

W I N D S O C K

JAN / FEB 2011



**NEWSLETTER OF THE
WELLINGTON AERoclub INC.**

www.flywellington.co.nz
246 Coutts St, Rongotai, Wellington

CLUB CONTACTS

President
Chris Hoffman

Past President
John Spry

President-Elect
Jason Henry

Club Captain
Josie Leckie

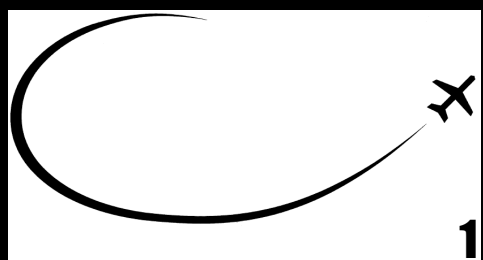
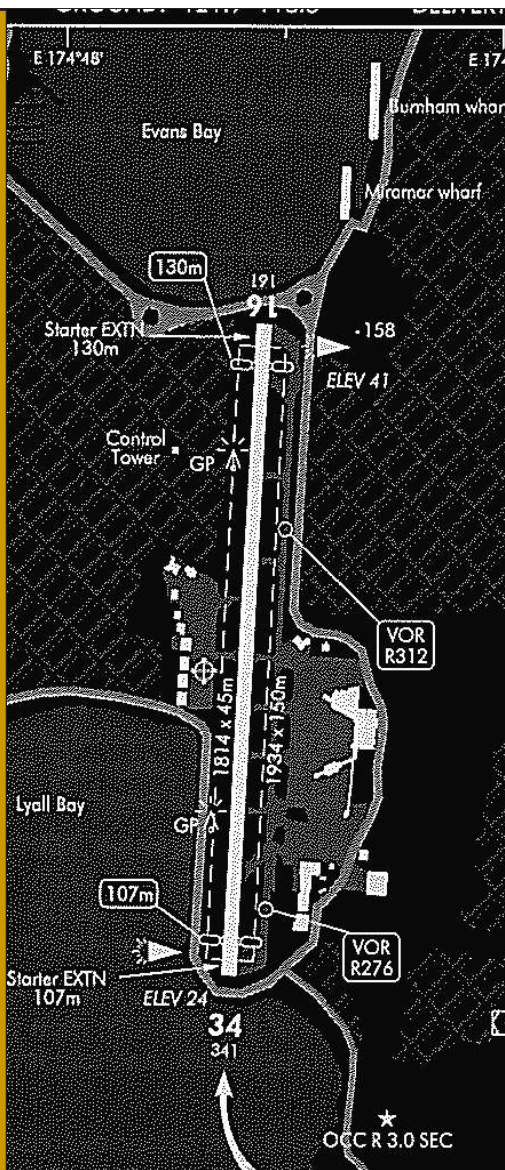
Chief Executive
Secretary
Blair Frampton

Committee
Andrew Coy
Basil Wakelin
Derrick Westerna
Matt Carr-Gomm
Nico Matsis

Full Time Staff
Marc Brogan - CFI
Connelly Tschurtschentaller

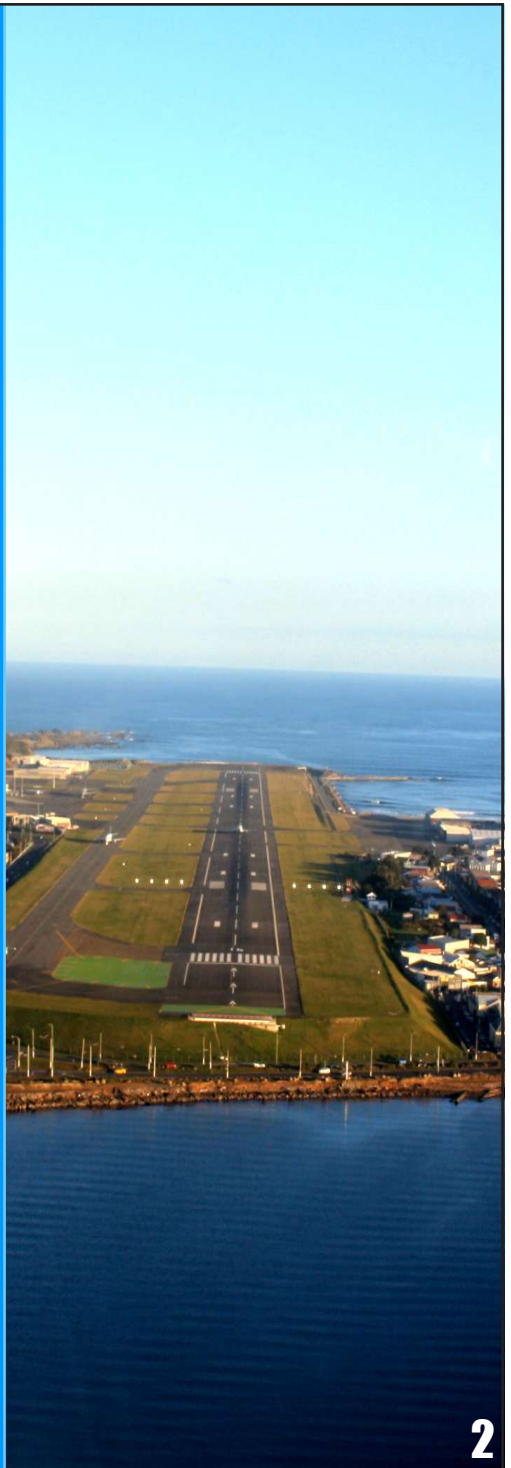
Part Time Staff/C Cats
Karl Zimmerman
Rochelle Fleming
Blair Frampton
Gareth Curtis
Michelle Crosbie
Michael Rudman

Young Eagles
Co-ordinator
Damian Guttery



CONTENTS

Club Contacts	1
Presidents Patter	3
Captains Report	4
CFI Report	5
Meet the C-Cats	6-10
Note from the Editor	10
Noise Abatement	10
Mike not Whiskey	11
The Wall	12
Regional Results	13
Volare	14
Flight Packages	15
Member Achievements	16
Welcome Aboard	17
Merchandise	19
Upcoming Events	20
Wac Bar	21



PRESIDENTS

The New Year has arrived and gone, and WAC continues to work through the fallout of WIAL's heavy-handed approach to our presence at the Wellington Airport.

As you all will remember from the Special General Meetings of last year, the Club has been unable to secure a renewal of its ground lease. Instead, Wellington International Airport Limited enforced the termination of our longstanding ground lease and took ownership of our historic Club House and hangar on October 15. Compensation will need to be paid to the Club for our buildings, and this process is yet to be completed. We are seeking legal clarification of the meaning of the lease's compensation clause via arbitration. This will then help determine the basis for calculating our compensation.

Our hangar is about to be demolished to make way for a new corporate jet facility. We have signed an 'as is where is' lease for the Gibson Hangar for four years. Initial concerns over the state of the asbestos cladding have been allayed, but unresolved issues regarding corporate parking blocking access to the hangar remains. Functional hangar doors would help but they have not worked for a number of years and it would cost the club \$50,000 to repair them.

Our historic Clubhouse now costs us about \$60,000 to lease (\$130 per sq metre!). Unless we can find ways of recouping this cost it is likely that the Club committee will recommend we move out in to portable accommodation behind the Gibson Hangar.

We have approached the Wellington City Council and have had several productive meetings but there is little the WCC can do to help us. We will be meeting the Mayor in the next month to continue this discussion.

PATTER

WIAL has stated it doesn't require the Club to move from the airport. In a recent correspondence, WIAL's Chair David Newman stated "The Wellington Aero Club is welcome to remain at Wellington Airport, but the future terms need to be consistent with Wellington Airport's primary role as an international gateway and domestic hub and be on a reasonable commercial footing."

The difficulty for us as a recreational flying club and flight school is in the definition of 'reasonable'. Despite our presentation of a number of reasonable proposals, in order to remain at the airport we were faced with no choice but to agree to a four-year lease of the clubhouse at a substantially higher lease rate, amounting to a six-fold increase on our previous rent.

To support the club's transition to the higher lease, WIAL is sponsoring a \$50,000 rent subsidy for one year and \$25,000 for the following year. We thank WIAL for this gesture. While this subsidy will assist the club in adapting to the higher rent, we are conscious that the rent increase will place a major strain on the club's resources and threaten the long-term viability of the club at Wellington Airport.

On a brighter note, the Club's flyaways to Masterton have been fantastic, with some great weather adding to the enjoyment of flying in a less complex environment. The Club has also successfully hosted the RNZAC Regional competitions at Masterton. We hope to build on this by running regular Club competitions with a focus on introducing novice competitors to this enjoyable part of aviation.

I urge you to join the group one Sunday and either fly or drive over to Hood for some relaxing fun. The Club has a small Clubroom setup there and it is now well furnished.

Enjoy the summer weather – safe flying.

Chris Hoffman
President

CAPTAINS REPORT

Happy new year... and thank goodness too.

Last year saw acquaintances leave to further their careers. Friends tragically lost their lives. The monster rose from the east and sent the club kicking and screaming into the modern world of bully-boy tactics and excessive commercial rents. The club spirit was seen high tailing it out of the complex on the back of a rusty pushbike.

Sadly this saw lower than usual numbers confirming for the annual club dinner, and a near total loss of show at a number of other events, and a disparagingly low number in attendance when it came to club trips.

Which made me ponder, and spend a little too much time over the Christmas break trying to understand and figure out.... but ultimately find no answer as to why. So we ask you. What is it that you want from the club? What do you expect the club to provide? Why did you learn to fly? Why did you stop flying? Are you involved as much as you'd like to be in the club? Does money limit your involvement with club trips?

These are all questions we'll be asking you over the coming weeks, in an effort to find out just what makes our members tick, and what we can do to keep you guys interested. And figure out what we can do to provide a better environment. Our clubhouse situation is slightly different in that by being based at an international airport we're unable to provide family recreational facilities like a swimming pool or even a basic grass picnic area where the kids can hang out whilst mum or dad are out flying. What we do have however is a 'new' old hanger.

View it as a blank canvas, with a lot of potential to be a very cool facility. To get there we need your help, both with ideas, donated items and at times, physical labor.

So if you have a couple of hours free, please do come on down. No experience or skill necessary as we'll either find you a task you feel comfortable with, or can teach you something new.

Most importantly we want to haul that club spirit back, and find fun and interesting trips away that will entice back even those of you who have all but given up on flying. I know I have... BFR was due back in December and motivation hasn't caught up. So I'll be looking for worthwhile trips to do.

Remember, flying need only be the mode of transport to a cool day out. Sick of Wellington's weather? Heard of the \$100 hamburger? For just \$100 or so each, you and 3 mates could be heading over to sunny Nelson for a burger on the beach. How about a spot of fishing on the shores of Lake Rotoiti? Keen to catch a vineyard concert but don't want to drive for hours? A weekend of lounging around in the hot pools at Hamner are just an hour and a half away.

We'll think up some fun potential trips. You think up some too, and let us know. And together we can aim to have a much better year than last.

Josie Leckie - Club Captain

CFI REPORT

Seasons greetings all, I hope the food has settled and the headaches (if any) subsided as we head in to this new year.

Firstly many thanks to Michelle for taking the Editorial role of the windsock on. Its been a difficult time to try to coerce someone into this and add to that the time to coordinate and the events taking place within the club and its been a process of writing and rewriting...Many thanks also to the many helpers for the regional competitions we hosted in Masterton. We did an awesome job of providing a fun and safe time for all competitors so well done to everyone.

Change is afoot! As many of you will be aware, the club has relocated the aircraft to the old Airwork hangar. This means much trekking across the apron or a short walk/drive to the carpark located by the Warehouse.

In the interests of safety and to keep our neighbours happy with minimal foot traffic we hope to have aircraft for flights at the club when needed- unless it's the first flight of the day which means brief in the club then walk to the hangar and go from there.(Don't forget your flight-details or Tech-log!!)For the private owners who hangar with us you should all have keys to access the carpark and the code to get into the hangar.

Please: NO Walking up and down the apron!



Also going into 2011 we have the scheduled operations from Masterton! From February we will have an instructor based in Masterton for Friday and Saturday with club flights to/from on the Sunday. As those of you who saw the rooms during the Regionals know, its an outstanding addition to our resources and the perfect opportunity for block-hour building or some variety in your flying. Take advantage and book early!

Volare; Italian, To fly

Also the company name for the Wellington Aero Club Part 135 Air transport Operation. In conjunction with Gavin Murphy the club has gone into Air Transport in its own right. This is an exciting opportunity to present a new professional challenge to staff and to market during what will be a big year in New Zealand.

Farewell! Karl Thornley has left the club to take a position with Soundsair. I am sure everyone appreciates all his efforts -and I have been assured he will still be about to help out occasionally.

Well done to Chris Hoffman (El Presidente`) who passed his CPL and Michael (Mrs) Rudman on his pass with a C-Cat and now joins us as a casual instructor. Lastly, come down! Go flying and set yourself a goal with your skills this year!

KARL ZIMMERMAN

Born & bred in coastal Taranaki, the familiar early morning sound of Fletchers topdressing, and Helicopters on their way to Maui Gas platforms, planted the seed for a career in aviation. Through my teens it became apparent that I didn't have the near perfect vision required for the air force but some time in my early 20's that I discovered correctable vision was perfectly fine for Civil Aviation. So off to Wellington Aero Club I went and bought an 'Aim High Trial Flight'. From there I found myself with a 3 flight package and then a '15 hour to solo' package, and after getting solo and taking part in the legendary 2007 club trips to Hanmer Springs and Hokitika I had 20 hours. I also had no money left so I made the decision to enroll in the NMIT student loan course provided by New Plymouth Aero Club. This involved PPL, CPL, Multi-engine Instrument Rating and 'C' Cat Instructor Rating

The course was structured so that all PPL and CPL subjects had to be passed before the flying could start, so that was an incentive to study. I got used to the C152 fairly quickly but bad weather hampered my cross-countries for my PPL so I did a restricted PPL. Once that was done I had one last cross-country to complete and then had hours to burn to reach my 200 for CPL. I explored much of the north island over spring and summer before my CPL flight test. I visited Wellington a lot and made a fairly good attempt at getting the entire New Plymouth fleet on Rodney's Blog.

The instrument rating came next and was a breeze compared to what I was in for training to be an instructor. Flying in the right seat was the first challenge, the hardest thing I found was using opposite hands for everything. I couldn't set the throttle so save myself, and my usual throttle hand was reluctant to learn the ways of the control column. There are a lot of lessons to learn and once you have conducted a convincing briefing you actually have to be able to teach and demonstrate to CPL standards. Then finally to top it off, the whole day flight test also included a lengthy afternoon session of Principles of Flight.

Fast forward to November 2009, 4 months after finishing at New Plymouth, I found myself back in Wellington having returned to what was looking like a career as a pool lifeguard. I decided I'd better try to at least keep current if I was to ever find work, so back to Wellington Aero Club I went to pay my subs and see if there were any familiar faces around. Marc accepted my CV and within only a few days a vacancy came up and he called me in to have a go in the mighty Tomahawk.



I had done a type rating some time prior, but it felt very strange after 300 hours flying Cessnas. I was invited back to do some circuits to build confidence and at the beginning of December I did my first real instructional flight, an Aim High Trial Flight in JNE, just as I had done on my first flight some 2 and a half years earlier. A year on and I am now out of direct supervision, looking forward to a good summer and possibility of getting some club trips underway when the weather is good.

GARETH CURTIS

My desire to fly all began when I was literally 2-3 years old. This can be traced back to my father travelling for business often, and saying good-bye at Wellington airport. My first memories are engrained with the sounds of early 737 200's, F27's and HS748's all with there distinctive noise's and whines back when noise abatement was just a rule yet to be invented.

All through school I would day dream about being behind of the controls of a 737, lining up in the early morning sun for that first flight of the day-

I was fortunate enough that I had a school teacher who held a PPL and had a strong interest in aviation, who created a class at college where we started flight and theory training towards our licenses. Finally I saw a good reason to study, and commenced my first pilot exams at the age of 15. I also got my hands on the controls of a real aeroplane for the first time, flying through Associated Aviation (now helipro) headed then by Peter Oberschneider. I took to flying very quickly and found it a relatively natural feeling, meaning I was able to solo in around 8 hours just after my 16th birthday.

I saved up some money and got back into the cockpit, doing many hours in 172's and my favourite Piper Arrow . I got stuck into flying all around New Zealand, into places like Tauranga, down through the Bay of Plenty coast line and the likes of Durville Island. I have also been lucky enough over the years to have a go machines like Piper Navajo's, Cessna Caravans and one time the 777 200 simulator at Air New Zealand- I can definitely recommend that.

Considering by my early 20's I had been involved in aviation for many years (even soloing before the CFI ha ha) and gaining life experience in other areas, I made some big choices and decided to bite the bullet- Enrolling at Nelson Aviation college to complete my CPL and other ratings.

I started there 2008 and came away with CPL and C category Instructor by mid 2009. Not bad for less than a year's work.



On a funny note, I was the first person to have Peter Oberschneider for every test-Sending me solo for the first time, awarding my PPL, CPL and my Instructor rating. Must admit it makes the tests almost seem fun when you fly with some who's a more of a mate than examiner, I'm told by others this is not always the case!

Now being a member of the instructing staff at Wellington, it's great to finally be able to fly professionally with other like minded people. Wellington is great fun, yet challenging on a day to day basis. Seeing students learn and succeed is extremely rewarding, and it's great to combine with the friendly club atmosphere as well in an otherwise serious environment.

My long term plan is still to fly something big and fast, and I am still often stare at a 737 in a day dream- But the route there is not that certain yet. As long as I can have some fun on the way, I'm happy.

So bring on nice long pleasant summer, and plenty of hours spent in the cockpit...Now I only need to find a bit more motivation for those ATPL's...

MICHELLE CROSBIE

My introduction to flying was in a light aircraft soon after my dad obtained his ppl when I was a child, an experience I will never forget and expect it paved the path for my desire to fly. For a number of reasons I saw flying as merely a hobby in my future, a pastime once my career was up and running. So I went on to pursue another interest of mine, architecture.

After completing my degree in architecture and with the full intention to continue down that track I was offered a job in the aviation industry drafting aircraft components. Being involved in such an environment rekindled my interest in aviation and hence my desire to learn to fly. I dabbled in a few hours in Masterton and Wellington and decided it was a much better office view up there so time to take flying a little more seriously. I enrolled at NAC and obtained my CPL and c-cat.

Now it may go back to my introduction to flying but I can honestly say I have no desire to cross that runway and fly for the bigger team [yet]. Flying in my opinion is pleasure not just a way to get from A to B. I plan to run with this somewhat romantic notion, fly the more manoeuvrable and pass on the skills that have been passed on to me while learning a great deal in the process. As I find teaching a particularly rewarding process I am fortunate to be in a position where I can combine two interests and I enjoy passing on the passion !



CONNELLY THURTSCHENTHALER

Raised on the east coast in Gisborne is where it all began for me in aviation. The many hours I sat under the tables at a young age at the Gisborne Aero Club was an evident sign I would pursue aviation in some manner.

After a few years my passion started to intensify for flying as my father stopped flying due to moves around county and work commitments. Years went on and flying seemed to be a far dream. Fortunately I got a chance to travel Europe. Being invited up to the flight deck of the 747-400 as most were asleep on decent into Frankfurt which blew my mind! I finished high school and decided I wanted to work for a year full time to gain some life experience before advancing my career into aviation professionally. Finally I took the plunge, packed my bags and left Wellington for New Plymouth Aero Club. I had decided to go there as my father did his PPL flight test with 'A' Category CFI Wayne Harrison. Wayne wealth of experience made my decision of training organisation easy.

Straight into class on a piping hot summer's day studying every CPL exam through out the months, was almost pure torture as we could only start flying when we had most of the exams out of the way. So u may have guessed it my flight training started to increase just as winter neared which has its own challenges not to mention trying to fly to CPL standard.

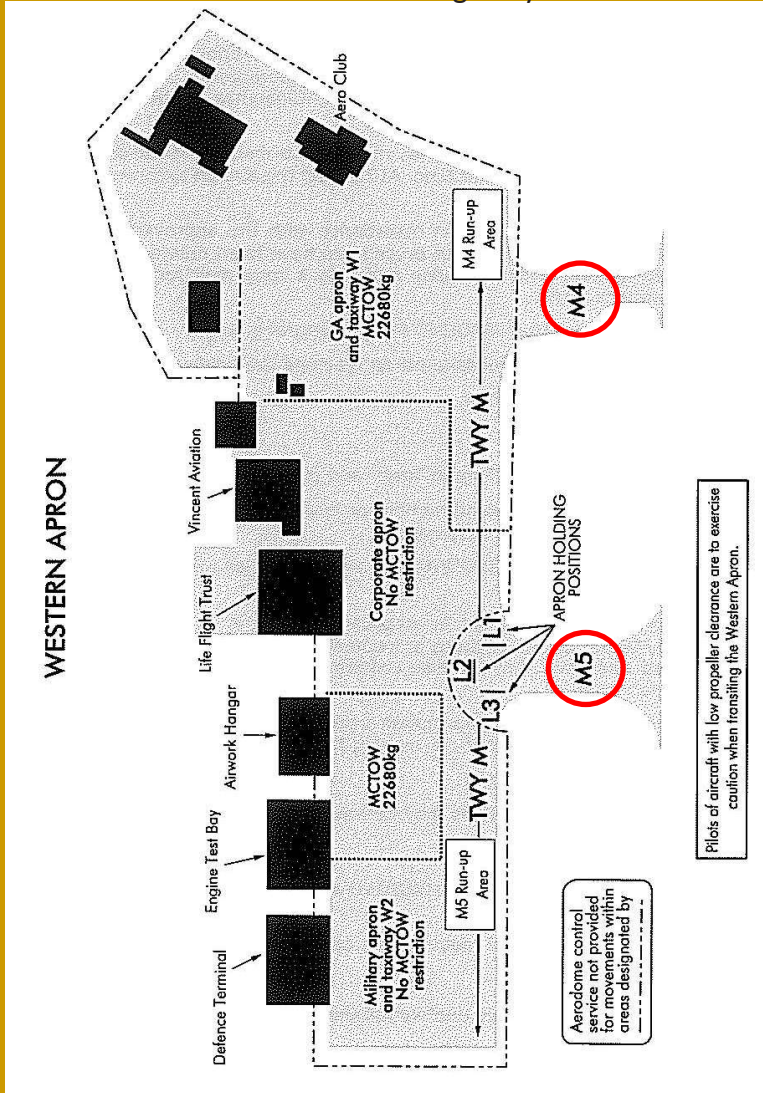


Soon after all those exams out of the way I had started studying the further three exams towards the instrument rating testing shortly after. I was still in study mode and so I thought to myself may as well finish a series of management papers at Victoria University towards the Diploma in Aviation Management. Moving back to New Plymouth after completing that, I then gained my multi engine instrument rating in the mighty partenavia.

When I thought I had had enough of exams I headed off to Maroochydore Australia to do the ATPL subjects at Advanced Flight Theory. This was definitely hardest six weeks of my life consisting of long hours and massive stresses. What's next? Well I just had to have an instructor rating to top it off and be employable and that I must say was a lot of fun in itself.

MIKE NOT WHISKEY

While we are on reminders, especially if you havent taken to the skies recently here in Wellington. Please note that our good old Whiskey taxiways/holding points now go by the name of Mike.



THE WALL

WE WANT TO HEAR FROM YOU !!

**CALLING ALL CLUB MEMBERS.
WINDSOCK NEWSLETTER SEEKS
YOUR TALES OF FLYING.
WHY.WHAT.WHEN.HOW.WHERE
JOKES (THE CLEAN VARIETY)
QUOTES ETCETERA
WE EARGERLY AWAIT YOUR
CONTRIBUTION. NEXT ISSUE.**

COOK STRAIT REGIONAL COMPS

THE CLUB RESULTS



Airways Corporation Trophy: Flight Manoeuvres

1st - Tom Bell

Bledisloe Junior Aviation Trophy: Navigaton

1st - Lance Lones

Ivon Warmington Trophy: Life Raft Dropping

2nd - Rodney Mass, Pilot

Peter Lowe, Dispatcher

Jean Batten Trophy: Precision Circuits + Ldgs, Pre-flight

2nd - Tom Bell

Airwork Cup: Low Flying [PPL]

3rd - Simon Dartfort

N.Z Herald Challenge Trophy: Navigation

3rd - Chris Hoffman

Newman Cup: Precision Circuits + Landings - Women

2nd - Amy Dreverman

Wanganui Trophy: Low Flying [CPL]

1st - Michael Rudman

Wigram Challenge Cup: Non Instruments Circuits

3rd - Lance Lones



VOLARE

Fancy a new Challenge for the New Year?

Try Flying a Helicopter.

Wellington Airport is now home to a new helicopter training organisation, Volare Aviation, so if you've ever felt the desire to have a go at piloting, hovering and maneuvering a helicopter, now is your chance.

Volare are the only helicopter training facility at Wellington Airport taking advantage of this wonderful location, which is lucky for you, because it's so close and convenient to Wellington's vibrant city center.

Volare's instructors don't just teach - they do. When not demonstrating how to hover on a mountain side, they are likely to be flying someone into or out of a luxury lodge somewhere. This means they get to pass on their hard-earned, practical experience, as well as teaching the rule-book fundamentals.

So if you'd like to have a go, whether it's a short trial flight or a full-on lesson, get in touch with Gavin Murphy on fly@volare.net.nz or call him on 0210 774 221



CLEARED FOR TAKE OFF! - from \$110

Experience the thrill of flying a plane, accompanied by your very own skilled instructor.

Push the throttle forward and pull back the stick - you're in control as you take off and land.

“AIM HIGH” \$175 ADVANCED FLIGHT EXPERIENCE

For sheer exhilaration and unsurpassed views, this 40minute (approx) lesson will provide an added dimension to the standard trial flight as you explore the flight envelope, taking hands-on control under the guidance a qualified instructor. This is the ideal gift for those who feel “they need something else” or are contemplating learning to fly. (Allow about 90 minutes including preflight briefing etc)

THE REAL DEAL - \$620

Your own special three-flight package gives you the confidence to take-off, learn about climbing and descending, turn, and land - all from Wellington International Airport.

GETTING DOWN TO BUSINESS - \$4095

If you're serious about learning to fly, Wellington Aero Club's 15-hour package is the ideal present.

MEMBER

PPL (Private Pilot Licence)

Amy Dreverman
David Blair
Jelle Holtuis
Danny Howard
Lance Lones
Raynesh Patel

CPL (Commercial Pilot Licence)

Chris Hoffman

Night Flying

Jelle Holthuis
Warren Larsen
Corey Price

IFR Flight Test

Warren Larsen

ACHIEVEMENTS

First Solo

Josh Allan-Sloper
Craig Forbes
Eddie Griffiths
Simon Magret
Sam Mexted
Tui McInnes
Tom Nieuwamerongen
Chris Roberts
Hassan Safa
Phil Seamark
Gareth Stevens
Pat Whelan
Brad White

BFR (Biennial Flight review)

Russell Bell
John Buddle
Roger De Salis
Bruce Frethey
Julian Gesche
Michael Rudman
Markus Schuh
Dave Skinner
John Spry
Crispen Waddell
Basil Wakelin
Derrick Westenra
Adrian Withell

WELCOME ABOARD

Type Ratings

Pat Blumsky
CJ6 Nanchang

Andrew Braddick
PA28-201R Arrow

Andrew Coy
PA28-181 Archer

Charles Davis
CJ6 Nanchang

Owain George
C172

Jason Henry
PA28-181 Archer and C172

Jelle Holthuis
C172 and PA28-181

Kai Koenig
C172

Amy Dreverman
PA28-181 Archer

Joshua Allan-Sloper
Robin Allison
Tony Anderson
Oliver Barrett
James Blackie
Ben Blake
David Brosnan
Nikhil Chand
Jeremy Compton
Sally Connell
Peter Connelly
Warrick Craill
Michelle Crosbie
Gareth Curtis
Grahme Davis
Matthew Day
Shashank Dhamanakar
James Dowd
Rebecca Downes
Bronson Dredge
Joel Fairbrother
Samson Gardner
Phil Gartland
Kuga Gnanavadivel
Luc Hennekens
Bruce Heesterman
Ash Herbert
Matthew Jackson
Joanne Johnston
Arie Ketel
Sebastian Krueger
Janice Le Comte
Ben Lord
Ben Lupton

CONTINUED.....

Sean Lynch
Simon Magrett
John McElhiney
Sam McQuilkin
John Mohan
Kevin Morahan
Martin Peake
Chris Roberts
Michael Rudman
Hassan Safa
Marcus Schuh
Philip Seamark
Hadley Smith
Gareth Stevens
Shawn Sturland
Hugh Thomson
Nadine Tyrell
Gilles Veyres
Andy Williams



air bp

MERCHANDISE

Badges **\$10**

Sport Jacket **\$95**

Polo Shirt **\$49**

Cap **\$19**

Poly Fleece **\$55**



UPCOMING EVENTS AROUND NZWN

Friday 21st-23rd January - Wings Over Wairarapa Airshow

Hood Aerodrome, Masterton

A must for aircraft enthusiasts of all ages. Ticket costs/Entry: Adults \$35, children \$15. We hope to have club aircraft heading up for at least one of the weekend days.

Saturday 5 February 2011 – Te Kairanga Vineyard, Martinborough

Shop at the Martinborough Fair in the morning, meet friends over a glass of wine with some easy-listening jazz and blues in the afternoon with Tess O'Hara performing. Admission is free - BYO picnics welcome.

Saturday 12th Feb - The Marlborough Wine Festival

At Bancott Vineyard, Marlborough. Starts at 10.30am... best we stay overnight for this one! Possibility of being able to fly into Martinborough (pending approval from our lovely CFI), otherwise a fun drive up with friends.

17th-19th February - Flying NZ National Championships

To be held at West Melton (Canterbury) and hosted by the Canterbury Aero Club.

Sunday 27th February – Summerfest Worser Bay 2011

Not a flying event, but an event well worth avoiding the flying in order to participate in... 3.00pm-6.00pm. Perched over the sea on Wellington's picturesque Seatoun Bays, the Worser Bay Boating Club is home to many triumphs on the water and now also of the culinary kind. Summerfest is a boutique, family-friendly food and beer festival with special guest New Zealand beer writer and raconteur, Neil Miller. Supported by Tuatara Beer, it's a relaxing afternoon celebration of great beer (as well as wine, cider and Foxton Fizz) and tempting food matches accompanied by hot summer jazz, gypsy folk, blues and laid-back Irish ballads.

18-20th March - Womad

Bowl of Brooklands and Brooklands Park, Taranaki

Head up for the day or stay the night – definitely a fab music festival to attend. If anyone else is interested, let us know asap so we can book accommodation. It won't necessarily be a cheap weekend, but it will be awesome.

22nd-24th April - Omaka Airshow

Easter Weekend – and another essential for the aviation buff. Let's get a group together and head over on the Saturday. Put your name on the board and your preference as either PIC or PAX and we'll sort out a plan for aircraft.

WAC BAR PRICES

BEER

Tui	\$3.00
Speights Gold	\$3.00
DB Export	\$3.00
Macs (All Type)	\$3.50
Speights Old Dark	\$4.00
Speights Traverse	\$4.00
Steinlager Pure	\$4.00
Stella Artois	\$4.00
Heineken	\$4.00
Monteiths	\$4.00
Carlton Crown	\$4.00
Carona	\$4.00
Becks	\$4.00
Miller Draught	\$4.00
Peroni	\$4.00

LIGHT BEER

Amstel Light	\$3.00
Steinlager Edge	\$3.00

WINE

	Glass	Bottle
Standard	\$5.00	\$20.00
Premium	\$5.00	\$25.00
Top Quality	\$6.00	\$35.00

SPARKLING

Lindauer etc 750ml	\$5.00	\$20.00
Lindauer 20cl bottle		\$8.00
Lindauer Fraise 20cl bottle		\$8.00

COCKTAILS ETC

RTDs	\$5.00
Jaeger & Red Bull Bomb	\$5.00
Cocktails Various	\$6.00

LIQUEURS

	Sgle	Dble
Baileys	4.00	5.00
Kahlua	4.00	5.00
Malibu	4.00	5.00
Peach Schnapps	4.00	5.00

SPIRIT

Bourbon	3.00	5.00
Whiskey	3.00	5.00
Gin	3.00	5.00
Dark Rum	3.00	5.00
Vodka	3.00	5.00
Bacardi	3.00	5.00
Tequila	4.00	5.00
Drambuie	4.00	5.00

PORT/SHERRY

Port	3.00	5.00
Sherry	3.00	5.00

NON-ALCOHOLIC

Coke, Diet Coke, LP	2.00
Red Bull	4.00
Ginger Beer	3.00
Schweppes Lemonade	3.50
Schweppes Ginger Ale	2.50
Schweppes Tonic	2.50
Schweppes Soda	2.50
Orange Juice	4.00
Tonic, Soda, G-Ale by glass	1.50
Lemonade, Coke by glass	1.50

SNACKS/NIBBLES

Potato Chips	2.00
Salted Peanuts	2.00
Cashew Nuts	3.00
Meat Pie	3.00
Mini Pizza	3.00