



TARMAC NEWS



Mike Strudwick taking the Adult Education Pilot for a Day programme run by ACST. The students look-on a pre-flight inspection, there is theory and a 30 minute instructed flight. These classes operate each term in conjunction with TAFE and were a first in Australia. The concept has now been taken up interstate by Aero Clubs

ACST undertakes 2-3 courses a term and also operates a BAK theory course as a separate TAFE training initiative.



In the background thousands of metres of earth is being trucked from the Western building site to the Eastern side of runway 32. Foreground **Airlines of Tasmania Cessna 404 Titan VH-CCN.** Undergoing run-up checks prior to test flight after 100 hourly and new overhauled engine installed.

VH-EKR is shortly to have an interior makeover in Club colours to look the same as SIZ & KSR.

One thousand dollars of new headsets have

been ordered for ACST use. They are Flight-com Classic Flexi Boom and will attract a nominal couple of dollars rental to help maintain the headset pool.

Graeme & Francis Martin purchased VH-PIX from the Club and are leasing it back to ACST. There will be no changes to it's operating procedures. "When the engine is due to be overhauled we are considering installing an engine with 180hp conversion, similar to the power of VH - NKG." said Graeme.



New Zealand was "full on"

and after we got to the venue we were still able to continue to practice. Whitianga, situated at Mercury Bay on the Coromandel Peninsula was a beautiful place. We were very jealous of the beautiful grass strips situated just outside the town and were even more impressed when we found out that the Club also owned the Aerodrome.

Glen's forced landings were beautiful. Some great techniques to get over the fence and right in the top boxes, Glen did better than I could have done, I just loved seeing him fly and he was clearly out in front.

Well, what can I say about Peta in the spot landing, she is fantastic and just nails it every time. Wonderful stuff and she did not put a wheel wrong.

The training continued in perfect conditions and things were looking pretty good. Our team also took part in the N. Z. competitions, this was excellent practice under pressure and demonstrated that we had a long way to go.

Whitianga, situated at Mercury Bay on the Coromandel Peninsula, a beautiful place.

The day of the Wings Competition dawned and the nervous tension was high. The Australian formation team flew well, perhaps not as good as some of their last practice sessions. Jerry flew very well in the Aerobatics, a difficult sequence for the 100HP C150 Aerobat - after a one and a quarter spin it required a climbing quarter turn in the quarter of the loop. The New Zealand competitor was flying a 260HP Pitts Special, much better suited to this type of routine.

So it was nail biting stuff at the presentation dinner. It was going to be close and when all the scores were put together the overall result was Australia had won the wings trophy for 2006.

What a fabulous result. The Formation team had been down by a little bit. Jerry was a mere 50 points less than his very strong competition in the dedicated Pitts Special. It was Glen and Peta who blitzed the opposition in the Forced and Spot landings. President and team man-

ager Marj Davis and the whole team were over the moon. To achieve this result at such short notice the whole team deserves our congratulations.

Our number two Formation team member, Sue Davis, had seemed a bit worried about how she would fly without the coach in the right hand seat. When the competition was over I said "well!, you were fine on your own."

"Oh no!, you were there all the time. I could hear your voice the whole routine." said Sue. That is one of the nicest compliments in aviation I have ever received. Stan.



Sue, Bernie and Peter at the Coromandel Peninsula lookout.