

# Recreational Pilot

Issue 33  
December 2008





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Front cover- Santa checking out Caroline Trevella's Thruster

Sent in some photos but can't find them in this issue?

We had a good response to my call for pictures- far more than I could handle or fit into this issue. Thanks to all who contributed. But they are all on file, so you never know- yours may pop up over the next few issues.

Remember we are always looking out for articles, club news, fly-in reports, aircraft reviews, etc. If you can help out, please send your ideas and contributions to [editor@raanz.org.nz](mailto:editor@raanz.org.nz).

## 406MHz PLB/ELT heads up

It is now law- all flights greater than 10NM from point of departure must carry a 406MHz beacon. For microlights these may be portable Personal Locator Beacons. If you haven't got yours yet, better get in quick. With the initial rush to purchase over, and with the volatile exchange rate, you may find it hard to get your beacon of choice, and find it harder on your pocket. And don't be tempted to buy from overseas on the internet- the beacons must be coded with the New Zealand country code, and must be registered with the New Zealand Rescue Coordination Centre.

For those who have a beacon already- good on you! But it may pay to check with the NZRCC that you are registered with them- we have heard that some were missed due to an incorrect fax number on the registration form. Call NZRCC on 0800 406 111 or email [enquiries@maritimenz.govt.nz](mailto:enquiries@maritimenz.govt.nz)



# The Recreational Aircraft Association of New Zealand (Inc)

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The Recreational Pilot Magazine is produced by RANZ for its membership. Printed copies are sent by mail to financial members, pdf copies are available to all from our website.

We welcome contributions from anyone- particularly photos and stories from members and clubs.

Digital photos and articles should be sent by email to [editor@raanz.org.nz](mailto:editor@raanz.org.nz). RAANZ reserves full editorial rights to exclude or change any content that is not appropriate.

## Advertising rates (all plus GST)

Full page colour	\$180
Half page colour	\$100
Quarter page colour	\$60
Full page b&w	\$70
Half page b&w	\$40
Quarter page b&w	\$25

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**[editor@raanz.org.nz](mailto:editor@raanz.org.nz)**

## Changes in membership since last magazine

Name	Club	Reason	Certificate
Harrington Turnbull	Otamatea Ruawai Aero Club	Exam	Novice
Stephen Jaques	Otamatea Ruawai Aero Club	Exam	Novice
Philip Turnbull	Canterbury Recreational Aircraft Club	FRTTO	Novice
David Blackwood	Northland Microlight Club	FRTTO	Novice
Robert Bryant	Motueka Recreational Flying Club	Joined	
Robert Thurston	Wairarapa Microlight Club	Joined	Advanced National
Robert Mayhead	Wairoa Aero Club	Joined	Advanced National
Robert Donald	Bay of Plenty Microlight Assn	Joined	Novice
Mark Nelson	Canterbury Recreational Aircraft Club	Joined	Novice
Jacob Saunders	Canterbury Recreational Aircraft Club	Joined	Novice
Joel Swartz	Motueka Recreational Flying Club	Joined	
Dean Straker	Motueka Recreational Flying Club	Joined	
Trevor Hall	Kaitaia Aero Club	Joined	Novice
Paula Hepburn	Northern Recreational Flying Club	Joined	Novice
Nicholas Taber	Motueka Recreational Flying Club	Joined	
John Hawke	Motueka Recreational Flying Club	Joined	
William Watkins	Motueka Recreational Flying Club	Joined	
Guy Herschell	Motueka Recreational Flying Club	Joined	
Graham French	Bay of Islands Aero Club	Joined	Advanced National
Anthony Webster	Middle Districts Sports Flying Club	Joined	Novice
Andrew Luff	Canterbury Recreational Aircraft Club	Joined	Novice
Ed Evenbly	Manawatu Microlight Club	Upgrade	Senior Flight Instructor
Howard Bradley	Manawatu Microlight Club	Upgrade	Advanced Local
Grant Porter	Canterbury Recreational Aircraft Club	Upgrade	Intermediate
Roger Price	Golden Bay Flying Club	Upgrade	Advanced National
Roy Waddingham	Canterbury Recreational Aircraft Club	Upgrade	Intermediate
Philip Guerin	Nelson Microlight Club	Upgrade	Advanced Local
Steven Reynolds	West Coast Microlight Club	Upgrade	Advanced Local
James Sharp	Otamatea Ruawai Aero Club	Upgrade	Advanced Local
John McCaul	Canterbury Recreational Aircraft Club	Upgrade	Advanced National
Simon Lockie	Northland Microlight Club	Upgrade	Advanced National
Colin Thomas	Kaitaia Aero Club	Upgrade	Intermediate

### RAANZ on-line database

The RAANZ database is now on-line and provides resources to members, instructors and IAs. Typical uses are:

#### Members

- Check personal certificate, exam and membership status.
- Update personal contact details
- Find an Instructor or IA
- Find a club contact

#### Instructors

- Check pilot certificate, exam and membership status

#### IAs

- Check aircraft annual inspection status

To get to the database, go to the RAANZ website ([www.raanz.org.nz](http://www.raanz.org.nz)) and click on **Online Database** in the left sidebar. This takes you to an intro page with some basic driving instructions. Click on the link **Click here to go to the online database** to get to

the database itself. You can navigate around the database using the drop-down menu bar along the top of the screen.

The database requires id and password entry. Use your member number in the login field, and your assigned or chosen password in the password field.

If you don't know or have forgotten your password, click on the **Forgotten Password** link, where you will be able to enter your email address and request an email with your login details. The database has email addresses loaded for only about 30% of members. If the system flags it can't find your email address, send an email to [office@raanz.org.nz](mailto:office@raanz.org.nz) to get your email address loaded.

For security you should change your password on first time into the database to something known only to you.

Once you are in the database your access is restricted as follows:

- Members can only see their own records, and can only modify personal contact details- not pilot certificate details
- Instructors can see all pilot records, but cannot modify any details.
- Members can see all Instructor, IA and club contact details

The database features are in development with new stuff coming along soon, including a contact log for each member recording all membership and certificate changes/updates/CMVs for traceability purposes.

## From the AGM...

### President and Tech Report 2008

It has been an interesting year for RAANZ, we have had an exceptional fly in at Waipukurau, the full integration of the FRTTO exam, implementation of an online database, the introduction of compulsory ELT/PLB, an AD on fuel systems two separate fatal accidents and an offer from RA-Aus to work more closely. I'd like to briefly discuss each item in more detail.

First off congratulations to the organisers of this year's fly in at YP, it was well organized with a couple of outstanding speakers who absolutely captivated the audience, there was a great turn out with some pilots flying quite some distances in earlier generation machines with no issues that I heard of. The fly down from Auckland was magic and the fly home over Boyd was even more magic, fortunately an empty water bottle saved Chris's right hand seat from the contents of my bladder but that's another story.

The RAANZ FRTTO exam has completed the one stop shop we have been aiming for for

some time now, it has been a huge work in progress with a large effort from the exec and a special effort from Stuart for getting it from draft stage to an acceptable standard for CAA. There have been a number of RAANZ FRTTO certificates issued already highlighting the need for this. I'd like to take this opportunity to thank all those who helped put this together.

Stuart has also been a very busy boy and transferred the entire RAANZ database on to the web server. This now gives any member the opportunity to check their status at any time, this also gives instructors and IA's the ability to check on the individual status of a particular member, security level protection prevents unauthorised changes.

This is a huge step forward and should prevent the need for long phone calls in the middle of the night from instructors and IA's trying to catch up on member's details. Once again many thanks to Stuart for his effort here.

The introduction of compulsory carrying ELT/PLB over 10NM went very smoothly with

RAANZ organizing a discount for its members. It seemed that not long after our initiative you could buy them for a similar price anyway, so may be we helped bring the price down across the board, we will never know. To my knowledge no one has found the need to use one to date, long may it remain that way. The fact that there has been very little negative comments about their use since their introduction would seem to indicate an acceptance of the value of such a tool, I know there are a number of happier WAGs out there.

We have seen the introduction of an AD requiring all fuel systems not already calibrated to become calibrated. When this first came out we were a little bewildered that anyone would consider flying without knowing exactly how much usable fuel they had on board, I must admit I still find this hard to believe. None the less human nature being what it is, will see a gauge on half full and think they have used half their usable fuel. I think we still need to reinforce the idea of a litre of fuel will last a certain amount of time and keep an eye on the clock. There is still no substitute for a bit of old fashioned flight planning even in a simple form.

We had two separate fatal accidents leaving three dead this year which left me feeling a bit empty and prompted an exec meeting in Wellington which Evan describes in more detail so I won't double up on that. But I would like to remind every one of the consequences of poor decision making and how one mistake can easily lead to death. If you think you have a medical condition or have been drinking just don't bother getting the aircraft out and so reduce the pressure to fly because it may be a life or death decision, the same goes for marginal weather or an un maintained aircraft. Human factors would appear to have played a part in almost all of the fatalities in microlights since I can remember, I don't believe this is due to poor

training but due to the insatiable need to fly which has over ridden commonsense. Please consider the friends and families, your children and wife's who may be affected by your judgement or lack of it.

Over the course of the year the exec was approached by RA-Aus on ways we could work closer together, this cantered around common use of their website and the possible sharing of their magazine. While we have not been closed to the idea the cost of delivering the Australian magazine to NZ would mean the tripling of our fees and the exec has decided that this just might not win too many friends. Of course their magazine is available by private subscription. I think there is still work to do on this and hopefully the new exec will come up with a cunning plan.

I will be resigning from all positions including the exec this year in an effort to free up more time with my family before the kids leave home. It has been very fulfilling working with the different exec members over the years, I feel happy that the exec has done all that has been asked of it and more to improve the systems, exams etc. Sometimes the wheels of power have turned slowly but we have managed to achieve all our goals so I would like to thank all the exec and Stuart for a wonderful job as admin officer. Evan will be passing the operations position on and you will have a new Tech officer, so I wish the new appointees the best of luck and I'm sure Evan and I will still offer assistance and advice if necessary to ensure a smooth transition.

Thank you all very much and I know the spirit of friendliness and comradeship will continue, hope to see you in the sky or at a field in the near future.

**Regards**  
**Anton Lawrence**

## Operations Report 2008

The year in review: The updating of our pilot training manual progresses slowly but obviously the final rollout of our RAANZ issued FRT0 was a highlight. Sometimes we are asked why we don't avoid all the extra work and just hook into the existing syllabus and procedures that ASL runs for GA pilots. While it is necessary that we adopt an equivalent standard of competence that all pilots require for their FRT0 ratings, our own specific requirements do differ and it is important to reflect this. Also, feedback from our members suggest that if we can provide a one stop shop for all our pilot needs - that is a unique point of difference that RAANZ should foster.

After the second fatal accident involving microlight aircraft earlier this year the executive met together in Wellington to review our policy relative to the significance that the science of 'Human Factors' should feature in our procedures and training manuals. CAA generously offered the assistance of Ross St George to help us better understand this complex subject. There is no doubt that Human Factors, which is essentially the whole science of pilot decision making, is a key element in flight safety and we have consequently updated our manuals to reflect the importance that needs to be placed on this subject.

This years National Fly In was held at Waipukurau Airfield on the weekend of 7-9th of March. Although some of us had somewhat ropey flights to the venue and back home again, the fly-in itself was a great success with a wide variety of aircraft from through out N.Z. Ken McKee and his willing band of helpers organized a number of interesting activities and of course the usual flying competitions.

Congratulations to all those that competed and especially those pilots that won a trophy. The glider aerobatics display and the two guest speakers in the evening were simply outstanding.

Hopefully you have noted the weekend of 12 - 15th March 2009, being the dates for our next National fly-in at Motueka Airfield. This will be a new venue for our National event and the surrounding area offers a wide variety of interesting country to explore by air and strips to visit. Bob Wagner and his team have booked some good weather and I am sure will have planned an interesting itinerary.

This year is my final report as your Operations Officer. I have held this position for nine years now and it has been a privilege to have participated in the growth and maturity of our sport during that time. As a Pteradactyl pilot from the early eighties it is a constant source of pride to me that our organization has managed to maintain the basic 'keep it simple and affordable philosophy' that was so important when microlight operations were first set up all those years ago. Sure the level of sophistication and expense of some of the microlight aircraft that we now have available would have exceeded even our wildest imagination at that time, but the basic tenet of personal responsibility, common sense flight rules and club based flight training at a reasonable cost remains to this day. It is so important to me that those many pilots that get so much pleasure from flying around their local patch on a fine day in their 1st generation microlights are still able to do so with basically the same freedoms and lack of fuss that they have always had.

Just as importantly, I believe, our organization has established and maintained a mutually respectful and productive relationship with CAA - and to a degree at least, has established the credibility and integrity of our sport within the wider aviation community.

I have really enjoyed my time as your Operations guy - and the support and friendship I have enjoyed from many of you. I especially appreciate the leadership and dedication from all of our Instructors and ATOs that have helped promote the strong safety culture that we now have within our organization. In my opinion, this is the critical

component for our future progress.

Finally, I am very pleased to confirm that Willie Morton will be your next Operations Officer. Of all our senior and most capable ATOs, Willie is, in my opinion, the best possible choice for this appointment and I am sure he will acquit himself well during the

foreseeable future.

Good luck Willie and thank you for stepping up to the plate.

**Safe flying,**

**Evan Gardiner  
Operations Officer**

## Member contributions.....

### **Smell of Petrol in the cabin!**

Recently student pilot Kevin Taylor and I went up in the Tecnam ZK-CDL for a short cross country training flight. The usual skilful take off by Kevin, but on climb out a strong smell; "Do you smell anything Kevin?" ... "Yes, petrol". "So do I ... I have control."

Opened the cabin vents fully, levelled out immediately and turned downwind for a low level circuit, and once the breeze was blowing through turned off the Master switch. Now no radio, trim, flaps, intercom, but no sparks either. Noticed that my feet felt damp, was it petrol dripping onto them? Visions of toasted feet, and much else, so no way were we going to turn anything electrical back on until those feet were on the ground and ready to start running. Turned base and final at 70kn, didn't want to get distracted and drop it, and got its feet down onto runway 25 but further in than I liked.

By this time the smell of petrol had ceased, so put the power back on and went around... Had the smell of petrol been still strong I'd have stood on the brakes and if necessary pulled off into the long grass to stop it, but things were improving so a go around was best. Another low and fast circuit, being careful to keep it in balance for the turns and pulled it back a little for induced drag and landed nicely. Resolved to practice more 'flapless' landings in the Tecnam, which is a lot more slippery when clean.

Taxied onto the apron and shouting to Kevin over the engine noise (no intercom) we unbuckled and got our feet outside ready to

do a runner if necessary, then I turned the Master switch back on so that the electric fuel pump would add to the pressure of the mechanical fuel pump. With the doors held open and the engine running (didn't want a spark from turning off the ignition switches) there was a lot of breeze so little chance of a vapour built up even if it was dripping inside, and we gave it a minute or so like that to duplicate the flight conditions. Turned off and we did a very careful inspection inside the cabin and engine bay... nothing: no smell, no dripping, no wet spots, nothing.

Then Kevin discovered that the door pocket where the fuel sample tube is kept had a strong smell... we decided that the tube probably had some fuel in it, and on climb-out this tilted and it ran out. Many more flights that day and no more smell. So there never was a problem, but as always with aviation some things learned:

- Carry the fuel tube open end down while finishing the pre-flight to make sure that it has completely drained and dried before stowing it.
- Likewise the dipstick, dip early and wave it around during the preflight so it has time to dry.
- Could the event have been handled better? Generally we were satisfied with how we handled it, but I should have got it down first time with plenty of runway left, so...
- Need to practice flapless landings.

The 'damp feet'? Amazing how quickly you sweat when you think you're being bathed in petrol.

**Harvey Lockie**



Motueka is a small semi rural town situated at the south western end of Tasman Bay. At the place where the Motueka River flows into Tasman Bay you will find the township of Motueka.

Just a few short miles to the west is the Mount Arthur Range with peaks of almost 6000 ft that tower above Motueka and the Motueka Valley. To the northwest, about 10 - 15 minutes flying time away "over the hill" (about 3500 ft) is Takaka. Around "the coastline" between Motueka and Takaka is the Abel Tasman National Park. Karamea, to the west, is the northern most town on the West Coast of the South Island and can be flown in about 30 minutes from Motueka.

Your hosts for the RAANZ 2009 Annual Fly-in are the Nelson Microlight Club who will provide...

- On the airfield Shell Avgas and Jet A1 fuel is available using swipe card.
- Shuttle service to and from your central Motueka accommodation.
- Catering on the field with all day tea and coffee and a BBQ running most of the time.
- Local organised X country flying to suite all classes and types of aircraft (not too organised you understand) and the usual mandatory competitions.
- Spectacular scenery and good company.
- We hope CAA representatives will be there with info and updates- always very good value.
- We also expect to have trade displays from various Microlight agents and other aviation suppliers.

Registrations to

Bruce Bygate  
Champion Tce  
Tahauna  
Nelson

brbygate@xtra.co.nz

Kay Hart  
59 College St  
Motueka

kayhart@xtra.co.nz

Bob Wagner  
247 Pugh's Road  
Hope  
RD Richmond

wagner.trust@xtra.co.nz

Further updates will be posted on RAANZ website.

### Program

Thursday 12th.  
Early arrivals.  
Local flights.

Friday 13th.  
Arrivals  
Local flights  
BBQ tea

Saturday 14th.  
Breakfast  
Pilots Briefing  
Competitions  
Local flights  
Lunch  
Competitions contd  
Evening Presentation dinner and other

Sunday 15th.  
Breakfast.  
Miscellaneous  
Local flying  
Departures.

### Sponsored by Shell Aviation NZ Ltd

Note:

- Camping on the airfield under your aircraft permitted. No charge.
- All accommodation will be the responsibility of the individual to arrange.
- See separate sheet for accommodation details.

## Registration Form

One per aircraft

Forward with payment to B R Bygate or Kay Hart or Bob Wagner before 15 Feb 2009.  
Post or email.

Activity	Cost per person	Number attending
Registration	\$25	
Friday BBQ tea	\$12	
Saturday breakfast	\$5	
Saturday lunch	\$ to be advised on the day	
Saturday presentation dinner	\$35	
Sunday breakfast	\$5	
<b>Total enclosed</b>		

Name:

Address:

Phone:

A/c type:

A/c registration:

POB:

Please appreciate an event like this has initial fixed set up costs and overheads. Should the fly-in be cancelled due to weather all except the registration fee will be refunded.

Numbers for the presentation dinner MAY be limited after the 15 Feb deadline so PLEASE register early.

It was early December, and Santa was busy getting ready for his big day....The sleigh was pulled out and given a thorough annual inspection and preflight, the reindeer were checked out,, everything looked good to go.

Finally the man from the Fed turned up...He had a flick through Santa's logbook and said 'OK Santa, hop in and let's see how rusty you have got since your last big x/c'.

As Santa climbed into left seat, he couldn't help but notice the Fed was trying to conceal a shotgun down his trouser leg. 'Oi- what's that gun for?'

The Fed went a bit redfaced and sheepishly replied 'Actually, I was planning to give you an engine failure on take-off.'

Accommodation List.  
!!!!!!! Please arrange you own accommodation !!!!!!!

Book your own or book through Motueka Visitor Information Centre.  
Ph 03 528 6563 or email [info@motuekaisite.co.nz](mailto:info@motuekaisite.co.nz)

Remember it's still summer holiday time in Nelson so book NOW to secure your accommodation.

**Backpackers,**

Hat Trick Lodge.	03 528 5353.	Near town centre.
Laughing Kiwi.	03 5289229.	Near town centre.
Motueka Backpackers.	03 528 7581.	Near town centre.
White Elephant.	03 528 6208 .	Near town centre.
Happy Apple.	03 528 8652.	1.5 km to town centre.

**Motels,**

Motueka Garden Motel.	0800 010 911.	1/4 km to airfield. Closest to airfield.
Nautilus Lodge Motel.	0800 628 845.	Near town centre.
Avalon Mannor Motel.	0800 282 566.	Near town centre.
Equestrian Lodge Motel.	0800 668 782.	Near town centre.
Lemon Tree Lodge.	03 528 8872.	1.5 km to town centre.
Motueka Tourist Units.	03 5288 550.	1 km to airfield.
Able Tasman Motel.	0800 845 678.	1 km to town centre.
Coastal Palms Apartment.	03 528 0166.	1.5 km to town centre.
Top Ten Holiday Park.	0800 668 835.	Near town centre.

**B & B.**

Kowhai Cottage.	03 528 8841.	Near town centre.
Bloom Fields.	03 528 7083.	1 km to airfield.
Timeout.	0800 005 0978.	1 km to airfield.
Queen Vic.	0800 307 757.	1/4 km to airfield. Closest to airfield.
Golf View Chalet	03 528 8353.	1.5 km to town centre.
Motueka Homestay.	03 528 9385.	Near town centre.

**Hostel.**

Bakers Lodge.	03 528 0102.	Near town centre.
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**Self Contained Cottages.**

Twin Oaks Cottage.	03 528 7882.	0.5 km to town centre.
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**Camps.**

Top ten holiday park	0800 668 835 .	Sites and cabins. Near town centre
Fernwood holiday park	03 528 7488	1.5 km to airfield.
Marchwood park.	On airfield boundary. Tents and caravans no cabins.	

Note. Town centre to airfield approx 1.5 km.

Go to Google Earth to see Motueka airfield in relation to township. Resolution is excellent.  
Also go to Motueka, Tasman Maps at [google.co.nz](http://google.co.nz) for Motueka street maps.

## Member's musings

Living in the U.K, In 1982, my father-in-law Peter bell spotted an article in a flying magazine. "Learn to fly a Microlight" it said.

He persuaded me to go along to a 500 acre strip of land, in Essex, to meet a guy called David Cook. He had a single seat Rotec Rally 2b which he proceeded to give us RIG and DE RIG instruction on.



After a couple of hours of fingers and thumbs and "where does this bit go" again we were shown how to Taxi this cute tail dragger. Then taxi with the Tail up. By this time it was about 5oc and time too call it a day. About a week later, when the weather permitted, we went back to Essex for a second go. Flying?

Peace of cake we thought. How wrong could one be. We carried on where we had left off and between us did some smart taxing with the tail up. All this time David Cook was running along side shouting instructions "Keep the stick forward" he would shout.

What he had not said was what would happen if the stick was pulled back. On my turn across this 500 acre field I found out. Full throttle, stick forward, tail up, stick back a touch and woosh.....I was airbourne. BUGGER! What was I doing up there? At about 50 feet off the ground I shut the power down. What a mistake. NO lift. Instant terra-firma. What a mess I made of that lovely Rotec. I was fortunate enough to escape unscathed.

We carred the bits back to Dave Cooks place and fixed it. My father-inlaw purchased the machine and we carried on having lessons untill we had mastered the art. Seems a long time ago now though and that crash taught me a heck of a lot. David Cook, who was an R.A.F pilot, went onto build the SHADOW microlight.

**Happy flying.**  
**Peter Steers**

## Soaring the Sinus

I have been getting to know the Sinus ZK - GPI and our area pretty well and so have been averaging more than an hour engine off for all my recent flights. Sometimes thermalling but over the winter more ridge soaring.

### The Bluff

The Bluff on the West Coast just north of Dargaville is a very reliable site in a SW wind of 12 knots or more – and it is beautiful – a wild and remote coast with beautiful beaches and blue sea

As an added bonus when ready for a change I descend off the Bluff from around 2000ft

and down the sand hills at 300 to 400 ft for 20 kms or so (Bayleys beach ). Lots of seagulls and a few ducks but not a problem soaring at 50Kts. However last week the wind was 20kts plus and strong lift so I decided to convert lift to speed and zoomed along at 80 kts - oops new problem - seagulls and ducks don't react as quickly to avoid a glider doing 80 kts. A recent bad accident in Ozzie in a Zenith was put down to a mid air between aircraft and a pelican. I think next time I will convert the lift to height and stick to 50 kts.

Great fun all round though - few tricks to remember – the engine gets very cold at any kind of altitude and always needs full choke to restart - and the oil temp gets down to 15 Degrees after an hour engine off and takes a

good 10 mins to get up to operating temp of 50 Deg. Simple enough though – start up and fly at a very low power setting to maintain level flite at 50 kts- she only needs 2800 RPM to do so (a fast idle)

Fuel consumption is miserly at less than 10 liters for a good day out. The 4 stroke Rotax 80 hp engine is a dream too – very smooth, quiet & economical.

### Ridge Soaring

We have found some other ridges that work well in other winds

Kauri Cliffs works well in a NE breeze and is a lot better than playing golf. There are a couple of good hills south of Kaitaia that work well in a NW wind too. And in a SE wind there are few ridges that work and a few I still have not tried. We rarely have a southerly but did recently and I found a small ridge that



worked us up from 800 ft to 1500ft on a cool cloudy day but after 30 mins it generated a thermal on one end and we got up to 3000 ft – you never know !

There are those who think ridge soaring is unexciting and Piggott's gliding "bible" says it is only useful to lead the thermals (which sometimes it does ) However I maintain that it improves your flying a lot and in an hour it is easy to do 50 turns or more – it sure tidies up your flying. I like being current – flying is

a lot more enjoyable when you are current and tuned in. Ridge soaring helps you maintain currency even if less exciting than a thermal, and of course it gets you flying for free even on cold winter days.

**Happy flying**  
**Alan & Donna Clarke**

### Russell Ruminations

Looking in old magazines and periodicals, I am gratified that I have had the opportunity to fly some aircraft that 40 years ago would have been considered part of just one class-aeroplanes- and as such would have needed a full PPL to operate. We now have available some pretty extraordinary performers that would have blitzed what was available 40 years ago in the 'light' category. Who could have contemplated 100 hp engines, variable speed props and undercars tucking themselves modestly away from view a mere 10 years ago?

Druine 'Turbulents' and revamped Vdub motors were less than a modern microlight in looks and performance, yet these planes needed a PPL to fly. That CAA has allowed huge changes is quite extraordinary

considering the pace that usually goes with change. Increasingly, the older pilots having trouble maintaining their Class 2 Medicals, are turning to planes they would have sneered at a few years ago. Now that we have placed a tentative toe into the waters of the Sports Licence, when CAA gets a bit of confidence about who it allows to fly, it will discover that the world will continue to revolve, pilots will not fall out of the sky in droves and things will go on as usual.

I suppose that having come late on the scene though always being fascinated by aircraft, I tend to remember anecdotes related by pilots to me while I hung on every syllable. A local no longer flying, related how his instructor took him through the hills at low-level and demanded he explain what he was seeing. After a very rigorous training session, the instructor told our perspiring

hero that he could fly back at a still low level since the session was over. Nirvana! Switch off the brain, enjoy the view and relax since you are no longer being tested. On the way, the instructor hauled back the yoke much to the pilot's surprise. 'Didn't you see those wires?' he demanded of our hapless flyer. You know the answer. Had they continued, the results would not have been pretty. A graphic demonstration that impressed our hero enough to have him commit it to memory and retell it to me.

We were up at 1500 feet doing an Annual review. I had heard stories about my pilot in his younger day flying low and performing a steep turn about his house. He got slower and slower so put in some top rudder to keep himself aloft. The result was startling. I asked him to demonstrate it to me since he at that time was (and still is) more experienced than I will ever be. We rolled into a turn and I tightened up my belt and sphincter. Sure enough, with the wings hard over left, booting the right rudder rolled the aircraft rather rapidly right and negative, and then presented us with a pretty good view of the ground directly underneath us. It was interesting.

Flying can be very safe and not produce much drama if we fly in stable air and not experiment. The first bit would be 6 days a year in New Zealand. The second bit is up to us as pilots. Everyone likes to test themselves and do something new. Unfortunately flying doesn't give us too many second opportunities if we get it wrong. In New Zealand we do 5 hours on instruments for a basic PPL, we do not need to stall an aircraft in a climbing turn. The UK demands stalls in this configuration. Who is right?

As microlight pilots, we want to get away from the garbage required to fly with 3 pax. Our planes do not have the performance of GA stuff. This is changing quite rapidly. It is up to us now to decide what kind of flying we want to do. Staying local is fine and it is covered by the licensing structure in place. If we intend to go further afield, the requirements are the same as PPL.

The two tier licence is right and appropriate. I have no problem issuing a licence to a pilot who passes the basic exam and only wishes to fly around the local area. A 50 mile radius is pretty generous. For those who wish to fly further afield, it is advisable to pass the PPL exams. They are not so difficult once one gets the head around what is required. We already need a radio licence to operate this equipment and again, it is not too challenging once a bit of flying is done and an understanding of the rules is assimilated.

As microlights advance to all aluminium or composite construction with retractable undercarriage and speeds in excess of 150 knots, it is appropriate to ask ourselves if we are up with the play.

Instruction and education about flying takes on a whole new meaning. It is little wonder that RNZAC wants all instructors to be commercial pilots with instructing qualifications.

Microlights, the guys who build 'em and the bods who fly them are appropriately, pushing the boundaries. Max Clear in New Zealand would never have envisaged in his wildest dreams just how far the Bantam would have advanced from its rag and tube beginnings with a humble 2 stroke up front to the drum-tight and 4 stroke powered performer it has become.

Arguably we are moving away from our basic philosophy of cheap flying. But this is not the case. For those who want a scooter, the facilities are still there. Much like the land transport requirements, anything under 50cc does not attract the unwelcome attentions of bureaucracy. We can still do the basic things quite cheaply.

As the pendulum swings, it might be that we all return to our roots. I think that this would be no bad thing.

**Charles Rusell**

I'm sure we've all seen an e-mail round robin of so called amusing exchanges between pilots and ATC controllers, not sure how many are genuine, but from my past life I can vouch for this ....

Climbing out of Los Angeles one night some years ago, heading towards Northern Canada for the Atlantic crossing to London, vague promises of the Northern Lights twinkling ahead, cockpit lights turned down, coffee to hand - it was a hard life - ATC confirmed radar identified, in other words don't call us, we'll call you, quiet drone from the 4 Rolls-Royce engines encouragingly burning up the World's oil resources - and for those used to paying for an engine consumption of around 20 litres / hour, don't ask !

Suddenly the quiet reverie was disturbed by ( the precise data of the ATC report escapes me now, but the second call is engraved on my memory ! ) - Salt Lake Centre this is "Airline" 123. - Go ahead 123 - OK, 123 was over Crazy Woman ( really ) at 25, Flt. level 350 estimating Sioux City at 58. - and from AT -123 is radar identified , cleared as filed, maintain 350, squawk 3476 omit pos'n reports and call Centre on 125.7 at time 42. This was read back and we resumed the silent flight.

Shortly after : 123, you still with me ? Yep. You bound for Vegas? - Yep You a 10?( DC-10 ) - Yep. Didn't know " airline" flew 10's - Do now. Waal, I guess your passengers need a DC-10 to carry all their winnings home? - Nope, our passengers can carry their winnings home in a Cessna 152 !

## Alan Murgatroyd

### Nelson's column

Hi there all you keen RAANZ Microlighters. Just a few lines on news and other bits and pieces from Nelson. Now where on earth do I start.

During late summer and winter the Nelson Microlight Club have held 1 or 2 fly-ins to various places around the district. We had an AGM and BBQ at Alistair Harts hanger at Motueka. I guess the usual business happens at AGMs' all over the world and ours was no exception. Liz and Kay Hart decided we should have a BBQ for those who attended and my word do these ladies know how to put a BBQ. The salads and other goodies we had were just the best. To all of you locals who were not there, eat your heart out.

Just last month Jeff Jordan decided to organise a fly-in at my home airstrip. The day turned out a cracker. We had 2 Blenheim 4 local aircraft arrive. Richard Batchelor from Blenheim arrived in his nice new Sport Cruiser. The registration mark on Richard's plane is ZK-YDD. Now I see it now all you

pilots are thinking Yankee Delta Delta aren't you? Your all wrong!! Written in small letters under that registration are the words Yankee Doodle Dandy. Richard is on a mission to have those words incorporated into the official telephonical communication language. (I can't even say the word never mind spell it correctly).

Chris Hagen also from Blenheim arrived with his super smooth Alpi 300. Now for all you people out there who think home builds are never as nicely finished as factory made you need to see Chris' Alpi. It's an absolute beauty. This kitset aircraft and would have be the ultimate. A credit to Chris Hagen and Logan Maclean who built it up. This Alpi is powered with a 6 cylinder 120 HP Jabaru. Now while it's probably fair to say it's not as quick of the ground as some other types once it's in the air and the wheels are up there is probably not a lot out there that will keep up with it. Well done Chris and Logan.

The local squadron included Trevor and Helen Leighton ZK-CAR (well Toyota van actually), Alistair and Liz Hart arrived in their Sport Cruiser, Jeff Jordan came his Zenair,

Ross and Marie Stratford in their Alpi 200 and Margaret and myself in our Zenair. What am I talking about? Margaret and I didn't arrive, we were already there!!!



BBQ again. More salads, steak, pavlova and I don't know what all and I will tell you locals again who were not there, you really missed something. After lunch we flew to another private airstrip at Tapawera, Chris landed last and he just had to do a low fast pass across the airstrip to check out the wind sock before landing. Hell that thing is fast. We kicked the grass, discussed this, that and the next thing, told a few lies and went our separate ways home from there. Bloody great day out!!!!

Some of us were lucky enough to go to Oshkosh in July. Colin and Sue Wade from Hamilton led a tour of about 30 bodies. We met some really neat people, saw so many aircraft it made your head spin, made new friends, bought a suitcase full of aircraft bits and pieces home and had a fantastic time. You know it's amazing, I bought 2 complete sets of good quality flying instruments over there plus a transponder, 4 place intercom and a lot of other electronic bits and pieces for less than NZ \$2000.00. (The NZ dollar was about US .80 cents at the time unlike now). All this stuff filled a large size suitcase. To buy that lot here you would be staring at the thick end of \$10000.00 or maybe even more. Margaret and I will probably go again next year.

I believe Colin and Sue are leading another tour there next year so anyone interested in going should contact them. Now I hear you all ask "who the hell is Colin and Sue Wade".

They are members of SAC and can be contacted through Sally or Barry Readman who run SAC. Sally and Barry's email is [sally@sportflying.co.nz](mailto:sally@sportflying.co.nz).

### **RAANZ 2009 NATIONAL FLY-IN.**

Elsewhere in this issue of RecPilot you will find the registration form for the 2009 RAANZ Annual Fly-in at Motueka Airfield. As you all know by now The Nelson Microlight Club is hosting the RAANZ 2009 Fly-in rally in March next year. Attached to the registration form is a list of most of the accommodation available in Motueka.

I suggest if you have not already booked in you should get onto it, sooner rather than later. I'm told there are other events being organised by other organisations in Nelson, Tasman and Motueka and as sure as god made little apples everyone will be visiting the area at the same time.

Never been to Nelson? There is flying around here like you wouldn't believe. The weather is usually stable at this time of year and remember what I have written about the food the local girls can conjure up.

Landing Fees for the weekend. I have arranged with the Motueka Airfield operator that all aircraft registering and attending the fly-in will pay just 1 only \$5.00 landing fee each that will cover all movements for that aircraft in or around the Motueka airfield for the weekend Thursday 12th to Sunday 15th March inclusive.



Guest speaker for Saturday evening dinner will be Don McCracken. Don the manager of "The Vintage Aviator Limited" workshop's

in Wellington. TVAL are the ones to blame for building and or restoring all those replica WW1 aircraft we see at the bigger air shows like Wanaka and Omaka and the others. Should be interesting.

Hells teeth what else we can do to

encourage you all here for the weekend. Well that about all from me for now but remember, "Keep flying. There's far too many accidents happen on the ground".

**Cheers**

**Bob Wagner.**

### **Wayne's Wanaka Weddings Ltd**

The amazing thing about working in your own flying business is the variety of jobs that come up. The excitement of answering the phone is always present as you just never know who the person maybe on the other end and what on earth they may be requesting.

This was the case when Turi phoned us..."You don't know me but..." And ended with "...and of course we would love you to both come to our wedding reception.."!

Her father, a keen pilot, Turi had decided that her wedding chariot would have to be the mighty Cessna 180. And we were just happened to have one, in matching colours even.

The day arrived; Murphy was there too as usual. The wind was howling and rain was expected. Phone calls were exchanged, was it on or off? We wrapped tinsel around the struts in hope that the wind would allow Wayne to deliver the bride to her waiting-would be husband-no one knew she was arriving by plane.

The flight was 3 miles NW from Wanaka airfield, not far really, but it was one of those NW days. Wayne decided at the last minute it was on. Soon after an old land rover

rumbled up to the office and a very proud father and Turi stepped out and walked over to the Cessna. As Turi approached I was amazed at the nervous tension surrounding her.....I asked "Are you worried about the windy flight"? She was not, infact later she told me she doesn't recall much about the flight as she was well and truly caught up in the fact she was about to marry Mike, in the most beautiful location, down by the river near her parent's airstrip.

As usual the bride was late, so it was a very fast taxi over towards the river and a scuffle to unhook Turi's dress out of the back seat of the Cessna, and then she was off down to the river.

Some kayakers looked slightly bemused to come across the wedding party and slowly floated on by at the wind caught Turi's veiled and blew it down the river.

After the ceremony, Wayne then flew proud Dad and the happy new couple back to the awaiting land rover...no one had thought to tie tin cans on the back of the 180.....

A singly champagne flute was discovered sometime later deep down in the back pocket of the 180's seat.

**Wayne Allanson**



## News from the Far North

Kaitaia Aero Club was re- formed in 1948 and has had various levels of flying activity since. We have only been into microlighting for 2 seasons. Our first attempt was with an Avid Flyer which gave us an interesting time. Whilst fun to fly I found instructing on it a bit too intrepid for me.

We obtained a Technam P96G a year ago and this has been very popular. It is a delight to fly and is suitable for our GA pilots too! We have run ground school lectures throughout the winter and several members now hold RAANZ pilot certificates and we expect several more to qualify in the near future.

Our wings dinner was held in November and 8 first solo certificates were issued. The guest speaker, Alan Ward entertained us with his exploits as Aid Coordinator for the Red Cross operating in Afghanistan, Kenya and the Sudan. This was followed by Music and dancing which continued into the night and a good time was had by all. Luckily the president had arranged for transport to take revellers home in the early hours.

During the year several well supported club competitions took place. These involved spot landings, flour bombing, streamer cutting and air racing. Members were able to take part with an instructor as safety pilot if they were not qualified in their own right. Members have so far been reluctant to take part in more formal competitions with other clubs but this may well change as our pilot numbers and experience levels increase.

We recently hosted a fly out for an aero club who wanted a beach landing. We assembled at Kaitaia for coffee and a briefing and then flew en mass to land on 90 mile beach. After a shell fish collecting expedition the BBQ was fired up test the catch. On our Return to Kaitaia the club Captain had organised dinner for us. I say organised because as usual most of the work fell to the long suffering women folk without whom life would be very dull. Visitors stayed overnight before

lurking off mid morning Sunday promising to return next year.

Our new President is Jim Summerfield, a topdressing pilot of many years experience, and a RAANZ senior instructor. Dierdre Crene is our treasurer/secretary and Colin Thomas, a recently RAANZ qualified pilot is vice- president. He has plenty of energy – and a motel offering aviators discounted rates. This offer has been taken up by several visiting overseas pilots looking to get the best view of New Zealand!

For aviators looking for a few days away this is a superb area. Northland is known as the first region of New Zealand, as this was where indigenous Maori and subsequently the colonial settlers started new beginnings. Doubtless Bay was purportedly one of the areas of first settlement.

Doubtless Bay is renowned for its subtropical climate and approximately 70km of unspoilt coastline ranging from pohutukawa-fringed tranquil white sand beaches to rugged rocky bays. It is also a great jumping off point for a number of the wineries on the Northland wine trail and is conveniently situated for access to some of Northland's outstanding internationally acclaimed golf-courses. Our historic past continues to be an important focus and visitors can enjoy a heritage walking tour of Mangonui, one of New Zealand's oldest ports, and visit the whaling museum at Butler Point.

We are looking forward to an exciting summer and hope to meet other aviators in our travels.

**John Nicholls CFI**



## **Marty's dream realised 2008**

Part Three By: Willie Morton

As we approached the ridge we realised that the saddle was yet still above us and the crossing out of reach. Something was not fitting, or may it may have been several things but I felt uneasy that all was not as it should be.

We turned away from the mountain to take another bite and immediately began descending rapidly. The temptation was to pull back on the stick but I distracted our attention to something ahead while gently leaning forward on the stick. We gathered airspeed and flew right out of that sucker. Martin then set us up in a wide left hand climbing orbit for height. The mystery of the unknown began to unfold as the expanse beyond the ridge gradually widened with height, opening further and further to expose a breathtaking revelation of increasing beauty. Even with little wind, for a few moments I baulked at the ridge fearful of crossing, amazed and very much aware that this natural wonder demanded a great deal of respect. The ridges turned downward and plunged many thousands of feet into the abyss of rubble. Valleys twisted and turned to disappear into themselves. I tried to focus my eyes but could not judge distances ahead owing to the vastness of space in between. We positioned the Technam to cross the divide at an angle sufficient to allow a turn back in case the invisible troll grabbed us to pull us down. Martin groped for his camera and inadvertently hit the stick. The plane lurched into a starboard wing dive as my heart jumped out of its cage. "Opps" said Martin nonchalantly. "Jeezz Martin" I grumbled under my breath as I repositioned the strange warm part of my underclothing.

We settled ourselves down and flew across the basin with Tekapo in the distance

The radio chatter began to increase as we made our way down Hawea to Wanaka. Martin gave me the stick for this landing while he recorded a movie length feature of right base 29 to squeak squeak grass. Ruth

and Wayne made us feel at home at their Technam dealership and training base with coffees all 'round and the trusty Pajero generously provided to us for the trip into town for lunch. John McCall offered to us his Wanaka mansion and Range Rover for our overnight stay. The next morning Ruth picked us up for the airport and we were soon in the air again on a southerly heading with eyes out for Mandeville and lunch. I had heard that the airfield was beside some hills but still it took us some time of stressful stooging around to find it. After lunch the Technam dutifully wound us out of Mandeville and before long we could just make out Invercargill in the distance. Tables away and seatback upright, we tidied the cabin for the expected unexpected. We were under no illusion that this virgin airport encounter was not your normal home strip club. Were we of age, was this within our capabilities, were we ready? I took charge and committed us to the task, my mind submitting and began giving me the affirming green light.

"Invercargill tower, Romeo Whiskey Delta"

'Romeo Whiskey Delta, Invercargill tower go ahead'

"Technam RWD is ten miles north and joining to land, two POB with Delta 1021, RWD.

'RWD join via \*%? and report on arrival, one thousand five hundred feet or below, squawk 3400, we have one Beech 1900 on takeoff runway 00 for Christchurch and will delay the turn until clear of you.

"Whaaat? My brain is mush. The map is all over the cabin.

"Ahh, Invercargill ??\*%\$/ and looking for the Beech. RWD"

I heard a read back correct, my mind lying to me!!

"Martin you found that reporting point yet?"

"RWD tower, your position please?"

What! the airport is on the wrong side of the town, oh no! I think I've stuffed this one up.

"One moment Invercargill I'm checking"

"RWD you are cleared straight in for the runway of your choice"

"Thank you Invercargill cleared straight in for runway of my choice and now joining left base 22 RWD"



RWD cleared to land.

Cleared to land RWD. Whew!!!

“Well done Willie” Martin chortled; grinning with a sense of achievement in his voice. We were both under pressure to perform and we had made it through; somehow.

The tower door magically clicked open to give us entry, we raced up the stairs to find a human being manning the tower. He was very helpful and friendly though I have to say, I was being deceived. Deceived because in response to my request to taxi for takeoff and in lodging the flight plan to Steward Island a mechanical fiendish controller voice rattled out another set of commands to set us back on edge! “RWD what the F\*\*\* are you doing there” (just joking, but the person behind the microphone is not the man behind the curtain)

We correctly over flew our southernmost mainland reporting point and set heading for Halfmoon Bay, grateful for the Invercargill experience. Approaching the island we cancelled our flight plan with Invercargill and switched to the local joining chat channel. The friendly local flights office told us that

they would be there to taxi us to town by the time we landed. The hilltop landing at Ryans Creek was uneventful though significant to us in that we were a long way from our original takeoff point at North Shore. Many wonderful mini adventures had been experienced on the way, much kinship and mutual generosity had been enjoyed with the Microlight fraternity.

We had the obligatory feed of Cod and chips from the local hotel while Martin and I chatted through our options for the return trip. Where to next, what time in our tanks, the weather’s not looking good, do we make a run for it? Having refueled at Invercargill and in view of an impending dousey of a front we decided to make a non stop run for it to Christchurch.

to be continued.....

## Presidents Report

This year's AGM was hosted by the South Canterbury Microlight Club in Timaru and our thanks for their hospitality, and to the hardy souls that showed up for the meeting.

There was a significant 'changing of the guard' this year with both the personnel on the executive and the appointment of a new Technical Officer and Operations Officer. Ian Sinclair, Anton Lawrence, and Brent Thomson all elected to step down from their executive positions this year. On behalf of all RAANZ members, I would like to acknowledge the commitment and service they have given to our organization.

Brent has always shown a very common sense approach when commenting on issues that the exec have needed to address and his contributions over his three year term on the exec is really appreciated.



Anton has been our Technical Officer for many years now and he passes the baton to

Colin Alexander with all technical operations in good shape. Anton's lasting legacy will be the initiative he took by gathering a huge global data base of technical information into the one place and burning all that stuff to DVDs. This has provided a comprehensive resource for all IAs and aircraft owner/operators alike. From the original run of DVDs this is now a living document on our website that is updated as new information becomes available.

As well as a couple of stints as RAANZ president, Ian Sinclair has been our magazine editor for a number of years and our CEO for as long as I can remember.

A little bit of history here. Way back in the mid 90s a group of us in South Canterbury put together an alternative executive committee

to the one based at that time in the Waikato. At the time, the RAANZ constitution required that the exec committee had to be elected as a region based block, to ensure the exec could meet regularly at a reasonable cost. Our proposal envisaged the core exec members to be based locally, but utilizing the emerging internet based technology, other committee members could be elected from throughout NZ to more fairly represent flyers in their area.

Key to this proposal was Sinx's confidence that he could set up an internet based Wiki forum to conduct our executive deliberations, and apart from the occasional face to face meetings each year, that is how our committee functions to this day.

Now, besides being one of the sharpest computer system developers in the country, Sinx's brain functions in a similar way to the computers he works on. Tap in a random thought and a number of best possible scenarios are presented almost instantly. This very handy talent, together with a totally off the wall sense of humour, has helped us to safely negotiate several potential minefields more than once over the years.



So farewell, and thank you to Brent, Anton and Ian. Our best wishes for your future.

A warm welcome is extended to Colin Alexander who replaces Anton Technical Officer, Willie Morton as Operations Officer and to Peter Treanor, elected on to our executive committee.

**Evan Gardiner**  
**President**



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Payload	301 kg
VNE	100 mph / 163 kph
Cruise Speed	95 mph / 150 kph
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Rate of climb	980 fpm / 5 mps
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