

The KiwiFlyer Guide to Aviation Training

September 2018 Supplement



PRIVATE

COMMERCIAL

RECREATIONAL

AEROPLANES

HELICOPTERS

MICROLIGHTS

AUTOGYROS

GLIDERS

ARTICLES

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A Head Start for Young Flyers

New Zealand is well served by several organisations who make it their business to help develop interest from the next generation of aviation enthusiasts and professionals. Mostly volunteer based, these organisations offer a variety of ways a young person can become involved in aviation either for general interest, recreation, or with a career in mind. The information we featured on these organisations in our 2017 Training Guide was well-received, so here's a recap. Thanks again to Mark Woodhouse for putting the words together.

So, you like the idea of flying, but people have told you it is hard to get into and very expensive. Well to an extent it is, but you might be interested to hear that there are many individuals, organisations, programmes and events that will help you explore and progress your interest, some at little or no cost.

In this article I will tell you about opportunities that are focused on helping you begin the process of learning to fly, such as, but not necessarily limited to:

- The Walsh;
- Youth Glide;
- Air Training Corp;
- ServiceIQ Aviation Gateway Training;
- Young Eagles; and,
- Aero Clubs.

The Walsh Memorial Scout Flying School

The Walsh is an annual two week tented flying camp held at Matamata in the Waikato for 16 to 20 year olds. The camp is a National School of Scouting NZ and is supported by The Royal Aeronautical Society and a number of major corporates such

as Air New Zealand and Airways Corp, as well as many smaller companies, individuals and the local community.

The school is established for up to 44 Ab-Initio (which literally means "from the beginning") Students, 26 Returned Students and up to 4 Student Staff. Members of Scouting NZ have priority for places up to the end of August and then remaining places are open to all applicants. Overall about 40 to 50% of the students are from Scouting and about 25 to 30% are female, with that proportion growing. The school has been over-subscribed for many years now, so a ballot is run to determine which of the applicants is fortunate enough to gain a position. That said there are usually withdrawals for one reason or another, so the waiting list does get used.

All staff, instructors and controllers attend on a voluntary basis, with varying levels of support from their employers.

For more information go to www.scouts.org.nz then click on National Schools/Flying

Youth Glide

The Youth Glide Soaring Development Camp is a live-in event aimed at taking any gliding youngster, at any stage of flying, and helping them to develop further. These events are run by Youth Glide NZ which is a not-for-profit organisation providing education, tuition and training for all relevant skills necessary for gliding in NZ. Participating students range in ages from 14 to 24.

Instructors, tow pilots and other helpers give freely of their time and expertise, many of whom come back year after year. The programme is augmented by great educational and social events.

There is much more to Youth Glide than just getting young people into gliding; they benefit in many other ways such as providing positive interactions with adults and giving them

About this Guide

WELCOME to the KiwiFlyer Guide to Aviation Training in New Zealand. This special annual supplement includes articles related to aviation training as well as profiles and some great advice from numerous leading flight training providers from around the country. Participants in this Guide cover a broad training spectrum and readers will find a wealth of opportunity whether it be a microlight certificate for Sunday flying, a PPL to take the family on holiday by helicopter, through to fully structured programmes designed to set the career pilot directly up for airline employment.

There are articles covering how to get a cost-effective start in aviation whilst still at school, what to expect on your first medical, what an airline career might look like, how to appeal to a helicopter operator, and more. There are also many snippets of wisdom amongst the various training provider profiles.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every NZ Secondary School and students interested in aviation will find much useful information within. Aviation training is not limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level. How about an aerobatic or autogyro rating to add some variety to your flying?

Even those who might not be immediately interested in training for themselves should find it interesting to look through this guide and observe the many and varied training approaches that are available. The range extends from small companies and personal one-on-one tuition through to large corporates with fleets of aircraft, an array of lecture facilities and purpose built student accommodation, and everything in between.

In most cases, participants in the guide provided their own material for publishing and often are speaking directly to prospective students. Several have taken the opportunity to tell of student achievements that they are justifiably proud of.

Our industry is a close one and word of mouth is a frequent and trusted form of recommendation. If someone asks for your advice on matters of training, please refer them to this Guide which is also available for download from our website along with most other KiwiFlyer articles and back issues.

goals for lifelong learning, recreation and careers. Over the years many great friendships have been cemented at these camps, with competition for places at future camps now becoming quite tough.

While Youth Glide began in Omarama and Canterbury a similar but separate camp is now being run at Greytown in the Wairarapa and Youth Glide groups are now active in most gliding clubs. There is actually an awful lot of effort, time and money going into helping young people fly gliders.

For more information see the separate article later in this issue.

The Air Training Corp (ATC) National Aviation Course

The Air Training Corp is part of the New Zealand Cadet Forces (NZCF) and is for both girls and boys aged 13 to 18. The NZCFs are a voluntary, disciplined, uniformed youth leadership training organisation and while they are not part of the New Zealand Defence Force (NZDF), they are directed by the Chief of Defence Force, on behalf of the Minister of Defence, and are supported in partnership by the NZDF and the community.

One of the major events within the ATC is the National Aviation Course, which is a week-long flying course held at RNZAF Base Woodbourne in January each year. While their friends were hitting the beach over the summer break, these ATC students spent the week studying everything from aircraft maintenance, pre-flight checks and radio procedures, to flying with a general aviation flying instructor. By the end of the course the ATC cadets aim to pass their flight radio exam and get their wings by making their first solo flight.

In the words of one parent; "... had an amazing time and came back so inspired and motivated. We were thrilled about her achievements, so whomever needs to hear 'thanks' we cannot say it enough!"

The National Aviation Course is now a well established and successful feature of the ATC annual calendar. The course enjoys a good level of financial support and awards from a number of very generous sponsors for which they are always most grateful.

For more information go to www.http://cadetforces.mil.nz/about/air-training-corps.htm

ServiceIQ Aviation Gateway Training

ServiceIQ is the Industry Training Organisation (ITO) for aviation (including pilots), travel, tourism, museums, hospitality and retail, and is committed to helping young New Zealanders make a start in their careers.

ServiceIQ offers a wide range of training opportunities including the Aviation Gateway programme. The purpose of this programme is to enable schools to provide senior students (year 11 and above) with access to structured workplace learning that helps them to kick-start their aviation career by gaining foundation knowledge, skills and experience, and to gain unit standards while doing so.

A student's ultimate career role could be as a pilot, flight attendant, aeronautical engineer, airport operations manager, air traffic controller, academic, regulator, tourism operator, or many other related occupations. The Aviation Gateway programme can also help students make professional contacts that can open doors in the future.

There are two types of Gateway training programmes available, either a programme ready made by ServiceIQ, or a DIY programme, where your school's Gateway Coordinators select the best ServiceIQ products to create a tailor-made learning

programme for you. Both programmes take place in the classroom and/or an industry workplace.

ServiceIQ's Aviation Gateway training programme is a fantastic way for you to get a feel for what it's like to fly an aircraft, plus gain insights about other aviation industry roles. If your passion is to be a pilot, this first-time flying experience helps you gain acceptance into full-time flight training when you leave school.

You will do your training flight with a CAA qualified flying instructor at a local aero club during term time. The programme usually takes about 10 weeks, and normally runs between 1.00pm and 3.30pm. Students who successfully complete the programme will have gained:

- Up to 18 credits towards a national qualification;
- Up to three flights towards their Private Pilot's Licence (PPL);
- Real skills and knowledge of the aviation industry; and,
- An insight into many different career options.

ServiceIQ also offers a Gateway "Flying NZ" Flight Training Scholarship to a stand-out student who has successfully completed the Gateway Aviation training.

While the ServiceIQ Aviation Gateway training programme is not offered in all schools, it may be available in yours, so ask your school Careers Advisor, and if its not, encourage them to explore setting it up.

For more information go to www.serviceiq.org.nz/schools/gateway-training/serviceiq-gateway-aviation-training/

Young Eagles

Young Eagles is an aviation immersion programme for young people between the ages of 12 and 18. It is offered by many aero clubs under the auspices of Flying New Zealand (the trading name of the Royal New Zealand Aero Clubs - RNZAC). Young Eagle members will get the opportunity to experience many different aspects of aviation, from visiting air traffic control units and maintenance organisations, through to flying in an aircraft, with an instructor of course. Young Eagles will have the opportunity to actually control the aircraft, experience how it works and to look down on the world from above.

Whether you are interested in aviation for a career or for recreation, or you are just curious to find out what it is all about, Young Eagles might just be the starting point for your aviation adventure. If you are interested contact your local aero club and see if they offer the Young Eagles programme. If the aero club in your area doesn't offer the Young Eagles programme, maybe your enthusiasm will encourage them to join.

For more information go to www.flyingnz.co.nz/youngeagles

To conclude

As you can see, there are opportunities out there which will help you learn about the aviation industry and help you take those first tentative steps toward either a career or a recreational interest in aviation. The opportunities I have touched on above may not be all that exist, and to the others I apologise for not mentioning you.

If you are interested, don't sit back and wait for it to come to you. My observation is that to be a professional in our industry takes a determined investment of effort, time and to some extent or other money. It is not easy, but there are those prepared to help you, and most aviation professionals I know are passionate about their chosen careers. If you want it - go for it. And don't let set-backs along the way discourage you. **Persevere.**

Flying for Air New Zealand

Every year at about the start of September, the Air NZ Aviation Institute holds a careers evening presentation for would-be pilots. Most of those attending are students in their final year or two of secondary school – often with parents alongside. Attendance grows every year, with many hundreds at the two Auckland sessions this year. The four Aviation Institute Preferred Flight Training Organisations all run information booths at the evening – and were swamped with prospective students.

The evening is run to help students make decisions about pursuing an airline career and to inform them how to best position themselves for success. There is of course, also an element of Air NZ self-promotion included for good measure.

Those attending learned of the opportunity to not be tied to ‘nine to five’ workdays, and to live and work in different parts of New Zealand during regional flying duties. Regional flying is varied rather than always being the same pilot/route combinations – and in fact involves a lot more ‘flying’ than short or long haul airliner trips. Some regional legs span little more than 20 minutes between take-off and landing.

The obvious step up from regional flying is onto the jet fleet, where A320 sector lengths run up to five hours. Sometimes these trips are overnight and sometimes there-and-back. Then there’s long haul on the 777 / 787 fleet all the way to London which could typically be a ten day trip involving one night in L.A., two in London, two or three more in L.A. and then home. Or a trip just to L.A. would typically cover four days, with just one night in L.A. In long-haul flying particularly, there’s a lot of sleep management involved.

If there’s no nine-to-five schedules in an airline career, what happens to weekends and time off? Everything revolves around rosters, which although designed to be fair to everyone, you’ll get very little say in

(special requests notwithstanding). On the jet fleet you could expect around 70 hours of flying time each month spread over a 28 day roster with a minimum of 10 days off in that period. Short haul flyers could expect there to be 7-10 overnights and 10 days off in a roster. Regional flyers will find themselves on a similar roster with 10 days off per 28, including one weekend off per roster. Across all the disciplines but particularly long haul, pilots will often find themselves with big chunks of time off – great for lifestyles and especially those who live outside of Auckland.

How does one get to move between the flying disciplines and levels within each? You ‘bid’ for the roles you want and are then considered when the opportunity comes up. Of course you can’t bid unless you meet the pre-requisite requirements for the role. To a large degree, your bidding success will depend on your seniority in the organisation – based on your joining date, though seniority resets upon entering the jet fleet. Thus long service can become significantly rewarded.

Having set the scene for what to expect of an airline career, the presentation turned to training. For as long as anyone involved in the industry can remember, hour building has always been the most difficult part to achieve. Scrounging hours and working for nearly nothing to get ahead in the industry has almost always been a right of passage.

Many choose to take on instructing roles to help put hours in their logbook, however the (wise) advice at the presentation was not to instruct unless you really want to. Having the right skills, behaviours, and desire is paramount. With demand for pilots increasing apace, airlines are accepting recruits with far less logged hours than traditionally, and the opportunities to find jobs that will deliver the hours required of course increases as pilot turnover through these roles

also increases. What are the entry hours requirements? What was traditionally 1000 is recently now as low as 700. And the scale of Air NZ as a pilot employer? There are currently circa 1100 pilots in the jet fleet and 500 in the turbo prop fleet. Most pilots joining Air NZ will start off with Air Nelson which has employed 130 new pilots in the last three years.

What you need is the right stuff: passion, resilience, discipline, time management, strong communication, good coordination, good health, learning aptitude, self-motivation, and the ability to take constructive criticism. The latter being particularly important because you’ll face 30 years of being ‘sim’ checked every six months in situations designed to test you under pressure. You need great people and social skills too, spending long hours in a confined space alongside your fellow crew members. And you need to be prepared to stay fit and healthy. Medical checks are annual until the age of 40, and six-monthly thereafter.

Students at the presentation also learned how important it is to maintain good decision-making from an early age. Criminal convictions are an automatic disqualifier, as are excessive driving demerit points. If you can’t be trusted to drive a car safely, you’re hardly likely to be given a licence to fly an aircraft. Decisions made when young, can in fact have a significant bearing on future opportunities. (And there were indeed a few concerned looking faces in the audience.)

There are of course, also many career opportunities beyond the flight deck with Air New Zealand. The company is always looking for people interested in technical roles across the aviation spectrum.





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REPRESENTING AERO CLUBS THROUGHOUT NEW ZEALAND



Aviation is an exciting, technologically advanced and innovative industry, which is growing exponentially. The demand for pilots, engineers, and other qualified support people is massive. In fact, the latest estimates from Boeing indicate that an additional 637,000 pilots will be required globally over the next 20 years – 40% of those in our Asia Pacific region.

Those who embark on a career as a pilot find it to be an exhilarating, challenging and rewarding experience! In New Zealand hundreds of pilots graduate every year – and a large proportion of these come from their local Aero Club. Aero Clubs offer some of the best all-round pilot training afforded in the aviation industry. In most cases there are no official academic prerequisites to undertake flight training. There is a common misconception that top results in certain subjects, eg mathematics and physics, is a requirement. Although a good grounding in science subjects and mental arithmetic is desirable, it is certainly not necessary. In quite a few instances it has been noted that once someone has started their journey towards their Commercial Pilots Licence, and in particular has reached their first solo flight, the study they have completed has flowed into their everyday schooling subjects.

Medical standards do apply, and to enrol in some training programmes, other criteria such as pre-screening interviews and aptitude tests must also be met. A number of Aero Clubs around New Zealand now run the Young Eagles program. This program is specially designed for students between the ages of 12-18 years old. It gives the students a basic understanding and introduction to the world of aviation. This allows the student time to work out if an aviation career is for them. As well as Young Eagles, some of these Aero Clubs work with Gateway to offer aviation trade subjects which can earn NCEA credits.

All in all, pilot training and ancillary aviation vocations are accessible to nearly all students who display a real interest or passion in any aspect of aviation. Your local Aero Club will be able to inform students of exactly what's involved and help them make the best decisions about their flight training and future aviation career.



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Airbus A330 cockpit

Perhaps unsurprisingly, given the opportunity for a sensationalist headline, mainstream media often makes reports of some expert or another proffering an opinion that the pending pilot shortage will at least partially be solved by the pilotless aircraft of the future. KiwiFlyer Contributor (and A-Cat Flight Instructor, GA Flight Examiner, long time CFI of the Walsh Memorial Scout Flying School, Boeing 787-900 First Officer, and owner of Waypoints Aviation), Mark Woodhouse, has an opinion on this matter too. Mark writes:

I hear all too often in the media that commercial airliners will soon be flown autonomously, i.e., by computers alone. Sans pilots. In fact, the other day I read that this will occur within ten years. Whatever... I would argue that this is abject nonsense, proffered by those who understand neither piloting nor the current state of computer development.

Consider how long it takes to develop any aircraft, let alone one incorporating such a leap in technology. The latest generation of aircraft began design 10 to 15 years ago, and while there is limited military application of remotely piloted drones, the world is decades away from true AI.

The potentially destructive aspect of this nonsense is, that at the very time when the industry is struggling to attract and train sufficient numbers of young professionals to support its expansion, in all fields not just piloting, those who may be interested are hearing that the field they are considering investing themselves in may not exist very soon.

The purpose of this article is to argue that airliners will not be flown solely by computers. Probably never, but certainly not in my lifetime, nor in the lifetime of my children or my grandchildren. So, if you are considering taking up the challenge of entering our industry as a pilot, of investing the required effort, time, emotional energy and money, I declare that I believe that you will be adequately rewarded. R2D2 will not usurp your role!

Sure, airlines would save significant costs if "AI" could be developed to the point where computers could replace human pilots, and ticket prices may fall (a little), but is it feasible?

The term "AI" (Artificial Intelligence) is bandied about very loosely. AI has never been achieved, ever, anywhere in the world. Certainly, very clever programmers have developed computer software to a fantastic level, even to the stage where computers are programmed to "learn" from events (experience?) but that is a

quantum leap away from true AI.

In Europe there was a multi-billion Euro project to develop even the most basic true AI, yet the results are far from encouraging.

The following are extracts from one of a number of articles I researched for this article. They are from “When Will We Finally Achieve True Artificial Intelligence?” By Thomas Hornigold - January 01, 2018

The field of artificial intelligence goes back a long way, but many consider it was officially born when a group of scientists at Dartmouth College got together for a summer, back in 1956. Computers had, over the last few decades, come on in incredible leaps and bounds; they could now perform calculations far faster than humans. Optimism, given the incredible progress that had been made, was rational.

It's fitting that the industry of predicting when we'd have human-level intelligent AI was born at around the same time as the AI industry itself. In fact, it goes all the way back to Turing's first paper on “thinking machines,” where he predicted that the Turing Test - machines that could convince humans they were human - would be passed in 50 years, by 2000. Nowadays, of course, people are still predicting it will happen within the next 20 years, perhaps most famously Ray Kurzweil. There are so many different surveys of experts and analyses that you almost wonder if AI researchers aren't tempted to come up with an auto reply: “I've already predicted what your question will be, and no, I can't really predict that.”

Stuart Armstrong's survey looked for trends in these predictions. Specifically, there were two major cognitive biases he

was looking for. The first was the idea that AI experts predict true AI will arrive (and make them immortal) conveniently just before they'd be due to die. This is the “Rapture of the Nerds” criticism people have levelled at Kurzweil - his predictions are motivated by fear of death, desire for immortality, and are fundamentally irrational. The ability to create a super-intelligence is taken as an article of faith. There are also criticisms by people working in the AI field who know first-hand the frustrations and limitations of today's AI.

The second was the idea that people always pick a time span of 15 to 20 years. That's enough to convince people they're working on something that could prove revolutionary very soon (people are less impressed by efforts that will lead to tangible results centuries down the line), but not enough for you to be embarrassingly proved wrong. Of the two, Armstrong found more evidence for the second one - people were perfectly happy to predict AI after they died, although most didn't, but there was a clear bias towards “15-20 years from now” in predictions throughout history.

One of the problems of complex technological systems is that you never know where a potentially catastrophic problem can begin. And what concerns me most is the infrastructure, the wiring, the bugs in algorithms. How often does your smart phone let you down, or an App crash? How often are Apps, even the most developed, being updated to rectify some bug or other? Not much help if your aircraft is over the Pacific, four or five hours flying time away from a suitable airfield!

Humans are very good at creating complex technological systems. However, we are not as good at managing them, and not very good at all when something goes wrong with them.

87.

Boeing has identified that the world needs 87 new airline pilots every day.



NELSON AVIATION COLLEGE



AIR NEW ZEALAND
AVIATION INSTITUTE
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Imagine that computer scientists managed to develop a network of computers for an aircraft, that could guarantee 99.999% reliability. A recent report showed that there are 37.4 million flights scheduled in 2014, growing at a rate of about 3-5% per year. That means that these days there are about 44 million flights per year or about 120,000 flights per day.

At a reliability rate of 99.999%, that means that the world would suffer 440 accidents per year! A colleague of mine recently stated that “pilots are there, not for what they do, but what they can do.”

While discussing this issue with a retired engineer, he asked who do they litigate when an aircraft does crash? Some software developer in Silicon Valley?

In a presentation to the London based Honourable Company of Air Pilots Livery Dinner, Mr. Chrispin Orr, Chief Accident Investigator of the UK Air Accident Investigation Branch, described the investigation of drone/RPAS accidents. He pointed out the absence of pilot testimony, and that “it is extremely difficult to get the designers of these RPAS to disclose what the computers have been designed to do. And they don’t always know how their system will react in any given set of circumstances. So, it can require extensive analysis of the data to determine what went wrong and what needs to be fixed.” He cautioned that “we should not be seduced by the manufacturers claims of reliability, nor of those who argue that unmanned systems don’t pose any risk to life.” He concluded that “the demise of the human pilot is greatly exaggerated and somewhat premature.”

Computers are dumb and dutiful, and will obligingly fly an aircraft into the ground, if that is its current algorithm. To err is human, but to really muck it up, you need a computer!

“A computer has your safety at heart.” Yeah right! - Tui billboard...

Perhaps an intermediate step is single-pilot operations, and I acknowledge that is a possibility. On the 9th of February 2018 The Guardian reported that Boeing has again raised the prospect of single-pilot operations for large high-performance aircraft, suggesting that such operations could start on cargo flights and could be a reality within several decades. (My emphasis).

Nevertheless, some sound arguments exist for having that second pair of eyes and hands on the flight deck - to take over control if the flying pilot becomes incapacitated or distracted, to assist the flying pilot if he or she becomes afflicted with acute fatigue or disorientation. And perhaps most importantly, to assist or take over control if the flying pilot is overwhelmed by an emergency or an extreme workload during a busy phase of flight.

Finally, a NASA study conducted in 2017 with US pilots on a Boeing 737 simulator concluded that the pilots found normal workload for a single-pilot to safely fly the aircraft unacceptable, let alone for an emergency situation.

I will also conclude, as Chrispin Orr did, that “the demise of the human pilot is greatly exaggerated and somewhat premature.”

Mark Woodhouse



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Nelson Aviation College

‘Training Beyond the Standard’

With the purchase of a new Boeing simulator and three new aircraft with state-of-the-art instrument systems, Nelson Aviation College has taken their pilot training to a new level. Nelson Aviation College is one of the Air New Zealand Preferred

Flight Training Organisation (PFTO) providers for students wanting a top quality education, and this significant investment in new technology is designed to keep the Motueka and Nelson-based college at the forefront of the industry after 40 years in business.

The acquisition of a Pacific Simulators Boeing 737-800 simulator means NAC can now deliver the Air New Zealand Airline Integration Course

from its Nelson Airport training facility. The Nelson training facility has undergone a relocation and substantial upgrade. This facility contains new equipment, including procedural trainers and a G1000 simulator. As well as increasing its attractiveness to students, it provides greater exposure to airline operations at one of the country's busiest regional airports.

The recent acquisition of three new Cessna 172s with the latest Garmin G1000 NXi instrument systems underlines NAC's determination to be the provider of choice for New Zealand students. As NAC Chief Executive Giles Witney says, "We are moving forward by bringing in the latest technology to enhance the training of our students".

Giles owns and manages NAC with his wife Katrina, who is the Safety and Finance Manager. They are passionate about the New Zealand aviation industry and are committed to running a highly professional and supportive service. He says the College will continue to offer students a family-type environment with a low instructor to student ratio, enabling delivery of a quality, safe and friendly training experience, aiming for consistently high pass rates.

The low instructor to student ratio is part of a point of difference for Nelson Aviation College in that training can be focused on small numbers of students, with only 65 at any one time between its two bases. Another point of difference is the College's awareness of the need for positive female role models

within the aviation training industry - currently 1/3 of NAC's instructors are female.

The College offers single-room accommodation onsite overlooking Motueka Aerodrome and, being located in one of the

best climatic regions in New Zealand with spectacular and varied terrain on their doorstep, students learn to fly in excellent conditions all year round.

As one of the Air New Zealand PFTOs, NAC's training standards and student selection process are aligned with Air NZ's standards of high quality. An external contracted auditor is employed, as well as the utilisation of modern software systems. This ensures that



Nelson Aviation College's new Pacific Simulators Boeing 737-800 Simulator.

professional standards are maintained.

In addition, NAC offers a mentoring programme to students by Air NZ senior pilots, and as part of students' professional development it provides regular 360 degree feedback from peers and staff.

There are also opportunities for students to complete a double diploma in Airline Preparation and Flight Instructing, thus making them more employable before acquiring the required flight hours to meet entry requirements for major airlines.

A current student, Javan Rose, when asked how he found the course and his instructors, said, "All the students here were like-minded and passionate about flying and it was really awesome; the family atmosphere is really cool. On all theory courses, the instructors were more than happy to stay after class and help you with anything. They always go the extra mile to make sure you'll pass well and make sure that you have adequate understanding of the content. Especially when you start flying, they're really involved, and I think there's a lot of work that goes on in the background that you don't really see. They're working really hard to make sure you're prepared for your flights."

For more information

We invite you to visit us at www.nelson-aviation.co.nz or on Facebook, or speak to one of the team today on (03) 528 8382.

Massey University Aviation Open Day showcases new Flight Operations Centre

With the opening of stage one of Massey's new Aviation Centre, students and families attending the School's annual Aviation Open Day on 15 September 2018 saw first-hand what Massey offers in the way of facilities and aviation programmes. The expansion to hangar, classroom and operations centre facilities has also seen the installation of a new Diamond DA-42 L360 Simulator which will significantly enhance the training capacity for Bachelor of Aviation students. Construction of Stage Two is expected to be completed by August 2019. Open Day attendees also had the opportunity to pre-book trial flights and attend presentations by representatives from Jetstar, Airways NZ, Palmerston North Airport Ltd. and more. Qualifications offered at Massey's School of Aviation include:

Bachelor of Aviation

Massey's BAv graduates complete a unique integrated aviation university undergraduate qualification, intended for those planning a professional career as a pilot. Scenario-based flight training and Apple iPads as Electronic Flight Bags are key elements of the School's approach to preparing students for eventual airline roles. BAv students graduate with all the examination credits for issue of an ATPL and are issued with a New Zealand PPL, CPL, and MEIR, meaning that they do not have to financially 'front-load' their flight training by gaining a PPL first.

All tuition fees in the first year are fully covered by the NZ Government student loan with any shortfall between the student loan and the programme fees currently occurring in the second year of the degree.

All flight training is delivered in-house via the School's fleet of technically advanced Diamond single engine and twin engine aircraft equipped with full digital avionics approved for PBN.

Graduate pathways are a strength of the Massey BAv degree. Students have the option of applying for either the Qantas Future Pilot Programme (QFPP), or the Massey University Flight Instructor Course (FIC) both of which are completed in the last year of the degree. Qantas will also provide a comprehensive mentoring programme for all B.Av. students throughout their degree programme.

Selected QFPP candidates will complete an intensive Airline Transition Course (ATC) in their final semester. Upon successful completion of the degree and the QFPP ATC, graduates will complete their training with Jetstar New Zealand or QantasLink and become qualified as First Officers flying for Jetstar, NZ.

This pathway has been approved by CAA NZ, permitting less than 500 hour graduate pilots to move directly into an airline role in New Zealand.

Students selected into the Massey Flight Instructor (FIC) option also have a direct graduate pathway available to them once they graduate. They may apply for a position as a Massey Graduate Flight Instructor (GFI) - a two-year fixed term position. Flight training under the mentorship framework of the GFI programme is highly valued by Massey graduates. Massey's GFI graduates are recognised as being able to transition seamlessly into subsequent airline roles.

Other Massey Flight Instructor graduates can be found working for large aviation training organisations in NZ and Australia where



they quickly add value by bringing aspects of their Massey training to those organisations. Still other B.Av. Graduates can be found working as commercial pilots in the charter, tourism and medical evacuation sectors in NZ, Australia, USA, Africa and Asia.

Bachelor of Aviation Management

This is a specialised business degree that introduces students to the complexities of achieving profitability, safety and regulatory compliance in the aviation industry. It also offers students the chance to take up an internship project during their degree with an approved aviation related industry in NZ or offshore. These credit-bearing internship courses enable students to acquire real-world experience in an aviation context. Aviation students may also apply to be selected as a Massey University exchange student with one of Massey's many international university partners including renowned aviation universities such as Embry Riddle Aeronautical University or Purdue (USA).

Postgraduate qualifications

Increasingly, aviation professionals choose to add value to their career portfolios by completing postgraduate degrees in aviation - namely the Master of Aviation or an aviation doctoral programme (PhD). Research undertaken by Massey's aviation faculty and postgraduate students contributes to global aviation research.

Master of Aviation students may select one of two options; the Master of Aviation - Research Pathway, or the Master of Aviation, Professional Practice Pathway. Both pathways require students to complete certain compulsory papers during the first part. In the second part, the research pathway requires a research report, and the professional pathway requires completion of a project which may be related to an aspect of their current industry role. This latter option is gaining increased resonance within the aviation industry. Both pathways are available via distance learning.

Massey currently has three aviation PhD candidates at various stages of their programme. Their research encompasses airport branding, aviation communication challenges between English and non-English native speakers, and aviation compliance issues facing Pacific Island countries. Expressions of interest from prospective doctoral candidates are always welcome.

RPAS / UAV's

The School of Aviation continues to actively engage with the fast evolving NZ RPAS / UAV sector. A three-day professional course designed and delivered by Massey flight instructors is aimed at educating RPAS users and non-aviators for safe operations in the aviation environment.

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Southern Wings is an Air New Zealand Preferred Flight Training Organisation (FTO). There are only four FTOs in New Zealand and Southern Wings is the only FTO with two bases. By choosing to train with Southern Wings as an Air New Zealand Preferred Flight Training Organisation, prospective pilots will be assured they are:

- Joining a flight training programme designed to produce commercial airline pilots;
- Likely to succeed as they have met airline styled entry criteria for programme selection;
- Interacting with airline personnel.

Southern Wings is interested in quality; we do not aspire to be the biggest, just the best. With bases in Auckland and in Invercargill, we have the whole country covered. Southern Wings students experience the opportunity to fly and

enjoy the variation of terrain, weather, controlled and uncontrolled airspace across New Zealand. Southern Wings boast highly experienced instructors who are passionate about flying and who want to share that passion and their experience with the next generation of professional pilots.

The New Zealand Diploma in Aviation at Southern Wings provides the training relevant to commercial considerations. From crew and passenger demands, or weather and air traffic disruptions, today's modern airline pilot needs the ability to manage all of these issues in addition to demonstrating well-honed flying skills and possessing an in-depth knowledge of modern aircraft systems. This course prepares you for the pilot's demanding and multi-faceted role.

The New Zealand Diploma in Aviation course that Southern Wings provides has three streams; General Aviation, Instructor and Airline Preparation. All students of these streams will complete a Private Licence (PPL) and Commercial Pilot Licence (CPL). After that the



A group of recent Diploma in Aviation Graduates

completion requirements depend on the stream chosen. For the Airline Preparation stream, students will complete a PPL, CPL, and Multi-Engine Instrument Rating (MEIR) and, all of their ATPL theory. Then they will undergo a secondary selection process for entry into the Airline Integration Course (AIC).

The New Zealand Diploma in Aviation is student loan funded.

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If you want to be a Helicopter Pilot

Two of Reid Helicopters Nelson's AS350s

In the 2017 KiwiFlyer Aviation Training Guide, owner of Reid Helicopters Nelson, Toby Reid wrote about the expectations he and other employers have of freshly licensed pilots joining their companies. In this article, Toby follows up with advice for those either contemplating, or part way through their training. Toby writes:

In my last article we touched on the expectations helicopter operators have when looking for new pilots and the qualities that put them above the rest. We received some great feedback and are pleased to follow that up with another discussion aimed at helping new pilots understand what they should be striving for.

Something students and newly qualified pilots need to consider is that the helicopter industry is constantly changing. From year to year or season to season, different divisions of the industry boom and others go into decline. One area new pilots should be focusing energy on for initial employment is the ever growing worldwide tourism industry. If your real desire however, is to get into agriculture or utility operations then it is important that your training provider helps you with a plan to work your way into these sectors. The best way to do this is to get out and meet people in the industry - and an introduction is always helpful before you start door knocking. Maybe ask your instructor if you could do a cross-country and call in to meet an employer on route to introduce yourself in case a ground crew / entry level position comes up? If you are planning to get into agriculture you need to be aware that the time frame to get flying may take longer. You'll

need to be patient and really prove yourself to an operator before they train you as an Ag Pilot. Bear in mind that you should then be willing to deliver some loyalty back for their not inconsiderable investment in you.

In the past 12 months within our own training division we have seen a move back to initial employment in Australia with the Australian industry showing strength in tourism, utility and agriculture. The main employer is still most likely the tourism sector flying piston engine helicopters. Interestingly our last CPL student to graduate gained employment within one week in Australia and was straight into a turbine helicopter in the agricultural and utility sector. So yes, this is still possible, but more than ever I knew this particular student would do well from day one as he was hard working, determined and had a great attitude.

After a great discussion with veteran pilot Mark Law at the recent Aviation New Zealand conference here in Nelson we got talking about the next generation of pilots coming through and some of the pros and cons we have both seen with these young guys and girls. Mark kindly offered to send some notes towards this article. Here's his great advice for new trainees and pilots:

"If you are reading this article you are halfway interested in becoming a helicopter pilot, training to become one, or a new license holder looking for direction. If you pause right now and look within yourself and ask these questions you could get to second base:

- Am I punctual; can I get going without a prompt?
- Do I like constant, repetitive physical and mental work?

- Can I dissociate myself from my phone, tablet and social media without withdrawals across a normal 8 hour working day, and still function?
- Can I take a kick up the bum and or constructive criticism without featuring a 'poor me, hard done by' attitude?
- Can I communicate personally which means, stand and look people in the eye and converse clearly and confidently?
- Am I friendly, happy, humorous, and helpful?
- Am I determined and without expectations of flying immediately; i.e. expecting hard yakka on the ground within the industry before even looking to start flying?
- Can I turn my hand to other jobs, not just the flight controls?
- Am I able to innovate myself, the company, others and our industry?
- Do I expect to work within my home town community, or am I more realistically prepared to spread my wings and get worldly?
- Do I understand common sense and how it fits with life and work?
- Will I listen to experienced folk?
- Will I enjoy working in all weather conditions?

If you are armed with these expectations and attributes, not only will you enjoy a great aviation career, you will tackle most other work challenges and be a great asset to everyone."

Thanks Mark for those wise words.

We have recently noticed an increase in enquiries for flight training coming from young people still in high school. I think it's great that these guys and girls are so keen at such a young age but

there are going to be barriers for them for being so young. Some may be a lot more mature than others and some may be ready to leave home and get into the big wide world of employment, but others might be far from it. I think it's important that when leaving high school, you are not in a rush to get your commercial licence and a great idea would be to spend a year or so working in the aviation industry to make sure you understand the pressures that can be involved and make sure it is right for you. If you come out of this with drive and passion for the industry you will know that making the huge investment to gain a licence will not go to waste.

I must contradict myself here in saying that some of the best students and pilots we have ever had, have in fact come direct from high school - however these guys trained with us slowly over 2 to 3 years while working on the ground learning the ropes as they trained, while also gaining maturity. I hope in the future we still find the same type of people to be a part of our organisation, as the next generation of people change in their way of thinking and dealing with the pressures of the industry (and life in general).

Lastly my advice to newly qualified helicopter pilots is to look for a company that is known for career progression. This might mean starting off in an R44 with a company that also operates AS350s. If you are loyal, hard working and have a good attitude there is a good chance you will end up flying the Squirrel within a couple of years. You would expect to be bonded to this company for a good couple of years after getting a type rating, but it would be well worth it in the long run. Good Luck.

Toby Reid



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Airline Employment is our Focus at Ardmore Flying School and Ardmore Aviation Technical

When training to enter the aviation industry as a pilot or technician, getting your first start is very important. Ardmore Flying School is focused on employment outcomes and delivering a level of training that the airline industry's employers are wanting.

Whilst maintaining their position as one of New Zealand's largest trainers of domestic students, Ardmore Flying School has also been very focused on international markets, particularly in the Asia/Pacific region. A significant upside of these new international relationships is an increase in airline pilot opportunities for recently trained graduates.

A significant acquisition has been a Pacific Simulators PS4.5 Euro Jet A320 fixed-base simulator. This state-of-the-art simulator provides the perfect platform for the School's Multi Crew Integration Course (MCIC). This simulator is in fact built from a real aircraft cockpit shell so most of the controls are, and some of the equipment is, actual aircraft units. The reality of the cockpit and visuals is such that looking over the pilot's shoulder at the screen while they are flying can result in a case of the leans!

The MCIC course, which forms the final phase of training in the Airline Preparation Diploma, is designed to include Multi Crew Cooperation training, Jet Orientation training and to prepare the student for operating in a multi-crew environment in airline type conditions. This 4-week course is conducted by current or retired airline training Captains. The experience gained by the student is very 'real world' and the philosophies applied along with the standard operating procedures to fly a jet are the most current used by airlines now.

The simulator allows students to experience and learn from dealing with in-flight emergencies, most of which cannot be practised in an aircraft for real! Their communication and team work are put to the test as the course progresses from a basic commercial jet flight to the flight from hell with emergency after emergency to cope with. However, our extremely experienced and skilled Training Captains prepare them well and a successful flight outcome is achieved – the advantage of being able to do this while on the safety of the ground is invaluable.

Airline operating procedures and philosophy are fed downwards from the MCIC and applied to Ardmore Flying School's initial VFR and IFR training giving the student exposure to airline

disciplines and procedures from their very first flight.

As a result of this strategy, and the growing need for airline pilots and engineers world-wide, Ardmore Flying School CEO Ian Calvert believes that in the foreseeable future, the school will be able to employ directly or facilitate the employment of many of its graduates either here in New Zealand, or at an overseas base. In fact, the school now encourages ALL its pilot trainees to complete the double NZ Diploma in Aviation programme in both Airline Preparation and Flight Instruction, while Aeronautical Technical students can take a two-year Certificate in Aeronautical Engineering. With these qualifications, graduates will be ideally positioned to take up one of the different opportunities available.

More about Us

The senior management teams at Ardmore Flying School and Ardmore Aviation Technical have more than 100 combined years of pilot training and Aeronautical technical experience behind them. We pride ourselves on innovative thinking and an excellent reputation for providing well-trained graduates to airlines and the aviation industry. Our fully-integrated tailored flight training programmes transform students into strong, decisive and skilled pilots, capable of operating at the highest levels in the ever-changing commercial and corporate sectors.

We operate 19 aircraft including Garmin 1000 equipped Cessna 172s, two Diamond DA42 Twin Star and a Beechcraft Duchess Be76. On the simulator front, as well as the Pacific Simulator A320 simulator we have Frasca twin and single engine simulators, as well as a King Air Turboprop simulator.

Our briefing rooms and air-conditioned classrooms are equipped with the latest electronic teaching aids.

We are located at Ardmore Airport in South Auckland. You'll be training at the busiest airport in NZ which isn't at all as daunting as it might sound. In no time you'll become familiar with protocols and competent amongst traffic. Weather conditions here rank among the best in NZ with only the very odd day where operations have to be cancelled. The local training area and surrounding districts offer diverse topographic and climatic conditions.

Pilots trained by Ardmore Flying School can be found in all parts of the industry in New Zealand and around the



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Ardmore Flying School's new Airbus A320 Simulator.

world including airlines, charter, rescue, tourism, agriculture, commercial, corporate and utility operations.

We are NZQA approved and hold CAA Rule Part 141 approval for flight training. Student Loan funded training opportunities are available but are limited so early application is recommended for these sought-after training positions.

Visit and Fly

If you have ever wondered about becoming a fixed wing pilot, then call in and enjoy an Introductory Flight Lesson. You'll spend time on the ground learning about the aircraft, then take to the sky with an instructor for a local flight. Once airborne, the controls will be yours for some basic manoeuvres. When we're back on the ground we'll debrief and answer any questions you have.

Courses & Qualifications

Ardmore Flying School delivers the New Zealand Diploma in Aviation programme for both fixed and rotary wing aircraft, including the following components:

- Private & Commercial Pilot Licences – Fixed & Rotary Wing
- Single & Multi-Engine Instrument Ratings
- New Zealand Certificate in Aviation Commercial Pilot and Instrument Rating (Level 5)
- C-Category Flight Instructor – New Zealand Diploma in Aviation – Flight Instruction (Level 6)
- Air Transport Pilots Licence Examination Credits – New Zealand Diploma in Aviation – Airline Preparation (Level 6)
- Multi-Crew Integration Course – MCIC - New Zealand Diploma in Aviation – Airline Preparation (Level 6)

For more information

For more information on our fixed wing or helicopter training and employment pathways:

- Visit www.ardmore.co.nz or look us up on social media
- Call 0800 Ardmore or email: info@ardmore.co.nz
- Or come in and chat with one of our friendly team members who will guide you on the way to aviation success.

Aviation Technician Training now available at Ardmore

In response to industry concerns of a forecast worldwide shortage of aircraft engineers, Ardmore Aviation Technical (AAT) now offers a two-year aeronautical engineering training course. This course is designed to give graduates a distinct advantage over their peers by being able to present themselves to employers as genuinely 'work-ready'.

Programme Manager for Ardmore Aviation Technical is experienced engineer Peter McCarty. "Young people today are very good at Googling information," says Peter. "We hope to give them the ability to reason solutions to problems they will encounter. We aim to give students a broad foundation in hand skills as well as the theoretical knowledge that will equip them to think for themselves. Our course takes young people who have an aviation interest, but not necessarily any practical knowledge or skills, and make them Safe, Knowledgeable and Useful on their first day of employment. The demonstrable knowledge, skills and experience they have when leaving here will make them shine at job interview time."

The AAT training course is focused on equipping students with fundamental skills and knowledge on which they can build their careers. A strong emphasis is placed on practical paperwork from the first day; the use of worksheets, time recording, parts tracking through release notes and requisition documentation.

The same integrated approach is taken in Year One where students develop skills with basic metalwork exercises. The series of projects follows the same format: Students first create a drawing that develops their technical drawing skills and interpretation ability, and then create the item - in most cases tooling or equipment which they keep and will use throughout their career.

Successful students graduate with the NZQA approved NZ Certificate in Aeronautical Engineering (Pre-Employment Skills) (Level 3) and NZ Certificate in Aeronautical Engineering (Workplace Introductory Skills) (Level 4).

Wherever there is overlap between NZQA credit requirements and AME (Aircraft Maintenance Engineer) licence exams, students will also sit appropriate LAME papers, thus taking steps towards becoming a licensed engineer.

The course premises are located in the large NZ Warbirds' hangar at Ardmore. "It's quite symbiotic," says Peter. "In the Warbirds hangar we have aircraft types from WWI through to the A-4K Skyhawk. There is fabric covered and open cockpit aircraft, radial engines, liquid cooled engines, gas turbines from the early centrifugal compressors through to a high by-pass fan engine, and more. These 'training aids', along with the varied fleet of aircraft domiciled elsewhere at Ardmore make it easy to view in real life what is being discussed in the formal classroom. Walking from one aircraft to the next and physically seeing the developments, designs and various systems and features that have evolved through history certainly brings to life the learning experience".

AAT graduates will have the skills and knowledge to be employed as basic unlicensed aeronautical engineers in both the general aviation and airline industries.

For more information

Enquiries are welcome for the next Ardmore Aviation Technical course intake. Visit www.ardmore.co.nz for more information.

Specialist MEIFR, RNAV & RNP Training

RidgeAir is a Twin Engine Charter and Training Operation based at Woodbourne Airport in Blenheim.

The company is a niche training organisation, specialising in multi engine IFR training, in particular the new PBN and RNAV operations. Chief Pilot and MEIFR Instructor, Ross McCullum explains; "Our niche market has evolved where we tend to attract trainee pilots who are looking to upgrade from single pilot IFR to multi IFR, or pilots who need to complete an instrument renewal and in the process gain qualifications for RNP and RNAV operations under the new PBN environment. We also do initial type ratings on our multi engine aircraft."

Ross comes from an extensive GA and airline background having owned a successful flying school based in Melbourne during the '90s, then moving on to become Head of Training and Standards for Macair Airlines which was a major regional airline based in Townsville and Cairns in Australia. At that time the company operated a fleet of 5 SAAB 340s, 5 Metroliner 23 aircraft and an ATR 42 on charter and scheduled airline operations.

Ross returned to New Zealand in 2010, becoming Chief Pilot for RidgeAir where he has built up a reputation as a go-to flight training organisation for young and old pilots alike. He is part of the CAA NSS Working Group for the

PBN implementation in New Zealand (and so has the inside running on what is coming).

Ross says given the current implementation schedule, pilots who are not PBN type rated for GPS RNP and RNAV operations will soon find themselves left behind in terms of available employment opportunities. "From an operational standpoint most of the SIDS and STARS at regional airports will require pilots to be rated for RNP operations so to just have ILS, VOR and ADF on your instrument rating will not be the standard employers are looking for," explains Ross.

The aircraft

RidgeAir operate what could arguably be one of the best equipped Piper Seneca IV aircraft in the country, set up and approved for full PBN / RNAV operations including Garmin 650 and 530 sets coupled to a glass cockpit G500.

The co-pilot has a full set of analogue instruments including Flight Director and HSI linked to the KFC 150 Flight Director / Auto pilot. The aircraft has dual Nav/Comms, dual ILS, and RMI/ADF.

There is a freon aircon system for hot days and for colder days the aircraft is fully de-iced and approved for known icing conditions. An on board oxygen system provides for soaring to altitude when required.

Benefits for Trainees

Many of the trainees who come to RidgeAir are renewing their rating and upgrading because they have a pending airline interview and sim check. Ross says the glass cockpit and GPS combination is not dissimilar to what a pilot might expect say in a Dash 8 or ATR cockpit. Trainees get real experience and exposure to flying the glass cockpit including use of systems such as the Flight Director and Altitude Alerting, plus using the GPS similar to an FMC where approach SIDS and STARS can all be loaded into the system and flown using full GPS steering. The G500 also allows Vertical Navigation guidance for RNAV approaches which brings up a display the same as you would see when flying an ILS; these can be flown fully coupled to the auto pilot or hand flown using the Flight Director.

Ross says that training at RidgeAir is normally one on one so there isn't a line of pilots waiting to grab the aircraft and instructor as soon as you land. On the occasion when there are two trainees at once they can often benefit from sitting in as an observer on each others flights.

RidgeAir provides all necessary charts and documents plus Bose noise cancelling headsets. Rates are inclusive of Airways and landing fees aside from entries into Wellington, Auckland and Christchurch which attract a small additional charge. There is no charge for pre-flight and post-flight briefings.

Ross can also provide and certify the ground theory component for initial GPS certification.

Career preparation

Ross likes to provide trainees with an overall understanding of cockpit management and using the technology available, much as you would expect to do if working on a regional airliner.

He says hand flying skills are important and you need to know when to take over from the automatics and also be very mode aware; an automated FMC type system will happily fly you into a hill if you let it or program it incorrectly so situational awareness is very important. A proportion of flight training is done hand flying but Ross says given the majority of his trainee pilots already hold a rating then basic hand flying skills are expected to some extent.



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Ross says his philosophy is to have students operate in the most professional and commercially efficient method possible. He uses his airline experience to encourage a scan flow technique and the proper use of normal and abnormal checklists. After training most students have a good understanding of what to expect in an airline type environment including how to properly use a checklist and the meaning of challenge and response and how it is adapted to single pilot operations.

When pilots are training for just a two-pilot instrument renewal, Ross says this is an ideal opportunity for the trainee to utilise the two-crew procedures and SOPs.

Location and accommodation

Blenheim is an ideal location for training. Ross says he normally has the circuit to himself and there are a number of VOR approaches and holding patterns and a DME Arc is available, along with RNAV approaches and RNP and conventional SIDS and STARS all in the one place. For ILS training Wellington is just 20 minutes away. The route between Wellington and Blenheim also meets the



RidgeAir's Piper Seneca IV is equipped with similar instrumentation to typical Dash 8 or ATR configurations.

minimum distance tracking requirements for a flight test.

Short term accommodation is available for RidgeAir students in a shared self-catering house (with fully equipped kitchen) located in central Blenheim. Guests have a private room with everything supplied including unlimited fibre internet access and Sky TV. Those without transport can be picked up and dropped off by Ross for each day of training.

Trainees normally stay between two and seven days depending on the qualification required and experience/currency of the pilot.

For more information

If you have an upcoming job interview or need to renew or upgrade your Instrument Rating including the recent RNP/RNAV specification then call Ross direct on 021 246 2544 or email ross@ridgeair.co.nz

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Go Beyond

Train in the Southern Alps with Wanaka Helicopters

Wanaka Helicopters is a world-renowned flight school situated in Wanaka, surrounded by the spectacular Southern Alps. Mountain flying is our specialty! Family owned and operated since 1992, we are one of New Zealand's largest and most experienced helicopter flight schools. Training is our primary activity, but we also undertake commercial and tourism operations.

CEO and Chief Flight Instructor Simon Spencer-Bower is the country's most experienced helicopter instructor and his team of eight B and C-category instructors are highly experienced and well regarded as instructors and commercial pilots. With the Southern Alps on our doorstep, we have the best daily opportunity to provide advanced mountain training. Exploring our backyard by helicopter is something most people only dream about, but for our students, it's an essential pilot training tool on variable horizons and mountain wind patterns!

Most trainees fly our seven two-seat trainers including R22s and Cabri G2s, and many progress to working with our R44s and AS350s. Other aircraft are available for those seeking additional single-engine type ratings. With numerous aircraft and a large team of knowledgeable instructors we are able to provide an excellent training programme to those candidates willing to dedicate the time and effort to train in either self-directed study or a comprehensive, fully-supported Diploma in Aviation programme.

Along with PPL, CPL and specialist training, Wanaka Helicopters offers the NZQA-accredited Level 5 Diploma in Aviation; a two year full-time qualification with all flight theory ground courses taught at Wanaka Airport. Diploma students also participate in 7 flight safety and management courses in addition to 11 flight skills courses before gaining their CPL. As well as flying, trainees frequently participate

in loading, unloading, briefing and working with our international commercial clientele to build personal experience valuable for early career opportunities.

Commercial and industry connection is an important focus for Wanaka Helicopters. Knowing how to fly a helicopter just gets your foot in the door - bringing something extra to your first employer and entering the job market with an established industry network is the key to kicking off a strong aviation career. At WHL, trainees are exposed through industry engagement in special events which in 2017/18 included Robinson Factory Seminars, CAA SMS workshops, medical briefs and additional Fire and Emergency coursework to support Rural Fire responses using a fire bucket.

Our Diploma in Aviation students typically enter the workforce with three type ratings gained during CPL build-up and sling training. These are the R22, the most common mustering helicopter in Australia and New Zealand; the Cabri G2, the newest entry in light-training aircraft from Guimbal inspired by Eurocopter design principles; and the R44, the aircraft new CPL pilots are most likely to fly as part of a commercial operation. Successful completion also sets graduates up to exercise the privileges provided for by the CAA in NZ ground operations, flight planning and assisting operators with their safety management systems.

Student loans, NZ Māori Scholarship (up to \$10,000) and FeesFree funding (up to \$12,000) are available for eligible students, making the Diploma a popular avenue for career-oriented pilots.

If you are thinking about taking the next step in your aviation career get in touch with us to discuss your options or stop by to visit our Wanaka base. Contact us on 0800 46 36 26 or check out our website www.wanakahelicopters.co.nz for more information.



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www.wanakahelicopters.co.nz

Mainland Aviation College

“Where students come before all else”

Based at the Dunedin International Airport and in operation for over 25 years, Mainland Aviation College has been highly successful with countless students now in the aviation career of their choice. In the most recent years Mainland Aviation College have at least 30 of their students now flying as Captains and First Officers for Mount Cook Airline and Air NZ. Others have chosen careers in Instructing, Ag Flying, Outback Flying, Charter Flying, Seismic Flying, and more...

Mainland Aviation College is in the unique position of having a successful Multi-Engine Air Charter division, Mainland Air Services Ltd. After gaining the required amount of hours with Instructing, students are then offered further training to fill positions in the Charter division, as they become available. This immediately gives those selected the opportunity to gain Multi hours which are priceless in some areas of aviation - and puts them a step closer to realising their dream.

Mainland Aviation College is a NZQA Approved PTE, for delivering the Diploma in Aviation to both Domestic and International students. The College is also Pastoral Care approved and provides safe, warm and clean accommodation for those students who require it, at a very minimal rent per week.

As well as providing flight training for the Diploma in Aviation, Mainland Aviation College students can choose to extend their skills with: – Aerobatic training, Strip landings, Beach landings,

Mountain flying (which our location is perfect for), Tail wheel ratings, Instrument ratings, and more...

It is important to Mainland Management that students are provided with the best training opportunities they can get. This led to the decision of ‘capping’ student numbers to ensure that training is personalised with no unreasonable waiting times for Instructors, aircraft and courses. Because of this approach, our students complete their course in the required timeframe which saves them money and continues to keep the good name of Mainland Aviation College.

We have a large fleet of training aircraft and are very lucky to have a base of experienced Instructors, which is quite a rarity in these changing times of aviation.

Our CEO, Philip Kean, has been in the aviation industry for over 50 years and is still actively flying, Instructing, Charter flying and Flight testing. His experience in all types of aircraft and flying is an asset to the college. Philip runs an open door policy to his office, where students are welcome anytime.

So, if you wish to join a Flight Training Organisation where the student comes before all else, just give us a call. We’ll be happy to speak with you!



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Taking you from zero hours to a fully qualified Commercial Pilot with the Diploma in Aviation

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- We are NZQA Approved and have Contacts in all aspects of Aviation.
- Capped student numbers ensure personalised training with no unreasonable waiting times for aircraft, instructors or courses.
- Our Flight Training covers all careers in aviation from Airlines to Ag, Scenic to Charter, and even Aussie Outback Flying, or whichever aviation career you choose.



More Info: 03 486 2200 info@mainlandair.com www.mainlandair.com Facebook: Mainland Air - Flight Training & Charter

Heliflite Charter and Training at Ardmore

To become great at anything you need to know your equipment inside and out. Based in Auckland at Ardmore Airport, Heliflite not only operates helicopters, but also repairs, builds, and maintains them. We are a one stop shop for everything rotary, and offer a full range of helicopter services including maintenance, training and commercial ops. All of our operations are certificated by NZCAA.

As well as learning to fly helicopters,

our students are able to learn about the maintenance that keeps them in the air, and our busy Part 135 charter operations also mean that students with us have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters includes the Robinson R22 and R44. We offer full training course packages in R22, R44 and Schweizer 300 helicopters.

We are also certificated by NZCAA

to provide Robinson Safety Awareness training, mandatory for all new and existing R22 and R44 pilots.

Our private pilot programme focuses on training pilots to operate light helicopters as safely as possible, and our commercial programme builds on this by adding practical skills that are highly valued by commercial operators.

Our CPL students gain a lot of exposure to commercial-style flying as part of their course, and we encourage them to include a large amount of R44 time (which we offer at a very competitive rate) as part of their minimums to ensure they are in the best position to land that elusive first flying job. In the later stages of our CPL course, we treat all of the flying as though it was a commercial job which ensures that pilots are well versed with the legal and other requirements of flying for hire and reward.

Our standard CPL course includes two type ratings and an unrestricted night rating on top of the usual minimums if time allows. All of this commercial focus means that by the time our students obtain their commercial licence, they are ready to be a valuable asset to any flying organisation.

We have a great team of experienced and highly qualified pilots that include IFR rated A-Cat plus B and C-Cat Instructors, as well as a professional group of ground staff to ensure that you are guided through your training safely, efficiently, and with the minimum of fuss. Once you have your licence and have been signed off by our Chief Pilot, we have a variety of helicopters available for private hire. This means that you can take a helicopter away for private use on your own time, be it a trip to the bach for the weekend or just a flight around the city with friends.

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights. Our Instructors will give you a taste of everything, from pre-flight preparation through to the ultimate test of co-ordination - hovering! Our training rates are some of the best in New Zealand and we offer discounts for bulk training packages.

We welcome you to swing by to meet the team and enjoy a tour of our facilities at 57 Victa Lane, Ardmore Airport. For more information contact Sylvia on 09 299 9442 or visit our website www.heliflite.co.nz



PPL and CPL TRAINING

CAANZ CERTIFICATED

R22, R44, S300

SAFETY AWARENESS COURSES

TYPE RATINGS

INSTRUCTOR RATINGS

NIGHT RATINGS (unlim)

SCENIC FLIGHTS

HELI CHARTER

HELI FISHING

PROPOSAL FLIGHTS

HOTEL TRANSFERS

COMMERCIAL OPS

PHOTOGRAPHY

09 299 9442 sylvia@heliflite.nz www.heliflite.co.nz

World-Class Flight Training at Whanganui

At the New Zealand International Commercial Pilot Academy (NZICPA), we value students' goals, aspirations and needs foremost. Our mission is to create the most achievable pathway to a successful aviation career.

We have significant experience in training pilots at a range of levels from private to commercial through to flight instructors, multi engine pilots with full instrument ratings, to pilots preparing for careers with the airlines. And we pride ourselves on our record in the training of both New Zealand and International students and our commitment to maintaining a broad cultural base.

Being provincially located helps us to keep our costs down and helps you to do the same with such things as accommodation and general living costs whilst studying.

Our Aviation Culture

As well as ensuring the education and resources we provide are to the highest industry standards (our fleet, simulators and facilities are all modern), we know that the aviation industry requires pilots who can relate well to people and fit into a team environment. We want our students to not only become qualified pilots, but to develop and display a disposition to succeed in team flying environments.

We put a lot of effort into ensuring we have a great learning culture here at NZICPA, and visitors to our academy often comment on just how friendly and professional our staff and students all are.

Everything we do is focused on student achievement and your ability to succeed in your career as a pilot.

We are positive that you will enjoy learning with us.

Our Courses

We are a NZCAA certificated Aviation Training Organisation, hold a current Air Operators Certificate, maintain NZ Qualifications Authority registration, and in addition we are a signatory to the NZ

Code of Practice for the Pastoral Care of International Students. Our Air Operators Certificate allows us to conduct a range of commercial activities including survey and photography flights which can provide the opportunity for students to be exposed to (or participate with) commercial flight operations during their training.

The courses and programmes we provide are NZ Government approved, well designed and proven, and provide you with the opportunity to not only build hours but also be well-supported in achieving the qualifications you seek. Our training programmes include: PPL, CPL, Flight Instructor and Multi-Engine Instrument Ratings, and the NZ Diploma in Aviation in General Aviation (L5), Flight Instruction (L6), or Airline Preparation (L6).

We are able to offer funded options for those wishing to take student loans and for those wanting to self-fund we can accommodate your requirements for part-time completion of the various qualifications.

Accommodation

We have a range of accommodation options designed to suit the needs of each individual student. Our Whanganui City Campus is located only 2 minutes' walk from supermarkets, restaurants and takeaways. Each student accommodation block has four units with each unit having six bedrooms, two bathrooms, lounge/dining area and kitchen. Rooms in these fully furnished units only cost \$150 per week in 2018 which includes power, WiFi, rubbish collection and cleaning of the communal areas. (Food and bedding is not included.)

For more information

We'd be delighted to meet with you about your aviation career. Talk to one of the team on 06 927 6332, email us at enquiries@nzicpa.nz, look us up on Facebook or www.nzicpa.co.nz – or come and visit our new facilities at Whanganui Airport.



"In today's aviation world we need to produce graduates who are well-skilled and have a disposition to succeed in team flying environments. Everything we do is focused on student achievement and your ability to succeed in your career as a pilot."

Phillip Bedford, CEO.

NZICPA is certificated to CAR Parts 141, 119/135, and registered with NZQA.



New Zealand International
COMMERCIAL PILOT ACADEMY



06 927 6332

enquiries@nzicpa.nz

www.nzicpa.nz

www.facebook.com/NZICPA

Fixed and Rotary Wing Microlight Training at the FlightDeck Aviation Centre in Tauranga

For those seeking training in aircraft such as in the light sport or autogyro category, there's a very warm welcome waiting at the Aviation Centre in Tauranga. Prominently located opposite the main airport terminal, the (about to be newly branded as) Flight Deck Aviation Centre offers professional but relaxed fixed and rotary wing microlight training services.

Now owned by a partnership of aviation enthusiasts and business owners, the Aviation Centre is managed by Bruce Anderson. The Aviation Centre is located in a modern, purpose-designed building for flight training and aviation recreation which includes briefing and lecture rooms, as well as a large viewing deck and pilot lounge. Bruce explains the centre as a welcoming environment for all categories of pilot to come and learn in – whether to brush up on currency for summer or a big trip, or for ab-initio tuition in their own or an Aviation Centre aircraft.

Chief Flying Instructor at the Aviation Centre is renowned Tauranga pilot of everything from autogyros to airliners; Phill Hooker. Not only can students gain their licence with Phill, they also gain an invaluable opportunity to benefit from Phill's extensive experience and accumulated aviation wisdom.

Persons new to aviation will find that the Aviation Centre to be an ideal place to put a foot in the door (or cockpit) and sample some flying before making a decision on how they want to progress. The environment is friendly and pressure-free and equally welcoming of young and older alike. For prospective pilots in the latter category, Bruce says it is a pleasure to be able to support aviators "enjoying doing something they've always wanted to do."

Training operations are divided into two streams of fixed-wing and autogyro:

FIXED-WING TRAINING

The most cost-efficient way to obtain a fixed wing licence is by training in a microlight or Light Sport category aircraft (LSA). The Aviation Centre currently operates a Tomark Aero Viper SD-4 LSA for this purpose. Fully equipped with a modern cockpit including dual Dynon Avionics Skyview displays, the Viper is suitable for training from ab-initio right



through to commercial pilot level. The full 'glass cockpit' in this very comfortable and capable aircraft offers moving map, synthetic vision, traffic alerts, and more, as well as a full auto-pilot.

Even though training is focused on recreational licences, student pilots can expect to receive their training to a PPL (Private Pilot Licence) standard and thus to develop a respectable level of airmanship before their supervision period ends.

A focus of the Aviation Centre is to ensure a relaxed one-on-one training environment for students, who won't feel rushed or that they are competing with numerous others for either attention or aircraft. This also makes an ideal environment for already qualified pilots to brush up on skills. With a strong ethic of promoting safety, the team is very happy to hear from 'seasonal' aviators who would like to spend an hour or two refreshing their skills and confidence both for hands-on flying and other aspects of aviating such as managing weather information / charts / radio calls, etc.

For more information on fixed-wing training at the Aviation Centre, contact Phill Hooker directly on 021 737152.

AUTOGYRO TRAINING

If you want to acquire the most 'fun aviation licence' available, or seek a cost-effective introduction into the special joys of rotary wing aviation, or if you already fly other types of aircraft and want to extend your skills or expand your horizon (warning: it's addictive) then come and fly with Gyrate at the Aviation Centre.

Autogyros (or gyros, gyroplanes or gyrocopters – you choose) are the fastest expanding sector of light aviation. European manufacturers such as Magni in Italy and Auto-Gyro in Germany are

producing hundreds of new aircraft every year which take to the skies in countries all over the world. The performance, safety and reliability of these modern designs, combined with simple handling, risk-free slow flight, short field operations, very low operating costs and microlight medical requirements, is making the autogyro a machine of choice for recreational aviators worldwide. They're not only perfect for recreational applications either. In many countries, autogyros also undertake commercial activities such as crop spraying in South Africa and mustering and patrol work in Australia.

Students at Gyrate train on factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace. With many private strips and grass airfields easily accessible from Gyrate's Tauranga base, it is easy to build confidence and develop students' abilities to handle the wide variety of situations encountered as a general aviation pilot in New Zealand.

In 2017 Gyrate was taken over by Bruce Anderson (also President of the NZ Autogyro Association), with the intent to build and extend the business. Bruce summarises his motivation in one sentence; "This is a fantastic sector of the aviation community to be involved in and it really deserves a professional and specialist approach to training and up-skilling."

Bruce and Phill look forward to introducing new people to the world of the autogyro via trial flights, training students through to their own full licence, helping flyers into aircraft ownership, and arranging flying activities to sharpen up pilot skills. Contact them on 0800 FLY A GYRO or fly@gyrate.nz. More information is available at www.gyrate.nz

North Shore Aero Club

Auckland's Premier Flight Training Facility

Aviation is unique in the experience it provides, whether on the private or commercial scale. There's more to flying than sitting in a jet watching the autopilot fly for you, something which many organisations tend to forget. Who can forget their first trial flight and the feeling they experienced as the aircraft first lifted off the runway? Even after a thousand take-offs that first one remains special. It's that feeling that makes people want to learn to fly, to put in the effort so they may, one day, give someone else that same feeling as they pull away from the ground.

North Shore Aero Club provides that experience through training. We know there needs to be reward for hard work. The club aspect supplements the training, not only are trainees pushed towards becoming better pilots, but they're constantly given reason to want to improve. The environment not only fosters ability and a safety culture, but a desire to keep flying and try new things.

Kick start your career with our NZQA Diploma in aviation.

We have been training pilots for over 55 years and with our excellent pass rates, NSAC pilots have experienced great success moving to airlines including Air New Zealand, Jetstar, Virgin Australia, Cathay Pacific, Virgin Atlantic, Qantas and Emirates to name a few. With airlines these days looking for more than just the basic qualifications, gaining a Diploma is the ideal way to upskill and with our NZQA accredited course, it couldn't be easier.

Popular Individual Courses

All our courses are available as practical modules and individual theory covering everything from the recreational RPL and PPL, to the professional CPL, MEIR, and Instructor Rating. With NSAC's

experienced instructors, ideal location, modern aircraft fleet and top class facilities, the cost of training is extremely competitive.

We also offer theory ground courses which are one of NZ's most popular, with people coming from all over the country to take advantage and make those pesky exams a breeze. Full details and timetables can be found on our website which is continually updated as new course dates are released.

Expert Quality Instruction and an Ideal Location

Good instruction is hard to come by and at NSAC we pride ourselves on our top class team. With two 'A' Category instructors and Flight Examiners on staff we have the expertise to provide comprehensive instruction in a concise manner.

Located on Auckland's North Shore, we are just a hop, skip and 25 minute drive from the Auckland CBD, up the Northern Motorway. Once airborne, you are immediately positioned within a large, un-crowded flight training area offering low flying areas, CTAs, CTRs, varied terrain and a number of friendly airfields to visit all within 15 nm. All this equates to very efficient PPL and CPL training and of course being only 8 nm away from Whenuapai Air Force base with its RNAV (GNSS), VOR/DME and ILS/DME approaches and our own RNAV (GNSS) approaches into North Shore, we are ideally located for completing an Instrument Rating.

Welcoming Friendly Environment

Our friendly team at NSAC are waiting to discuss your options with you – we're open 7 days from 8am until 5pm or later during the summer months. We warmly welcome you to call in anytime and it will be our pleasure to show you around.

NORTH SHORE AERO CLUB PPL CPL INSTRUMENT + INSTRUCTOR RATINGS

DIPLOMA IN AVIATION

ZK-CDR

Full or Part Time Study - CAA Approved - NZQA Accredited

CONTACT US ☎ 0800 4WINGS ✉ info@nsac.co.nz 🌐 www.nsac.co.nz



Pilots who have flown a glider are better pilots

If you want to 'really' learn to fly, and at the same time develop great skills that will support your powered flight training and all future flying, plus if you'd like to get started quite young, and fly at a very low cost, then go and visit your local gliding club. You're sure to be welcomed and have a great time there. So how can flying an aircraft without an engine teach you to better fly one that does? Jill McCaw explains:

Engine failure landings: This is probably the thing that everyone thinks of first when asking this question. Every landing in a glider is without an engine or the chance to go around. Glider pilots learn to land precisely where they want at the speed that is correct for the conditions – every time. Flying a glider teaches you that all aircraft fly without an engine, it's just their glide angle that is different. Landing out in a glider, i.e. landing somewhere other than on an airfield because you have lost your source of lift, happens all the time. Glider pilots train for it, right from the early days of their landing training. If a glider is at 2,000 feet then the pilot is looking for somewhere to land, looking at the paddocks below, assessing slope, wind strength and direction, obstacles and the ability to be retrieved from the paddock. If you're flying a power plane below 2,000 feet and you've flown gliders you'll automatically be making those judgements, making you safer should something go wrong. At 1,000 feet a glider pilot is preparing to land. Every landing too is a glide approach so if you have to do it in a non-powered power plane you'll be used to how it feels. You learn to judge a glide slope to aiming point and landing by angles.

Weather awareness: Gliders rely on the energy in the atmosphere to fly and glider pilots learn a great deal more about the weather than the average power pilot. Knowing what to expect of the air you're flying through is a safety consideration. Is that convection likely to develop into something you'd be better flying around; is the wind coming over that ridge going to try dumping you on the ground; is this flight likely to be bumpy; and similar questions that affect your flight planning. A glider pilot would actually be using that knowledge to find the rising air and use the energy whether they're flying a glider or a power plane. This knowledge, if you're flying a powered aircraft can save you fuel, money and time.

Stick and rudder flying: A glider isn't pulled through the air by an engine. You have to fly it cleanly and that involves a lot more rudder than a power pilot is used to using. You learn to use your feet. A glider requires precise control movements (although they are actually very forgiving, and many training gliders will correct a bad attitude if you just leave the controls alone).

Situational Awareness: Glider pilots are taught to fly with their heads outside the cockpit and to always be aware of other gliders sharing their sky, particularly in thermals or flying in the rising air along ridge lines. Traveling at 100 knots along a ridge you really have to be very, very aware of other traffic, especially as it may be on a reciprocal course to you. Glider pilots judge their height above the ground by what they see out the window, their airspeed by the sound of the airflow past the aircraft in conjunction with the height of the top of the instrument panel compared to the horizon and have an audio sound on the variometer) telling them if they are in rising or falling air. They don't need their head in the cockpit.

Where can you learn to fly a glider?

Just about anywhere in the country. See the Gliding New Zealand website for information on your local club then give them a call. Gliding clubs are run entirely by volunteers and so mostly fly weekends only. Some clubs have a booking system for trial flights but others will just expect you to turn up, put your name on the flying list and wait until a two-seater and an instructor is free. When you phone the club contact it would be worth asking what to expect as well as what the price of your flight will be. Remember that everyone, the tow pilot or winch driver, the people getting the glider onto the airstrip, the ones driving the retrieve vehicle and your instructor are all volunteers. They're all giving something back to the sport they love. If you join the club and learn to fly, you'll be expected to pull your weight and help get other members in the air too. Many people think that this co-operative approach to flying is one of the things that elevates gliding above power flying.

Youth Glide New Zealand

If you're 19 years of age or younger and not yet earning a wage, then you can learn to fly through Youth Glide. Youth Glide is available at most clubs and YGNZ also runs camps for young pilots of all abilities several times a year. The benefits of belonging to Youth Glide, over and above belonging to the gliding club, is the camaraderie of sharing experiences with other young pilots. Youth Glide ensures flights with 'youth compatible' instructors and extra assistance targeted specifically at young people.

Aims and Objectives of Youth Glide

- Introduce young minds to the potential of Aviation.
- Develop self-confidence / motivation / self-discipline.
- Develop more positive teenage relationships with adults.
- Safely introduce youth to an adventure sport.
- Enable youngsters to realize their potential for achievement
- Encourage women into flying as a sport and / or as a career
- Inspire youngsters with technology; bringing maths, physics and computing alive
- Provide young people an exciting and healthy outdoor alternative activity
- Introduce young people to a possible career in:
 - Aeronautical / Mechanical Engineering
 - Aircraft / Engine Design
 - Air Traffic Control
 - Airline Piloting
 - Adventure Aviation
 - Glider Piloting and Engineering
- To be available to young people, less than 19 years of age, regardless of their religion, gender or ethnicity.

Learning to Glide

Youth Glide follows the Gliding New Zealand training curriculum. There is no early age limit to learning to fly. Many young pilots have held their Glider Pilot Licence (GPL) before their car licence. They will have had lots of practice flying with highly qualified instructors who have assessed their flying skills, judgement, decision making skills, physical fitness and strength for performing all manipulative flying tasks, and overall maturity and attitudes that confirm they are safe to fly solo. The knowledge and skills gained while learning to fly gliders can be translated into NZQA Unit Standards for NCEA.

Once flying alone, the pilot is supervised and guided so as to make progress in a safe, structured way. Many of today's finest glider pilots started gliding at a very young age. The younger you start, within reason, the faster you learn and will have the highest likelihood of becoming a pilot able to fly further and faster and even win racing competitions. You could become a member of the New Zealand Team squad flying for your country, or perhaps, a future champion of the world.

New Zealander John Coutts started gliding at 16 and was World Champion 10 years later. Terry Delore from Christchurch started gliding at 14 and now holds numerous world records for speed and distance.

Alex McCaw and Nick Oakley soloed at 14, and now, in their twenties compete internationally. Abbey Delore and Enya McPherson, also in their early twenties, broke a NZ women's two-seat gliding speed record for a 100km course. Many Youth Glide alumni have moved into aviation related careers while others have become gliding instructors, inspiring other young people and giving something back to the sport.

Youth Glide at Club Level

Youth Glide operations are incorporated within the parent organisation of the local gliding club or Soaring Centre. They are subject to rules and regulations of the club, and as members are entitled to free instructional training in gliders with trained instructors. Various clubs have their own arrangements, but all make at least one two-seater training glider available to Youth Glide members at no or reduced rates, and often have reduced rates for towing. Gliding New Zealand waives affiliation fees to the national body and pays the subscription of SoaringNZ, the national magazine.

Members are expected to 'do their bit' on the airfield, taking their turn at duty pilot, running wings, preparing aircraft in the morning and putting them away at the end of the day and other tasks. There is a lot of co-operation involved in running a gliding club.

Youth Glide groups are expected to have their own committee, made up of youth members who run their operations alongside the gliding club. They may fundraise to assist in the costs of their flying and organise social and other events. Members may also take an active role on the National Youth Glide Committee, being mentored by older committee members and learning valuable life skills.

The YG programme includes:

- Air Experience
- Training to Solo
- Post Solo consolidation
- NCEA credits.
- FAI Task flying
- Gliding Instructor Ratings
- Youth Soaring Development Camps
 - South Island – Omarama, December
 - North Island – Matamata, Greytown, Easter & School Hols

The end result is that world class soaring experiences and professional training in all aspects of gliding are available to Youth Glide members at very affordable rates.

For more information see youthglide.org.nz

Come and enjoy our friendly training atmosphere at the Wanganui Aero Club



Tail Wheel Ratings
Aerobatic Ratings
PPL - CPL - BFRs

Regular club activities
Competitive Rates

Very experienced B-Cat
MEIR Commercial



Wanganui Aero Club

06 345 0914

WanganuiAeroClub.co.nz

or look us up on Facebook

Real experience that counts when you train with Shoreline Helicopters

GETTING your first flying job won't be about how much you spent (or saved) while learning to fly. It will depend on the attitude you have developed and how much 'real' experience you have gained during training.

Training is our business at Shoreline Helicopters and we aim to produce above average private and commercial pilots. We offer one-on-one tuition from a very experienced instructor and are CAR Part 141 certificated for flight testing and competency checks. Company owner Rick Graham lives and breathes helicopters and aviation, and has thousands of hours experience with a vast knowledge to pass on to students.

Over the last 38 years Rick has been involved in deer recovery, air transport, spraying, topdressing, and more. Commercial operations have also included rescue and medevac, winching, rappelling and human sling loads, fire-fighting, and long-lining. Students gain a huge advantage by having the option to become involved in some of this commercial and agricultural flying, at the same time as undertaking training with us.

We operate in the sunny Hawke's Bay area in close proximity to 5500 foot mountains and control zones. We have very few delays due to poor weather and helicopter availability is high because we keep student numbers low by only those with suitable aptitude and motivation.

All training is undertaken on our Hughes 300C. This is a very stable, safe aircraft to learn to fly in. There is plenty of room in the cabin and when undertaking ag training we can carry a legal spray load of 100 litres with instructor and student on board – making for a very efficient classroom. Our ag training syllabus includes spraying, topdressing, seeding, mustering, and GPS training. Our sling load training is also comprehensive, starting with the basics then introducing long-line work and also practical farm and industrial applications of laying fence lines and concrete etc.

Our optional night flying training can include practical frost protection experience on some of the orchards we support. We'll also train you for remote (away from the airport) night operations.

Checks and Renewals

Aside from PPL and CPL training, we also offer Robinson Safety Awareness Training, Part 135 and 137 Competency checks, Instructor renewals including night privileges issue, and Human Sling training. There are several companies in both the North and South Islands that we undertake competency checks for.

For more information

Contact Rick Graham on 027 4433537, email: admin@shorelinehelicopters.co.nz or visit www.shorelinehelicopters.co.nz We look forward to meeting you.

Shoreline Helicopters Limited

Based in sunny Hawkes Bay

Part 141 certificated

Agriculture Ratings

Human Sling Training

Robinson Safety Awareness

Instructor Renewals

P135/137 Competency Checks

Students who train with us are exposed to a wealth of commercial experience and have the enviable option of becoming involved in some of the commercial and agricultural flying we do.



Contact: Rick Graham

P: 06 836 6798

M: 027 443 3537

E: admin@shorelinehelicopters.co.nz

www.shorelinehelicopters.co.nz

Study Support from Waypoints Aviation

Pilot Books - Ground Courses - Mock Exams - eBooks

Owned and managed by Mark and Ruth Woodhouse, Waypoints Aviation provides a comprehensive range of study support material for student pilots working through their licence examination credits. Mark is an experienced ATPL ground instructor, currently employed as an international pilot with Air New Zealand.

Resources offered by Waypoints include the PilotBooks series of flight and ground training textbooks, Apple eBooks, online Mock (practice) Exams, and Ground Courses. The majority of this material development has been led by Mark himself, who is continuing to extend the range as opportunity permits.

PilotBooks and eBooks

The well-known and respected PilotBooks series of flight and ground training textbooks for the PPL, CPL, IR, BTK and ATPL have been authored by Walter Wagtendonk, Stewart Boys and Mark Woodhouse. These books have become the de facto purchase for most new student pilots starting their careers and many will be pleased to hear that Waypoints are presently also developing more volumes in the series.

Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. To date eleven of the textbooks have been converted, i.e., the Flight Training Manual and Volumes 1, 2, 3, 4, 5, 6, 7, 8, 11 and 14 can be purchased through the Apple iBookstore. See www.waypoints.co.nz for details. [KiwiFlyer has sampled these on an iPad: They are easy to use, very elegantly presented, well-illustrated, and include interactive question and answer sessions for each chapter, as well as links to Waypoints' mock exams. Considering these are textbooks, they have a great deal of visual appeal - the layout, fonts, and use of imagery is very good. Tools to view the different layers in each book (chapters, sections, questions, etc.) are all user-friendly. Text is searchable, and you can add highlights and notes to it for your own reference. It's also of course much more portable than a textbook and easy to

refer to whenever the opportunity permits. If you're an iPad using aviation student, this is probably a study option that's perfect for you. And if you haven't got an iPad it's potentially enough justification to buy one.]

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASL examination (similar to the old Sample Exams they used to make available). Question bank sets are available now for all of the PPL(A) and (H) subjects, for CPL Air Law, Nav and for Poff, for BTK, and for five of the seven ATPL(A) subjects. More mock exam question banks are under development, with priority going on the CPL(A) and ATPL(A) subjects.

Each mock exam you sit is unique, made up of a set number of multi-choice questions generated randomly from a large master question bank, covering the full syllabus of each subject. All content is modelled on the type of questions you may get in the real ASL examinations.

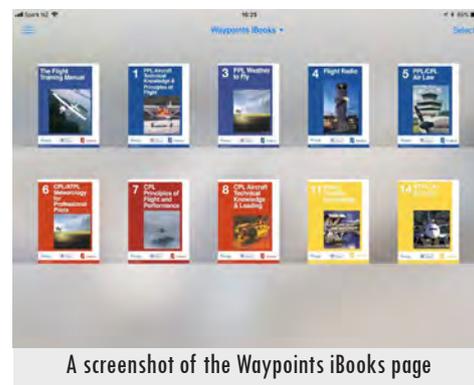
These mock exams are designed to fine tune and focus your knowledge in preparation for the real examination. Each multi-choice item comes with a syllabus reference and a study reference.

Ground Courses

Waypoints provide ground courses for the higher level professional licences and ratings. ATPL theory, BTK and ITC ground courses are run in conjunction with and based at the Nelson Aviation College in Motueka. Waypoints works very closely with the College.

Free Stuff

Waypoints believe passionately in quality training. Consequently, we have developed and offer pilot study support material which will help you develop appropriate knowledge, skills and attitudes to achieve your flying dreams - safely. We offer material to you as free downloads, as they becomes available. Material on our Free Stuff page is offered as a free

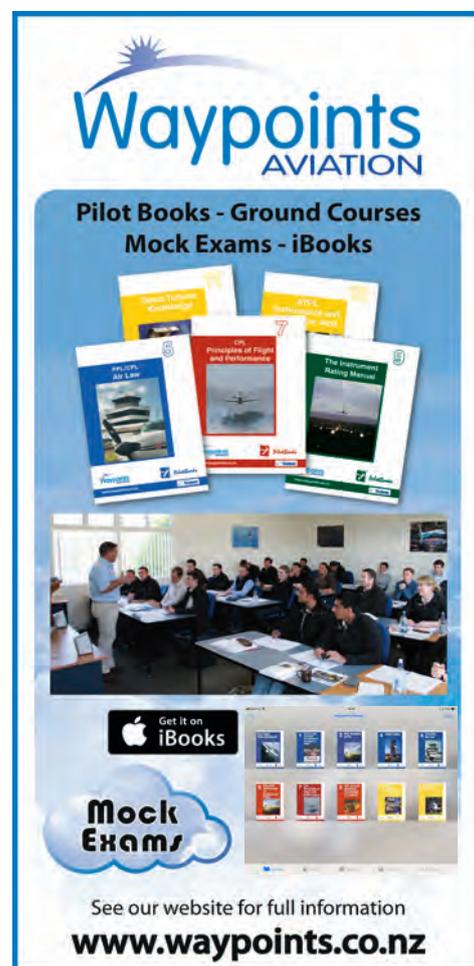


A screenshot of the Waypoints iBooks page

download. Its content has been produced and collated from a wide range of sources and where possible we have given full credit to the original author(s).

For more information visit:

Facebook.com/WaypointsAviation
or **waypoints.co.nz** where there's also a lot of free material (pilot notes and articles) available to download.

A promotional banner for Waypoints Aviation. At the top is the 'Waypoints AVIATION' logo with a stylized sun. Below the logo, the text reads 'Pilot Books - Ground Courses' and 'Mock Exams - eBooks'. The banner features several book covers, including 'ATPL Air Law', 'CPL Air Law', and 'The Instrument Rating Manual'. Below the books is a photograph of a classroom or training room with students at desks. At the bottom left, there is a 'Mock Exams' logo. At the bottom right, there is a 'Get it on iBooks' logo. The banner concludes with the text 'See our website for full information' and the website address 'www.waypoints.co.nz'.

Obtaining your first medical

A necessary part of obtaining your first pilot's licence is also obtaining your first aviation medical certificate. This is certainly something you should do before commencing expensive flight training, just in case the examination turns up some issue of aviation related concern. For those new to the game, the process can be something of a mystery – but as Chris and Dr. Joanna Lapish explain in this article, the process is not onerous and can be made even easier with a little preparation beforehand.

What is needed?

To become a New Zealand pilot or Air Traffic Controller you will need to get and maintain a CAA medical certificate. There are three main types or classes.

- Class 1; for a Professional pilot holding a CPL or ATPL (i.e. you are being paid to fly).
- Class 2; for a Private pilot holding a PPL (i.e. you are not being paid to fly).
- Class 3; for an Air Traffic Controller. A Class 3 holder can also have class 1 and 2.

There is also the RPL medical which is done by your GP using a form called a DL9. This is for the Recreational Pilots Licence. The DL9 is in fact like a truck driver medical. The RPL pilot's licence has more restrictions on it than a class 1 or 2. For example you can only take one passenger rather than the whole family. This article doesn't talk any further about the RPL. If you do get a RPL medical then you keep the paper copy the GP gives you. You must then send a copy to the CAA medical unit.

The CAA or Civil Aviation Authority is the government body tasked with aviation security and safety.

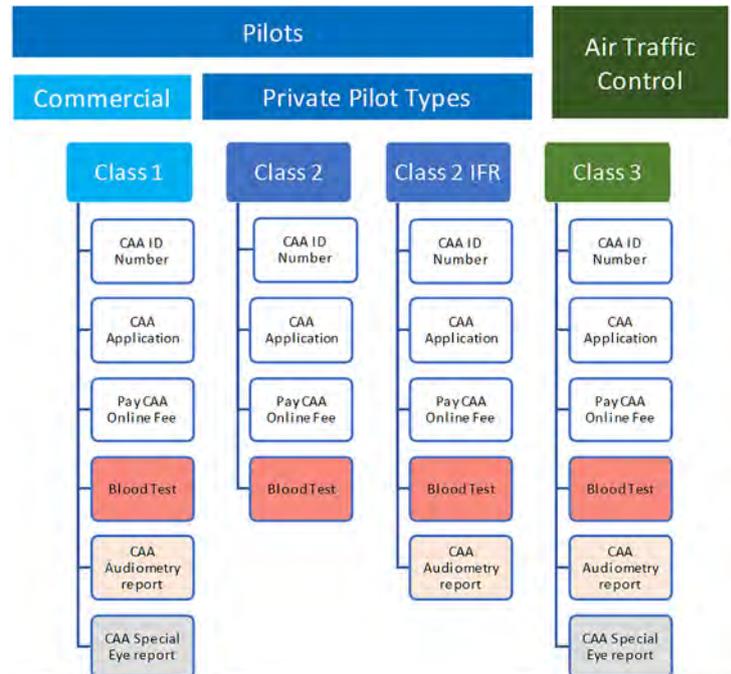
The class 1, 2 and 3 medicals must be done by a specially trained aviation Doctor (ME = Medical Examiner) shown on the list of medical examiners on the CAA web site www.caa.govt.nz

When you learn to fly you study for your private pilot licence (PPL) first. This allows you to fly a plane but not be paid to do so. You can add IFR flying (flying on instruments inside cloud where you cannot see anything) to your PPL. IFR flying is more work to get and maintain above your PPL private pilot's licence.

If you want to become a commercial pilot you would then need to carry out additional study and flying hours for your commercial pilot licence (CPL).

If you are intending on being an Air Traffic Controller then the course of study is different. You should however also get your medical before you start your study.

If you are planning to become a professional pilot or think you may want to become a commercial pilot it is recommended that you get your class 1 certificate straight away. This is usually cheaper than doing a class 2 initial then a class 1 initial. When you get a class 1 you also get a class 2 certificate. Flying is expensive and there are some people who would like to be pilots but are



unable due to medical reasons.

The reality however is that most people pass their medical. For some it takes a little more time and effort. As such we recommend that after you have had your trial flight (to make sure you love it as much as you think you will), then get your medical. We recommend 90 days before your course just in case you are one of the few that need a little more time.

The CAA has a set of standards. If you do not meet those standards this doesn't mean necessarily that you cannot become a pilot. If you do not meet the standards your medical examiner would request issue of a certificate through the AMC process. The CAA would allow a certificate to be issued if they believe that your issue would not breach aviation safety. They may also put conditions on your medical to reduce the risk. For example, a colour-blind class 2 pilot generally cannot fly at night unless they passed further testing.

There are too many medical issues to give you a list of allowed and not allowed issues. The same issue for one pilot may be treated differently with another, depending on all of the pilot's health issues. The way to find out is to go for your medical.

Your first medical will be more expensive than your later ones. The doctors fee for the initial is more than their fee for a re-issue as they need to do more tasks. You will also need more extra tests for an initial than a reissue.

Most flying schools require you to maintain your class 1 certificate while you are training to be a commercial pilot. Check what your training school rules are.

If you are self-funding your training your flying club or school may allow you to learn to fly on your class 2 and allow you to let your class 1 lapse. You will need to renew your class 1 medical

contributed by Chris and Dr. Joanna Lapish

however before you sit your commercial flight test, if it has expired.

How to get your first Medical

The process to get your medical certificate is as follows.

1. Pay the CAA admin fee online at the CAA website. The CAA fee is paid each time you apply for a medical. Remember to take a copy of this receipt to your medical.
2. Fill out the CAA pilot medical application form at www.caa.govt.nz
3. Choose a ME (CAA Medical Examiner) from the list on the CAA web site and contact them for an appointment.
4. Get a special eye report done at a CAA approved Optometrist. Approved Optometrists are shown on the CAA website.
5. Get an audiometry report (on the correct CAA form) by an Audiologist. Alternatively, some medical examiners can do the audiogram hearing test when you see them.
6. Get a blood test. You will need a fasting lipids + fasting glucose or HbA1c blood test form. You can get this done through your GP or medical examiner. The results can be used for your medical (up to 12 months in retrospect from the date of your new certificate).

How often do I need a medical?

Your first medical is called an initial. Subsequent ones for the class you already have are treated as a renewal. If you only get a class 2 then later decide to get a class 1 you will need to do another initial.

When you are under 40, your class 1 lasts one year and class 2 lasts five years. When you're over 40 the durations reduce.

When you get a class 1 you also get a class 2. If you do not end up using your class 1 it can just sit there. Provided you renew it within 5 years of it expiring you will not need to repeat an initial to get it back. Likewise, you need to renew your class 2 within 5 years of it expiring to

avoid having to do another initial medical.

At different ages during your flying you will need different tests., for example ECG, bloods etc.

What to bring to your medical.

1. Receipt for the CAA fee.
2. Your filled-out pilot application form from the CAA website.
3. Your Photo ID. Passport or NZ drivers' licences are acceptable.
4. Your glasses and importantly your spare pair (if you wear them).
5. If you wear contacts take them, but do not wear them to your medical.
6. Your blood test result printout.
7. Your special eye report if you wish to apply for class 1.
8. Your audiometry report if needed and your ME doesn't offer this service.
9. You are welcome to bring a support person if you would like to.

Your ME will not be able to see you if you don't come with items 1-3. If you have not done 6-8 you can still go for your medical and then supply these later.

Good luck with your aviation plans. Your ME will enjoy getting to know you and watching you progress through your training.

Look out for a future article offering tips for your renewal medical !

To book a medical at Ardmore

Dr Joanna Lapish provides NZCAA and Australian CASA aviation medical services. She is at David Powell's Flying Medicine hangar at Ardmore on most Tuesdays. If clients have urgent requirements then these can usually be accommodated at their West Auckland practice Wednesdays through Fridays.

Contact Chris on 027 276 5812 (or email joanna.lapish@hotmail.com for bookings and any questions you may have. It's a great idea to save stress by booking up to 30 days ahead as the new date on your certificate will be dated not from the test but from when your current certificate expires.

EXPRESSIONS OF INTEREST from A and B Category Flight Instructors

MASSEY UNIVERSITY SCHOOL OF AVIATION

Massey University's School of Aviation is located at the University's Palmerston North campus, Manawatu New Zealand. The School operates under an Equivalence Approval from the Civil Aviation Authority of New Zealand, has an ISO 9001-2015 accreditation, and offers the only tertiary qualification in New Zealand with an integrated flight training programme, - the Bachelor of Aviation Air Transport Pilot degree. Successful students graduate with a university degree, a New Zealand Commercial Pilot's Licence, Multi-engine Instrument Rating and Air Transport Pilot Licence theory credits. Flight training is provided on a fleet of Diamond DA40 and DA42 aircraft equipped with Garmin 1000 avionics approved by CAA NZ for RNP 1 & 2, RNAV 1 & 2, and RNP APCH. The School of Aviation offers permanent employment with Massey University, competitive remuneration and opportunities for career progression.

EXPRESSION OF INTEREST

Expressions of interest are being sought from A and B Category Flight Instructors who have an interest in a meaningful career in ab initio flight instruction in a unique programme that seamlessly blends practical flight instruction with academic study. This is not a position vacancy advertisement but an announcement in anticipation of vacancies that may arise shortly.

ENQUIRIES

Only candidates interested in a career in ab initio flight training and who have the right to live and work in NZ need apply. Kindly email a detailed C.V. with a covering letter, to Mr Frank Sharp at f.s.sharp@massey.ac.nz by close of business on 12th October 2018. Enquiries, if any, may also be directed by email to Mr Sharp. All correspondence will be treated in strictest confidence.