



Schofields Flying Club Newsletter

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SCHOFIELDS FLYING CLUB NEWSLETTER – DECEMBER 2010

Welcome to the December 2010 edition of Schofields News. There are the most of the usual plus some new features - President's Notes by John Young, Flying in New Zealand (Part 4) by Mark King, X-File X097 (BAC311) by Anthony Coleiro, Ask the CFI by Bill Cooper, Lake Eyre: Third Time Lucky by David Jaffray, Flying around New Zealand (Part 5) by Mark King, and The Last Word from Latroductus. As well, there's some of the usual administrivia that you used to expect. So, read on and enjoy!

Last light drinks

This is a social activity introduced by the Clubhouse & Inhouse Events subcommittee for members and their guests to join together with some of our committee members on the last Sunday of each month. It is an opportunity to discuss flying at an operational and social level and see the changes that are taking place at the club. Drinks are available from our licensed bar, with complimentary savories served. It's a couple of hours of social interaction with an aviation theme that we can all enjoy. From 17:00 to wind up around 19:00. Come and join us on January 30.

First solo

Congratulations to the following pilots who soloed recently: Julio Montiel (23 December in a C152; instructor: TBA), Ben Wyer (13 November in a PA28; instructor: Chris Pearl), Charmaine Henao (9 November in a C152; instructor: Peter Johnson), Lucyna MacKenzie (29 August in a 152; instructor: Conrado Ciarliero), Cameron Sandell (30 October in a C142; instructor: Chris Pearl), Brendan Mckeon (20 October in a PA28; instructor: Steve Reh), and William Seabourne (10 October in a PA28; instructor: Conrado Ciarliero). Well done!



President's Notes: Post flight debriefing at Kai Tak

Theory training commencing in January 2011

- ✚ **PPL Theory** - 8 January 2011 - six weekends in a group with other students is a far more efficient and easier way to cover the PPL theory than trying to study at home. Details on the website.
- ✚ **Flight Instructor** - 18 January 2011 - a useful qualifications for a Commercial Pilot is that of a Flight Instructor. This is a 12 weeks full-time course to prepare you for the issue of a grade 3 flight instructor rating. Details on the website.

Duty pilot draw

The Volunteer Duty Pilot Monthly Draw (\$50 free flying) went to the following members: October 2010 - David Jaffray and George Catchpole; November 2010 - Rae Cauchi and Matthew Wong; December 2010 - Richard Ure and Robert Casagrande. The Club appreciates the efforts our tireless band of volunteers generously give in helping their Club and this is one small way of saying thank you!

Diary dates

The Club has a number of social and flying activities planned for 2011 and you will be able to check out the full details on our Coming Events page shortly.

New members

Welcome to the following new members who joined the Club in the last few months. Prospective New Members of the Club can download a Membership Application Form (174kB pdf) [here](#). Note that it is still necessary for new members to attend the Club in person with photo identification before applications can be processed.

October 2010 new members Mohamed Lemsitef, Andrew McDougall, Andrew McLean, Kreisha Ballantyne, Matthew Johnson, Graham Williams, Alneez Virani, Donn Howe, Katrina Dunn, Elaine Ou, Jonhny Barra-Jaime and William Whicker.

November 2010 new members Peter Mattick, Vadim Chernyakov, Manoj Rajendran, Muthu Chidambaram, Bablow Balu, Philip Tiller, Ngoc Linh Linda Nguyen, William Waters, Tibor Morvay, Adrian Urqumart, Angus Rigby-Wilo, Kunal Vidhate, Scott Wines, Jack Woodrow, Francis Novis, Steven Kastanias, Christopher Osborne, Vinoth Kumar Rajagopal and Dianne Kay Bain.

December 2010 new members Effie Seadon, Ashley Kemp, Alberto Donnini, Edwin Ryall, Franklin Marinard, Alec Kemmery, Manmeet Singh Broca, David Wilkins, Michael Gill, Donna Mendoza-Duncan, Andrew Dunn, Jason West, Bagus Anggoro, Matthew O'Hearn, Madhu Kesavan, Oliver Warner and Alex Guo.

PRESIDENT'S NOTES – JOHN YOUNG



John Young

Hello Club members and friends. We have had a busy time even with the less than perfect flying weather. As always a lot of activities have been taking place.

A twin engine Tecnam spent a weekend at the club on its journey from New Zealand to fly around Australia on a promotional tour. Unfortunately the weekend chosen was almost totally rained out so not many Members were able to check it out.

Congratulations to two of our instructors, Daniel Meade and Ayako Dahm have left us to fly for Qantaslink. We wish both Daniel and Ayako all the best with their new positions and thank them for all of the time and effort they have put into the club and the members. I think that they will have almost as much fun flying for Qantaslink as they have had with us. Please keep in touch.

The club is running numerous courses in the near future. An instructor rating course is scheduled for 18th January. Please check the website for upcoming events.

Fun Flight Day

On Sunday the 14th November we hosted our third Fun Flight day. FunFlight is a not-for-profit volunteer organisation that offers children and teenagers touched by a life changing illness or other adversity, a day of aviation based entertainment, together with their families. See their website at www.funflight.org

Santa came to visit the children in a special sleigh courtesy of Polair. On behalf of the Board of Directors, the club and most importantly the children and their families I would like to give special thanks to:

Organisers: Nelson Crawshaw, Grahame Smith, Colin Bruce and Phil McLeod who did a fantastic job organising the event for weeks before and during the day.

Pilots: David Adkins, Robert Cranna, Tim Hildebrandt, Mike Allsop, Tony Bell, Don Howe, Mark King, Allen Hilton, Ariel Stolier, Gary Carter, David Winter, Peter Edwards, Louie Elias and Hank Langejans.

Ground Support: Helen Smith, Joe Pilo, Glenn Seage, Jasmin Cornford, Debra Toogood, Elizabeth Stolie, Jean Swain, John Oldfield, Wendy Quigg, Lynne Edwards, Marion Cheeseman, Alyce Toogood, Craig McGregor, Ben Fewtrell, Jean-Pierre Brochard, David Roberts, Glenda Cornford, Maria Kilazoglou, Juliana Corona, Ursula Burt, Chris Millar, Adrian Bartlett, Michael Quigg, John Worthington, Richard Osborne, Larry Cornford, Richard O'Connor, Britta Bruce, Peter Johnson and Christopher Osborne.

BBQ: Carol Rock and the team of volunteers from the Lions Club who cooked the BBQ.

**President's
Notes**



S. Claus with Rudolf the red-nosed Squirrel

Thanks also to the Ulysses Club for bringing their motorcycles to display for the day, to Santa Claus and the Police with their special sleigh, and to Jack Curtis and Peter Edwards for making the DC3 available for display.

As you can see a lot of Club Members and Friends put a lot of effort into what turned out to be a fantastic day for all involved and I thank them all very, very much.

Some of you may have noticed large flower pots partially filled with sand on the flight line. These are for discarding waste fuel samples after water checks. Please use only for fuel sample disposal not for rubbish.

Members may have noticed the long term car park is now completed and available for use after the sewerage work was completed. If you are flying away over night or longer, please park your vehicle in the secure long term car park. The key is available from behind the counter.

On another note, I was lucky enough to be taken for a ride in the 737 Simulator at Darling Harbour with club instructor and theory lecturer Harry Petropoulos. This was great fun and I think Harry was entertained by my lack of ability. We departed from Hong Kong International Airport and did two touch and goes at Kai Tak airport at night, climbed to 2000ft, practiced a stall and returned to Hong Kong International. Apart from having great fun I learned that Airline Pilots have nothing to fear from me taking their jobs.

John Young

President, Schofields Flying Club

FLYING IN NEW ZEALAND – MARK KING

The differences between Australia and New Zealand are significant for over water flights.

New Zealand ATC required you to supply reporting points and time intervals and would call you via the Airliners at frequent intervals to obtain updates if you did not call them. Australian ATC actually said as I was not carrying HF radio that regular reporting was not required and generally left me with the impression I should not provide voluntary reports of my progress.

Part 4: continued from last Newsletter

Flight notification and reporting

Australia to Lord Howe is technically a domestic flight. To meet CASA overwater rules you must lodge a flight plan with a Lord Howe SARTIME.

Cancel on arrival by calling CENTAR or Brisbane Centre. The police officer who will meet you will let you use his phone to do this and to call NZ ATC to lodge a new SARTIME for Norfolk Island.

Once you cross into the Auckland Oceanic FIR which is before you get to Norfolk you are under NZ ATC control even though Norfolk is an Australian territory. See the Australian and Auckland Oceanic FIR charts for the exact position of the boundary.

NZ ATC when I called from Norfolk the next day wanted more detail than Australia, namely reporting points and time intervals for the leg to Auckland and the preferred points are the IFR points listed in the NZ Oceanic FIR Chart on the direct path to Auckland (MUGEN and ELNOS plus I nominated Kaitiara Airport near the top of the North Island). When I was in range of a Christchurch Info frequency I established contact and was assigned a squawk code and then progressively cleared for the approach to Auckland. NZ Ground Control will advise you to follow a vehicle to a designated area for customs and quarantine processing. After the paperwork is complete you will follow the vehicle to the GA parking area which has tie down cables.

The position is the same on the return NZ ATC wants you to use the IFR reporting points and will keep a close eye on your progress and their interest extends now to Lord Howe however as the flight to Lord Howe originated from Norfolk. Australian ATC not interested in your progress from Lord Howe to Australia.

On approach to the mainland I called Sydney Radar at 55NM GPS from Sydney Airport and was eventually cleared to track over Sydney Airport at 8,000 and then with some vectoring to Camden. I suggest staying high approaching Sydney as it should be easier for the controllers to clear you to track through Sydney airspace.

Restricted Areas, there are military controlled areas off the coast between Sydney and Williamtown, check they are inactive.



VH-DIV instrument indications approaching NZ

Lodging Flight Plans in NZ

Easiest way is by phone, Free Call 0800 626 756 or 011 64 3 358 1601 if out of the country e.g., Lord Howe or Norfolk. You will receive eventually an account for air services based on stages flown and flight plans lodged, comparable to Australian charges. See NZ AIP Vol 4 for the info they will ask you for when you lodge a plan, provide it in the order listed. Individual airports will if they don't charge you on the spot send you an invoice for landing/parking charges.

Call signs

On first contact with NZ ATC on any frequency use "VH-XXX" in full. How NZ ATC responded varied from full use of VH-XXX all the time to "XXX" to "VXX" when flying out of Napier. The Controller there took the time to explain the use of VXX, said it was the preferred usage to avoid possible clashes with NZ aircraft e.g., first letter of foreign country code and last 2 letters of aircraft specific registration.



VH-DIV somewhere over the Tasman at A095

Weather

NAIPS provides weather for international as well as Australian Airports, click off the tick box that says "domestic only" in the box where you request info by airport. I used this when I was in NZ. www.metvuw.com is a New Zealand site that provides reliable and useful info up to 7 days in advance for NZ and the surrounding oceans.

NZ ATC does not directly provide weather services by phone or Internet to GA pilots. You need to go to MetFlight which is a site run I think by the weather service. However you have to log on to access. Log-ons seem restricted to NZ pilots. As I have an NZ CPL I could access.

The other way is to ask airport staff or other pilots to access this service and to print off or let you view online the weather for you. On more than one occasion this was offered without asking. Norfolk airport staff will advise NZ or Lord Howe of your departure and ETA. The Lord Howe police officer will advise Norfolk of your departure.

Norfolk has a weather station near the airport you can visit and get weather updates for Norfolk, Australia and NZ. Oceanic weather is not provided.

To be continued later in this Newsletter...

Mark King

Club Member and owner of VH-DIV

X-FILE X97 – BRITISH AIRCRAFT CORPORATION THREE-ELEVEN – ANTHONY COLEIRO

The BAC Three-Eleven was a concept medium range airliner first given a public airing at the 1968 Farnborough Air Show. It was designed to fill the gap between 100-seat airliners and jumbos. Intense lobbying of the airlines for their interest was sought to get the ball rolling and to turn the concept into reality.

The latest in design technology drawn from BAC's experience with the VC-10 and the One-Eleven was incorporated into this clean-winged aircraft with rear-mounted engines.



The BAC Three-Eleven was a medium range airliner

Ideas were borrowed from the Concorde design also in the use of titanium for highly stressed parts.

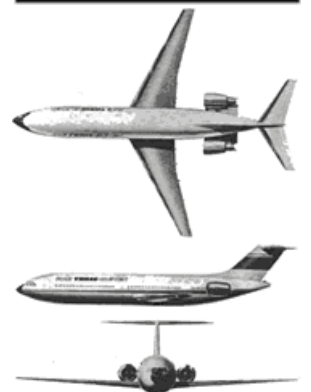
Designed to seat 200+ people within a generously proportioned cabin in 8-abreast seating in tourist class and 6-abreast in first class with two aisles.

The aircraft was specifically designed to use Rolls Royce RB211 high-bypass turbofans. Use of these engines was

deemed essential to attain the performance planned for: 515 knots at 25,000 feet.

Funding from the British Government was sought for the project but they had to decide between it and improved engines for the Tri-Star to make it an intercontinental aircraft. Financial support could not be given to both. The project was dropped being overtaken by the European Airbus project.

X - FILES



Acknowledgements

- ✚ Aircraft - December 1968, May 1969 and August 1971 - The Royal Aeronautical Society
- ✚ Flight International - 13 March 1969 and 4 December 1969 - Illiffe Transport Publications Ltd

Anthony Coleiro

ASK THE CFI – BILL COOPER



The Australian attitude - a marketable commodity?



Bill Cooper

Australians have a well-deserved reputation for larrikinism, - for example: a marked contempt for authority and a disregard for strict regulation. Yet, we make excellent soldiers ... and are the world's safest pilots ... both professions in which one would expect heavy reliance on authority and regulation. Can we package this cultural paradox and market it in SE Asia?

I don't know much about training soldiers, but I do have a handle on educating pilots, so I'll stick to that. If you accept for the moment that statistics don't lie, then Australia wins hands down in the Aviation Safety Stakes. Recently, the International Air Transport Association quoted crew-caused airliner accident rates, per million departures, as per the following (abridged) table:

CREW-CAUSED ACCIDENTS PER MILLION DEPARTURES	
Australia	0.9
US	1.3
Europe	2.7
Latin America	4.0
Africa	5.3
Asia	5.9
CIS (ex-USSR)	13.0
World average (1994)	2.0
World average (1964)	45.0
Source: Flight International 1994	

You are safer in an Australian aircraft than in any other, bar none! This idyllic state is partly due to such factors as benign weather, low terrain, uncluttered airspace, fanatical attention to maintenance, a supporting General Aviation (light plane) industry and relatively few political and other nutcases, but ... the majority (80%) of world airliner accidents have a Human Factors element (i.e., are attributable to crew errors), so our low rate suggests that we are doing something right in flight training.

The actual knowledge curriculum in aviation education is much the same around the world. The universal aviation language is English and the same curricula and texts (originating from military training in several notable last-century wars) are used everywhere. So, there must be some other factor that works in Australia's favour ... some cultural difference, perhaps? Maybe.

other factor that works in Australia's favour ... some cultural difference, perhaps? Maybe.

In the same IATA report, Boeing's Earl Weener identifies 'cultural impacts' as 'a challenge to further improving air safety'. Is there something in our culture that makes Australian flying so safe? Workplace Psychologists in Australia have narrowed it down to two Australian cultural factors, both of which contribute to more effective teamwork.

Individualism We are extremely individualistic. We tend to think for ourselves, unlike many other cultures, where collectivism reigns ... 'Let Big Brother do the thinking ... Toe the line or else!'

Authority Power Gradient refers to the slope of authority in a team. An autocratic team (one boss, no questions) has a steep gradient, whereas a democratic one (no boss, all-in decision-making) has a flat gradient. The latter is inappropriate in an effective team (some poor sod has to make the ultimate decision) but still, the result of an intermediate, shallow gradient is that subordinates feel free to draw the leader's attention to, say, a drift out of tolerance, or a missed checklist item ... and leaders can accept advice, even criticism, without rancour.

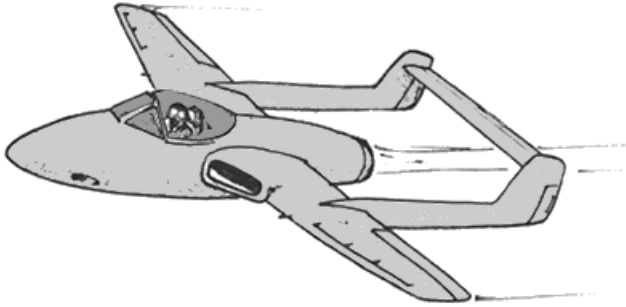
It may seem odd that individualism can assist teamwork. The problem is that teams are a waste of time if communication is all one way, if every member's ideas are not heard. Two or more people, properly trained, thinking and working together, without fear or favour, is the safe, efficient way.



Some years ago, an old Japan Airlines B707 freighter departed Anchorage Alaska for Japan. It was a cold, dark winter night. The crew comprised a 57 year old American captain and two early 20s Japanese. The captain was tired and emotional (i.e., drunk).

On the take-off roll, the captain over-rotated the aircraft (pulled the nose up too high). The extra drag slowed acceleration, so the aircraft did not attain flying speed and careered off the end of the runway, killing the crew and the 37 head of prize cattle on board. It is highly unlikely that young Australian junior crewmembers would just sit there and let that happen.

Aviation students at TAFE and the Universities are currently trained in Human Factors and Crew Resource Management (CRM), in response to worldwide trends towards lifting teamwork skills in the cockpit, specifically aimed at avoiding the very circumstance of the crew-related accident just recounted. Fortunately, such skills are innate to Australians and they readily accept the principles involved.



These cultural attitudes can help sell Australian Aviation Education overseas. Training International students in the skills of thinking for themselves ('individualism') and giving them the will to question absolute authority ('flat power gradients'), both of which come naturally to our Australian students and, most importantly, mixing International and local students, so that some degree of

cross cultural transfer occurs in both directions, can only produce safer, more efficient and effective crews. When they return home, then we may perhaps gain some repeat business.

What is it?

Can you identify this twin-boom jet fighter aircraft design pictured above? You don't have to be right, just clever, funny, imaginative. Responses please to bill@schofields-flying-club.com.au. Cheers, 'til the mood strikes again

Bill Cooper

Chief Flying Instructor

LAKE EYRE: THIRD TIME LUCKY – DAVID JAFFRAY

Determined to see Lake Eyre as water not salt, in July 2009 I had an aircraft booked, flights planned and motels reserved ready for a big adventure. Unfortunately, last minute work demands meant my fellow traveller, Barbara, couldn't escape, so disappointed at the lost opportunity we had to call it off. That was the first attempt.

Then 2010 brought rain and floods to western Queensland, so a wet Lake Eyre was on the cards again. Come Easter we were away in Warrior SFK. After Cobar, White Cliffs, Tibooburra and two nights at Arkaroola in the Flinders Ranges, the plan was onward to Lake Eyre. But no, storms from the west bringing thunder, rain and a flood to Andamooka



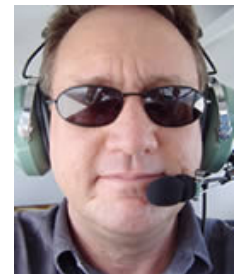
Balcanoona ALA is a sealed 1200m strip

shattered our plans and our schedule. So instead, we headed east to Broken Hill, 'civilization' and a regular airtservice to get my friend back to work if need be. Our route took us over the spectacular salty expanse of Lake Frome, one of the highlights of the trip. Balcanoona ALA is a sealed 1200m strip This lake sees water only one year in one hundred and fifty. With SFK secured at YBHI the storms passed through the next day leaving clear skies for our trip home. That was the second attempt.

Resigned to never seeing Lake Eyre in flood, I glumly packed my flight bag away. But the word was out, friends Sue and Grahame were keen to see the famous lake in flood. So it was on again and early July was looking good!

But there was an issue: three adults in a Warrior, with luggage, remote area gear and full tanks add up to a weight and balance problem. The solution was SFA, a Piper Archer with a basic weight 40 kg lighter than companion Archer SFR, allowing more kilograms for bottoms on seats.

The night before departure, the forecast was unsettled, so I let my friends know that it was possible we mightn't get away as planned. Next morning, it was grey and cloudy at Bankstown, but the forecast for Mount Victoria was scattered at 4500' and no dramas out west. So we were on our way!



David Jaffray

Our first stop was Parkes and lunch in town. A mid-afternoon departure had us flying northwest into the sun over Tottenham to Cobar. Below, the vegetation was thinning out and the colour of the soil changing to red. We could see sunlight reflecting off the tailings pond of the Cobar mine from half an hour away. By the time we had refuelled and parked the sun had set.

The next day it was CAVOK for our flight to opal town White Cliffs. Sue and Grahame have friends there who picked us up at the airport and showed us the sights; one of which was their own 1890s home,

AVGAS at William Creek costs \$2.60 per litre built as the police station and still complete with exercise yard and cell. Overnight we stayed in the White Cliffs Underground Motel, an interesting and worthwhile experience in itself.

Rather than head straight across to the Flinders Ranges from White Cliffs, we headed southwest to Broken Hill. This was a necessary fuel stop because the next AVGAS bowser wasn't until William Creek on the far side of Lake Eyre. The café in the terminal was a handy place for lunch.

From Broken Hill our route was to Balcanooka on the eastern edge of the Flinders Ranges. It took us over Lake Frome. What had been a salt lake in April now had significant stretches of water. Clearly 2010 is one of the one-in-one-hundred-and-fifty years. Balcanooka ALA is a sealed 1200m strip. A very comfortable place to land and staff from the Arkaroola Wilderness Sanctuary will pick you up and take you to the village. Arkaroola is a great place to visit. The ruggedness of the countryside is magnificent, there's accommodation to suit all budgets and plenty to do. 4WD tours run morning and afternoon and the most popular, the Ridgetop Tour, lives up to its name. In the evening they operate two top quality observatories where you can take advantage of the clear night skies.

Though it rained on the morning of our day in Arkaroola, the sky cleared the next day for Lake Eyre. We headed northwest over the barren ridges of the ranges to the big flat beyond. The only bump we saw was a mesa like feature called the Ochre Cliffs, and apart from dirt roads, the only sign of human habitation was the tiny town of Maree.

We headed to the southeast corner of Lake Eyre then tracked up the peninsular that juts into the lake from the south. It was amazing to see such an enormous expanse of water in such barren surrounds. With all that water you expected to see people swimming in it and sailing boats on it; it felt eerie that there was just no one there.



Lake Eyre full of water. For me it was third time lucky!

lower than 1400') on our way to the northern part of the lake. Then we followed the wide channel called the 'Warburton Groove', cut by the Warburton river, south, until it broadened into the lake. After manoeuvring low around the bays, this way and that, it was handy to be able to select 'direct to YWMC' on the GPS to find lunch and top up the tanks again at William Creek. If you haven't done the GPS course yet, I recommend doing it before heading too far west.

From there, on our way home, we stayed in Andamooka where an employee from the pub rented us his car for the day, so we could visit Woomera, and we spent a couple of days exploring Broken Hill, Menindee and Silverton in a Thrifty rental car.

So, we achieved our goal: we saw, for probably the only time in our lives, Lake Eyre full of water. For me it was third time lucky!

David Jaffray



AVGAS at William Creek costs \$2.60 per litre

FLYING AROUND NEW ZEALAND – MARK KING

New Zealand is a small country with a lot of controlled airspace especially in the North Island due to RPT traffic. On nearly every cross country flight I had to obtain clearances through controlled airspace. NZ ATC was always cooperative. If you can lodge a plan otherwise call them up and request a clearance. Ardmore is the busiest airport in the country and 10 minutes from Auckland airspace, CTAF only. Other regional airports that have RPT traffic will be controlled, Class D mainly. Clearance required but flight plan not essential.

The landscape and weather varies significantly across relatively small areas, the South Island and the lower parts of the North Island are renowned for extreme turbulence with SIGMETs common.

Mount Cook area and Milford Sound require additional care due to mountainous terrain, poor weather and traffic. See www.caa.govt.nz for links to info on flying here. North/South Hemispheric Rules apply; see NZ AIP Vol 4.

Large airports like Auckland and Christchurch make extensive use of VFR inbound and outbound routes. On approach advise unfamiliar with airport and vectors will be given, on departure you are expected to know and follow the VFR departure route, they are explained in AIP Vol 4.

Charts and Other Info

Charts, essential to buy a set of NZ Charts, available from by phone only, call 0011 64-4-471-1899. Their web site at www.aipshop.co.nz has product listings for you to review. Purchase AIP volume 4, its equivalent to our ERSA but better laid out plus if you are going to both Islands all the charts at the various scales and the Auckland Oceanic ERC Chart, I found them all useful. Include the Visual Planning Chart even though it is for above 10,000 foot flight, useful all over guide.

Another useful product is the Australian Country Airstrip Guide program. Available from www.flightace.com. It interfaces with Google Earth and you can calculate trip distances quickly and easily without trying to measure across charts, etc. covers most of the south pacific, Australia and NZ.

Oxygen and High Flying

NZ rules mandate carriage of oxygen for above 13,000 and if you fly for more than 30 minutes above 10,000 and below 13,000. Transition Altitude is 13,000 and Transition Flight Level is 150. Highest mountain is Mt Cook at 12,316 feet.

Accommodation

Lord Howe, expensive and in short supply, one night was quoted at \$400. I only used Lord Howe both ways to refuel. Email the visitors centre who will contact all 18 providers on the Island for a quote on lhi.visitorcentre@bigpond.com.

Norfolk, stay at the Aloha Hibiscus, Pilot rate \$105 a night plus \$15 insurance for the "free" hire car. 2 bed room units only. Call: 0011 672-3-22325, Web: www.hibiscus.nf, email: hibiscus@ninet.nf. Worth spending an afternoon driving around to the historic sites and the views, good for swimming as well.

Pilot Licencing

Australian PPL or CPL holders flying Australian registered aircraft have unlimited access to NZ. This is the same position anywhere in the world provided it's an Australian registered aircraft being flown by an Australian pilot. To fly a NZ registered aircraft as PIC you would need to obtain a NZ PPL or CPL, see www.caa.govt.nz for details on how to do it.

Would I do it again? Yes, it was a lot of fun, challenging and in no way boring despite the lengthy over water legs. You can see most of NZ in a couple of weeks with airports dotted throughout the country providing easy access to all the main ground based sights and events. Obviously you need an aircraft you feel confident has the reliability you need for peace of mind and ample range to cope with unexpected weather issues and I would not go without a GPS, preferably two.

Mark King

Club Member and owner of VH-DIV

Part 5: conclusion



Ardmore is the busiest airport in the country



If you need a fire truck, NFI is the place to be

THE LAST WORD – BY LATRODECTUS

Contributions & feedback

Well, that's your Newsletter for this month. You should check the latest news on the Club's website at www.schofields-flying-club.com.au. Contributions, comments, feedback, and suggestions to latroductus@schofields-flying-club.com.au.

Thought for the month

"The only place where success comes before work is in the dictionary" - Vidal Sassoon.

Until next time.

Latroductus

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For YOUR article!**

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