

contributed by Penny Belworthy

ZK-HNE Agusta-Bell AB139



ZK-HNE has recently been imported into New Zealand by HNZ New Zealand Limited and is being used for gas and oil support off the coast of New Plymouth. HNZ's operations began in late 1956 using one Bell 47 helicopter, spraying gorse for South Island farmers. More than fifty years on, HNZ operates a fleet of more than 45 helicopters and runs helicopter operations throughout New Zealand, Australia, and South-East Asia and has over 25 years experience in the rugged conditions of Antarctica.

The Agusta-Bell AB139 is a conventional layout twin-engined transport helicopter, fitted with a retractable tricycle landing gear. It is flown by a crew of two pilots, with up to 15 passengers accommodated in three rows of five. Originally designed and developed jointly by Agusta and Bell Helicopters, it was re-designated the Augusta-Westland AW139 when Bell withdrew from the project after 54 aircraft had been manufactured. HNZ currently have three AW139s in their fleet, with two more on order and an option on a further two.

ZK-AMA DHC-2 Beaver Mk 1



Auckland Seaplanes aims to continue the history of flying boats from Auckland Harbour and have imported a beautiful de Havilland DHC-2 Beaver, selected in part due to its short take-off and landing capabilities and the resulting minimal impact on other parties. Flights will be offered to Waiheke, Great Barrier and the many islands in the Hauraki Gulf as well as charters to the Bay of Islands, Coromandel and general scenic flights. Chief Executive of Auckland Seaplanes, Chris Sattler told me that the Beaver had been operated by a private individual in Canada as C-GBVR for the last 25 years, mainly to fly to his fishing lodge. With only about 4600 hours total time, they believe it is the second lowest time Beaver in the world. The de Havilland Canada DHC-2 Beaver is a single-engined, high-wing, propeller-driven, STOL utility aircraft which first flew in 1967. The Beaver was designed for flight in rugged and remote areas of the world, with its short takeoff and landing capability making it ideal for operating to areas normally only accessible by foot, or canoe. The type has been widely used for cargo

and passenger hauling, aerial application, and also for utility purposes in various armed forces. A Royal New Zealand Air Force Beaver supported Sir Edmund Hillary's expedition to the South Pole. The picture here of ZK-AMA was taken on its first public outing at the Auckland Maritime Museum 20th anniversary event. The original ZK-AMA was TEAL's first aircraft back in August 1939 - a Short S-30C Empire Class Flying Boat.

ZK-MFS Urban Air UFM-13 Lambada



Mike Spruce of Greymouth describes his new Lambada as an elegant and versatile bird that could be registered as a motor-glider, light aircraft, or microlight as it comfortably fits into any one of these groups. It is one of the latest generation of high performance mid wing aircraft, built by Wings 'n Tracks, a leading manufacturer of light composite aircraft in South Africa. The Lambada is a fully composite, side by side two seat design, with ample leg room and baggage space, ideal for fun flying, cruising and also for glider towing. MFS has optional wing extensions which increase the wingspan by two metres for a better glide ratio. Powered by a Rotax



ARRIVALS - July / August 2013

Table listing aircraft arrivals and transfers for July and August 2013, including aircraft models and operators.



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912ULS, it cruises effortlessly at around 90 knots. Its powered range exceeds six hours, and on good soaring days it is capable of covering long-distances using only a few minutes of fuel to launch. In the 2008 NASA challenge, the Lambada won the Lowest Community Noise, Quietest LSA, and Lowest Cabin Noise awards.

Mike's aircraft has logged more than 500 hours touring Southern Africa, visiting over 60 different airfields along the way, from international airports to short grass strips in the bush.

ZK-TKB Rans S-7 Courier

AFTER reviewing all of the modifications available for the Rans S-7 and added those he liked, Phil Meredith has built his Rans S7 Courier unlike any other S7 in NZ. After all, that is what building your own aeroplane is about - taking a design and making it yours.



It has removable aluminium cockpit sides and clear full length doors, a STOL kit is fitted with control gap seals and wing fences and high to low pressure guides to redirect the air flow over the flaps. The flaps are 40% larger than the standard S-7 and the ailerons are 20% larger. These flaps are tapered with the end the same width as the aileron. The wing tips are modified, the original wing tanks have been removed to put the longer range tanks in giving a total of 37 US gallons. At the front end is an enhanced and ported/polished Lycoming

DEPARTURES - July / August 2013

BEL	Cessna 180	Southair Ltd	Mosgiel	Aeroplane	Dest
CGJ	Cessna 180A	Mr M B Thomas	Geraldine	Aeroplane	Dest
CHX	Jodel D9 UL	Mr C W Richmond	Stratford	Microflight C1	Dest
CSD	Diamond DA20-C1	CTC Aviation Training (NZ) Ltd	Hamilton	Aeroplane	Dest
DTM	Cessna 310P	Photo Survey Limited	North Shore City	Aeroplane	W/d
DYX	NZ Aerospace FU24-950	Southair Ltd	Mosgiel	Aeroplane	W/d
EYD	Piper PA-38-112	Canterbury Aero Club (Inc)	Christchurch	Aeroplane	Dest
FUJ	Gordon Bedson Resurgam	Mr J M Hiller	Havelock	Microflight C1	W/d
FJT	Piper PA-28-181	Canterbury Aero Club (Inc)	Christchurch	Aeroplane	Dest
HEE	Kaman K-1200	Skywork Helicopters K-Max Limited	Warkworth	Helicopter	Exp
HJT	Hughes 269B	Mr L C Bargh	Hastings	Helicopter	W/d
HKE	Robinson R22 Beta	Forest Range Ltd	Tarras	Helicopter	Dest
HQD	MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter	Exp
HTA	Bell 206B	Marlborough Helicopters Ltd	Blenheim	Helicopter	Dest
HTQ	Robinson R22 Beta	Bendigo Station Partnership	Wanaka	Helicopter	Dest
HUN	Bell 47G-5A	Media Helicopters Limited	North Shore City	Helicopter	Exp
HYO	Kawasaki BK117 A-4	Rick Lucas Helicopters Limited	Palmerston North	Helicopter	Exp
IHN	Robinson R44 II	Mr R J Lane	Auckland	Helicopter	Exp
JFW	Free Flight K1	Mr C F Alexander	Tauranga	Microflight C1	Exp
JGB	Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane	Dest
JSJ	Solar Wings Pegasus XL-R	Mr A G Brown	Geraldine	Microflight C2	W/d
KAL	Cessna 182P	Blue Skies Skydiving Limited	Auckland	Aeroplane	Dest
KTZ	Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane	Dest
LAV	Cessna 207A	Milford Sound Flights Limited	Queenstown	Aeroplane	Dest
LGR	Britten-Norman BN.2A Mk.III-1	Great Barrier Airlines Flight Op Ltd	Manukau	Aeroplane	W/d
LIB	Piper PA-28-181	Canterbury Aero Club (Inc)	Christchurch	Aeroplane	Dest
NDY	Cessna 404	Ashburton Air Services Limited	Ashburton	Aeroplane	Exp
NGE	Boeing 737-3U3	Air New Zealand Ltd	Auckland	Aeroplane	Exp
NNN	Piper PA-44-180	Woodlands Services Limited	Nelson	Aeroplane	Exp
OBI	Beech B19	Mr O B Wilson	Blenheim	Aeroplane	W/d
OOO	Solar Wings Quantum Sport	Mr M Gordon	Tauranga	Microflight C2	W/d
PIG	Murphy Renegade II	Mr W A Scarlett	Christchurch	Microflight C2	Dest
PPC	Alliant Aviation Fusion	Mr N R Allwood	Auckland	Microflight C2	Dest
TRC	Cessna 421C	Air Manawatu Ltd	Feilding	Aeroplane	Exp
YOU	Solo Wings Windlass Aquilla	Mr B R Backhouse	Wanganui	Microflight C2	Dest
ZQN	Britten-Norman BN2B-26	Milford Sound Flights Limited	Queenstown	Aeroplane	Exp

O-235 engine giving around 130hp spinning a Brent Thompson propeller. It has a Fat Boy tail wheel with reinforced double spring and a keel beam in the lower fuselage. The extremely large main wheels are suitable for just about any sort of rough airstrip landings.

Test pilot Evan Belworthy says the ride on the ground is like on a soft mat with the large wheels soaking up all bumps. The clear doors provide for good vision everywhere and the aircraft has nil vices. Stall is a non-event and recovery is almost immediate, the cruise sets up around 85 knots and is very stable, the approach and landing is the aeroplanes favourite place where it comes in slow and then just mushes down giving a smooth and very short landing. Evan describes TKB as "Very comfortable fun, with great views and an ability to fly in to and out of quite small paddocks."

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