogyros: Tauranga has become a focal point for gyros thanks to the full time training on offer at Tony Unwin's company Gyrate. Their autogyro formation and solo routines were great to see. With the aircraft driven forward by a propeller, gyro rotors are 'not powered' in flight, turning in autorotation by the air moving through them either in forward flight or descent. Gyros are exceptionally manoeuvrable in flight, as evidenced by some of Tony's display routine.



Also on show at Tauranga:

Top Row L to R: FG-1D Corsair is a favourite of many; David Phillips performed his usual spirited but graceful Tiger Moth display; SuperCub handling display. Centre Row L to R: Yak-3; Derek Williams' topdressing demo; Boeing Stearman (the American equivalent of the Tiger Moth, albeit so much more complicated). Bottom Row L to R: The diminutive Corby Starlet, the de Havilland Dominie (from the beginnings of NZ domestic air travel); Pitts S-2E.

Promoting Jet Modelling at Tauranga

contributed by Steve Engle

AS much as the idea might appeal, owning or even riding in a jet aircraft is beyond the realm of most aviation enthusiasts. For those who love the noise and smell though, there is a very viable alternative.

Our NZ Jet Modellers Association (www.nzjma.com) was invited back to this year's Tauranga airshow to put on a static and flying display. The NZJMA are a group of (now more than 50) modellers with a specialised interest in jet powered models.

Saturday was a setup and practice day for the event. We walked the proposed flightline looking for obstacles and foreign objects that wouldn't concern full-size planes, but could perhaps upset the small turbines in our models. Saturday was also a great opportunity to indulge my photography hobby before the crowds arrived and while the weather was settled (<http://sengle.smugmug.com>). We were back at the field by 7:30am on Sunday for breakfast and the day was overcast, misty and drizzling. Regretfully our demonstration had to be reduced to one 10 minute slot. Dave Hodges piloted a CompositeARF Lightning sports jet which has a wingspan of 2 metres and weighs 14kg. Its Jetcat P160 engine produces 36lbs of thrust at 125,000rpm while consuming 500mls of JetA1 per minute from a 6 litre fuel tank. Dave has been flying RC planes for 40 years in the UK and NZ, and is our local test pilot and inspector.

The other flying model was a Composite ARF Ultra Flash flown by Stuart Hellyer. Stu has also been flying R/C aircraft for 40 years,

and full-size aircraft for 38 years - from a Cessna 150 to Boeing 737 for Ansett and Qantas and a lot in between. "Kero runs through my veins", according to Stu.

During our flying display we used a calibrated radar gun to relay the speeds of the models to the public in real-time. Stu had the fastest run of the day at 380km/h which certainly woke the crowd up! We received some great support from the audience - thanks for that.

A big thanks also to Peter McGregor, Grant Ridley, Chris Pickering & Dan Scott for helping out as pitcrew.

The 1/4 Scale Skygate BAE Hawk on static display in our marquee attracted plenty of 'wow' comments with its drag chute, pneumatic canopy, and lights, etc. Lots of "How fast, How high, How much" questions were asked and most people were amazed at the speed of the models and how we could control them at over 200mph. We really enjoyed answering all the questions and hopefully our enthusiasm rubbed off and has inspired some interest in the hobby.

Until the next event. Cheers, Steve Engle.



The team on the NZ Jet Modellers stand were kept busy with plenty of questions from the public.



New Zealand Tour (April 2014)

DATE	LOCATION	AIRPORT	ICOA	TIME
8th	Auckland Aero Club	Ardmore	NZAR	12:00-18:00
9th	North Shore Aero Club	North Shore	NZNE	12:00-18:00
10th	Waikato Aero Club	Hamilton	NZHN	12:00-18:00
12th	HB & EC Aero Club	Hastings	NZHS	10:00-15:00
13th	Kapiti Aero Club	Paraparaumu	NZPP	10:00-15:00
15th	Canterbury Aero Club	Christchurch	NZCH	10:00-15:00
16th	Otago Aero Club	Taieri	NZTI	10:00-15:00
18th-20th	Warbirds Over Wanaka	Wanaka	NZWF	10:00-17:30
22nd	Nelson Aero Club	Nelson	NZNS	10:00-15:00

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Ardmore Airport, Auckland.

Accident and Incident Reports are provided courtesy of **Avsure**

Type: Diamond DA40 DAE
Location: Kaitia **POB:** 2
Operation: Training Solo **Injuries:** Nil
Date: 15 November 2013
Report: While maneuvering to the fueling station the aircraft swung 90 degrees to the left, impacting a stationary loading vehicle, damaging the right wing. Minor damage to the left wing possibly indicating contact with another object caused the initial swing to the left.

Type: Gippsland GA200C EMD
Location: Ngatari **POB:** 1
Operation: Agricultural **Injuries:** Nil
Date: 23 November 2013
Report: Aircraft had lost all of its right front landing leg when it hit a cow on take off from a farm strip.

Type: Airbus A320-232 OJQ
Location: In flight **POB:** n/s
Operation: Transport A/B **Injuries:** 1s
Date: 5 December 2013
Report: Pax in 16C had an entire coffee pot fly into her lap during severe clear air turbulence - severe burns obtained. Pax in 24C had burn to right arm. Both doused in water, only one ice pack, so provided to 16C, soft-drink cans used as improvised cold packs for other pax.

Type: Avro 504K ACU
Location: Masterton **POB:** 1
Operation: Demo **Injuries:** Nil
Date: 9 November 2013
Report: Aircraft's engine lost power while climbing through 200ft AGL. A forced landing was made on grass 28, however with insufficient engine power to arrest the rate of descent a heavy landing which damaged the aircraft resulted. The engine had earlier stopped during taxi, likely due to low fuel tank air pressure during the long taxi, with the fuel tank requiring pressurisation from a hand pump while on the ground.

Type: Sonex VDB
Location: Whangarei **POB:** n/s
Operation: Private Other **Injuries:** Nil
Date: 15 November 2013
Report: The aircraft was taking off when the canopy opened as it became airborne. The pilot attempted to hold the canopy closed while landing on the remaining runway however the aircraft landed heavily damaging the nose gear and propeller.

Type: Cessna 172E OMR
Location: Kaikoura **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 15 November 2013
Report: During a forced landing competition the aircraft landed short, striking a marker board with the nose wheel, causing the nose wheel to collapse.

Type: Hughes 269C HJL
Location: Te Kauwhata **POB:** 1
Operation: Agricultural **Injuries:** Nil
Date: 14 November 2013
Report: During a tea tree spray operation in a gully, helicopter turned into a wire, 20-30 ft. AGL. Pilot was aware of the wire.

Type: Cessna 182R RRL
Location: Whatawhata **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 12 November 2013
Report: While operating into an airstrip to the west of Hamilton the aircraft encountered windshear and landed heavily. The aircraft struck a mound of dirt, causing the nose gear to collapse.

Type: Maule MX-7-180B TDS
Location: Kumeru Junction **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 24 November 2013
Report: Aircraft flipped during landing on the beach.

These weekly accident reports are sourced from www.caa.govt.nz and contain information as reported to the CAA recently. The accuracy of the information supplied cannot be guaranteed. Refer to www.caa.govt.nz for details which may be added as more information is received.

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contributed by Bill Beard

Aircraft Liability Insurance Explained

IT IS IMPORTANT for every aircraft owner and pilot to have a basic understanding of the principles of liability and the way it relates to their aviation insurance policy. The most common form of aviation policies are divided into three main sections as follows.

SECTION 1: Loss of or accidental damage to the aircraft hull.

SECTION 2: Legal Liability to third party property and bodily injury or death other than for passengers.

SECTION 3: Legal Liability to passengers when entering, on board or alighting from the aircraft.

In general terms however all incidents resulting in death or injury to persons in New Zealand are covered under the ACC Legislation and as such there is no provision in NZ for anyone including aircraft passengers to issue proceedings in New Zealand courts seeking compensation for death or personal injury. The Law however does not prevent claims for mental shock, distress or trauma so you still need passenger liability cover.

The main liability risk for New Zealand aircraft owners therefore are claims for accidental damage to third party property and the associated legal fees.

The main events likely to result in a third party property claim are as follows.

- Taxiing into another aircraft (biggest risk in the vicinity of fuel pumps or in tight manoeuvring areas).
- Damage to other peoples property as a result of a forced landing.
- Loss of direction on take-off or landing and running into other aircraft, fences, hangars or whatever. There was a close call at Ardmore some time back when a landing aircraft lost directional control and crossed the adjacent taxiway at high speed just missing a highly valued brand new aircraft backtracking on the taxiway (it could have been a corporate jet!).
- Simple ground handling incidents such as pushing your aircraft into another aircraft or worse – a helicopter.
- The worst scenario – a mid-air collision where you may be found at fault.

If you damage another aircraft resulting in the owner of that aircraft having to make an insurance claim, it is the third party insurance company which will look around to see who was responsible for the damage and they'll be on your case in a flash to recover their repair costs. You need to ensure the aircraft liability coverage or limit of liability is adequate to cover you for any negligent acts. Half a million dollars is not nearly enough in today's world. The absolute minimum industry standard would be NZ\$1M but with the price of aircraft and associated equipment on today's market, most operators are insuring for at least \$2M to \$5M.

In aviation circles the amounts awarded can be quite large, therefore it's important to carefully consider purchasing higher limits in order to have an adequate limit of liability to cover all possibilities.

All policies should include the "Pilot Indemnity Clause" which extends the policy to cover the pilot as if they were the insured. This gives the same protection to the pilot as to the policy holder but does not increase the liability of the insurers beyond the declared indemnity.

To discuss this topic or any other questions relating to aviation insurance or to seek quotations, contact Bill Beard at Avsure on 0800 322 206.



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AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF NEW ZEALAND



The Just SuperStol - from Just Aircraft LLC

If microlight aircraft are popular because they are fun, then the Just Aircraft SuperStol should become very popular indeed. Australasian agents John Hood and Grant Coldicott in South Canterbury have just assembled one for a lucky Taupo customer. John Nicolson went to have a look on behalf of KiwiFlyer readers.

Just Aircraft USA

Just Aircraft, having sold over 300 examples worldwide to date, was formed in 2002 and can be found on Duck Pond Road, of course, in Walhalla - which is a city in the Appalachian Mountains, South Carolina USA. Just Aircraft currently export 30% of their sales to 7 countries, inclusive of Australia and NZ.

Just Aircraft NZ Ltd

South Canterbury businessman Grant Coldicott, who has been flying since the early 1980s, is well known locally in GA and microlighting circles as a PPL and Sport Aviation Corp (SAC) senior flight instructor, test pilot and Inspection Authority - and he's been involved with the assembly of numerous high-end microlight aircraft. John Hood, who has also previously assembled microlight aircraft, is an ex-helicopter pilot (CPL), previously co-owning Kaikoura Helicopters and, like Grant, is a keen off-road operator who relishes the aeronautical challenges of outback New Zealand. John flies a Just Aircraft kitset Highlander ZK-MLT, which is based at Wanaka for the 2013/14 summer period. Grant and John formed Just Aircraft NZ Limited in late 2013 on securing the New Zealand and Australian Just Aircraft agency and sole distribution rights. John told KiwiFlyer that currently there's nine

ZK-Highlanders/SuperStols confirmed in the pipeline, plus three others that have been imported by their owners. "We continue to field a good number of inquiries from New Zealand and Australia, which is very encouraging," said John.

NZ Registrants

A Kiwi example of Just Aircraft's first light sport/experimental aircraft (of 2003) is the Just Aircraft Escapade taildragger (ZK-SKP) of Hamilton - the Escapade is nose-wheel optional. John Hood's all-black Just Highlander bushplane ZK-MLT is Just Aircraft's second production model, the prototype of which first flew in 2004. John and Grant assembled MLT in mid-2011 and Grant

carried out the test flying programme and the ensuing type ratings. Both aircraft, which are generally registered as LSA or Experimental category aircraft, are ZK-registered as Class 2 microlights - limited to a maximum all-up weight of 1320lbs in NZ, which is the MAUW of the Highlander and SuperStol.

The SuperStol Bushplane

The new Just SuperStol bushplane is an enhanced variation of the Highlander and flew for the first time in the States in early 2013. Troy Woodland, company Design Engineer, says he's not interested in designing aircraft that fly fast. "The new slatted wing," says Troy, "has significantly enhanced the performance in numbers and slow flight control." The factory-built SuperStol ZK-RIM has been recently assembled at Timaru and at the time of writing has just been test flown. Grant reports "electrifying performance with

solid and predictable flight characteristics". RIM is powered by the optional 115hp Rotax 914UL2 engine. According to Grant, the turbo-charged engine fitted will give RIM an amazing performance.

Doing all the hard work up front for the SuperStol, which cruises at 100mph, is the factory-standard Rotax 912ULS (100hp) twin-carb, 4-stroke horizontally opposed 4-cylinder engine coupled to a ground adjustable three blade Kiev prop from the Ukraine. While there are other suitable engines available, John and Grant staunchly promote the Austrian Rotax brand as the powerplant of choice. The 912ULS comes with 2,000 hours TBO and sips away at the fuel supply of 98 litres in its two wing tanks at around 15-16 l/hr at 75% power, which returns an endurance in excess of 5 hours. The 914UL2 engine powering ZK-RIM burns around 15-18 l/hour at 75% power from the wing tank's 110 litre supply giving the type a similar endurance to the 912ULS of over 5 hours.

The plane's no slouch

The Just SuperStol's total awesomeness is in its dynamic wings that hang on to the slightest of airflows, thanks in large part to the powerful large area Fowler flap arrangement and stall-delaying automatic leading edge slats which, together, add greatly to the aircraft's heady challenge on gravity with the pop-out slats being a notable improvement on the Highlander. And the SuperStol's butt-clenching launch and arrival performance is quite galvanising, as one would imagine with such a wing design. Only 150ft of runway is required for a short take-off and landing - otherwise it's routine between 300ft and 800ft (to clear 50ft) on take-off at MAUW. The approach speed, at extremely high angles of attack, is a beggarly 32mph and the SuperStol's ROC is in excess of 1,200ft/min at MAUW. The completed SuperStol kit has an especially beefed up long stroke air shock landing gear and large (29 inch) Alaskan Airstreak Bushwheels. The SuperStol's wings can be folded single-handed for storage or for transporting without having to disconnect control or fuel lines. (Highlanders can be retrofitted with the new folding wings if desired.)

Let the fun begin

We're talking about a whole new dimension in the life of a GA/Sport and Recreational pilot who hankers for the freedom of off-airport operations - SuperStol owners will never be without something to talk about! Just imagine flying into all those places way out yonder where there's a lot of silence to listen to and the only things you won't get is a taxi or a coffee-to-go. If that sounds good, then best you contact John or Grant now! They're keen to put you in touch with a high performance specialist utility/bushplane that has a useful payload of 470lb - and that's a fair bit of venison or pork, or trout or salmon to be stored in its cavernous baggage compartment. Ask them about the SuperStol's party tricks in its helicopter-like landings and deadstick take-offs. The Just SuperStol scoffs at the most serpentine of valleys and can be owned and operated under the comparatively user-friendly microlight aircraft rules and costs, or small aircraft LSA or experimental (amateur-built) category. Just Aircraft can also supply a mission-ready aircraft to your requirements, if you're that way inclined.

For more information

Contact John Hood or Grant Coldicott at Just Aircraft NZ Ltd. Phone John: 021 228 6345 or 03 303 7434. Grant: 021 335 934 or 03 614 7783, email: askus@justaircraft.co.nz or visit: www.justaircraft.co.nz



The Just Aircraft SuperStol is a factory built microlight bushplane powered in this example by a 115hp Rotax 914. Note the powerful lift-boosting Fowler flaps (at 40°) and leading edge auto-slats as well as the beefed-up undercarriage with 29" Airstreak bushwheels.

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The Roaring Forties

contributed by Chris Gee

FLYING the venerable and instantly recognisable North American AT-6 Harvard, the Roaring Forties display team put on impressive shows at Whitianga Warbirds and Wheels on 4th January, then again at Tauranga's Classics of the Sky on 26th January. Harvards have been displayed in formation here in New Zealand since 1948, originally by the Central Flying School, becoming 'The Red Checkers' in 1967, who flew them until 1973. After the types retirement many ex-RNZAF Harvards came into civilian hands, and from 1979 it was the Warbirds Harvard Formation Aerobatic Team that displayed them. The team has been flying under the name the Roaring Forties since 1988, and was originally led by well known display pilot Keith Skilling. Today the Roaring Forties is led by Frank Parker, the current President of the New Zealand Warbirds association and an Air New Zealand B767 Captain. On his wing in the number two slot, and known as 'the First Lady', is his wife and New Zealand's most experienced female aviator, Liz Needham. With over 25,000 hours of flying, Liz is an 'A' Category instructor, and a B767 Captain for Air New Zealand. Rob Silich, an electrical engineer and private pilot who also spends a lot of time flying the T-28 Trojan, flies the number three aircraft. In fourth position in the formation is John Kelly, a commercial pilot and flight instructor, while Dave Brown, an ex Skyhawk and Strikemaster pilot with the RNZAF, and current Cathay Pacific Captain, flies the number five position. Dave is also currently the Chief Flying Instructor for the New Zealand Warbirds Association.

All these pilots give their spare time to the team for rehearsals and displays, which is no mean feat given their busy schedules. They are an integral and welcome part of any aviation event here.

This author was fortunate to be offered to join the team in the air on the Friday before the show to photograph the rehearsal for their display routine. After take-off the Harvards flew south along Papamoa beach, photogenic formation, to the area allocated for their practice. The seat behind Frank Parker is definitely the best location to witness their precision formation aerobatics, though the stomach churning loops and barrel rolls make for a very heavy camera at times! After busily snapping images by craning over the shoulder with a large camera, there was some time to 'smell the roses', to put the camera down and enjoy the view for a few loops - an experience never to be forgotten. The cockpit of the Harvard is surprisingly comfortable and roomy, with the combination of smell and sound adding to a view worth experiencing at least once in your life. Luckily you can do so as thanks to certified adventure aviation activities, aerobatic rides can now be purchased in many of our warbirds. Visit www.warbird.co.nz for more information. You're sure to return to the ground with a huge smile that could well take weeks to wear off.

Captions at right:

The Roaring Forties Harvard Display Team practicing at Tauranga for Classics of the Sky at the end of January. In the centre photo are (left to right): Rob Silich, John Kelly, Liz Needham, Dave Brown, and Frank Parker. Chris Gee rode along with Frank Parker to take the photographs.



Chris Gee



Places to Go: Greymouth

GREYMOUTH is where part of my family originated from and a place I have always enjoyed visiting as a child. Perhaps it was the mysterious rock walls protecting the river beside the central area of town or perhaps it was the fact my Grandparents shouted us a lovely fish meal and we seemed to stay in really friendly places. In my teenage years we began buying fish in bulk so there was many a plane trip up to Greymouth to pick up 20 kgs of fresh snap-frozen fish from Westfleet seafoods, usually Turbet, Blue nose and in more recent years, beautiful flounder.

Flying into GM is easy when the weather is calm. The long sealed runway provides ample room and there is good parking near the club. Greymouth Aeroclub was established in 1933 and a walk around the club provides interesting memorabilia of the years gone by. To contact Laurie, the CFI call 027 2016 126.

Check the weather before you go, as two weather patterns are worth mentioning for the unseasoned pilot. Sea fog can roll in off the sea at Greymouth and indeed any coastal area of NZ. It pays to have an



Greymouth Aero Club



Greymouth Railway Station and i-Site.
End of the line for the TransAlpine.

alternative option back behind you, so brief yourself on Hokitika and Westport. The Barber wind is another, which is worth considering when you are looking at the GM plate in the AIP. The wind flows out of the gorge and down the river to cause a wind shear layer of about 2 to 300 feet thick. It is a sharp cold Katibatic wind that causes unpleasant turbulence. Use 01, as the Barber is normally coming from 060 and watch for wind shear at about 200 to 300 feet. Easterly is another wind to watch as you are under the Greymouth hill and in the lee whilst on approach.

Once in Greymouth, I recommend the Ashley Hotel which is close to town and the airport. The family owned and operated hotel is one of several hotels owned by the Williams family, throughout the South Island. Owning their own light aircraft means they understand that flying into a place means often no wheels so when you call them to book a room explain that you are flying in and need a pick up. Phone 0800 706 707 ext. 4. If you have more time I would highly recommend staying at the Williams Group hotel, Punakaiki resort - www.punakaiki-resort.co.nz for more info.

There are many rental car companies in Greymouth and the drive up to the pancake

rock area is one of NZ's most scenic drives. The resort is right on the beach, with a restaurant with one of the best views in NZ. I walked the beach for possible landing spots, but being rugged West Coast with the Tasman sea rolling in, I was pleased to be travelling in my car admiring the spectacular view from ground level on this occasion.

If you need a great lunch at a great price then next day, heading back to Greymouth, the Runanga fish and chip shop is really good. It has a general store as well, which takes you back to the '70s while you wait for your lunch.

I love shopping in Greymouth. It is easy to find a park and there are still lots of classic shops and neat little cafes (some are still tearooms) that you would expect from nostalgic New Zealand. Do visit the train station - it acts as the information centre as well and it is a lovely historic building.

You can go to the flicks while in Greymouth and also worth a tour is the iconic Monteith's Brewery. Tours run daily and there is a lovely new bar that serves light meals. You can order tasting racks of the different brews which makes for a fun way of learning about different beer.

I have always arrived in Greymouth in fair weather, which most certainly leads me down to the wharf and sea front. There is huge history down here stemming back to the first ship crossing the

Greymouth bar in 1857. The fierce Tasman Sea was a rugged place to build a wharf against but with the lure of the Gold rush and of lush seafood in the cold waters, the wharf was built and improved

upon over the years. There is some interesting history on the wharf, see www.westfleet.co.nz/about-westfleet/our-factory Westfleet now has a retail shop halfway down to the wharf, on the left, which is a compulsory stop for any fish lover. I have not had fresher fish anywhere else in my life, but I sure have had some interesting plane trips getting to and from picking up the golden catch!

Lastly if you do strike the rain (which sometimes occurs on the West Coast), then take in a visit to Shantytown. This is a fantastic reconstructed gold town attraction that every New Zealander and their children must see. It explains all about the early gold rush days with interactive and very realistic displays of old buildings and times of what it was like to live on the West Coast in the old days. There are short beach forest walks, gold panning and train rides which are fantastic for kids. Raining or not you simply must try their ice creams in a cone - just delicious!

The best thing about this area though, is the people, so be sure to put Greymouth on your places to go list and sample some West Coast hospitality in 2014.



Monteith's Brewery for tours & tastings.



Greymouth Gorge, source of the Barber wind with the town nestled in below.

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An Interview with Murray Foster

Flight Instructor at Dargaville Aero Club

FOR this issue's Kiwi Flyer interview, Jill McCaw spoke to Dargaville Aero Club Instructor Murray Foster. Described by the friend who suggested we interview him as "a consummate flight instructor with incredible patience and an unflappable demeanour", there was one other detail that made Murray someone Jill had to speak with.

How old are you Murray?
I'm just eighty.

And I hear you've had cancer?

Yes I have. Real bad cancer. I've had a lot of health problems and got over it. I'm as healthy as anyone now. I found the aero club the best medication of the lot.

So you spend a lot of time at the aero club?

I do now, yes. I'm pretty much full time here, 24/7. I fly, I instruct, I mow the airstrip. I contribute to our newsletter and regularly help cook the lunch we have had here on every Saturday for 35 years. We have forty to eighty people here each week for lunch. I do have plenty of helpers.

It sounds like the club is your life now. When did you start flying?

I started in 1969, just for a hobby. I didn't do much for a long time, back when the children were young and we were building a house. I still managed to get a bit in and got my PPL. When I had about a thousand hours I started instructing.

When was that?

February 2003.

What did you do when you weren't being a pilot?

I was a motor mechanic with a service garage in Whangarei. That's not a service station, just the mechanics. Ninety percent of my customers were ladies.

They knew they could trust me. If something was wrong I'd tell them. They knew I wouldn't fix things that didn't need fixing. I'd tease them though, point out an oil stain on the floor and tell them the car would need extensive work. Then I'd tell them that it wasn't their car that did it.

I first worked for a garage in Dargaville for 25 years, then I owned my own garage in Whangarei for another 25 years.

And these days you're a full-time microlight instructor?

Yes, seven days a week. We don't charge any fees for flying or theory tuition, and all our instructors give

their time voluntarily. Our only charge is for the cost of operating the aeroplanes.

When my wife Robyn passed away, people said I needed to do something different. I started instructing full time at the club. There are three other instructors, including a B Cat PPL, who help out but they don't live locally.

When I first got my licence there was no one up here [in Dargaville] who could teach the theory so I started doing that. I did the Commercial Course by correspondence. Now I help people do all the recreation and PPL exams. I make sure nobody fails, that everyone knows their subject.

When people think they are ready I give them a trial exam. It's the same as the official one, but on another piece of paper. Then if



Murray Foster, recently turned 80, is a full-time Instructor at Dargaville Aero Club.

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they make mistakes we talk it through until I know they can pass.

I've had 32 people who started from scratch and went through to their full license. Quite a few of them went on to buy their own aircraft. I've another 30 coming on. Most of them are from outside the area, although of course there are some locals. People like coming here, we have no hassles with controlled airspace, it's easy country flying with great scenery, and we have no landing fees. One of the exercises I do with everyone is to have them follow a winding river at 500 feet, keeping the airplane balanced.

What do you think it takes to be a good instructor?

Incredible patience and the ability to keep cool. I never take the controls unless I think we're going to die. Give encouragement, not criticism. If I give them ten tasks to complete, if they only do one right then I concentrate on that one.

You have to anticipate what they're doing though. I had a guy doing a BFR who spun on finals. It dropped like a brick. He let it go and I managed to get it back but I knew he was going to do that and I was ready. It was much more of a lesson for him to let it happen than for me to take over prematurely. You've got to be ahead of what people might do.

Some people aren't well trained these days. I had two guys here today and I don't know how they got their licences. I had to retrain them and I feel a bit guilty about it but I can't let them keep flying like that.

Women are easier to train, not because of their natural shape, but they are good listeners and follow instructions.

What are your thoughts on older people flying?

We get a lot of older people here. I've got one who is 84 and

he flies really well. I say older people should come and have a go. I make sure they can do it properly, and they are a pleasure to teach.

There is a difference with older people when they fly. When the stress comes on they shut down and can't hear what you're saying. When stressed they also have trouble doing more than one thing at a time. They need to be taught to prioritise and get around it.

Age isn't really what matters in the end. Pilots have to be disciplined and responsible. A lot of people think that learning to fly is something they can do quickly. When they discover it isn't they drop out.

It's a very sharp learning curve if you haven't had prior experience, however, the education is great and challenging, and definitely keeps the Alzheimer's away.

Dargaville Aero Club is lucky to have you.

No. I'm lucky to have them. We've got about 140 members and everyone is on the same level. It's a great place to fly and socialise. We have the two longest beaches in New Zealand off the end of runway, and in the right conditions we can even go cliff soaring. We don't have to worry about controlled airspace. The club is debt-free, we own two Italian Fly Synthesis advanced microlights and a Cessna 172. We don't charge landing fees or for coffee, tea, and biscuits. We get lots of people flying in from all over the country.

We have the Saturday dinners. We've probably fed 500 people in the last twelve weeks. You need to come up and visit. We're a good bunch, and pride ourselves on being the most progressive and friendliest aeroclub in the country.

Thanks Murray.

I'll do my best to take you up on that.

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Bush Pilot Champs at Omaka

THE second annual Healthy Bastards Bush Pilot Champs was held at Omaka on 1st February. Sponsored by Dr Dave Baldwin, hence the name, the event enjoyed a considerable increase in the amount of flying hardware from last year. 67 entrants participated, with pilots and aircraft coming from as far afield as Pukekohe, Invercargill and most places in between.

James and Thomas, my 8 and 10 year old sons were very excited about the thought of watching aircraft taking off and landing all day, pleading to attend for days in advance. So the 3 boys (that being myself included) negotiated our leave pass and were released from home for the day.

It wasn't the usual hot and dry day in Marlborough, there being a breeze from the south east and hardly any sun at Omaka. But that didn't stop some 400 odd spectators having a magic day.

First up was the precision landing competition requiring both mains firmly down as close to the line as possible. Landing short wasn't an option as touching before the line meant disqualification. Big wheels and excess horsepower weren't necessarily helpful for this purpose, meaning that this was a competition open to anyone. It was simply about good old fashioned airmanship and riding that glide slope (which we were all taught) to the spot on the ground. The aircraft line-up included the normal bush pilots' steeds, there being a variety of Cubs, C180s, etc., but there was also a Tiger Moth, a Minicab, a Stinson 108 (it won last year), and many other types. The eventual winner was Richard Coop in Cessna 180 RWC, achieving a result of 0.2, i.e. 20 centimetres over the line.

Halfway through the day, the wind turned to the north east and the crowd were entertained on a different vector by Bruce Brownlee in a Cessna 195 and Bill Reid in



1



2



3



4

the Avro Anson – with none other than Dr. Dave in the co-pilot seat. Then it was on to the short take-off and landing competition.

The STOL competition was divided into three classes, being Microlight (<1325 lb), Light Touring (1326 – 2550 lb), and Heavy (> 2250 lb). We saw all sorts of styles to yank an aircraft off the ground and place it back on again in the shortest possible combined length. Some techniques worked, some didn't, and some were easier than others to watch, but all were entertaining. The winners of each class (in combined metres) were:

Microlight: Deane Philip
Zenith CH701 JUG.
Take-off 16.3m
Landing 27.1m
Combined 43.4m

Light Touring: Nigel Griffith
PA18-160 BOY.
Take-off 26.6m
Landing 23.6m
Combined 50.2m

Heavy: John Richards
C180 BKG.
Take-off 48.3m
Landing 44.9m
Combined 93.2m

All whom competed performed exceptionally well. There were no incidents and plenty of examples of great airmanship. This competition is growing and will continue to do so, so mark your calendar for the third Healthy Bastards Bush Pilot Champs, scheduled for early February 2015. We'll see you there. Hopefully I will have completed my Murphy Rebel by then and shall partake in more of the fun...

Captions:

1. Winner of the Microlight class Deane Philip flying his Zenith CH701.
2. Piper Pacer about to make a precision landing followed by an Omaka based Tiger Moth.
3. Winner of the light touring class Nigel Griffith flying Super Cub BOY.
4. Super Cub BRQ was one of several flying on the day.



Super Cub ZK-BTX launches during the STOL part of the competition.



Andrew Whelan got involved in this turbine Fletcher.



Sponsor Dr. Dave Baldwin was treated to a surprise flight in Bill Reid's magnificent Avro Anson.



Willy Sage flew this Sounds Air Cessna Caravan and beat some of the Cessna 180 competitors.

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Don't miss Warbirds Over Wanaka !

18th, 19th, 20th April 2014

VISITS from two Australian Hawk 127 jets and a French CASA tactical aircraft will add international flavour to the strong military presence at Warbirds Over Wanaka this Easter. The CASA will be accompanied by a delegation of French airforce officials and will be open for the public to view throughout the event.

Joint hosts, the RNZAF, are themselves bringing a contingent of aircraft to Wanaka from the latest NH90 helicopter to the mighty Hercules.

WOW 2014 promises to be a busy airshow with one of the widest ranges of displays and entertainment yet seen. Sport aircraft, gliders, MG cars, high-speed jet racing and a WWI commemoration are among the highlights to keep visitors entertained for a full three days, says event manager Mandy Deans.

Traditional crowd favourites, the WWII fighters will not be in short supply with a Supermarine Spitfire, a Corsair, two Kittyhawks, two Yak-3s, a Mustang and Grumman Avenger.

For those inspired enough to want to get airborne themselves, there is a special Rides Day being scheduled for Easter Monday.

The event is being facilitated by the Warbirds Over Wanaka Community Trust and will give visitors the chance to get off the ground in anything from the Mustang to a tiny microlight.

"One of our goals is to encourage people into aviation careers and warbird flying, and there are relatively few new warbird pilots coming into the scene at present," says Mandy.

Some operators will give passengers the chance to take the controls during flight and bookings are highly recommended.

The World's Fastest Motorsport

New Zealand has previously never seen anything like the #GigatownWanaka Jet races, debuting at Warbirds Over Wanaka 2014. Two of the world's most experienced and successful jet racing pilots from the United States, Colonel Curtis Brown and Mike Mangold, will line up against New Zealand's finest aviators in a spectacular race around a marked course. This exciting bi-nations event is expected to feature two Vampire Jets, one L39 jet and three L-29 Albatros jets, machines with top speeds of over 700km per hour. The course, marked by two inflated pylons, begins near the Wanaka Airfield. Jets will be lined up by a starter aircraft before racing out over the Clutha River towards Lake Hawea and looping back to finish over the runway.

WWI Centenary at Wanaka Lakefront

At least six vintage fighters will fly over the Wanaka lakefront in a free, public event at dusk on Friday April 18, to mark the WWI centenary. Commemoration organiser, Ed Taylor, says the aim is to illustrate aviation's role in the conflict which began in July 1914 and to remember the 100,000 New Zealanders who served.



New content for WOW2014 includes the #GigatownWanaka Jet Races, as well as an appearance from RAAF Hawk 127s (above). All of the traditional WWI and WWII crowd favourites will be there too.

"WWI broke out not long after the invention of aircraft so at the start it was very basic stuff. Designers and engineers scrambled to improve aircraft as the war progressed, fast-tracking the development of aviation in general," he said, adding that "Many Kiwis were among the pilots and there was a high casualty rate. The types of aircraft they were using don't fly well if there is a bit of weather about."

The commemoration will be held late afternoon on Pembroke Park with Sara Randle from The Vintage Aviator fighter collection in Masterton presenting a special commentary. Search lights, music and re-enactments will add authenticity to the event.

Other stars of the 2014 airshow will be a Pitts Model 12 high performance bi-plane, vintage Tiger Moths, a Fox Moth, Beech Staggerwings and a huge variety of helicopters from throughout the country.

FREE TICKETS

KiwiFlyer has 4 free adult entry tickets for Sunday worth \$85 each to give away to readers. Simply email: michael@kiwiflyer.co.nz to go into the draw at the end of March.

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Warbirds and Wheels at Whitianga

THE first major airshow of 2014 took place at Whitianga on 4th January. Organised as a joint venture between the Mercury Bay Aero Club and NZ Warbirds Association, Warbirds and Wheels enjoyed fine weather and an excellent crowd turnout. Planned to maximise the opportunity of the town being at peak capacity for the holiday period (and the chance of good weather), the show scored well on both counts, evidenced by the carpark getting very full by late morning, and several food stalls selling out by early afternoon. In recognition of the 'community' nature of the event, all of the vendors on-site adopted a local charity to support with some of their proceeds.

The event was designed around the very successful NZ Warbirds 'Open Days' held regularly at Ardmore and featured three scheduled one-hour flying displays throughout the day. In-between those displays, the speedway section of the Mercury Bay Aero Club ran a variety of stock car races at the Club's permanent speedway track adjacent to the airfield. Spectators were thus able to enjoy near continuous activity, moving between the speedway and the flight line as desired.

With NZ Warbirds Association being based at Ardmore, transit flights were accomplished in a matter of minutes so there was an excellent turnout of aircraft including the Kittyhawk, Spitfire, Roaring

Forties Harvards, DC3, L-39 Albatros, and more. Two Tiger Moths and a Fox Moth performed a graceful formation display, and solo and formation aerobatics thrilled the crowd, with total numbers of aircraft displayed numbering in the twenties. As well as warbirds, leisure and adventure aircraft displays included gliders, sky diving, sport aircraft, an Eagle autogyro from Gyrate at Tauranga, and model aircraft too.

The flying programme was organised by NZ Warbirds under their Part 149 Authority and the Mercury Bay Aero Club assisted with the speedway activities and the promotional organisation. KiwiFlyer helped out too, producing a 8 page promotional brochure that was distributed throughout

the Coromandel Peninsula in the weeks prior to the event.

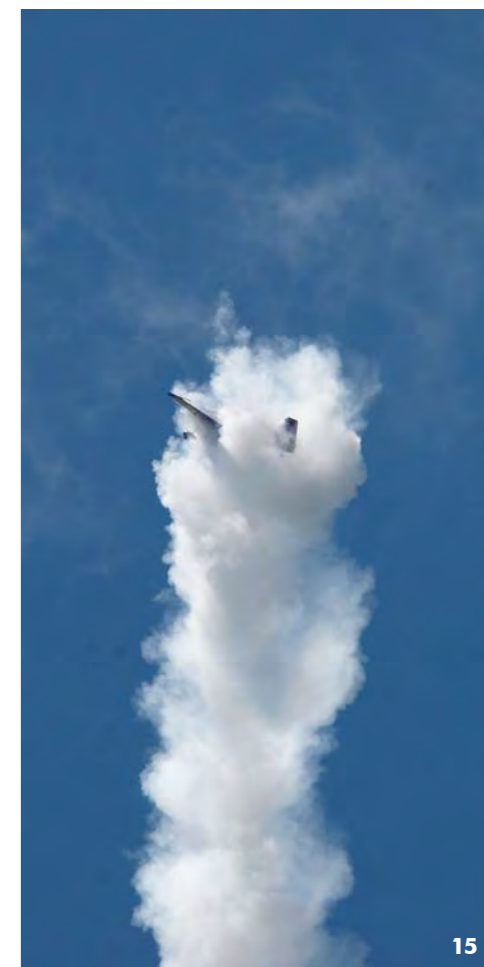
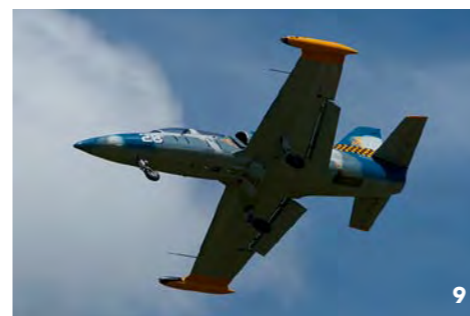
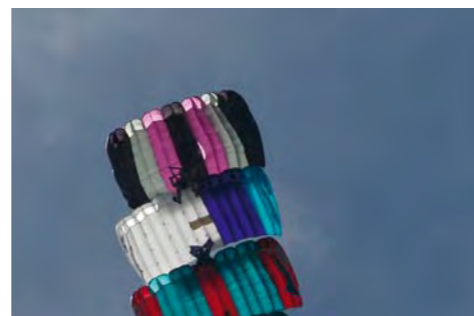
As with all events like this, there were a good many volunteers who deserve special thanks, and there were also a good many organisations who got in behind the event with sponsorship and support. Mercury Bay Aero Club and NZ Warbirds especially wish to thank Whitianga Waterways, Z Energy, Avsure, The Informer, Coromandel FM, The Breeze, SALT Restaurant, Whitianga Signs, Warbird Adventure Rides, Flight Club Ballroom, Helitrips, and the Tairua Coromandel District Council.

With a gate charge of just \$15 per person, there was no-one present who didn't think they had got their money's worth for a great day out. Organisers are now planning to repeat the event every second year.

Captions

1. All ready to go as the crowd starts to arrive. **2&7.** The Roaring Forties Harvards turned on their usual polished, and noisy, display. **3.** Yawed into the moderate crosswind on take-off, the DC3 looks to be heading straight for the crowd. **4.** Early afternoon and shade was at a premium. Tickets could easily have been sold for places on the thin strip in front of the hangars. **5.** The skydivers jumped from the DC3 and put on an excellent display, with several zooming across the ground at high speed in front of the flight line. **6.** A pair of Tiger Moths joined with a Fox Moth for formation flypasts. **8.** George Hoskins brought the Z Energy tanker over from Ardmore. The service was much appreciated by all aviators present. **9.** After leading the Roaring Forties, Frank Parker borrowed a Cessna to return to Ardmore and pick up the L-39 Albatros. A few minutes after taking off at Ardmore, he was overhead Whitianga again for another impressive display.

10. Doug Brooker in his MX2, and then again in his Spitfire (**11**). **12.** ARHT put on a winning display in the Westpac BK-117. **13.** Stock car racing on the speedway adjacent to the airfield. **14.** Liz Needham in the P-40 Kittyhawk. **15.** Does it count as IFR if you made the clouds yourself? Aptly registered ZK-NUT falls back into its own vertical smoke column. **16.** Some of the audience for the speedway races which were timed for breaks in the flying programme.



Mercury Bay Aviators' RV12 project flies.

It was July 2012 when we first ran a KiwiFlyer article on the RV12 project located at Whitianga Airfield and being built by a group of nine Year 11 to 13 (at the time) students from Mercury Bay Area School. The project had officially begun in February that year with the arrival of the kitset, and was being overseen by aircraft engineer Jim Evans and a group of adult mentors along with input from technology staff members from Mercury Bay Area School. On November 5th 2013, ZK-MBA left the ground for the first time under the careful control of test-pilot Alan Coubray. That occasion was well covered in the media, with TV3 turning up to film the occasion and running a

ONE OF the first major highlights was when, after assembling an array of parts through various stages, we suddenly had a fuselage standing on its own legs as it were, with the landing gear supporting the weight of the plane for the first time.

There were many other highlights throughout the year that challenged the team. One such challenge that never ceases was good old time and there was much juggling of academic, sporting, employment and plane assembly commitments. Another highlight was when the fuselage had to be moved to the front of the building as it had grown too large for the little workshop down the back.

On 5 November, it was so satisfying to see the plane, impressive in the school colours, as it took to the skies for the first time. Since then, the RV has already clocked up 40 hours and most of the students have gone up for a fly around the area. Just recently Hayley Betteridge came back home for the holidays from a year at University. She got the opportunity to go for a fly and once airborne, have a turn on the controls. Conditions were a little bumpy, however you couldn't wipe the smile off her face when she hopped out of the cockpit. This experience has inspired Hayley to plan on gaining her microlight license.

Jacob Sanders was another student who participated in the plane build. He was successful in applying to the RNZAF as a trainee Aviation Engineer. His experience in the build over the two years certainly helped his application process. In that light the build programme was a success because one student out of nine is already in the aviation industry. One student Shaun Hall, is working with a local engineering firm as an apprentice. Hayley Betteridge and Jake Vowles are about to start their second year at University, and the remainder of the build team are back at school completing Year 13.

Mercury Bay Area School students will this year embark on a second aviation project, once again under guidance from members

What's next?

news item on the achievement during Seven Sharp that evening.

But what has happened since? At the time there was talk of the students all flying in the aircraft they helped build, and there was also talk of another similar project to follow. We asked the project co-ordinator at Mercury Bay Area School, Karlos Bosson to share some highlights and a post first flight update. Karlos kindly provided the following for KiwiFlyer readers.



The team. From left: Harry Vowles, Casey Wakelin, Tyler Relph, Shaun Hall, Jake Vowles, Jacob Sanders, Karl Mehaney and Cody Bennett.



Test pilot Alan Coubray takes MBA, to be known as Skyla, on her first flight.

of the local community. The project for 2014 is the restoration of a Taylor-Coot amphibian aeroplane and will be significantly different from building a new RV12. The plane is currently sitting in Jim Evans' workshop in Whitianga waiting for new students to dive into the restoration process.

Thanks to...

A key component of the success of the RV12 project was the involvement of members of the community who guided the students and acted as their mentors. According to Jim all the mentors are keen to be involved again and he's already had approaches from other people to help. "Anyone with some level of aviation experience will be welcome to be involved. Be prepared, though, it's hard work sometimes," says Jim.

From humble beginnings, one school, nine students and the generosity of passionate people in the community of Whitianga

has built an aircraft. Many hours have been invested by all parties in this project not to mention the financial aspect of it. We have had some frustrating times and many moments of joy. We have all learned many things related to building a plane, such as building relationships and mentoring our youth to develop new skills, confidence and hopefully open new possibilities for their future.

On behalf of Mercury Bay Area and the community of Whitianga we would like to thank our wonderful mentors who tirelessly return week after week and patiently face the challenges of the adolescent mind. How they converse and relate to each other was once baffling to some of the older generation. Oh how we learn from the young minds of today. I would like to personally thank Jim Evans, Tony Turner, Brian Yelland, Peter Austin, Charles Russell and Bob Walters and there are many others. Thank you for your service, wisdom and humour for making this project much more than just building an aeroplane.

Karlos Bosson

(And hearty congratulations to everyone involved from KiwiFlyer too.)

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Gavin Conroy - Gallery 2013 Part 2



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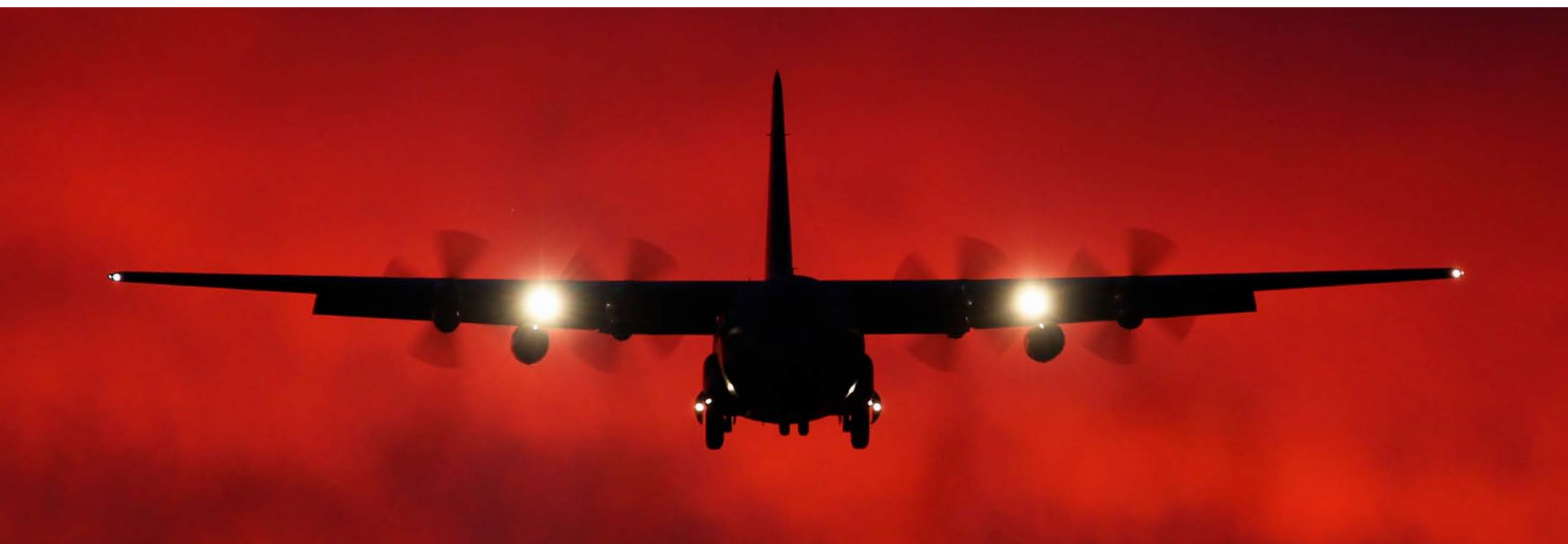


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Gavin Conroy's collection of photographs just gets better every year. This is the second part of his 2013 gallery of favourites (part 1 was in the last KiwiFlyer).

1. Beech Staggerwing (imported into NZ by the late Eric Hertz) flown by Andrew Hope. **2&3.** Avro Anson with Fw-190. Sean Perrett and Bill Reid are flying the Anson. In the Fw-190 was Frank Parker. **4.** The Vintage Aviator Limited have a reputation of building and flying some of the best aircraft to serve during WW1. Keith Skilling in the Sopwith Pup leads Gene DeMarco in the Sopwith Camel. **5.** The Bristol Fighter at Classic Fighters 2013 flown by Andrew Vincent is shadowed by Gary Yardley in a Fokker D.VII.



Sometimes it pays to stand in a paddock and be patient. Bushfires in Australia meant that the sky turned a very unusual colour one evening.



An unmistakable shape. Sean Perrett flying Brendon Deere's Mk IX Spitfire.

RNZAF Hercules on final approach to Woodbourne.

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Experience Oshkosh with the experts

AirVenture Oshkosh is a must see event for every aviation enthusiast. Because the event is so big it pays to travel with someone who has been there before and who knows how to plan the best value for the time available. It also means that accommodation, transport and other logistics are all sorted out for you, so you can concentrate on enjoying the show. The New Zealand expert in this regard (having operated 27 previous tours and with many repeat customers) is Gaye Pardy Travel. Gaye's 28th tour to AirVenture Oshkosh departs in July.

Your time away on tour is much more than just the trip to Oshkosh. Every year, Gaye organises a range of extras especially for aviation minded travellers. For 2014 the tour is planned to include (but subject to change) two Chino museums, Las Vegas, Tucson, PIMA, AMARG (the boneyard) and the Titan II missile base.

Visitors to AirVenture Oshkosh will say that it's not an easy event to describe – it needs to be experienced instead. The whole occasion is populated by people that live and breathe aviation. There's very few fences around anything and while that 'in service' military jet might have a bit of rope around it and a couple of uniformed attendants - they will be spending their time answering questions, not guarding it. The Flight Line is just a marking on

the grass, and nobody crosses it. The rows of gleaming planes on display don't have fences round them because people attending know how to behave around planes. Those people sitting on folding chairs under the wing are the owners, and they will be delighted

to engage in conversation with you. They haven't turned up for profit because there is no fuel or attendance money paid. They come because of the camaraderie with other owners and pilots, and with visitors such as yourself.

Whatever your area of interest in aviation there will be a lot at Oshkosh for you. If you are thinking about building, or buying bits for one you have started, learning techniques, historical study (the EAA Museum is superb with very high display standards), watching championship

standard aerobatics, seeing the innovative or ultra-rare planes fly in (Oshkosh can claim many 'firsts') or just meeting like-minded friendly people, then Oshkosh will be well worth the trip. There are also numerous general interest programmes to attend which typically feature NASA astronauts, top test pilots and world-famous aviation personalities. And that's not to mention around 800 exhibitors and 500 forums typically on offer throughout the week.

The evenings are all catered for too. Usually there's a Rock

Concert on Monday night, a spectacular Night Airshow on Wednesday and Saturday, the Oshkosh NZ group dinner on Thursday, and an International Visitors Party on Friday. In 2013 Oshkosh hosted the World Premiere showing of the Disney-Pixar movie 'Planes'.

For more information

Oshkosh travellers can book a Gaye Pardy Tour with confidence. Gaye is a TAANZ bonded member, and an IATA accredited agent with Travel Managers Group Ltd. Contact Gaye on 07 574 1950, email: travel@gayepardy.co.nz or visit www.gayepardy.co.nz

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KiwiFlyer Event Guide

February 20th-22nd

Flying NZ National Competition 2014 and Wings International Trans Tasman Trophy Competitions

Hosted by Tauranga Aero Club.
More information available on
www.flyingnz.co.nz

February 22nd-23rd

Weekend Eight Mandeville

The Tiger Moth Club fly-in and AGM, also celebrating 100 years since the first NZ cross country flight. Contact Maeva Smith on 03 208 9755 or email: croyair@ispnz.co.nz

February 28th - March 2nd

RAANZ National Fly-in

At Feilding Airfield. Hosted by Manawatu Microlight Club, Manawatu Districts Aero Club and Middle Districts Sport Flying Club. More info on www.raanz.org.nz

March 7th-9th

SAA SportAvex and Golden Jubilee

Bridge Pa, Hastings. The SAA celebrates 50 years and invites all past and present members and others to this gala event. Contact Adrienne, e: admin@saa.org.nz www.saa.org.nz

March 13th-16th

Wairarapa Balloon Fiesta

A four day programme of dawn flights, burner parades, night glows and the Henley Lake Challenge. More information from www.nzballoons.co.nz

March 16th

Focus on RVs fly-in

All aircraft welcome at Turangi with the monthly bbq at Turangi Airfield. No landing fees. Lunch and drink for \$10. Contact Alan by email: xpdxrd@gmail.com

April 18th-20th

Warbirds Over Wanaka Airshow

The world acclaimed biennial Easter Airshow at Wanaka. See article in this issue and www.warbirdsoverwanaka.com



contributed by Gavin Conroy

Warbirds DownUnder 2013 at Temora

THE Temora Aviation Museum (TAM) based in Temora Australia held their "Warbirds Downunder" airshow on November 2, 2013 for a crowd of more than 12,000 people. TAM have a wide range of aircraft types that previously served with the Royal Australian Air Force.

Up until a few years ago they would hold an open day once a month and fly most of the collection's aircraft but the turnaround times for servicing aircraft became too difficult so now they fly two or three aircraft twice a month followed by a big airshow every second year (the most recent being at the end of 2013). This format has been a huge hit with airshow fans. The number of aircraft in the flying program on the day totalled more than 50 with many notable attendees from the RAAF Roulettes Team and HARS Constellation through to the world's only flying Gloster Meteor F.8 and one of only two Curtiss P-40F Kitty hawk's flying anywhere.

The Lowy family are responsible for setting up the magnificent facilities at Temora, and when I first read up on the collection I could not help but wonder why a collection would be based there. Once I arrived the question was easy to answer as the huge infrastructure needed for a collection like this would make it nearly impossible to operate from a major airport.

At Temora there is also little aircraft traffic and long sealed runways for the jets which makes the operational side of things so easy. The pilots can practice overhead and the collection is so easy for the public to access during day to day operations.

An old friend

For me personally, the main reason for attending was to meet up with an old friend. TAM operate Supermarine Spitfire Mk XVI TB863 which many readers will recognise as being the Spitfire that Sir Tim Wallis had restored in the UK and imported into New Zealand. It was flown here for

several years by the Alpine Fighter Collection and stole the hearts of many before it was put up for sale, being purchased by TAM and shipped to Temora in 2006.

I remember the uproar from some Warbird fanatics at the time but airplanes will come and go and although I too was sad to see it go I knew I only had to travel to Australia to see it fly instead of the UK or USA. TB863 was originally operated by 453 Sqn RAAF during WW2 so the aircraft is now home and appreciated greatly.

When I arrived the first thing I did was walk out to the flight line and give the wing a pat because as well all know aeroplanes like this are living, breathing machines - well that's what some of us think anyway.

NZ connections

Although this was an Australian airshow several of the aircraft had a New Zealand connection. At least three former RNZAF Harvard's flew during the show, as well as four New Zealand built CT4B Airtrainers that went on to serve with the RAAF before being put up for sale once the fleet was retired from service.

Another aircraft with a very strong New Zealand connection was the Curtiss P-40N1 Kittyhawk that served with the RNZAF during WW2 as NZ3125. Decades later it was restored by Pioneer Aero at Ardmore and flew at Warbirds Over Wanaka 2006 before being shipped to its Australian owner Allan Arthur who still loves her as much as he did when she first came out of the restoration shop.

Even more rare was the Curtiss P-40F Kittyhawk, This version of the Kittyhawk had a Merlin engine fitted and is one of only two flying in the world. There is a Kiwi connection here as well, since the wings were restored to flying condition by Pioneer Aero.

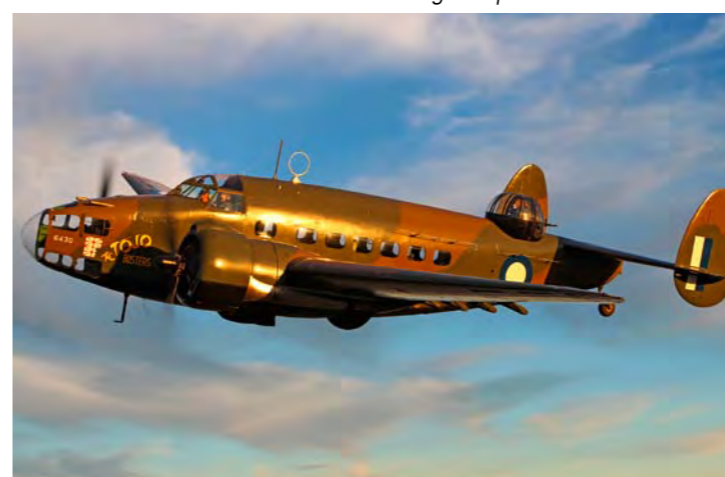
I met up with a lot of New Zealanders at the show and I would recommend everyone to think about going over for the next big airshow at Temora as it is well worth the visit.



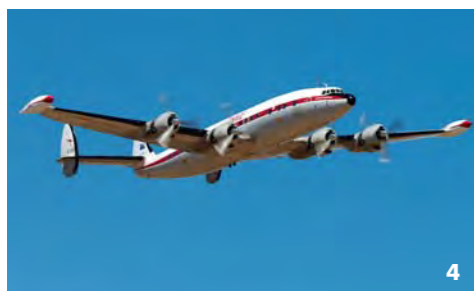
1. RAAF Roulettes open the show. 2. David Lowy. 3. Heritage Flypast. 4. The impressive line up as seen from the air.



Above: Red Bull Air Race pilot Matt Hall flying the Mustang that he owns a share in. Below left: Doug Hamilton flies the only Lockheed Hudson flying in the world which is part of the Temora Aviation Museum's collection. Below right: Supermarine Mk VIII and RAAF Hornet in formation.



Above left: Merlin powered P-40F Kittyhawk with wings built by Pioneer Aero at Ardmore. Above right: Guy Bourke flying Temora Aviation Museum's Mk.VIII Spitfire.



It is roughly a four hour car drive from Sydney airport and a great place to visit.

Check the following website for more information: <http://www.aviationmuseum.com.au>

The Caribou flight

A couple of nights before the show a former RAAF Caribou was made available as a camera ship and flew with several aircraft during a 90 minute flight. I received an invite to be part of this flight in late 2012. Fortunately the weather played the game and all of the aircraft behaved.

It was great to work closely with the pilots involved in this flight and I was given the job to hand signal the pilots of the subject aircraft during the flight which reduced the time I could actually photograph the aircraft. Being able to hand signal a pair of RAAF F/A-18A Hornets was exhilarating to say the least.

Apart from the Hornets we had a CAC Mustang, CAC Boomerang, Lockheed Hudson, Mk VIII Spitfire, Mk XVI Spitfire, and a CA-27 Sabre. It was an amazing line up, especially when one of the Hornets actually formatted on some of the WWII fighters, adding a whole new dimension to the images.

The Caribou is not a fast aeroplane, so we flew around at 135 knots and all of the aircraft hung in there. The Hornet pilots put their flaps in automatic and concentrated on keeping good position and as loud as the Caribou was during flight, we could still hear the Hornets!!

The following day Allan Arthur offered his P-40 Kittyhawk as a subject which I shot from a T-6 Texan and it was great to be able to fly alongside that former RNZAF aeroplane.

Kiwi Flyer and Gavin Conroy would like to thank everyone at Temora from engineers to pilots, and all the other volunteers who made this day possible.

Captions:

1. Squadron Leader Paul Simmons flies the Sabre close behind the Caribou.
2. RAAF Hawk 127 in action. An ideal fighter lead-in trainer for future RAAF fighter pilots.
3. The Temora collection flies two A-37 Dragonflies complete with impressive smoke systems.
4. HARS Super Constellation.
5. This Gloster Meteor is the only F.8 example flying anywhere in the world.
6. RAAF FA18A Hornet.

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Omaka Open Day

ANOTHER open day was held at Omaka on January 11 and having been to the last few of these it would be fair to say that they grow in popularity each time they are held. Many visitors to the Aviation Heritage Centre are keen to know what aircraft are hidden away in some of the hangars and these open days are a great way for people to find out.

A large variety of aircraft on the field are wheeled out for the public to inspect. Some of them conduct local flights in order to stretch the wings a bit whilst others put on displays for the crowd.

More than 500 people enjoyed several displays on the day. The Avro Anson flew several local flights on the day and pilot Dave Phillips also displayed the aircraft twice - and those displays were simply amazing!

Two Nanchang's flew a nice pair's display with solo aerobatics included and the Chariots of Fire Fighter Collection flew their Sopwith Pup, and Jay McIntyre ran the engine on their Fw-190. The 190 was run up to full take off power which is something most people will never experience, it is a full inner and out of body experience!

Not to be out done, straight after Jay was finished Al Marshall gave the Bristol Freighter a run as well which was followed by a good round of applause at the end.

Throughout the day many of the visitors went for a tour through the Aviation Heritage Centre whilst a few people who wanted a bit more went for joyrides in the Omaka based Boeing Stearman. The Stearman is owned by Graham & Jane Orphan of Classic Wings Magazine and was purchased by them to offer rides to members of the public as so many people want to fly in an old biplane when they come to Omaka. The beauty with this Stearman is that it is a three seat aircraft so the two passengers sit side by side in the front and get an amazing view.

New projects on display

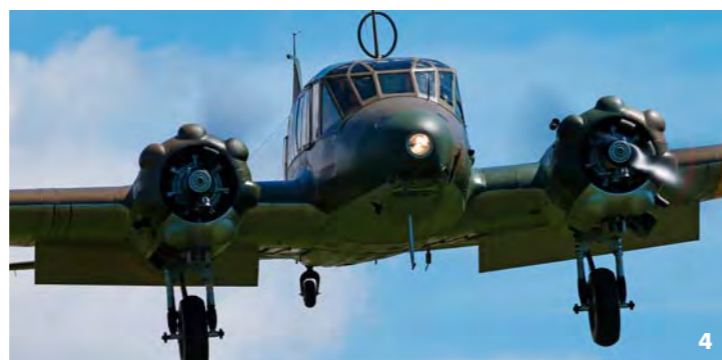
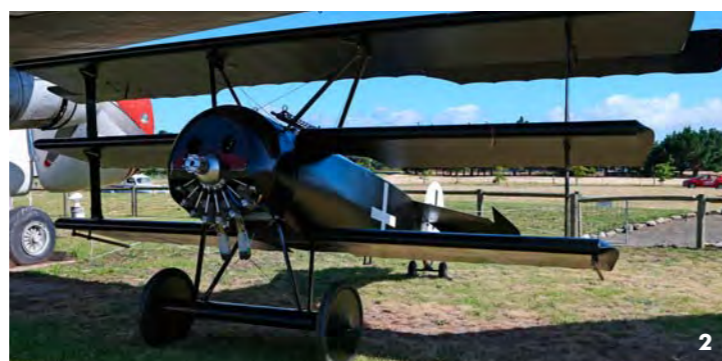
Most of the regular aircraft were on display but two new restoration projects were also shown to the public for the first time.

The first was a CJ6 Nanchang that has been a long term restoration for JEM Aviation and is just a few months away from flying. This Nanchang has been fully restored from the ground up and will be one of the best presented Nanchang's to be found anywhere.

The other aircraft was a Fokker Triplane. This aircraft also belongs to Graham & Jane Orphan. The Triplane restoration has been a major mission carried out by John Evans and Dave Simms - two very talented gentlemen. It has been finished in an overall sinister black colour scheme and looks fantastic. It will certainly be nice to see these two aircraft in the sky above Omaka in the next few months.

Some visiting aircraft came from far and wide to attend the event; Rex Brereton brought his Harvard down from Fielding. An interesting point to note is that his Harvard (NZ1076) still wears the same paint it had when serving with the RNZAF. This aircraft is a labour of love of the Brereton's, - full credit to Rex and Mit for keeping this historic aeroplane in such good condition.

The next open day at Omaka will be held on Sunday, March the 9th so plan to be there if you love all things aviation because there is something for everyone and all proceeds go toward funding future expansion of the Aviation Heritage Centre.



Captions: 1: Nanchangs away. 2: Fokker Triplane dressed in black. 3: Fw-190 running up at full power. 4: Avro Anson on approach. 5: Graham and Jane Orphan's Boeing Stearman offers joyrides at Omaka.



Involve your kids in flying

My babies crawled, walked; flew.

I wrote that short, short story years ago as part of an activity with some of my online writing friends. The challenge: to write a complete story only one sentence long. I got lots of feedback on the poignancy of it. Not many people realised that I actually meant it quite literally. My fledglings have been launched on the world and I think the gift of flight is one of the greatest things John and I have given them.

Back when I was learning to fly gliders, a very long time ago, I was part of a group of young people all of similar age and flying ability. We had a fabulous time together, enjoying as we did, the joy of soaring with the added excitement of being young adults on the cusp of the rest of our lives. One of that group has gone on to become a bit of a celebrity in New Zealand. He's known these days for his day job which earned him a prominent TV position and has made him a household name. But he's still an aviation enthusiast and many of you will know him as a great display pilot of his Thunder Mustang. He and his lovely wife have recently become parents (the spread was in one of the women's magazines). Those of us from the old crowd find it quite amusing; because for the rest of us our children are now all grown and leaving the nest where he and his wife are just starting the challenges of parenthood. Actually mostly it's amusing because we knew him back when he was just one of us and he managed to wreck another friend's brand new toasted sandwich maker on the Auckland Gliding Club's Christmas Camp. He might already have been a chef who was going places but he couldn't cook "ordinary" food for anything.

Simon, my old mate, you've finally joined the parenthood club and the best advice I can give to you is to bring your daughter up around aeroplanes and aeroplane people, as you were. Take her flying at an early age. Show her how wonderful it is to be above the rest of the world. Give her something to aspire to.

My kids both soloed in gliders when they were fourteen, an age we'd decided on after

some debate. Both wanted to learn much earlier and there is no age limit to soloing in a glider. It is entirely at the discretion of the instructor. We felt fourteen was about right. They were both old enough to be sensible and safe, and were large enough



Third and fourth generation pilots. Brad Newfield and his nephew Harry check out Harry's Grandad's glider. Photo by Julie Newfield.

to handle the controls. What we and our gliding club friends noticed about all our kids as they learnt to fly was that they took it very seriously and suddenly they took a lot of other things very seriously too. Their school work improved.

Teaching kids to fly was obviously a good thing and Youth Glide was born. There are now around a hundred Youth Glide members throughout the country and it has proved to be a very good thing indeed. These young people are introduced to the aviation world and the possibility of careers or just enjoying a perpetually challenging pastime, but we also note that they are interacting with adults in positive ways, challenging themselves and

achieving goals, and yes, their school work is improving. Physics, sciences, all take on new meaning when you want to understand about flight and weather and how to fly better.

Learning to fly is important, but I think the greatest thing we have given these kids is time spent in a positive environment. They are spending time with people who

are excited about something and want to share their passion. There is an old saying, about it needing a village to raise a child and in this day and age, villages are a little hard to come by. Large extended families don't exist too much more either. For my family, the New Zealand gliding community and the Canterbury Gliding Club in particular provided both. There were pseudo Aunts and Uncles (some of whom had achieved amazing things), there were adults we trusted to discipline and guide our kids as they needed, and there was a passel

of cousins to run around with, play games with, learn to swim, bike, gamble, and fly with. As things turn full circle I hope they'll eventually learn to parent together as we did (but not for a very long time yet).

Aviation is a shared passion that brings people together. Get your kids involved. Share that passion and share those passionate people with your family. You won't regret it.

I'm Jill McCaw and gliding is my great passion. I'm editor of SoaringNZ. For free back issues and subscriptions, please see my website: mccawmedia.co.nz. To try your hand at learning to glide, or to get your kids involved see the Gliding NZ website: gliding.co.nz and the Youth Glide NZ site: youthglide.org.nz.

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Gyro Fly-in at Dannevirke

THE NZ Autogyro Association held its annual fly-in and AGM at Dannevirke on Auckland Anniversary weekend. It's a weekend that club members look forward to for months in advance, not necessarily for the flying but for the opportunity to catch up with a bunch of friends only seen once a year. That's part of the reason for holding the event every year at Dannevirke. Not only is it a large airfield with light traffic volumes, it is also centrally located, thus helping to facilitate attendance from club members spread throughout the country.

In years gone by, club members would typically trailer their aircraft to the 'fly-in', everyone would gather around to talk about what other members had built or were building, and new pilots could enjoy the luxury of such a big airfield to train on and extend their skills. That still happens, but these days there are also a variety of commercially produced cross-country gyros in our skies and flying in to the fly-in is much more common than it once was. Taking that point to the extreme this year was Oskar Stielau in his tandem MTO Sport gyro. Oskar hails from Parakai, west of Auckland and on 4th January had fuelled his (partially enclosed) gyro up and headed south. All the way to Te Anau and Milford Sound for a couple of weeks. On 23rd January, on the way home, he was back at Dannevirke to catch up with fellow gyronauts at the fly-in. Understandably, Oskar duly won the 'furthest flown' award at the annual prize giving.

Another who arrived by air was Mike Ross in his Magni M24 Orion which he keeps at a strip near Wellington. Normally there would also be a squadron (well, nearly) of gyros arriving from Tauranga but the Dannevirke fly-in has always been on Auckland Anniversary weekend and this year that timing clashed with the Classics of the Sky Airshow at Tauranga. Six gyros led by Tony Unwin and Phill Hooker put on well-received formation and solo displays at Tauranga, but unfortunately that meant not attending the meet at Dannevirke. Tony owns and runs Gyrate at Tauranga and is the NZ distributor for AutoGyro GmbH of Germany. Gyrate is also the only company in NZ offering full-time gyro instruction, hence the opportunity to promote the sport at a major airshow on home turf could not be missed.

A variety of single and two-place

gyros were active throughout the weekend at Dannevirke, there being many opportunities taken to go flying simply for the sake of it – something that gyros are somewhat ideal for. Aside from single examples of the Magni and AutoGyro brands, an AirCommand, and Paul Scherrer's beautifully crafted own design, the occasion was dominated by five Dominators, three being tandem examples manufactured by Neil Hintz of Autoflight near Hamilton.

On Sunday morning, an organised fly-out took place, with several gyros visiting nearby Athbey Farm, famous for hosting the first worldwide fly-in of every year on New Year's Day. Many thanks to Athol and Betty for their hospitality once again. Although the weather was forecast to turn bad in the afternoon, it held good through to the evening with flying continuing until dark. All the aircraft present performed faultlessly, there being just one occasion of trouble involving air contamination in a fuel line.

Your KiwiFlyer Editor was there for the weekend and can attest to the occasion being, once again, a very enjoyable few days in the company of good friends, all who share the same great feeling every time their feet leave the ground – especially when suspended under turning rotors.

Free membership for 2014

One of the decisions made at the association's AGM was to waive membership fees for the 2014 year. That makes it not too bad a time to join up if you've been harbouring an interest in the sport and would like to receive a few newsletters throughout the year at no cost. Email: mike@magnigyro.co.nz for more information or visit www.autogyro.org.nz

Captions:

1. Hands and feet not required. Well designed gyros are dynamically stable and can easily be trimmed for hands-off flight. Paul Scherrer in the gyro he designed and built himself.
2. Mike Ross in his Magni M24 Orion.
3. Oskar Stielau flew his MTO Sport from Parakai to Te Anau, then stopped in at Dannevirke for the fly-in on the way back home!
4. "Yeah of course she drinks Speights mate." Jim McEwen tops up the radiator on RAI using a convenient vessel from the prior evening's socialising. Mike Ross is assisting.
5. Garry Belton makes the most of calm evening air to instruct student pilot Ed Evenbly in his tandem Dominator.

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Ag. Planes Past and Present

Part 7 - Fletcher FU-24

THERE is only one other single-engine plane in the world that has completed its given job as well as the Fletcher - the Spitfire. While we talk about the Fletcher as being ours, the Fletcher FU-24 is actually about as Kiwi as sushi. The uncommonly three-wheeled Fletcher ag plane has led the way now for nearly 60 years and its more modern kith and kin continue to hold their own as the motherships of the local heavy capacity aerial agricultural aircraft. About 100 kitset models, built to NZ specifications, arrived here from the Fletcher Aviation Corporation (FAC) in the States between 1953 and 1966 and were reassembled for about nine years by James Aviation (for themselves) and TEAL (for other customers). During this time Air Parts (NZ) Ltd of Hamilton began importing Fletcher FU-24 kitsets from FAC in 1957. The first Kiwi wholly-built FU-24 by Air Parts was a MK.2 285hp version (ZK-CRF) in 1966. In late 1973, AP became

NZAIL (Aerospace Industries) then Pacific Aerospace Corporation (PAC) assumed control in 1982 until production ended in 1992. And PAC later became PAL - but that's another story.

The Fletcher, which is known to urbanites as an aeroplane and Fletcher to the ruralites, gazumped all contenders as our most numerous and productive ag. plane ever. There were 304 FU-24 examples produced between 1953 and 1992 and about 50 units were exported - our prototype was the open-cockpit 225hp ZK-BDS of 1953/54 which was decommissioned in late 2003 (as a Walter turbo-prop) following a crash. The dynamic life span of the Fletcher, having survived a rather convoluted existence, has indeed been changing ad infinitum in terms of new Marks/airframe mods - too much to feature in this column. The most obvious of changes were seen in the Fletcher's engine department, starting with a 225hp Continental-six and then it was 240hp, 250hp, 260hp, 285hp, 300hp and 310hp before the now standard 400hp Lycoming eight powerplant was used - and then came the FU-24 '950 turbo-props, starting in early 1998 at Timaru with the flat-rated 600shp Garrett TPE-331 Fletcher Stallion (ZK-TPE, ex-DSL), which has a 2,863lbs payload - the former ZK-DSL '950's payload was 2,425lbs.

Changing times and needs had local operators looking to specialist turbo-powered heavy-lifters. And so it was that the first relatively short term heavy lift turbo-

Fletchers of the 1960s and 1970s consisted of a turbo-trio in the 500shp FU-1060 (ZK-CTZ), the 530shp FU-1160 (ZK-BHQ) and the 665shp FU-1284 (ZK-CYY). CTZ's payload is listed at 3,300lbs. The ZK register lists 56 of the 304 Fletchers produced as active (as at 2013) inclusive of turboprop Fletchers, some of which are rigged as full-time jumpships. Turbo Fletchers, built on oldish, hard worked airframes with larger hoppers and approved (with conditions) up to 31% overload, came with 'baggage' in terms of an increased rate of defects, which brought about additional maintenance and flight safety issues. The piston/turboprop argument favours the piston-powered Fletchers at 32 or 18% of



You are looking at the Crown Prince of Kiwi battlers in the pop, pop, popping snarly old Fletcher FU-24 with its unmistakable 'coke bottle' design. Fletcher FU-24-950 ZK-DJD, named 'Kakahi,' first flew with a 400hp engine in January 1973 having been created from several pre-loved Fletcher donors by Aerospace Industries and assembled by Wanganui Aero Work, for WAW. DJD was later remodelled by WAW and first flew in April 2000 as a 550shp Lycoming turboprop Fletcher Falcon (ZK-LTF), the type of which was to fill the gap between the FU-24-950/954 and the Cresco. LTF crashed on the job in 2003 and was subsequently decommissioned. (John Nicolson collection).

56 active units with 22 units (or 12%) as retrofitted turboprops - the 657shp/550shp Walter M601 turboprop of the Czech Republic is the preferred powerplant used here. While most of the turbo-Fletchers don't have an official identity as such (usually listed as '950 or '954s), the Walter-powered Fletchers are widely known as the Walter Fletcher

(or, teasingly, 'SkodaJet'). Mainstream turbo Fletchers are typically carting upwards of 2,866lbs.

Starting in 1994, two Fletcher FU-24s (ZK-EMO and ZK-BHG) were briefly re-engined with high performance car engines. EMO's Ford implant became problematic after about 50 hours of testing and was thus discontinued before getting airborne while the BHG project, that did get airborne on a 550hp Ford V8 engine, was cut short in 2003 because BHG was required to be re-equipped with a 550shp Walter turbo-prop. But whatever comes, there will always be a place at the super bin for our most storied ag. plane of all - the Lycoming piston-powered 400hp Fletcher FU-24.

Next: The Piper Pawnee Brave.

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Wings Over Woodville

THE first aviation event in the world each year is held at Athbey Farm airfield near Woodville. 1st January 2014 marked the 9th New Year's Day fly-in at the private strip and was hailed as the best yet by the record number attending.

Thirty aircraft were observed on the ground, including a helicopter and the airfield resident Ultravia Pelican GS. There were six first of type noted this year, adding to the already impressive list of some 70 makes and types that have in the past tested Athbey terra firma. The new additions were a DH60 G Gipsy Moth; Robinson R66; PA18A 150; Maule MXT-7-180; Aero Commander 100; and a brand new Rans S-7 still warm from its delivery flight.



A fixture on the calendar of many Manawatu (and much further afield) aviators, is the annual New Year's Day Fly-in at Athbey Farm.



Owners of Athbey Farm, Athol and Betty Sowry, headed a team of family, neighbours and Manawatu Microlight club members who served a bbq lunch (well above the normal and a trademark of this annual fly in) to the gathered aviators.

Attracting comments on the day was one aircraft that had a baby seat fitted in the co-pilots seat. It seems they start them young in this part of the world. And as a side interest there was also a line-up of rare American and other vintage tractors for the aviators to view.

Many were heard to comment that they haven't missed a New Year's Day fly-in yet, and had already marked the 10th annual Athbey Farm event in their 2015 diary.



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Readers' Corner Book Review

NOT so much a 'story' of Nelson Aviation, but an encyclopedic history, this book is quite outstanding in its detail, presentation, and printing (all of which has been done in New Zealand). Authors Richard Waugh and Graeme McConnell, and publishers Craigs Design & Print and Kynaston Charitable Trust, are no strangers to NZ aviation history, with more than a dozen other titles behind them.

Extraordinarily well researched, The Story of Nelson Aviation contains 336 pages and more than 500 photographs, telling an important part of New Zealand's regional aviation history by way of numerous personal accounts, profiles of key identities, companies and aircraft, all the way from the first aircraft visit in 1921, to the present. These days of course, Nelson is the hub for our largest regional airline and has become our fourth busiest airport for scheduled flights. Nelson has also been the base for numerous interesting air transport start-ups that have come and gone and this book covers them all. Despite its size and detail, and thanks to a reader-friendly layout with plenty of sidebars and sub-stories, the book is easy to read and quite suitable for leafing through and stopping at items that attract your attention. It's without question a must have for anyone that has even a passing interest in our NZ aviation history. Excellent value at \$74.90 (soft cover or \$89.90 limited edition hard cover) from www.craigprint.co.nz (PO Box 99, Invercargill) or selected bookshops.



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ZK-UCF Kubicek BB20E



ANDREW Parker is well known in the hot air balloon industry. His passion for ballooning started when he joined the Waikato Balloon Club at age 13, flying balloons when he was 16. He is also the New Zealand agent for Kubicek Balloons, and at time of print has just embarked on an incredible journey. Starting in Australia, Andrew is taking his new balloon to 100 countries, promoting the Flying High For Kids World Balloon Project in association with UNICEF to raise awareness and funds for them.

Andrew has purchased a camper-truck for the journey and Kubicek have kindly donated the new balloon. He expects the project to take around 4 years and raise \$1m for UNICEF. In that time Andrew

and his crew will have driven around 160,000kms, visited over 100,000 children in 100 countries and got the UNICEF name out to millions of people around the globe.

Founded in 1991 by Aleš Kubíček, Kubicek Balloons is a Czech manufacturer of hot-air balloons and airships who now produce around 90 balloons per year.

The Kubicek BB20E envelope has 12 gores and a 71,000 cu ft volume and is manufactured from polyester fabric. The basket carries a maximum of 4.

To learn more about this project and journey visit www.flyinghighforkids.com or www.facebook.com/flyinghighforkidsproject. Sponsorship is of course very welcome and various packages are available. See the website for details.

KiwiFlyer will update readers on Andrew's progress in a future issue.

ZK-NWY Aviat Husky A-1C-180



CHRISTMAS 2013 was very special for Peter Flintoff of Palmerston North, as his newly imported Aviat Husky A1C 180 arrived from the US. The Husky is a high wing, tandem seat, tail dragger built by Aviat Aircraft of Afton, Wyoming. NWY

is powered by a 180hp Textron Lycoming O-360 turning a constant speed composite 3 blade MT propeller. With a high power to weight ratio, low wing loading, and tundra tyres, the Husky is designed for short (and rough) field performance. Peter says it should cruise speed at around 110kts with a 6 hour range. The cockpit is roomy with great visibility and the instrument panel includes a Garmin 696.

Peter is a car painter and panelbeater, and explains he was very impressed with the factory finish of the aircraft, reasoning that if the paint was so good then so too would be the rest of the aircraft. He says he hasn't been disappointed and at time of writing is waiting for a CAA signoff before test flying begins.

ZK-HYQ Rotorway Exec 162F



THE Rotorway Exec 162F is available as a kit, but Bruce Burdekin of Christchurch decided he wanted to spend his time flying rather than building so has imported ZK-HYQ (N16696) from the US. Bruce's helicopter was built in 2006 and has 115 hours on the hobbys.

The Exec 162F is a conventional 2-place machine, with steel tube main frame,

ARRIVALS - November / December 2013

DAV	Diamond DA20-C1	Eagle Flight Training Limited	Papakura	Aeroplane
FIY	Diamond DA20-C1	Flight Training Manawatu Limited	Feilding	Aeroplane
FLN	Zenair STOL CH750	Gildon Trust	Wanganui	Microlight Class 2
GDK	Schleicher ASW 27-18E	Mr D J Kraak	Christchurch	Glider
GKL	Sportline Aviacija LAK-12	Mr D Smith	Upper Moutere	Glider
GRU	Schleicher ASW 28-18 E	Mr D Moroz	Auckland	Power Glider
HOL	Composite Helicopter KC518	Composite Helicopters International	Albany	Helicopter
HYQ	Rotorway Exec 162F	Mr B W Burdekin	Christchurch	Amat Built Helicopter
ICY	Eurocopter AS 350 B3	Over The Top Ltd	Queenstown	Helicopter
IHJ	Agusta AB139	HNZ New Zealand Limited	Nelson	Helicopter
IHK	Agusta AW139	HNZ New Zealand Limited	Nelson	Helicopter
IQL	MBB MBB-BK117 B-1	Airwork (NZ) Limited	Papakura	Helicopter
ITM	Eurocopter AS 350 B3	Helicontrax Ltd	Christchurch	Helicopter
KNL	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
LBT	Cameron Home Special-105	Balloon Expedition Co of NZ Ltd	Waitakere	Balloon
MGK	Alpi Aviation Pioneer 200	MGK Syndicate	Christchurch	Microlight Class 2
MKE	Airdrome Aero Fokker D-VII Rep	Mr M H Kindon	Rangiora	Microlight Class 1
MVD	ATR-GIE ATR 72-212A	Mount Cook Airline Ltd	Christchurch	Aeroplane
MWN	Solar Wings Pegasus XL-Q	Mr A P Black	Blenheim	Microlight Class 2
NWY	Aviat A-1C-180	Tarana Investments Ltd	Feilding	Aeroplane
OXC	Airbus A320-232	Air New Zealand Ltd	Auckland	Aeroplane
PTP	Rans S-75 Courier	Mr P Kernohan	Levin	Microlight Class 2
RIM	Just Aircraft SuperSTOL	Mr R I Milne	Taupo	Microlight Class 2
SLM	Cessna 180K	Ardmore Aviation Services Ltd	Hong Kong	Aeroplane
TIL	Pilatus PC-12/47	Tara Iti Holding Limited	Wellford	Aeroplane
UCF	Kubicek BB20E	Mr A C Parker	Hamilton	Balloon
VQM	Piper PA-32R-301T	Mr A F Lentino	Wellford	Aeroplane
WLL	Vans RV 7	Mr W L Luther	Auckland	Amat Built Aeroplane
ZQN	Gippsland GA8	Milford Sound Flights Limited	Queenstown	Aeroplane

TRANSFERS - November / December 2013

BMW	Cessna 180B	Madsen Marine Limited	Blenheim	Aeroplane
CHJ	Micro Aviation B22 Bantam	Mr H R Kappely	Waipekura	Microlight Class 2
CUG	Piper PA-28-140	Mr J R Talboys	Kerikeri	Aeroplane
DAE	Diamond DA 40	Eagle Flight Training Limited	Papakura	Aeroplane
DJM	Cessna A185F	Edward Pinckney Limited	Otautau	Aeroplane
DNY	Cessna 150M	BRL Leasing Ltd	Nelson	Aeroplane
DRJ	Cessna A150M	Kaikoura Aero Club (Inc)	Kaikoura	Aeroplane
ELE	Kitfox Kitfox Lite Squared	Mr R Tai	Kawakawa	Microlight Class 2
FLI	Jodel D9 UL	Mr A G Fletcher	Hamilton	Microlight Class 1
FMV	Cessna 152	Taumarunui Aero Club (Inc)	Taumarunui	Aeroplane
FPO	Cessna U206G	Taupos Floatplane Limited	Taupo	Aeroplane
GAT	PZLSwidnik PW-5 "Smyk"	Mr M D Honey	Auckland	Glider
GET	Schleicher Ka 6E	Mr Edgar	Brightwater	Glider
GFM	Schleicher Ka 6E	Mr M Strathern	Brightwater	Glider
GNW	Grob G109	GNW Syndicate	Auckland	Power Glider
GRJ	Schleicher ASH 25 M	Chrystall Road Trust	Hastings	Power Glider
GXN	Schempp-Hirth Discus b	Mr R M Gaddes	Drury	Glider
GYD	Schempp-Hirth Ventus-2c	Mr M B Stevens	Rangiora	Glider
HBV	Robinson R44	Precision Helicopters Ltd	Urenui	Helicopter
HFG	Robinson R44 II	Heli Sika Limited	Taupo	Helicopter
HGP	Hughes 269C	Helihunt 'N' Fish Taupo Limited	Taupo	Helicopter
HGS	Hughes 369HS	Central Helicopters Limited	Opotiki	Helicopter
HUI	Robinson R44	Buttle Properties 05 Limited	Darfield	Helicopter
HMR	MBB BO 105 CBS-5	Mr J Ruh	Palmerston North	Helicopter
HXB	Bell 206L	Volcanic Air Safaris Limited	Rotorua	Helicopter
IBR	Robinson R44 II	Helilink Limited	Auckland	Helicopter
IGK	Eurocopter AS 350 B3	Southern Lakes Helicopters Limited	Te Anau	Helicopter
IGM	Robinson R44 II	Helilite Pacific Limited	Papakura	Helicopter
IJM	Robinson R44 II	Nakoma Helicopters Limited	Lumsden	Helicopter
IJP	Robinson R44 II	SCN Helicopters Limited	Porirua	Helicopter
IMH	Robinson R44	Aurum Helicopters Ltd	Cromwell	Helicopter
IMH	Robinson R44	Maisey Thrower Family Trust	Taupo	Helicopter
IPT	Kawasaki BK117 B-2	Search And Rescue Services Ltd	Taupo	Helicopter
JAP	Quicksilver Sprint II	Mr M C Hood	Warkworth	Microlight Class 2
JDX	Anderson Pegasus XL Copy	Mr NJ McAlister	Kamo	Microlight Class 2
JIC	Cessna 152	Motueka Aero Club (Inc)	Motueka	Aeroplane
JNM	L M Harris Spitfire U/L	Mr H S Van Heerden	Tauranga	Microlight Class 1
JOZ	Airborne Windsports Edge X 582	Mr B H Chamberlain	Motueka	Microlight Class 2
JQK	Pacific Aerospace 750XL	Tandem Skydiving (2002) Ltd	Taupo	Aeroplane
KMM	Jodel D9 UL	Mr H W Bradley	Taumarunui	Microlight Class 1
KTA	Quicksilver MXL II	Mr B K Shine	Awanui	Microlight Class 2
LAL	Partenavia P 68B	Aerial Surveys Ltd	Nelson	Aeroplane
MCG	Cessna U206G	Westland Air Charter Ltd	Pictou	Aeroplane
NDT	Cessna 501	Togili Pty Limited	Papakura	Aeroplane
NLD	Micro Aviation Bantam B22UL	Micro Aviation NZ 2012 Limited	Gore	Microlight Class 2
OOZ	Montgomerie Bensen B8MR	Mr BEC Price	Te Kuiti	Microlight Class 1
RDH	Auto Flight Ltd Tandem Dominator	Mr E S Evenbly	Palmerston North	Gyroplane
SKV	Best Off Skyranger Vmax	Menzie J D & G E	Waihi	Microlight Class 2
TMA	Tecnam P2008	Waikato Aero Club (Inc)	Hamilton	Aeroplane
VBM	Piper PA-38-112	Mr W C Naude	Auckland	Aeroplane
VCB	Quad City Challenger II	Urewere Aero Club (Inc)	Murupara	Microlight Class 2
WMO	Micro Aviation B22 Bantam	Mr T J Thorne	Karamea	Microlight Class 2
XTX	Cessna 120	Mr K W Langford	Rakaia	Aeroplane
YOT	Airborne Windsports Redback 503	Mr D T D Keenan	Papakura	Microlight Class 2
ZZD	Tecnam P2008	The Renwick & Gallagher Syndicate	Howick	Aeroplane

DEPARTURES - November / December 2013

CFM	Micro Aviation B22 Bantam	Mr B P August	Opotiki	Microlight C2	Rev
DAO	Cessna 177B	Aspiring Air Limited	Gore	Aeroplane	W/D
DLH	Grumman American AA-5	Mr J V Mudgway	Nelson	Aeroplane	Rev
DMH	Eipper Quicksilver MX II	Mr D M Horrocks	Wanganui	Microlight C2	Rev
DRB	Cessna 182T	Point Health Pty Ltd	Queenstown	Aeroplane	Exp
ECD	Beech C23	Mr W K Williams	Waimate	Aeroplane	Rev
EMB	Kavanagh E-140	Early Morning Balloons Ltd	Hastings	Balloon	Exp
ENO	Thunder and Colt AX9-120 S2	Mr S M Kirkman	Whangarei	Balloon	Exp
FAA	Cameron A-275	Up Up And Away Ltd	Christchurch	Balloon	Rev
FAM	Cameron A-340	Up Up And Away Ltd	Christchurch	Balloon	Exp
FAR	Cameron A-375	Up Up And Away Ltd	Christchurch	Balloon	Rev
FAS	Cameron A-180	Early Morning Balloons Ltd	Hastings	Balloon	Exp
FAT	Cameron A-210	Up Up And Away Ltd	Christchurch	Balloon	Rev
FAY	Cameron A-120	Up Up And Away Ltd	Christchurch	Balloon	Rev
FAZ	Cameron A-340	Up Up And Away Ltd	Christchurch	Balloon	Rev

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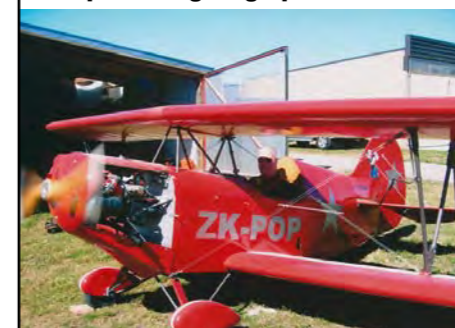
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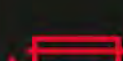
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