

BEAUTIFUL SPOT FOR A BBQ



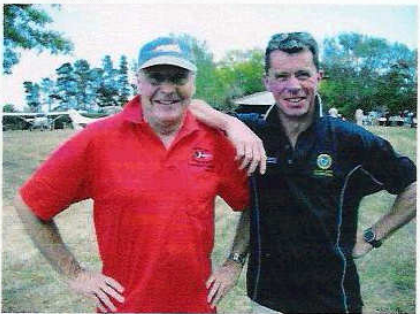
Above: Joe Miller, operations manager for the Tasmanian Aero Club. B: Large taxiway and parking area at Longdown.



A shady spot for a Barbecue with George Mills Piper Comanche 400 parked outside his hangar. B: Don Prairie & VH - MTC



L: Simon McCormack (Pietenpol) & John Williams in the Skyfox. BL: Paul Herron TAC President and Peter Fenton ACST Operations Manager.



ST. HELENS FLYING SCHOOL

Andrew Gyenge operates the St. Helens Flying School, is also a Pilot Examiner with RA Aus, and has a level 2 maintenance authority, which means he can maintain school and other recreational aircraft. It all started for Andrew when he obtained his GA Private Pilot's Licence back in '84, in '95 obtaining his commercial and instructor rating and then starting an Ultralight school at Launceston.



Inset: Andrew Gyenge ST. Helens Aerodrome with the Skyfox

"Initially I was cross hiring a Gazelle but I was determined to buy a machine of my own which I did." said Andrew. I had been doing a lot of other work at Bicheno and got to like the warmer weather and more often better days, St Helens has an airfield so here I am." smiled Andrew.

Andrew likes training with the Gazelle because it was designed as a trainer from the ground up. Side by side seating, joysticks for the Pilot and Student and a centre throttle control. Like other Recreational Aviation Schools, Andrew finds his students go onto owning their own aircraft. "They either buy aircraft on their own or go into a syndicate and generally are in their middle to older years and have the experience and maturity to make a syndicate ownership work." said Andrew.

"It's the affordability of it, Recreational Aviation has evolved from Ultralights from the original concept into very safe and reliable aircraft but the associated cost is now probably beyond what the original Ultralights were intended to be, however, the evolution of safety and the recognition of the sport as a viable responsible form of aviation is now warranted." said Andrew.

St. Helens is an ideal training area to fly with terrific coastal scenery, Georges Bay, a 1095 metre gravel airstrip. Try combining an East coast holiday and Recreational Aviation training - that would be hard to take!

"As a four year old I looked up and saw an Aeroplane, and that was it, I wanted to be a Pilot. I was being told it was really expensive, so in my mid twenties I decided to find a way to get myself flying, I started out with a hang glider, a natural progression, to powered hang gliders. Advanced to teaching GA in both singles and twins at Launceston and Devonport airports but at the end of the day I'd get back into the Ultra lights for my flying fix, so I decided to start my own Recreation Aviation Flying School." said Andrew. "For me with flying, the Journey is usually better than the Destination." Andrew.



Dropping into an isolated East Coast beach, pretty idealic flying.