

# KiwiFlyer™

Magazine of the New Zealand Aviation Community

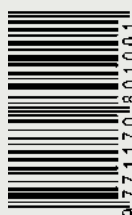
Issue 33 2014 #2

## Jet Racing at Warbirds Over Wanaka



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## From the Editor

There's plenty of content in this issue that will appeal to a wide range of aviation enthusiasts. One such highlight is the 'ride in a Strikemaster' story, though I could be biased since it was me doing the riding. It was good. Brett Nicholls has been operating Strike 70 out of Ardmore for a few years now and has in fact just acquired a second example, NZ6362. So we talked to Brett about his experiences to date and the plans for the new aircraft. The word at home apparently was that it would be an ideal attrition airframe for parts supply. Some chance...

Brett of course operates his Strikemaster experience business via Part 115 Adventure Aviation rules, under which more and more organisations are gaining certification. We'd like to see Adventure Aviation content become a regular feature of KiwiFlyer so if you're out there doing that and would like to see a profile of your operation in print, then do get in contact with us.

The feature section of this issue is our Recreational Aviation Supplement. There are articles on a wide variety of aircraft, from helicopter and autogyro kits, through to amateur built aircraft and the very latest generation microlights and light sport aircraft. Considering this all started with home-made concoctions of rag and tube, we have come quite a long way. But it's great to also still have the most basic options available to build or re-invent too. And the fact is that flying something minimalist, where 100% of the purpose of every component is to get you off the ground, can really be some of the best flying of all.

We get a lot of feedback from readers who enjoy the photography we include in KiwiFlyer and this issue won't disappoint. Gavin Conroy and John McCaw have produced some great work from the recent airshows at Napier and Wanaka. Enjoy.

We're getting closer to our annual industry gathering, this year being the Aviation Leadership Summit in Wellington, organised by Aviation NZ. Mark July 20-22nd in your calendar if you haven't already. We'll feature a guide to this event in our next issue of KiwiFlyer in a similar manner to past years. If your business is participating in the Summit and you would like to have some profile written up in the guide that will be seen by all KiwiFlyer readers then give a call.

Winter is fast approaching and the days are shortening. Not a bad time to start planning all the things you would like to have done on your aircraft before Spring arrives again – it's only a few months away.

Enjoy this issue. Thanks for reading.

*Michael Norton*  
Editor, KiwiFlyer Magazine

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### New Flight Simulator for NEST



Northern Emergency Services Trust Chief Executive and chief pilot Peter Turnbull says their new helicopter flight simulator looks and flies like the real thing. The state of the art machine, located at Whangarei airport, is made using the cockpit and fuselage of an old Sikorsky S-76 ex Japan, scrapped after the 2011 tsunami and is powered by five computers.

"Using Kiwi ingenuity we've cut the cost back to around 15% of what is commercially available – and in many respects it's better than anything else around," he says.

The simulator was built by a team of NEST pilots led by local engineer and computer whiz John Keller. It has been certified by CAA and will be used by both NEST pilots and outside parties for training and pilot flight testing.

Although not a full flight (moving) simulator, the high grade city and landscape visuals that surround the machine make for an authentic flying experience.

John says they wanted it to be super realistic so opted for the best wherever they could. "The visuals package is above and beyond expectations. There is a 270 degree field of view, instead of seeing just out in front of you. You look left and right, over your shoulder, and even though it doesn't move you still get the sense of movement just like in a real aircraft."

John built a new instrument panel from scratch and this now means the simulator is a virtual replica of the helicopters NEST pilots fly in real life rescue situations on a daily basis. And because it is made from the entire body of a helicopter, the whole NEST crew can go along, including paramedics with a 'patient' to all participate in drills such as for engine failure and other flight emergencies, etc.

### Weekend Theory Courses at Nelson

Pacific Pilot Training is about to commence weekend PPL and CPL courses for all Pilots Licence theory subjects. It is intended that the courses will be run all weekend and every weekend for individuals that may be self-funding their pilot's

licence and may be having to hold down a full-time job. Dave Marriott, the Chief Flying Instructor at PPT, explains that the courses will be intensive and concentrated – intending to deliver the full syllabus components as well as exam practice sessions for each CPL subject over one 3 day weekend or two consecutive 3 day weekends for some subjects. For the PPL theory, two-day weekends are the standard for each subject. The courses may also be useful for individuals who are having difficulty passing a subject. All course materials are supplied and the venue is the Pacific Pilot Training facility at Nelson Airport.

### Flying lessons for passengers

The North Otago Aero Club are calling for non-pilot friends of members who fly a lot with members to sign up for a lesson or two on the basics of landing a light plane, in the event of the pilot being incapacitated. Instructor Leon Hunter heard about such courses being done overseas and thought he'd kick it off locally. Recovery from unusual attitudes can also be included in the training. NOAC's President Hayden Williams for example, says that his wife has had instructions from an aerobatic instructor from the right seat of his C180 in unusual attitudes & recovery and how to land it.

What a good idea. Aside from the safety aspect, this also seems like a great initiative to draw more people towards aero club activities.

### PNG female pilots training at Nelson



Four specially selected young women from Papua New Guinea are embarking on the opportunity of a lifetime – training to become commercial pilots at Nelson Aviation College who have partnered with the PNG Central Province Government.

The women are able to take up the course thanks to full sponsorship from the PNG Central Province Governor Hon. Kila Haoda. The innovative move is part of a plan by the Central Province Government to raise the education and perception of women in the country. They were selected

and appointed by an expert panel including NAC's Chief Flying Instructor, Jeremy Anderson, and several representatives from Air New Guinea.

The women recently started a 68-week course to secure a NZ CAA CPL and MEIFR rating and their progress towards gaining a pilot's licence is being publicised in PNG so that they can act as role models in a country where only around five per cent of women are in waged employment.

Trainee pilot Marie Auka says, "We are proud to be selected as pioneer female cadets under the Central Female Pilot Scholarship Programme. This is not only a milestone but an honour and a privilege for us. We are still adjusting to the cold weather, however we are enjoying the hospitality and the friendly nature of people all around us. We hope to learn a lot about the culture and the people of New Zealand as well as learning how to fly."

### After dark flights at Queenstown



World-leading advanced navigation procedures introduced by Airways NZ will soon enable after-dark flights to take place at Queenstown Airport, previously limited to operation in daylight hours only.

The new flight procedures are part of a global award-winning redesign of Queenstown airspace, completed in November 2012.

Airways General Manager System Operator Pauline Lamb says Airways' vast expertise and technical excellence in the field of Performance Based Navigation (PBN) was a key enabler for the approvals recently received.

"In Queenstown we now have one of the most sophisticated air navigation control systems in the world. It's reaping rewards for travellers with a reduction in delays and diversions, and pilots and air traffic controllers are enjoying the less complex airspace environment," says Pauline.

Airways controllers in Queenstown Tower can now manage more than double the air traffic – up to 12 aircraft per hour compared to the previous five per hour – with no requirement to tactically

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separate arrivals from departures. The Southern PBN project utilises satellite GPS technology rather than traditional ground-based radar, to maximise the use of airspace. Airways aims to complete a nationwide rollout of PBN procedures by the end of 2015.

Queenstown Airport Corporation Chief Executive Scott Paterson says evening flights realistically won't be introduced before winter 2016 – however the airport company now has a clear roadmap of the technology, infrastructure and operational steps required to enable it to happen.

#### CTC Aviation expands Crew Accommodation Centre



The number of airline pilot cadets at CTC Aviation is at a record high with 250-300 trainees expected to study at the Hamilton-based airline pilot training

organisation over the coming year.

To support the growing trainee numbers, CTC Aviation has invested \$4m into expanding its Crew Accommodation Centre at Narrows Landing in Hamilton with an extra 72 ensuite bedrooms and supporting facilities, bringing the total number of bedrooms in the complex to 200.

Managing Director Peter Stockwell says the expansion achieves CTC Aviation's goal to house all trainees together on one purpose-built campus supporting the importance of team skills development and support in pilot training programmes.

When Clearways opened in 2006, the company was training around 130 airline pilots at any one time, a number that has now doubled. In each Clearways building there is a central kitchen, laundry area, and recreation lounge. The complex is also equipped with wireless internet access.

Each new cadet room has an ensuite bathroom, kitchenette, and study area and all cadet rooms are air conditioned with TV and telephone.

The Clearways expansion is part of much wider international strategic growth at CTC Aviation this year with a new campus - Crew Training Centre in Arizona, USA - opening in April 2014 which can accommodate up to 200 cadets per year.

#### AvPlan lifts off in New Zealand

Now available for NZ, AvPlan allows pilots to use an iPad to prepare and file flight plans in just minutes. AvPlan offers seamless VFR and IFR enroute charts for NZ plus the complete AIP, Volumes 1 to 4, including georeferenced airport diagrams and approach and departure procedures.

In use by thousands of pilots throughout Australia and the US, AvPlan has recently also been certified by CASA in Australia as a permitted Electronic Flight Bag (EFB) application that can be used in flight instead of paper-based aviation maps and charts in Australia.

Software developer Bevan Anderson founded AvPlan in 2011 and says it is the perfect tool for all pilots. He explains; "AvPlan can take you from an intention to a filed IFR flight plan in just a few minutes. It is all you need to plan your flight and then fly your plan. AvPlan's moving map capabilities, with integrated IFR and VFR mega-charts for each flying mode, gives you capabilities that exceed those available on the Multi-Function Devices now in advanced aircraft cockpits." Numerous other features are also included.

AvPlan's licensing subscriptions (for 3 devices) start from \$99 per year. See below for contact details and more information.

## Southern Wings to establish new training base at Ardmore Airfield

Southern Wings will open Auckland's only Air New Zealand Preferred Training Organisation in July, in a move management expect to be hugely popular with potential aviation students.

The high quality courses available at Southern Wings' Invercargill campus will be replicated at the company's new base at Ardmore Airfield, and Southern Wings CEO and chief pilot Bryan Jones is excited about the development.

"We saw a place for an Air NZ preferred FTO in Auckland and saw this as a fantastic opportunity for Southern Wings to expand and offer more opportunities to potential aviation students in the Auckland area," he said.

"We know that Air NZ-preferred training organisations are highly valued by both students and aviation professionals so, for us to be able to offer this in both Invercargill and Auckland will only benefit the industry as a whole. We have been working on expansion into Auckland for the past six months and are really excited to get our first courses underway in July."

Auckland-based students will receive the same high standard of training offered at Southern Wings' Invercargill college, including fully qualified and trained instructors, personalised service with deliberately small class sizes, more than a hint of southern hospitality, as well as practical and theory qualifications that are highly valued by those in the aviation industry.

They will also get the chance to fly in Southland during certain parts of the course, including for Instrument Rating training.

Says Jones: "Southland presents fantastic opportunities for pilots in training. Its airspace is far less congested than in other parts of the country, and we have long daylight hours, so there are so many chances to get out and fly. It's also an excellent place for mountain flying, with a varied terrain and being close to the likes of Queenstown and Fiordland."

"Our Auckland based college really will offer the best of both worlds – the chance to study and train in Auckland, but also to experience flying in the south, which has huge advantages in itself for anyone training to become a commercial pilot."

Courses offered at Southern Wings in both Auckland and Invercargill will align completely so that students are receiving the same high standard regardless of where they train.

Applications for Southern Wings' first Auckland intake are now open. More information can be found online at [www.southernwings.co.nz](http://www.southernwings.co.nz).

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Ardmore Airport, Auckland.

## Aviation Leadership Summit 20-22 July at Wellington

100 years of commercial flight are to be celebrated at the inaugural Aviation Leadership Summit in Wellington, 20 to 22 July 2014.

"The Summit theme 'Celebrating 100 years of Aviation – the Future' will provide an opportunity to reflect on achievements and look forward to what the next century will bring" said Samantha Sharif, Chief Executive of industry body Aviation New Zealand.

Conrad Clifford, the IATA Regional Vice President for Asia Pacific will open the conference and speak on the future for aviation. Samantha says she is delighted that Clifford, who has a diverse global aviation career spanning 30 years, and recently appointed to IATA, will come to New Zealand specifically for the Summit and to engage with our aviation leaders.

Conor English, the outgoing Chief Executive of Federated Farmers of New Zealand, in one of his last tasks in that position, will provide insights into what makes an effective trade association. Samantha says the achievements of Federated Farmers under English's leadership have been significant and explains "aviation can learn much from the way this organisation has performed".

CAA Director Graeme Harris will talk about the fundamental changes to the future operating environment for the New Zealand aviation industry at a legislative and operational level, including the impact of remotely piloted aircraft systems.

"We can also learn a lot from what our companies are actually achieving and look forward to hearing from a number of them as to the reasons for their successes and the challenges they have overcome", says Samantha, adding, "Pacific Aerospace fresh from its successes in China, Way to Go Heliservices with its precision dropping equipment, and Airways New Zealand with a range of recent export successes are just a few examples of the companies that will be sharing their secrets.

All aviation companies can influence and leverage what 'The New Zealand brand' stands for and this will be a key focus for the Summit".

### About Aviation New Zealand

Aviation New Zealand (formerly the Aviation Industry Association of New

Zealand 'AIA') exists to lead, inspire and grow the New Zealand aviation industry.

The AIA was established in 1950 to encourage the safe growth of the aviation industry in New Zealand. In more recent years, it has also become involved in helping the international development of its members.

Aviation New Zealand has over 600 members, including agricultural companies, air operators (fixed wing and rotary), aircraft designers and manufacturers, airports, aviation trainers, emergency and medical services companies, helicopter companies and parts manufacturers.

### About the Leadership Summit

Over 300 delegates from New Zealand, Australia, Asia/Pacific and North America are expected to attend the Leadership Summit. The Summit replaces the former aviation conference week and will also include a trade show (21 and 22 July), Gala Awards Dinner (21 July) and a careers expo (21 July).

### Fatigue Management Courses

Fatigue Management Courses will be run in Wellington in July alongside the Leadership Summit. Sam Kantimathi from Fatigue Concepts in the United States will be in New Zealand again in July to deliver two courses. Both will be delivered at Westpac Stadium, the venue for the Leadership Summit. The courses are: Composite Aircraft Structures on 21 and 22 July, and Aging Aircraft on 23 and 24 July. More details are available on the website.

### Bookings and Trade Registrations

For more information and to book your place at the Leadership Summit or to book a stand at the trade show, visit [www.aia.org.nz](http://www.aia.org.nz) or phone the Aviation NZ team on 04 472 2707. Sponsorship opportunities for various events at the Summit are also available.

*KiwiFlyer will publish a Guide to the Leadership Summit in the next issue. Opportunities are available for trade show and other Summit participants to take space in this Guide to promote their business and presence at the Summit. Contact Michael for more details on 0800 535 937 or email: [michael@kiwiflyer.co.nz](mailto:michael@kiwiflyer.co.nz)*

## Redfort Aviation Logistics support AW109SP tour

IN recent weeks, AgustaWestland toured a new VIP configured AW109SP helicopter throughout New Zealand. The success of the tour was in part assured by the services of Redfort Freight Logistics who fully managed the aircraft's transfer from Australia to New Zealand and back again on a very tight schedule.

AgustaWestland had initially considered a B747 freighter as the only option to meet their schedule. However once Redfort became involved a significantly lower cost solution was found using sea freight. Managed from end to end by Redfort, this solution still achieved the desired time window for Agusta's NZ demonstration and marketing purposes.

### Melbourne to Auckland

Redfort's Australian personnel arranged a direct landing at Port Melbourne (shipside). With assistance from Agusta personnel, a minimal demob (removing rotor blades only) was undertaken. Redfort then oversaw the aircraft's loading and securing to the vessel, including use of loaded movement indicators to monitor the stability of the aircraft in transit.

On arrival in Auckland, Redfort's staff were on hand to supervise the aircraft's unloading and coordinate re-assembly, and to arrange clearances for flight directly from the Port. Redfort's Managing Director Don Lockie says that the entire process was achieved within four days, with no delays.

### Auckland to Melbourne

One week later, with the demonstration tour complete, the helicopter returned back to Melbourne via the same route.

One of the key parts of logistics management is having the contacts, flexibility and communication skills to cope with change whenever necessary. On this occasion the outbound vessel had been delayed on a search and rescue task. Such an occurrence has the potential to adversely affect the people and chain of events involved in the project. Thanks to good communication, disruption was avoided and having arranged for the aircraft to be landed at a secure location, Redfort's staff and AgustaWestland Engineers once again made the aircraft ready for shipping.

Having berthed in Melbourne, Redfort's

staff arranged permission with Australian Customs to be onboard the vessel as soon as it berthed to inspect the aircraft and ensure its continued care.

### Arrival Clearances and Security

Whenever 'non-standard' shipments occur that require specialist loading, unloading, and freight supervision, there are a myriad of clearance and security protocols that must be followed. In this case Don says there were four operating suppliers that needed to be approved, inducted into relevant terminals, and issued with security clearances. A close relationship is also formed with the vessel Stevedores to arrange movement of delicate aircraft safely from the vessel.

On return to Melbourne the helicopter was immediately moved to a secure warehouse at the Port and kept under the watch of video surveillance. AQIS (Australian Quarantine and Inspection Service) arrived the next morning to inspect the aircraft. Then the flight ready process was repeated and the helicopter flown from the Port to Melbourne's Essendon Airport.

### Full Service Logistics

The service offered by Redfort to AgustaWestland provided for a very efficient time utilisation of a high value asset, and minimised the risk normally associated with transportation. The Regional Manager for the Australian AgustaWestland Commercial Business Unit, Hana Tolhoek is very complimentary of the service received, saying that "Redfort provided timely and accurate advice enabling a smooth shipment of the aircraft. Don and his team were the utmost professional, very helpful and friendly throughout the entire process."

### For more information

For all aviation freight logistics, whether parts, AOG, or complete airframes, contact the Redfort team on 09 445 9883, email: [operations@redfortgroup.com](mailto:operations@redfortgroup.com) or visit [www.redfortgroup.com](http://www.redfortgroup.com)

**Captions:** 1. Landed at Melbourne Port.  
2. Unloading at Auckland 4 days later.  
3. Post tour preparation for shipping.  
4. Loading at Auckland. 5. Back at Melbourne.  
6. About to fly in Australia again.



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# Owning a Strikemaster, or two.

IT'S coming up to four years since Brett Nicholls purchased one of the Australian based ex-RNZAF BAC167 Strikemaster jets and brought it back home to New Zealand. Since re-commissioning NZ6370 for a first appearance at the Classic Fighters Omaka Airshow in 2011, his company Strikemaster Limited has obtained

a Part 115 Adventure Aviation Certificate and thus gone on to share the Strikemaster experience with many delighted passengers.

Brett says that NZ6370 is huge fun and a privilege to own; "It's become part of my life. I've got the jet bug and I love it". To help prove that point, he's just acquired another one. Also from Australia and having not flown for ten years, NZ6365 is presently in the Pioneer Aero hangar at Ardmore undergoing checks and re-assembly to flightworthy status.

It shouldn't take too much imagination to consider what might you do with two Strikemasters and an Adventure Aviation Certificate, but while chatting with Brett about his future plans, we also asked how the last few years of warbird jet ownership had been.

Before NZ6370, most of Brett's logged time (he holds a PPL) had been on tail dragger aircraft and he has "a few hundred hours on Cubs, 180s, the Birdog, and Harvards". He acquired the first Strikemaster "because it was there" and obviously, ownership of one appealed. Since then, he has become addicted to it.

NZ6370 was the first of type onto the civil register and Brett says that CAA, the Pioneer Aero team and Dave Brown (Chief Pilot) were fantastic. Arriving in NZ, the aircraft needed to be re-engined and the team still achieved their self-imposed Omaka deadline. Ironically Brett was away on business in China at the time.

When he got back, he had his first flight in it with Dave. He recalls that the Auckland Gliding Club were having an event that day and they were invited to "whizz through there. It was sensational. Then I started my transition to flight at 600km/hr – all in air conditioned comfort."



"It's become part of my life." Brett Nicholls in his Strikemaster.

## Learning to fly

"There was lots to learn, as the aircraft has extensive systems and checklists. There was also a big adjustment to make for the speed and to thinking way ahead." Airspace management requires major thought when cruising at 250kts and Brett says he often calls Tauranga for zone clearance before he gets to the Waihi Gap. Fuel calculation and planning is also always a factor. The Strikemaster burns between 16 and 28 lbs a minute - which translates to 1000 litres an hour in the circuit, fortunately becoming more 'miserly' at altitude. Pressurised and with oxygen, a trip from Ardmore to Wanaka at FL24 via a fuel stop at Woodbourne takes just two hours of airtime.

Brett says that "The big adjustment to make was in landing. Managing the rate of descent is critical and we carry a lot of power over the fence (65%) at 100kts, then touch down with very little flare. We trained at

Whenuapai (thanks due to the RNZAF) and I drove Brownie [Dave Brown] nuts with too high a rate of descent and using too much runway flaring, in Brownie's words, 'snatching victory from the jaws of defeat' several times over." The Strikemaster needs around 4000 feet to stop (Ardmore is 4630), with stopping power being provided by differential braking with no anti-skid or anti-lock systems. Strikemasters are notorious for going off the runway in wet conditions when puddles compromise braking power and



NZ6370 has become a familiar sight (and sound) over Auckland's Hauraki Gulf.

distance. Care is also required in crosswind conditions as slight lifting of a wing can quickly lead to a locked wheel.

Brett says the transition was challenging – "you don't just go flying in the jet". Every trip is a serious flight, especially at a busy aerodrome such as Ardmore. That said, he soloed after just 20 hours and was signed off at 25, though Brett adds that he still thinks it is common sense to take a safety pilot with him if travelling anywhere unfamiliar. He adds that the only downside to travelling in the jet is that there's barely enough room for a laptop, never mind a change of clothes. Apparently the RNZAF had a similar problem and converted some A4 rocket pods into luggage racks. If anyone knows where there are some, Brett would be very pleased to hear from you.

## Maintenance

The philosophy of Strikemaster Limited is to spare no expense. Brett explains he is very conscious that his passengers are paying for their experience and should expect the best, and that he wants to ensure their utmost safety - not to mention for the pilots and himself. He is clearly passionate about looking after the aircraft and very honest when he says he feels a sense of responsibility to preserve a part of NZ history. Unfortunately, many of the

Strikemasters that went to Australia were not treated as well as they could have been.

In case readers are thinking they should get one too, Brett is willing to admit that one of the primary Strikemaster ownership experiences is that the aircraft are eye-wateringly expensive to own. As with all warbird jets, it is not the acquisition cost that bites, but the maintenance and fuel expenditure that really add up to big numbers.

That said, Brett explains that; "Accepting it is British built with British electrics, it's actually pretty stable for maintenance as far as a warbird goes." Yes, maintenance bills often do run to five figures, but that's not untypical for an 'advanced' warbird, and there is a lot of stuff to potentially need attention at any given time. Normal maintenance requirements mean that the wings need to come off periodically and Brett says that; "While it is complex, it has also been extremely reliable, and sensational to fly. Pioneer Aero who re-commissioned and maintain it are great to work with."

## Adventure Flying

Brett says that Strikemaster Limited was the first Part 115 adventure aviation operation formed by a new aviation company, and that he can't speak highly enough of Jeanette Lusty and the team at

## About the BAC167 Strikemaster

THE history of the Strikemaster and its operation in New Zealand is likely known to most NZ aviation enthusiasts already, but to recap:

Developed for training and light attack roles, 146 examples of the BAC 167 Strikemaster were built in Britain between 1967 and 1984. 16 of these came to RNZAF 14 Squadron in New Zealand, replacing the de Havilland Vampire fleet in the early '70s. At the time, all RNZAF pilots did time on the Strikemaster, regardless of their future aspirations. Themselves replaced by Aermacchi MB339s in 1991, most of the Strikemasters went to private ownership in Australia, NZ6370 ultimately flying again some years later with an adventure flying company in New South Wales.

Powered by the Rolls Royce Viper engine providing 3140 pounds of thrust, the jet has a maximum speed of 418kts, stalls at 86kts, and climbs at 5250fpm to a service ceiling of 40,000 feet. It is equipped with two hard points on each wing for weapons or drop tanks and two 550 round 7.62mm NATO machine guns.

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CAA who were involved with the project. Although operating the jet on joyrides was always in the back of his mind, Part 115 ops were not part of the original plan. The motivation was to be able to share the jet and Part 115 just happened to come along at about the same time – in March 2011. So it made sense to do that and Brett engaged Aviation Safety Management Systems to guide the way through the process. Three very highly qualified pilots came on board with the operation and then with their category of Part 115 ops allowing for three aircraft to be on the books, the P51 Mustang (TAF) and Harvard (WAR) also joined the operation.

Brett describes the pilots and maintenance personnel involved as a 'dream team' and emphasises that for him, the Part 115 purpose is to keep the aircraft flying, keep the pilots current, and facilitate sharing the aircraft, with 100% of the money received going back into the aircraft operations.

It's a very professional operation. The quality of systems, personnel, and operations is very high, and the team were delighted to be named CAA operator of the year in 2013.

CAA are obviously pleased with the operation, but what do the customers say? Not surprisingly, there are always big grins. Brett says one of the highlights of having the aircraft and the Part 115 certificate is the opportunity to share it. That's to an international audience too. The Strikemaster team recently had NZ6370 in Wanaka and performed 48 joyrides in 3 days on behalf of a large American Insurance Company who were providing a holiday in Queenstown for their top staff members. Brett says the aircraft performed faultlessly. No doubt it was a good few days for the local fuel supplier too.

Whilst 'everyone' loves a jet ride, most of the customers miss appreciating the aura of its history, at least initially. NZ6370 is

arguably more of a NZ warbird than some of the other famous aircraft here in that regard, as it was flown by 14 Squadron in the RNZAF. To this end, Brett is keen to obtain 14 Squadron memorabilia and any associated items of historical interest so that people who fly in the aircraft can understand its significance. He also hopes to be able to offer Strikemaster experiences to the new 14 Squadron pilots once their Beechcraft Texans arrive.



The Strikemaster cockpit. There are extensive systems and checklists to manage, not to mention keeping ahead of an aircraft capable of 400+ kts.

## Strike Two

Whilst the idea of one day offering a choreographed 'combat' flight experience had entered Brett's mind from time to time, it hadn't been an endeavour he was actively pursuing. Then via an intermediary, Brett received an email from Michael Williams on exchange from the RNZAF with RAAF in Perth. He had seen a Strikemaster in the back of a hangar there, that hadn't flown in 10 years and was part of a deceased estate. The hangar had been sold and the aircraft was about to be pushed out onto the grass. It didn't take Brett long to contact the owners, with an obvious result.

Brett describes NZ6362 as a real barn find. It was the very first one sold into Australia, having a very low fatigue life and only 43 hours of private flying on the clock since leaving the RNZAF here. Cosmetically its paint looked tired (1987 vintage) but the actual condition of the aircraft was remarkably good with virtually no corrosion evident. Brett's wife fortunately agreed that it would make a great 'attrition airframe' and so it was quickly acquired, arriving at Ardmore late in March.

Presently, Pioneer Aero are reassembling the aircraft in preparation for engine testing and a first flight as soon as that can be made possible. It's an ideal opportunity to leverage off the knowledge gained in maintaining and operating NZ6370, and an ideal opportunity for an adventure aviation air combat offer (carefully choreographed and with appropriate approvals when the time comes). Brett in fact hopes to have the aircraft flying by July.

Perhaps the next one to be acquired can become the attrition airframe, or perhaps Brett's wife will be wise to the ruse by then. Regardless, we'll watch this space with interest. It mightn't be long before you and a friend, or enemy, can book a Combat Mission together, in a matched pair of ex-RNZAF Strikemasters.



When Brett found out that NZ6362 was about to be pushed out of its hangar in Australia and stored outside, he didn't take long to investigate the opportunity and decide to acquire it. Brett and the team at Pioneer Aero hope to have it flying in New Zealand again by July.



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## Do you want to come for a ride and write an article?, said Brett. Hell yes, said the Editor.



predominantly for training, but it's quite reasonable to ponder about who has sat in and flown it during its time in service and to consider what tasks they might have been performing. One also thinks of the civilian pilots and passengers since those days who have had the opportunity to enjoy the aircraft and how much fun they've had. I've often watched NZ6370 in the circuit at Ardmore from my deck at home and thought lucky buggers... But Woohoo, it's my turn now.

You can't fly in an ex-military jet without being dressed for the occasion, so Brett provides a flight suit to don before a walk around discussion and pre-flight check. There are minor additions for the engine type, but the checks are all typical for any small aircraft. With guidance from ground crew helper Andrew, I'm assisted into the right hand seat. It's very easy to get into and there is simultaneously plenty of room, and no room at all. The cockpit is designed to comfortably accommodate a

**AT** 1000 litres an hour in the circuit, never mind the frequently prohibitive cost of maintenance, riding in a warbird jet certainly rates as one of the more decadent experiences an aviation enthusiast could choose to have. Worth every dollar I'd say...

So what can an adventure aviator expect when you sign up at [jetfighter.co.nz](http://jetfighter.co.nz) for a Strikemaster Mission in NZ6370?

The experience starts as soon as you arrive at the hangar, with the presence of the aircraft. Although some do indeed see it as something of a fairground ride, the aircraft is much more than that. This is after all, a genuine military strike aircraft from our own Royal New Zealand Air Force. Whilst it has all the control surfaces found on any small plane, it also has hard points designed to carry bombs, rockets, and napalm tanks. It has ejection seats and an explosive canopy (both are deactivated for current civilian ops). And it has a very big engine. Sure it's a small jet used

pilot and co-pilot, but nothing else as well and I'm already thinking I really should have brought a smaller camera. What is nice, is to be sitting side by side with the pilot instead of behind. It's a much friendlier arrangement not only for training but also for sharing the experience - and when on a trip anywhere, for sharing flying duties as well. There's also a great view, both of everything outside and of course, also everything inside the cockpit.

With the aircraft outside the hangar and two green suited men aboard it's obvious to onlookers, including a large group visiting the Warbirds hangar, that the jet is going flying. People are watching, waiting, wishing it was them.

There's a book worth of checklists to complete and then it's time to start the engine. The process seems exceptionally simple, or perhaps I was just intoxicated by the noise and wasn't paying attention. Anyway it's going and Brett partially closes the canopy for

taxiing past the onlookers. Mental note to stop grinning like a child as it's surely important to look cool and nonchalant. Just another flight. We do this all the time. Ho hum. Can they still see us? No? Phew, grin like a five year old again. It does occur to me that even if we didn't go flying, I could quite enjoy just taxiing around the airfield like this. Then the canopy closes, the cockpit pressurises and the aircraft makes its purpose felt again.

Ardmore has a few areas (a low flying zone, Whitford Forest and the Hunua Ranges) where pilots report their planned activity and duration to Unicom who will then maintain a return watch and pass on traffic reports to others if requested. As we move to line up, Brett requests a traffic report for Hunua Ranges and then advises his intention to vacate there after 'launch' and to "remain area next 3 minutes". Three minutes! I've never made the same call for less than 30. Later, as we whizzed between the hills at 250kts, I commented on that difference to Brett, then we popped out of the Ranges overhead the Hauraki Plains and Brett checked the time; "Only took two and a half minutes actually."

But I digress. Having lined up and claimed the runway, it was time for final checks, then to full power with brakes on. Considering the ear splitting noise behind us, it's comparatively silent in the cockpit but the tension within the aircraft is palpable. A vast quantity of fuel is being converted to energy right behind our shoulders. There's a very memorable sense that something particularly exciting is about to happen. Then the brakes are off and strong acceleration provides for gaining speed quickly. It also provides for using a lot of runway but in no time we rotate and are away into a smooth and quiet flight. It almost seems a shame to be leaving all the noise and that great smell of burning Jet-A1 behind.

As we cruise through the Hunuas, banking around valleys at near to 90 degrees, the perception is almost of sitting atop a steerable arrowhead and I can't help but wonder what any day-trippers are thinking as they munch on their scroggin by a peaceful babbling brook, when we scorch on by. Yee haa, this is fun. Once over the Hauraki Plains, we're into airspace with a lower limit of 6500' so with sufficient gaps in the clouds we have the opportunity for some aerobatics. Brett performs a variety of nicely executed rolls and loops, the latter using up around 3500 feet in the Strikemaster.

Then it's time to head back up the coast towards Ardmore, fast, all the while listening for traffic and visualising what is currently in the circuit and how we can best join. From arriving at the River Mouth it's almost a case of blink and we're already joining early downwind, then with other traffic vacating (I would have too if I was them), we had the circuit to ourselves for a few touch and goes.

Brett's landings in the Strikemaster at Ardmore are textbook executed, but to the uninitiated create a sensation of virtually flying into the runway threshold, albeit softly. The approach is at 65% power with 100kts over the fence, a 600fpm rate of descent and very little flare. That's due to a need to maximise the amount of runway in front once the wheels are on the ground for braking purposes. Coming in faster and/or flaring simply uses up too much space. As it was, on our full stop landing with moderate braking we consumed virtually all the available length and had to advise an aircraft calling rolling that we hadn't actually vacated the runway yet.

Then we taxied back to the hangar and shut down. It's too hard to maintain the cool poker-face look for anyone watching us, so I give up, especially since Brett is grinning as much as I am. Brett loves this aircraft and like any genuine enthusiast owner, loves sharing it as much as he does flying it.

Cheers Brett. That's quite a favour you're owed in return.

## The JetFighter Experience

**OPERATING** from Ardmore, Strikemaster Limited offers three different missions to members of the public seeking an ultimate adventure aviation experience.

The Introductory mission, with 15 minutes of "turning and burning" airtime includes a high speed run followed by a return to Ardmore for a buzz and break manoeuvre, landing, debrief and photo opportunities.

If aerobatics appeal, then the Hot Shot mission (at 20 minutes) adds aileron rolls, barrel rolls and loops, providing passengers with a 4G experience (no, not the Telecom type), then back to Ardmore for a buzz and break, landing, debrief and photo opportunities.

The premium Strikemaster experience is the Strike mission. In this package, 30 minutes of airtime includes all of the Hot Shot offering, plus low level valley flying through the Hunua Ranges with combat manoeuvres and a high speed run up the gulf to celebrate victory against a simulated adversary.

The flights which range in price from \$1599 to \$2999, are piloted by Captain Dave Brown, Captain Mark Helliwell, or Captain Dean Beverley. All are ex-RNZAF Strikemaster pilots and also current airline Captains.

All flights include an in-depth briefing on the aircraft, flight and safety procedures, as well as a de-briefing, photo opportunities and the chance to ask the pilots as many questions as you like. An in-cockpit video camera has also recently been fitted to record each flight so that adventure aviators can relive the experience as many times as they like at home.

### For more information

If you're tempted to sign up for a ride, or want to find out more about the Strikemaster operation, visit [www.jetfighter.co.nz](http://www.jetfighter.co.nz)



A trip through the Hunua Ranges takes just 2.5 minutes at 250kts.



Even with 4600' of runway, landing firmly on the threshold is quite important.





# New Z Fuel Facility at Ardmore Airfield

A brand new Z fuel compound and supply facility is almost complete at Ardmore Airfield.

For nearly 15 years, Ardmore pilots have enjoyed the luxury of an 'into aircraft' fuel service provided by Z trucks for both Avgas and JetA1 requirements. Originally set up by Al Donaldson and

Shell Aviation in the year 2000, the service quickly became established as the primary fuel supply on the airfield thanks to its convenience, speed and seemingly 24/7 friendly availability – regardless of whether the delivery request was for 20 litres or 200. Now run by

George Hoskins, those attributes remain. George operates two fuel trucks (Avgas and JetA1) delivering in the order of a million litres a year directly to aircraft and saving what must be an enormous amount of taxiing and waiting time for local aircraft and pilots. The portability of the service allows it to extend beyond Ardmore too, with the two trucks remotely supporting aircraft involved in events such as the Rally of New Zealand, Pukekohe V8 racing, and airshows at locations such as Whitianga, Tauranga and Whenuapai.

The new Z fuel compound on the south east apron will open in June. It will include offices, two 50,000 litre underground tanks, airside refuelling, secure parking for the existing two trucks, tanker

unloading and truck uploading facilities, interceptor tanks in case of spillage, and of course all the latest safety systems and remote site monitoring. George says it is a million dollar investment by Z, who clearly see growth in the future of Ardmore and intend to continue to provide a premium into-aircraft service for pilots there.

The new compound will consolidate the current Z facilities at the field, with the existing compound at the north west end of the field being retired and George moving from his current offices beside Ardmore Helicopters. The Z Avgas pump at Ardmore Flying

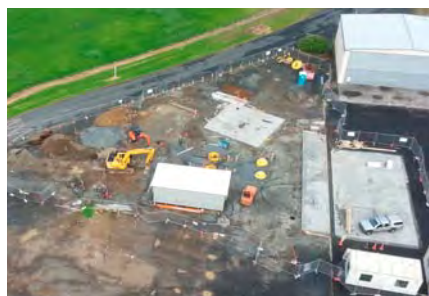
School will stay and the JetA1 pump at Rural Aviation will be closed once the new facility is fully operational. All of the other Z benefits and promotions such as Fly Buys and Good in the Hood will of course remain with the upgraded service.

Coincidentally, the new Z compound is just across the road from where the USAF originally installed fuel tanks for the field, a location chosen at the time for its slight elevation which provided for use of a gravity feeding system.

As your Editor is a regular user of Ardmore Airfield, and on behalf of all those using the service, it's a good opportunity to say thanks to Z and George. We look forward to the grand opening.



Z's new facility under construction on the south east apron at Ardmore.





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# Peace of Mind at Insurance Claim Time

*Unless you are violating the terms of your policy, there should be no need for sleepless nights if the time comes for an insurance claim. Bill Beard from Avsure explains as follows:*

**I HAVE** occasionally been party to a conversation wherein an aircraft owner will vent his opinion fairly strongly that Aviation Insurers would do whatever they could to avoid paying claims. I deal with insurance companies every day of the week and you may be interested to know that the underwriting staff of the majority of companies are very knowledgeable in aviation matters, either being long standing aviation enthusiasts or pilots, and in some cases even aircraft owners themselves.

Having been involved in the aviation insurance industry for 27+ years, I've only come across a few insurance claims that were justifiably denied. However, over this time I cannot recall seeing even one claim being declined for what I would consider questionable reasons.

I can assure you that aviation insurers would only consider declining a claim if there is a clear violation of the policy terms and conditions and that the violation is directly related to the cause of the accident that resulted in the claim.

Claim settlements are the insurance industry's 'shop window'. Companies will not risk legal action as a result of declining a claim on non-related grounds. On the other hand, I would expect an insurance company to deny a claim if the pilot was either not named as an approved pilot or did not meet the pilot qualifications or minimum experience levels under an open pilot warranty. Likewise you could expect problems if at the time of an accident, the aircraft was being used for something other than the approved uses under the policy.

The best way to avoid problems in this area is to make sure

your policy is correctly issued. I suggest you check it right now to ensure the uses adequately meet your requirements, bearing in mind that standard uses do not include (amongst other more hazardous activities) instruction, private hire/rental, aerobatics, patrols, experimental or competition flying or air races unless specifically mentioned in the schedule.

Ensure all pilots that fly your aircraft are named or meet any restrictions imposed under the policy. Ensure the correct pilot information, with regard to experience and hours on type are accurately recorded with the underwriting company. Bear in mind that known CAA violations relating to any pilot should be notified and updated every renewal. It is important to keep in mind that it is a policy condition that you must comply with all CAA rules with regard to the operation of your aircraft.

Avsure only arranges policies with specialist aviation insurance companies with an "A" or higher rating which indicate an excellent claims paying ability. We are very particular with regard to security we use in arranging aircraft insurances to ensure prompt and reliable settlements in the event of claims, but the owner(s) / policy holder must comply with the policy conditions.

To discuss any questions relating to aviation insurance or to seek quotations, contact Bill Beard at Avsure on 0800 322 206.

*Footnote: In past issues we have reprinted 'accident and incident briefs' as published by the NZ CAA. CAA's website reports that "These are currently unavailable following concerns from within the CAA and from the aviation community, about accuracy and also the potential effect on organisations' willingness to report occurrences. As a result, publishing of the reports was stopped and that the situation is now being considered with a genuine desire to achieve both openness and accuracy." If you would like to comment, send an email to editor@kiwiflyer.co.nz. We'll collate messages and pass them on.*



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# Aero Deco Images

*We just missed getting the Aero Deco Airshow at Napier into our last issue of KiwiFlyer, but Gavin Conroy captured such great images of the weekend that we are compelled to share them with readers. Gavin writes:*

**ON THE** weekend of February 21 in Napier a two day airshow was held to coincide with the Art Deco event. This show has become a regular on the calendar but thanks to a major sponsorship campaign this year, the list of aeroplanes displayed would rival any show around New Zealand.

In regards to WW2 Warbirds, displays were flown by a P-40N Kittyhawk, Spitfire PV270, Spitfire MH367, Grumman Avenger,

Graeme Frew's Yak 3, and Graham Bethell flew his P-51D Mustang. It was a world class line-up. Also included were displays by the Roaring 40s, John Luff flew in for the Saturday in his DH Venom, a scaled down Yak 52 team flew, and the RNZAF put on displays with a CT4E Airtrainer and an Iroquois.

The event started on Friday evening when four of the WWII fighters went out to the waterfront to make a few mock gun runs on a RNZN ship. The HMNZS Hawea was in town so the opportunity to put these two elements together was snapped up and the crowd loved it. An RNZAF Iroquois flew a display and the show finished with a display by the Roaring 40s and on a beautiful summers evening it was amazing to watch.

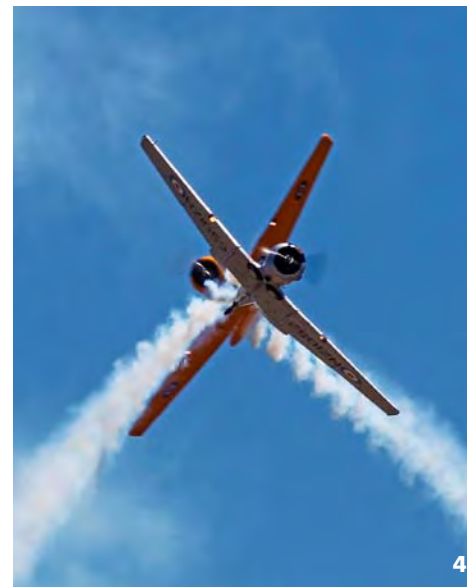
There were many other aircraft flown as well over the course of the weekend including Dave Phillips flying one of his trademark displays. The spectators were kept well and truly happy.

Special mention must go to the Roaring 40s team, as they had a big workload over the weekend. During the lunch break they would perform over the waterfront in Napier, fly back to the airport to fuel up themselves and the aeroplanes before getting airborne again a short time later to display overhead the airport.

The weather was beautiful as well which made for a fantastic weekend. This really was a great event and it is to be hoped that the organisers are able to find similar sponsorship in 2015 so that the next occasion can be just as special.

## Captions:

1. Avenger and Kittyhawk.
2. Yak 52 Team on display.
3. Mustang and Kittyhawk attack HMNZS Hawea.
4. Harvards crossing.
5. Roaring 40s returning to the airport at sunset.
6. Mustang attacking HMNZS Hawea.
7. TVAL BE.2c flown by John Bargh.
8. Spitfire PV270 flown by Sean Perrett
9. Smoky Avenger start.
10. Gavin Tretheway orbits the moon.





# The CHR Safari

## Quality and Reputation in a helicopter you can build yourself

**ALTHOUGH** there are 15 CHR Safaris in New Zealand, with 12 flying in the hands of some very happy owner/builders (3 are currently under construction), there are still a lot of pilots who either don't realise the aircraft exists, or dismiss it without having seen or flown one. They shouldn't, as there are plenty of reasons to take a closer look and there are several well-qualified people willing to recommend the aircraft.

A good measure of the quality of a helicopter offering such as the Safari (or for that matter any home-built aircraft) is the number of hours that actually get flown on them. All too often you can read the for sale adverts of experimental aircraft that claim 'great condition' and 'only 35 hours since new'. And you have to wonder why the aircraft only ever flew 35 hours before being put up for sale and/or how many of those 35 hours were simply ground running.

That's not the case with Safari helicopters. Many of those in New Zealand are in serious private use, with hundreds of hours on the clock. They're real helicopter hours too – in the mountains and bush, on hunting, fishing and holiday adventures.

Perhaps that's because the Safari 400 design is basic and rugged and proven. There isn't a long list of carbon fibre parts, electronic control systems, radically designed new ideas, or an engine trying to do something it wasn't really ever meant for. Instead you have reliable Lycoming power, a welded steel frame, robust transmission and drive-shaft to the tail rotor, and plenty of room for two people inside a comfortable cabin.

### A brief history

Built by CHR International in America, the design of the Safari somewhat resembles a baby Bell 47 and it had indeed become known as the Baby Belle back when local distributor Bruce Belfield acquired his kit in 1998. In the years since, the name has changed to Safari and the company previously known as Canadian Home Rotors, became CHR International with new owners in 2009.



Vertical mounted engine eliminates drive belts.



Craftsman welded tail boom is a work of art.



Bruce's 'Kiwi Pods' are offered as a factory option.

Bruce says they are very focused on safety and quality, and regularly receive complimentary feedback on customer service – all of these attributes being of paramount importance to anyone considering a project such as a home-built helicopter.

There are more than 130 Safaris worldwide, with that number growing at about the rate of 12 new airframes per year. The actual

aircraft design can be traced back to the 1960s when Harold Emigh added a 150hp Lycoming and a second seat to his own single place helicopter design. Various evolutions have occurred since, with the Safari making a popular and award winning debut at Oshkosh in 1992.

### Specifications at a glance

Powered by a Lycoming O-360, the Safari 400 will cruise at 74kts, with a Vne of 87kts or 100mph. A typical ship

weighs around 1000lbs empty and with a MAUW of 1650lbs, useful load is in the order of 650lbs. Climb performance is 1000 feet per minute to a ceiling of 10,000 feet. The twin fuel tanks hold a total of 106 litres. IGE hover limits are quoted as 7000 feet and OGE as 5000 feet. The 26ft main rotor is of composite construction and the tail rotor with a 4 foot diameter is made from titanium.

### About Pacific Home Rotors

Airborne in the year 2000, Bruce Belfield's Safari was the first to fly in New Zealand. His background as a fitter/turner and machinist, and passion for making things well, was always going to mean that any aircraft he built would be a good one. ZK-HXJ was (and remains) immaculately presented and won Bruce several home-building awards when it first appeared on the scene here. Bruce had added a few extras to his (a modified exhaust and throttle governor being just two examples) and these were soon being requested by other builders. In fact all Safaris now have a proprietary governor as standard equipment which also includes a useful increase/decrease function.

KiwiFlyer



Bruce became a dealer for Canadian Home Rotors, forming his company South Pacific Home Rotors in 2002. Now based at Te Awamutu, Bruce works full time in the business building components or complete kits for customers who he supports not just in New Zealand but around the world.

Having become something of an international expert on the type, he is often invited by owners to faraway places to assist with their construction project. Bruce has also regularly attended Oshkosh and Sun & Fun as a guest of the factory to meet prospective customers and act as a factory demonstration pilot for them.

### Options for Builders

There are a variety of options and kits available for home builders of all skill levels, depending on the amount you want to spend and the time you have available.

The Safari falls under the experimental category, so if you do take the option to build it yourself from a basic kit, the 51% rule means that you can also maintain it yourself, once complete.

The most popular option in Australasia is the 'Down Under' Starter Kit, comprising a majority of the basic components, but leaving it to the owner to sort their own engine, cabin fit-out and instruments. In the kit are: Fabricated cabin frame and tail boom, tail rotor driveshaft, fuel tanks, basic control package, engine/rotor tach, rotor head and blades, main transmission, a conversion kit to mount the engine vertically, and tail rotor assembly and blades. That's currently priced at USD 82,600 ex-factory.

The next option up is the Safari 400 kit which includes the O-360 engine, shroud and exhaust, welded fuselage with sheet metal installed, powder coated frame and mounted bubble, leather seats and carpet, instruments and pod, governor, trim and frictions, and all the necessary small parts and raw materials to complete your aircraft. That's currently USD 133,400 ex-factory.

Alternately, the Safari 400 kit can be purchased in four similarly priced stages which align with the build process and currently run to USD 137,000 ex-factory.

A ready-to fly option is also available which Bruce can build for you at his Te Awamutu base, where he has support available from Central Aero Engineering at Hamilton for any engineering supervision required.

Bruce says that most of his New Zealand customers typically acquire a starter kit including frame and bubble.



There's an obvious likeness to the Bell 47.

Then they source the engine and instruments from a timed-out R22 (or a wrecked one).

Some however have opted for the complete kit, an advantage then being that the cabin comes pre-cut and fitted as does the engine box and baffles. He says that the fabrication required is all uncomplicated, though there is a lot of it to do. No welding is required in the Down Under kit. Bruce also says that all parts supplied are very accurately produced and fit together as they should, thanks to extensive investment in jigging and CNC production at the factory. He says that an honest assessment of the time required to complete a Down Under kit is 1500 hours, this including the 'thinking' time and being easily achievable by a builder with basic skills.

Any parts can be requested ready-made from the factory or via Bruce and he says there is a long list of options to make the job easier if desired.

### Local Support and Developments

New Zealand customers (especially prospective ones), have a major advantage to hand in that Bruce is here with a demonstration aircraft, a wealth of hands-on experience for building, setting up, and flying the type, and the capability to assist the build process from start to finish. That assistance can mean anything the customer wants, from time on the phone through to specific parts fabrication, through to a complete build and finishing service.

After sales support towards building and setting up Safari helicopters is something Bruce clearly excels at, given the demand there is for his services not just from Pacific based builders but also some European owners. Bruce is also the only person outside the USA that has authority



When hooks were allowed on experimental helos.



Titanium tail rotor.





from the factory to work on gearboxes and rotorheads.

Another aspect of Safari building that Bruce has become an expert for is the development of improvements to the standard design. Several of these have been adopted by the factory over the years and more are presently under trial and review.

Tail rotor blades on all Safaris now produced are manufactured by Bruce from titanium after his design was approved by the factory to replace the previous heavier stainless steel version. Bruce says that tail rotor authority was significantly improved and customers who have tried both all preferred the titanium version.

Other 'Bruce' modifications adopted by the factory include tail boom stiffening and fuel tank bracing, both systems being less prone to resonance than the original designs.

Bruce has developed exhaust and inlet manifolds for the Lycoming O-320 and O-360 engine options, both systems showing notable reductions in manifold pressure for the same flight performance.

He designed the 'Kiwi Pod' luggage system now offered by the factory, and (in partnership with Composites International) offers a lockable bubble door mod for the aircraft. And Bruce also pioneered the development of a governor system (based on R22 parts) and a cyclic trim system, both of which have also been further evolved by the factory and are now standard equipment.

More is in the pipeline too, with Bruce soon to start testing some new ideas that we're not yet allowed to tell you about.

### KiwiFlyer's Flight Experience

Regular readers will know that your Editor likes to aviate as often as possible and particularly in helicopters and autogyros. A few might also have heard me say that there are some home-built helicopters I wouldn't stand within 100 feet of, never mind get inside and fly. The Safari isn't one of those. With its basic and very visible construction, a venerable Lycoming in the back, and relatively well-proven componentry, it looks and feels a lot closer to a certified aircraft than many, if not all, of its competitors. So on a fine day with a light breeze in Te Awamutu, I went for a fly with Bruce.

We start with a walk-around. With nothing hiding out-of-sight on the aircraft, pre-flights can be both comprehensive and straight-forward. Climbing aboard is easy, in fact much easier than I expected as whilst the doors look low, the bubble is quite large and the cabin spacious. I notice that my legs can be stretched out more than usual and that's thanks to some other 'Bruce' mods. The pedals have been lowered which provides for a much more relaxed foot and ankle position, though I wonder later if this is slightly at the expense of leverage. Bruce also has a seat back mod available to create another couple of inches of room if required. There's no question that the cabin is a comfortable place to be.

Checks are completed and Bruce starts up. With Lycoming power, this is a 'kitset' helicopter that sounds like a piston engined helicopter normally does.

Rotor engagement is noticeably smooth, due in part to the

vertically mounted engine and centrifugal clutch. Then warmed up and with take-off checks done, Bruce lifts off and flies a demonstration circuit back to his home pad.

Next it's my turn. Lifting into a hover goes well enough and we sit there for a bit while I get the feel of the aircraft. Used to a R22 or R44, I notice that Bruce's governor is slightly slower reacting, and also that RPM is being maintained in the middle of the green range rather than the top. That's normal for the Safari, and although disconcerting for the first minute, it does work perfectly well and I soon recalibrate my senses accordingly.

I also notice how smooth Bruce's Safari is. I've felt a lot more stick shake and vibration in R22s than in this helicopter so it's apparent that Bruce has got his one very well sorted. Double check that it's not just appearing to be smooth because I've got a death grip on the stick? No, there really isn't too much shake at all. That said, I also notice that the controls seem comparatively heavy and in hindsight that probably does have a bearing on the amount of vibration being fed back through them.

Time for a circuit or few. Our flight through translation isn't as well coordinated as I would prefer and I have to admit to also being a bit wobbly on climb-out. Bruce points out that it does need to be driven through translation and the same applies later on approach.

Anyway, we're soon into cruise mode for an extended circuit. It's quite easy to fly on the numbers and quite stable in flight, becoming more so as I adjust to the control pressures and movements required. Bruce easily trims the aircraft for hands and feet off flying. Visibility is great through the bubble with nothing obstructing your field of view. The low doors make additional sense now too as I look over the top of the door frame rather than straight into it. It also seems relatively quiet in the cabin.

Setting up for an approach on the numbers is easy, but I still find myself chasing the aircraft through translation and into a stable hover. However, several circuits later I'm becoming much happier with my efforts. I'm simply used to a lighter control feel and as for flying any new

type, different characteristics take time to adjust to. It occurs to me the next day that for me, Bruce's Safari felt like flying something between an R22 and an R44 with the hydraulics off. I recall chasing an R44 all around the sky when I first flew a circuit with hydraulics off – due to the stiffness and force required on the controls leading to over-controlling. That's just my observation however and not a negative comment, as I'm sure most pilots will adjust comfortably within the first few hours of experience on type.

With circuit work improving, Bruce takes over to demonstrate some low level flight and steep turns. The helicopter feels stable and comfortable throughout with plenty of capability in reserve. It's very good fun.

Unfortunately, time is against us on this particular day so we're forced to return to the hangar just when I'm starting to become familiar with flying the Safari. But that's a very good reason to go back for another play some time soon.



The inside of the Safari looks as 'certified' as the outside does.

### What others say

There are of course, plenty of people more qualified than your Editor to offer an opinion on the Safari. Two of these are local maintenance provider Paul Waterhouse of Central Aero Engineering, and experienced local helicopter pilot and instructor Dave Peel.

Paul has worked closely with Bruce over the years and they regularly head off together in the Safari on hunting trips. Paul says that from a passenger's point of view, the Safari flies like a normal, light, two-bladed helicopter. And from an engineer's point of view that he sees nothing on the machine which gives him any cause for concern. He's seen the inside of the transmissions too and says he is more than confident enough in the machine to feel relaxed when chasing goats over tiger country in it with Bruce. Paul says that over the years he has looked closely at a few different home-built helicopters, sometimes with a shudder, but that the Safari is in a different league, and he also says "I'd happily send my kids for a ride in one".

Dave Peel has thousands of hours of experience across a wide variety of helicopter types and flying, including in the microlight category. The first thing Dave said when we spoke to him was that he thought Bruce had done some fine work in helping develop the aircraft, to the point where he has a helicopter that could be a genuinely good option for those of a mind to build their own. Dave says that Bruce's Safari flies well, doesn't take much to get to grips with, and as a training machine doesn't have any particular drawbacks. He mentioned that he is looking forward to testing the next one which isn't far from completion and to training the couple of customers whose instruction is pending. Being in the experimental category, pilots require a PPL(H) to fly the Safari, but Bruce advises that an RPL(H) is presently bring considered and will obviously make obtaining a licence a more practical proposition for those who can't meet the PPL requirements.

### For more information

Bruce Belfield can be contacted at South Pacific Home Rotors on 027 696 5159 or 07 871 5699, by email: brucenik@xtra.co.nz or visit [www.safarinz.com](http://www.safarinz.com)

Factory leadtime for new kits is currently three months from time of order. The factory website is [www.safar helicopter.com](http://www.safar helicopter.com)

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## Autoflight Reduction Drives and Component Fabrication Services support manufacturers and home-builders

**THE** Autoflight brand in New Zealand (and internationally) has become synonymous with geared reduction drives for sport aircraft. Owned by Neil Hintz and operating from his extensively equipped workshop near Hamilton, the company produces a wide range of gearboxes to suit different applications, supplying these to home-builders and to OEM manufacturers such as Titan Aircraft in the USA.

There are output shaft offset up or down options specifically for Subaru EA, EJ and H6 series engines. A universal unit can be readily adapted to any engine up to 160hp. Mazda RX8 Renasis and 13B engines can also be accommodated as well as the Rotomax, Suzuki and Honda V6s. One off developments can also be undertaken.



CNC machining from 3D models.



Autoflight disc brake components.



Suzuki V6 reduction drive for a Titan Mustang

### Extensive fabrication capabilities

With a workshop that includes a 4 axis CNC machining centre (with a dimensional capability of 850x500x500mm) and CNC lathe (both driven by a suite of 3D solid modelling and machining programs), manual lathes and mills, a cylindrical grinder for grinding hard shafts, tube bending and tig welding equipment, plus much more, there isn't much that Neil and his team of two can't turn their hands to. Capabilities include complicated patternmaking and casting, usually in CC601 alloy heat treated to T6 standards, either for one-off jobs or production runs. The CNC lathe can operate up to 400mm diameter, and is well suited to one of its current tasks being the manufacture

of light aircraft wheels, again for export.

If it can't be made in house at AutoFlight, then Neil can probably arrange it through his wide network of engineering contacts – including for hard chroming, nikasil treatments, gear hobbing and more.

Neil is well known in autogyro and other microlight and experimental aircraft circles as a go-to person for all of the fabrication jobs that home-builders aren't quite confident enough to take on themselves. These can include the bending and welding of complicated engine frames; fabrication of suspension, brakes and wheel components; control components; pre-rotators; and more. Development, fitting and tuning of Subaru engines for automotive use has also become a speciality.

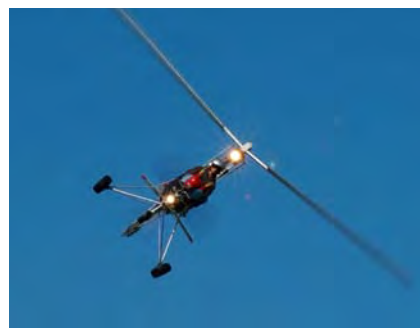
The company also produces a variety of gyro components as a sub-contractor to Rotor Flight Dynamics in the USA, supplying all of their rotor-heads and many other CNC machined components which RFD then on-sell as part of their own kits. In turn, Neil supplies New Zealand customers with RFD manufactured rotor-blades and tails which he imports.

### For more information

To discuss any component fabrication requirements, email: [info@autoflight.co.nz](mailto:info@autoflight.co.nz) or phone Neil weekdays between 8.30 and 5pm on 07 824 1978. Neil can also supply Dominator autogyro kits (see below).

## Single Seat Autoflight Dominator Gyro airframes now available for home-builders

**AUTOFLIGHT** have been the New Zealand agents for Dominator autogyros for well over 10 years now. Neil has fabricated numerous tandem and single seat gyros in this time, powered with a variety of engines according to customer preference.



kit form for between 10 and \$15k depending on options. Fully completed costs can be as low as \$25k, again depending on options and how much work the owner chooses to do themselves.

Single seat Dominators are

Neil is currently producing a production run of single seat Dominator airframes to satisfy a need in the market for an inexpensive, basic gyro - in contrast to the European offerings of factory produced complete aircraft costing upwards of \$90k.

These single seat Dominators airframes can be supplied without engine in a basic

certainly no poor cousin to their expensive counterparts however. Their design configuration provides excellent dynamic stability, they are very safe and very easy to fly, and they will out-perform and out-maneuvre most out there. You can't have more fun in the air for less (or more) money. Just ask your KiwiFlyer Editor.

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## More Innovation from Evektor Aircraft

**WITH** a history spanning 40+ years, Evektor-Aerotechnik have become one of the world's largest manufacturers of light aircraft. Their sales network is spread across more than 40 countries and their aircraft are operated by flight schools, aeroclubs, and private pilots worldwide. The Evektor Distributor in NZ is Colin Marshall of AeroFlight Aviation.

Fitted with a tow hook, his Evektor Harmony LSA has spent a good part of the last 12 months on glider towing duties for which it has been very favourably commented on. David Marriott from Nelson Pilot Training says the aircraft performed remarkably well, towing heavy gliders (up to 700kg) from a high altitude strip (Lake Station is 1700ft AMSL) in warm conditions with a performance superior to the 150hp Piper Cub which was operating at the same time.

Colin says his Harmony has also proven itself as a great tourer with excellent visibility and ample performance, cruising at 120kts / 5000 feet. Empty weight is 330kg and MTOW 600kg.

Available as an LSA or microlight, the Harmony is an evolution of the successful Evektor SportStar. NZ has a couple of SportStars on the register, utilised mostly on training operations with hours that now run well into four figures. David has also flown a lot of those hours and says: "They are perfect for training: They are robust and conventional in their design and construction. The handling is precise and the aircraft always goes where it is pointed. The controls are nicely harmonised with a light touch meaning the aircraft responds precisely to pilot input making teaching exacting piloting skills and developing the pilot/machine integration more natural and straight forward. The amazing visibility afforded by the bubble canopy, the upright seating position and the roominess of the cabin makes keeping a good lookout far more natural which helps encourage good habits."



Evektor Harmony LSA (above) and on glider tow duty (top)

**New Eurostar SL+** The latest addition to the Evektor stable is the Eurostar SL+. An advanced microlight, this new aircraft offers a range of up to 1300km, with a cruise speed of 200km/hr if fitted with a 100hp Rotax 912ULS. Empty weight is 275kg and MTOW with ballistic recovery system fitted is 471kg.

**New Sportstar RTC:** Certified to EASA CS-LSA standard, the Sportstar RTC now includes a Dynon SkyView full redundancy glass panel with 10" EFIS and 7" EMS screens, ADAHRS module, GPS Mapping and 3D Terrain / Synthetic Vision system.

**The Electric SportStar EPOS:** The electric powered SportStar EPOS made its first public debut at Aero 2013 and now has a further 12 months of development behind it. The electric motor now delivers more than 100 continuous hp providing a direct comparison to Rotax power, but at any altitude, and the aircraft has an on-board charging system that runs from a common power socket.

**New SimStar Simulator:** Evektor now offer a LSA simulator based on the EuroStar / SportStar product family. With

tactile cues generated by a digitally controlled electro-mechanical force feedback system, the SimStar is designed to match the dynamic characteristics of these aircraft. A variety of sophisticated visualisation systems are offered, along with integrated audio and data recording capability.

### For more information

Contact Colin Marshall at AeroFlight Aviation. Colin says that with current exchange rates, pricing is very favourable. Phone 03 572 9982 or 0274 125 402, email: [colin-m@xtra.co.nz](mailto:colin-m@xtra.co.nz), or visit: [www.evektoraircraft.com](http://www.evektoraircraft.com)

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# Tecnam

## Relentless Innovation and Unrivalled Support from the world's leading light aircraft manufacturer

**TECNAM** has been represented in New Zealand and Australia since the year 2000. In that time, more than 270 aircraft have been delivered to a wide variety of private, commercial and club based operators. The Tecnam brand makes up a substantial portion of New Zealand's microlight/LSA fleet and with certified offerings such as the P2006 Twin, the P2008 LSA, the four seat P2010 and soon the P2012 Traveller, Tecnam is fast making a substantial inroad to our statistics of certified and commercial aeroplanes as well.

The depth of the brand and support behind it is obvious, and of course the company has an infrastructure in place to meet almost any need in a prompt and cost efficient manner. For example, in the week before this magazine went to print, a part for a damaged aircraft was ordered from the factory in Italy on a Thursday, then hand delivered to a delighted maintenance provider at Ardmore the following Monday.

Tecnam's beginnings trace back to 1957 when brothers Giovanni and Luigi Pascale established the Italian aircraft manufacturer Partenavia. Now, Tecnam is run by Giovanni's son Paolo, with Professor Luigi Pascale (see article at right), still involved in the day to day operations of the business, having recently celebrated his 90th birthday.

From factories employing hundreds of people in Capua and Casoria, close to Naples, Tecnam manufactures almost every airframe from raw materials in-house. Only specialised components (such as engines, wheels, etc.) are sourced externally. It is a large operation – the Capua plant covers some 180,000 square feet – and currently delivers 1.2 single engine aircraft every day, as well as 1 twin every week (now said to be outselling its all-composite competitor in the light twin market). With manufacturing facilities being substantially expanded for production of the new 11 seat P2012 Traveller, Tecnam now states that it is the largest General Aviation manufacturer in the world. That said, with thousands of Tecnams sold and flying in 70 countries, the company will forever maintain close ties to its roots in recreational aviation, and it continues to develop aircraft for the recreational sector apace – the new Astore and the aerobatic single seat Snap being just two such examples.

Tecnam's range starts with small singles such as the Echo Classic Light, offering 95kts cruise from 80hp and retailing (at time of writing) for just NZ\$79500+GST delivered to your airfield – for a brand new ready-to-fly Italian built aircraft. From there, the range moves up towards everything from tail draggers with tundra tyres and a cargo pod, to state-of-art carbon fibre Full Glass Cockpit trainers, available in microlight, LSA, or certified categories.

Next there is the P2006 Twin, the most efficient MEIFR trainer available and also able to be configured in a variety of roles including MMA/MRI. Recently (March 3rd, 2014) the second example of Tecnam's Lycoming IO-360 powered P2010 four seat single flew for the first time. This aircraft includes a Garmin G1000 suite and G700 autopilot, electric pitch trim and provision for night VFR and IFR flight profiles, the scope being to enable completion of certification trials in the VFR N and IFR environments (due in July this year).

With flight testing on the P2010 almost complete and customers lining up to purchase them, development attention is turning towards the 11 seat, twin Lycoming engined P2012 Traveller - intended to compete directly with aircraft such as the Cessna Caravan. The first P2012 is planned to fly in 2015 and with Tecnam's recent history of innovation and achievement there is every reason to believe this will be accomplished.

Another advantage of Tecnam's scale is that it can afford to indulge in not-for-profit exercises for the public good. An example is the Sierra Aerobility, the first factory designed and manufactured EASA CS-VLA certified aircraft equipped with disability hand controls and several other features (such as strengthened wing walk, handles on the roll bar etc.) such that it can be fully operated by a disabled person without use of their legs.

To any potential purchaser (whether for the single seat Snap, or an 11 seat P2012 Traveller), all of this adds up to what should be the highest possible degree of confidence that their investment will be exceptionally well backed by the factory, and that it will stand the test of time. If history is the judge then there can be no doubt that Tecnam will continue to innovate, grow, and dominate the light aircraft market worldwide.

**For more information:** Contact Giovanni Nustrini at Tecnam Australasia.

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## Tecnam's Professor Luigi Pascale honoured with award

ON 10th April at Aero Friedrichshafen, the Flieger 'Award of Honor' was bestowed on Professor Luigi Pascale, Tecnam's President and Head of Design. A ceremony hosted by Germany's Flieger magazine saw over 100 key members of the global General Aviation community gather to see Professor Pascale receive the award.

The inspiration behind all Tecnam aircraft, Luigi Pascale is a native of Naples, Italy, whose passion for aviation began during the 1930s when with his brother Giovanni they won many model plane races. The two brothers built their first aircraft, the P48 Astore, which flew on the 2nd of April 1951.

At the time that Professor Luigi had just graduated with a Master's Degree as a Mechanical Engineer (the Department of Aeronautical Engineering was created later by the Professor Pascale himself) he started his career at the University of Naples as assistant to Professor Umberto Nobile. Nobile was also an outstanding aviation character, undertaking the first expedition to North Pole with an airship.

Gaining his Pilot's License in 1951, Professor Pascale designed and built a number of competition winning 'race' planes including the P55 Tornado. He has more than 3000 hours in his logbook.

Founding Partenavia in 1957 he then began building General Aviation planes 'for everyone'. Aircraft such as the P64 Oscar and P66 became favorites as training aircraft and led to his innovative

P68 light twin design.

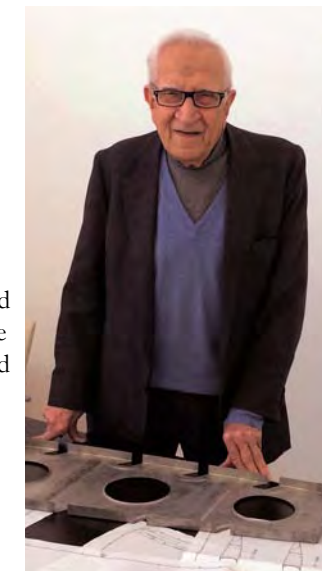
In 1986 the two Pascale brothers founded Tecnam, and Professor Pascale's first design the P92 has now flown 200,000 hours with more than 2,500 in service worldwide.

Professor Pascale has received numerous accolades and awards including the 'Paul Tissandier diploma' from Federation Aeronautique Internationale, and the 'Aeroplano d'Argento' and has held membership of a number of aviation boards and committees including: President of the Technical Committee of the Registro Aeronautico Italiano, Member of the Administrative Board of the Italian Space Agency, Member of the Scientific Advisory Board of the Italian Aerospace Research Center.

At his acceptance speech, Professor Pascale remarked "I especially appreciate your recognition that from my earliest days I have been both very passionate and dedicated to aviation. I am always designing and creating aircraft in my mind but even more so with my heart. Thank you."

Professor Pascale can still be found behind his desk every week leading Tecnam's Research and Design team, currently working on the next-generation 11 seat Tecnam P2012 Traveller.

Professor Pascale's company Tecnam has now grown to be the world's largest producer of both General Aviation and Light Sport Aircraft, presently delivering a new aircraft every working day.



Professor Luigi Pascale, aged 90, is still passionately involved in every new Tecnam design.

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# Solo Wings Aircraft Engineering

## Recreational Maintenance Specialists

**MODERN** recreational aircraft, whether amateur built or ready-to-fly, often cost well into six figures to acquire and offer performance levels that exceed their certified counterparts. They have moved light years beyond the original scope of microlights as being inexpensive airplanes that owners could self-maintain.

Many of the recreational aircraft owners who can afford to invest large sums on a brand new aircraft do not necessarily hold the skillset nor motivation to want to have much to do with its maintenance, and therefore need to seek out a provider that will undertake this task on their behalf.

Providing efficient and professional maintenance services for recreational aircraft requires as much specialist knowledge and experience as providing the same for certified aircraft however, and owners are wise not to entrust the care of their aircraft simply to the first or nearest provider they locate.

For 15 years, Solo Wings at Tauranga have specialised in recreational aircraft maintenance, developing systems and expertise in an area that many certified providers originally looked down upon, but with the foresight that this was a growing sector of aviation that deserved professional standards. That foresight has been rewarded with steady growth for the Solo Wings Team who, now numbering 8, operate from a modern, purpose built airside hangar at Tauranga Airport. Three of the 8 staff are licenced engineers. Colin says that all of the team are well versed in sports and recreational aviation, with the sector's endless variety ensuring that different challenges and on-going job satisfaction are provided for all staff every day.

Solo Wings are factory appointed as a Service Centre for many of the major recreational aviation brands, such as Tecnam, Pipistrel, Viper, Autogyro Europe, Rotax, Airmaster, and more. Colin says they enjoy direct access to the manufacturers' technical

people, many of whom they have met on factory training courses and visits over the years. These relationships ensure that maintenance is undertaken only in accordance with the most up to date manufacturer requirements. In the case of Rotax, Solo Wings are the only New Zealand maintenance provider approved by the factory as a Rotax sales, maintenance and overhaul facility.

A mobile service is provided to New Zealand customers, in particular for aircraft recovery and (as a recent example) for maintenance provision to a SeaRay amphibian operating from a luxury yacht. Solo Wings' work isn't limited just to New Zealand either; at the time of writing a staff member is assembling Tecnams in New Caledonia. The team has also worked in Fiji, Tahiti, Indonesia and Australia. Often, the overseas work involves commissioning aircraft that

have been transported by shipping container. This has become a specialty service at Tauranga too. As an MPI approved sea container transitional facility, Solo Wings staff are qualified to carry out all containerisation tasks and Colin says he believes they would have handled more aircraft imports on behalf of owners than any other maintenance organisation last year. With a total of 26 containers in that time, many with more than one aircraft, he is likely making a fair assumption. As a part of this process, Solo Wings have



Top: Colin Alexander tries out the cockpit of one of the Vintage Aviator's WWI aircraft that Solo Wings assembled for the recent Tauranga Airshow.



Left: de Havilland Dominie maintained by Solo Wings. Right: 26 containers of new aircraft were handled last year. Two new Tecnams arrived in this one.



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developed numerous maintenance programmes for LSA category aircraft and have a well-established relationship with the CAA aircraft certification unit.

Events support has evolved as another Solo Wings speciality. The team were recently very active during the Tauranga Airshow, providing a variety of services which included assembling all of the WWI aircraft that had been transported to Tauranga from The Vintage Aviator in Wellington. And Solo Wings were the maintenance provider at the recent RNZAC National Championships. The company is also heavily involved in encouraging young people into the industry. They are maintenance providers at the Walsh Memorial Scout Flying School and make regular presentations to Young Eagles groups. Solo Wings also participate in the Gateway programme for school students providing work experience to help with career choices.

Colin says that Solo Wings are set up to cater for virtually any requirement of sport and recreational aviation, including dynamic prop balancing and 24 month avionics checks. Their scope extends well past light-sport too, with recent fabric and engine work on a Yak and Steerman, and training currently being undertaken to enable L-39 maintenance. Maintenance for Part 135 and 115 operators is regularly provided, and Solo Wings also maintain a variety of vintage aircraft, such as the Devon, Dominie, Chipmunk, Stearman, etc. Colin says they have become quite adept at acquiring and regenerating the knowledge required to maintain older aircraft.

### Development and Expansion

Continuing their philosophy of reinvesting back into the business, Solo Wings are currently progressing plans towards constructing an additional hangar as a fabric workshop.

Systems are also being improved, the current project being to develop software for maintenance control that will include automated notifications for owners, including work-pack creation with precise quoting in advance of aircraft requirements coming due. Alongside other systems review and documentation, this new cloud-based tracking system is intended to pave the way towards CAA Part145 certification in the near future.

### For more information

If you need advice with recreational or other aircraft maintenance, aircraft importing, or support with an aviation project, give one of the team at Solo Wings a call on 07 574 7973, email: [info@solowings.co.nz](mailto:info@solowings.co.nz) or visit [www.solowings.co.nz](http://www.solowings.co.nz)

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# Skyleader Aircraft

**HAVING** been accepted by our CAA in the 600kg Light Sport Aircraft category, Skyleader's carbon/composite GP One trainer can now be used by flight schools and aero clubs for training private and commercial pilots.



Skyleader GP One (above) and Skyleader 600 (Left).

### Carbon-composite SKYLEADER GP One

Bruce Conway, Managing Director of SkyFreedom Aviation who distribute Skyleader aircraft in NZ, says the GP One is an ideal basic flight trainer because of its robust undercarriage, large payload, fuel-efficiency, cabin width and attractive pricing. It also comes standard with a 'whole-of-plane' parachute rescue system.

Construction is high-tech, with glider-style cantilever wings, and a fuselage that uses a laminate of carbon fibre and hollow core Parabeam 3D fabric.

Bruce says the GP One can be airborne in less than 100m, climbs well, and cruises at over 100 knots. Flight controls are light and responsive. Approach with full flap is at 50 knots. Landings are quite short and it handles uneven grass strips with ease.

Bruce is now looking forward to introducing people to the GP One and plans to progressively visit airfields around NZ to demonstrate the aircraft.

### All-metal SKYLEADER models

Skyleader has a well-established range of all-metal aircraft available in 'Ready-to-Fly' or kitset options, Bruce says the flagship Skyleader 600 tends to be purchased by owners who value aesthetics and comfort. The racy Skyleader 400, about to go into series production, is aimed at sport aviation enthusiasts who love flying a responsive plane. Other Skyleader all-metal models include the 'wide-body' Skyleader 500, hundreds of which have been sold for flight training, cross-country touring and towing gliders/banners, and the single-seat Skyleader 100 'tail-dragger'.

### Full-motion Flight Simulator

Skyleader have just released a new LSA simulator. At only 30-60% of an aircraft cost, depending on features, this will offer substantial savings for PPL and CPL training, with the (pending) certified version allowing students to log up to 25 hours of simulator time. The flight simulator uses a Skyleader 600 cockpit. Specially developed software coordinates four fast-acting electric rams and the 180 degree 'wrap-around' projection screen to give a very realistic flight experience.

### For more information

Visit [www.skyfreedom.co.nz](http://www.skyfreedom.co.nz) for full information including a number of attractive purchase or lease options. For further details and pricing, contact Bruce Conway on 027 577 3111 or by email via the website.





## Campbell Aero Classics: Supermarine Spitfire Mk26b

**A hangar update by Sandy Campbell from Campbell Aviation / Campbell Aero Classics, Loburn Abbey Airfield, North Canterbury.**

WE are delighted that our Supermarine Spitfire CG is emerging from the depths of the hangar after more years than one would care to count – other things have had to take priority! There have been many hours of dedicated toiling, thinking, rethinking, ‘tinkering’ and working with Supermarine Spitfire to fine tune some of the more noticeable ‘visuals’ of this aircraft so that it looks as close as possible to those iconic RJ Mitchell Spitfire lines – notably the tailplane, the canopy, the windscreen, and tail and main wheels. (Best you don’t ask Ivan how long it took to get these things to perfection!)



*Supermarine Spitfire CG nears completion at Campbell Aero Classics.*

After some considerable research Ivan decided to dedicate his Spitfire to Group Captain Colin Gray, DSO, DFC – NZ’s top New Zealand fighter ace of World War II who flew Spitfires with the RAF. He ended the war with 27.5 victories, and his amazing story is told in the book he wrote ‘Spitfire Patrol’ as well as on Wikipedia.

As can be seen in the photo, Spitfire CG is now well advanced. There are no major jobs remaining, just a myriad of tasks for the countdown to completion. The engine stacks is probably the last time consuming hurdle, plus the completion of the wiring. The wings are currently all ready for installing. As you might see in the photo, the outline of another Spitfire is also at a similar stage, thus begins the emergence of Supermarine Spitfire Numbers 2 and 3 in NZ. The #1 Spitfire is owned and flown by Richmond Harding.

Spitfire CG has been fitted with a V8 LS2 420 hp Corvette

engine with the belt drive package supplied by Supermarine Spitfire (who are now located in the US, having moved from their previous Australian base). An 84” electric constant speed propeller from MT in Germany has been fitted.

The other aircraft in the hangar which everyone loves is the Ragwing Fieseler Storch. While the Spitfire has been taking centre stage, the Storch has had a make-over with a new Rotec radial engine, new propeller, new instrumentation and wiring, and more, and this is now also not so far from being ready to fly – or so I am told! I have learnt from many years

experience in the aviation industry to multiply everything by 3 when talking about predicted aircraft finishing dates! (Only 3? Ed.) My reason for mentioning is that as well as everyone being interested in it, this is going to be my plane so I am getting quite impatient for it to be completed too. With plenty of on-going work for Titan Mustangs, and of course our Campbell Aero Classic helmets, there’s never a dull moment, especially as we are all looking forward to the day when CG flies in the not too distant future.

### For more information

Contact Sandy and Ivan Campbell – Sole authorised New Zealand agents for Supermarine Spitfire and Titan Mustangs. Phone: 03 312 8008, email: [ivan@campbellaeroclassics.com](mailto:ivan@campbellaeroclassics.com) or find us at [www.campbellaeroclassics.com](http://www.campbellaeroclassics.com)

## Dance the skies with Gyrate

SOMETHING amazing has happened in only eight short years. 1500+ MTO Eagle gyroplanes have been produced and flown around the world in 39 different countries, closely followed by some 300 Calidus and 150 Cavalons. This makes Gyroplanes the fastest growing sector of aviation in the world. No longer is there any derision but a reluctant acceptance by the sceptics that this is indeed the aircraft of choice for more new buyers than any other. The safety statistics have been rewritten and the performance capabilities continue to expand and amaze. A standard MTO Eagle has just set a world altitude record in excess of 26,000 feet.

In New Zealand the successful circumnavigation of the coastline raised eyebrows, and the entry of five gyroplanes into the 2010 FlyingNZ Safari re-wrote the rule book. This year Warbirds over Wanaka welcomed a flying display and the public loved it; acceptance at last! Full-time flight training at Tauranga and Dunedin is shortly to be expanded to Auckland West to address growing demand. This growth is fired by low operating costs both in medical and maintenance, not to mention the meagre 20 litre an hour fuel burn.

Introduction of the award winning design side-by-side Cavalon has attracted a new sector of the flying community. Whilst the MTO Eagle and Calidus appealed to pilots, the more social Cavalon

appeals to those wishing to share comfort and style. Offering a host of options such as leather seats, cabin heating and the latest in glass cockpits the Cavalon meets the highest expectations in a weather capable and very safe environment. Did I mention five hour duration and light luggage space?



Expansion into the American market has required introduction of kit aircraft to the AutoGyro range and so prices start at less than 55k for a MTO Eagle kit (less engine) and move upward to the highest specified ready-to-fly Cavalon at around 160k, both plus gst. Gyrate NZ market aircraft landed in New Zealand at the European list price!

The world has embraced the modern Gyroplane for recreation

and also for work. In South America they are forest fire spotting, in the USA they do police patrols, in South Africa they serve the horticulture industry and in Australia they muster. In New Zealand we have offered a machine to the local Coastguard who has started to explore the wide capability of this type of aircraft.

Gyroplanes, worth another look.

### For more information

For all enquiries, contact Tony Unwin at Gyrate Tauranga. Ph 0800 FLY A GYRO (0800 359 249) or visit [www.gyrate.co.nz](http://www.gyrate.co.nz)

## Foxbat A22LS Glider Towing

THE Foxbat A22LS is a versatile Light Sport Aircraft which is certified in many countries and used for many different purposes. One such purpose is glider towing, for which the aircraft is factory fitted with a ‘Tost’ braced tow hitch with cockpit emergency release and a reverse facing camera for the pilot to view the glider. In this configuration it is powered by a 100hp Rotax 912ULS turning a 71” Kiev propeller.

Doug King of Lite Flight Green NZ imported the first glider towing Foxbat early this year. In the capable hands of well-known glider tow pilot Ian Williams, demonstration towing has recently been undertaken from Drury, Bridge Pa, Hastings and Matamata.

Ian says he is amazed at the Foxbat’s ability to tow gliders up to 2000’ almost as quickly as the heavy and expensive GA aircraft in use, with equivalent handling and only a little more pilot input in flight. He found that the Foxbat cycle time is often shorter than that for GA aircraft because the (water cooled) engine does not have to be cooled before diving back down to the airfield. Times of 6 to 9 minutes have been recorded from lift off to touch down with different gliders, some with two pilots - a real PLUS.

The cost of each tow is a fraction of that when using GA aircraft, a big advantage towards attracting new glider pilots to clubs, and of course also for existing club members. The Foxbat is also a very quiet aircraft and with many gliding airfields now engulfed by residential housing, noise from GA tow aircraft can be a significant problem. Not so with the Foxbat - a real PLUS.

Doug says the Foxbat ticks the safety boxes too. In an emergency where an inexperienced glider pilot may cause the tow aircraft to enter a dive, the Foxbat on releasing the glider recovers quickly due to its light weight, less inertia, and large wings with its low stall speed - a real PLUS.

Whilst some high performance competition gliders with water ballast are outside the range of the Foxbat, Doug says it will handle at least 75% of the gliders in use by NZ clubs. There is of course another advantage of glider clubs owning or hiring a cheap-to-run aircraft such as the Foxbat and that is the opportunity it provides for club members to also add some powered flight experience to their repertoire.

Special pricing is currently available on all Foxbats. See contact details at right.

*Joy of flying Foxbat A22LS*

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Brendon Deere's Grumman TBF-1C Avenger and Supermarine Spitfire Mk IX

Gavin Conroy photograph





# An Interview with Bianca Barbarich-Bacher

## Aviation Enthusiast

Bianca Barbarich-Bacher is a 21 year old university student. In some ways Bianca couldn't be more different from KiwiFlyer's last interviewee, 80 year old instructor Murray Foster, but this young woman has something in common with both Murray and all the readers of this magazine – an absolute passion for aviation.

Hi Bianca. Thanks for talking with us. Tell us about your flying background.

I started flying at the Walsh Memorial Scout Flying School at Matamata in 2011. It was the most incredible experience. The number of take-offs and landings over the two weeks is comparable to that of a flight schedule at London Heathrow airport. I caught the flying bug and finished the camp as the top overall ab-initio student and returned the following year as a Flight Leader. Shortly after my second year at the camp in 2012 I gained my Private Pilot's Licence.

Now I have 100 hours flying experience in powered aircraft and a small amount of great gliding flights from Omarama. I really enjoy flying competitions, my favourite of which is spot landings. I'm a member of the New Zealand Airwomen's Association too.

What are you studying at Uni?

A Bachelor of Mechanical Engineering (Hons) at the University of Auckland. I have also done some Law papers with the degree.

Are you enjoying it?

Yes, it is challenging but thoroughly enjoyable. I like learning about the mechanical aspects of things that I love like sailing and flying.



Bianca on her Auckland Christchurch Auckland trip (top) and on work experience with Air New Zealand (above).

How far through are you?

I am in my fourth and final year.

What got you interested in engineering?

Initially sailing sparked my interest in engineering. I wasn't just interested in the sport: I always wanted to know how everything worked and if I could make it even better.

You were competitive in sailing at a high level weren't you?

Yes. I spent the best part of 13 years sailing internationally for New Zealand in a dozen World Championship and World Cup Regattas. Over that time there were a number of highlights, including being the youngest ever 420 World Champion (2009) at age 16 in Italy. I finished my sailing on a high, at age 18, winning the 470 Olympic Class World Cup Regatta (2011) in Spain.

This was when I started flying and discovered yet another passion which fuelled my interest in engineering.

Tell us about your summer work experience?

Over the last two university summer breaks I have been privileged to work at Air New Zealand as an Aeronautical Engineering Intern. Based in Technical Operations I had the opportunity to work with a number of different teams and experienced operations in the hangar and out on the line as well. I spent this summer with Flight Operations and Safety where

I worked with Operations Support. I thoroughly enjoyed the challenge and time working with Aircraft Performance Engineers and Technical Pilots. I was fortunate enough to come across some incredible opportunities over the two summers. I have been

a part of a number of very interesting projects across all fleets including the B787 Dreamliner. One Thursday afternoon I had the opportunity to spend 2hrs in the B787-8 Simulator!! It was such a cool experience.

And you got to go to Seattle to the Boeing Factory too?

Yes. I had a week there. It was amazing. The production rate which impressed me the most was that of the B737 - a 46 year old aircraft (first flown in 1968) with 42 still being produced each month! The pre-assembled fuselage sections come in by train wearing bullet proof jackets for protection from the kids that shoot at them on their journey to the Boeing Factory.

Comparatively, the new B787 assembly line is designed to produce three aircraft per day. The scale of the production sites and facility is so hard to comprehend when the aircraft are lined up on Everett Field ready for their test flight departures and pickup.

A huge B777 engine hanging from a modified fork lift brought back a more realistic size comparison as it drove past us just outside the gigantic production hangar, it looked tiny!

It is hard to think of my summer as purely work! It was challenging, very rewarding at times and experiences like visiting the Boeing factory, simulator time and being taken on flight deck familiarisations to the likes of Sydney, Wellington and Queenstown were unforgettable.

That doesn't sound like work at all but I know you are working very hard. Once you finish your degree, what do you intend to do?

To have a career in flying whilst utilising my engineering background in a technical role.

What do you do for fun?

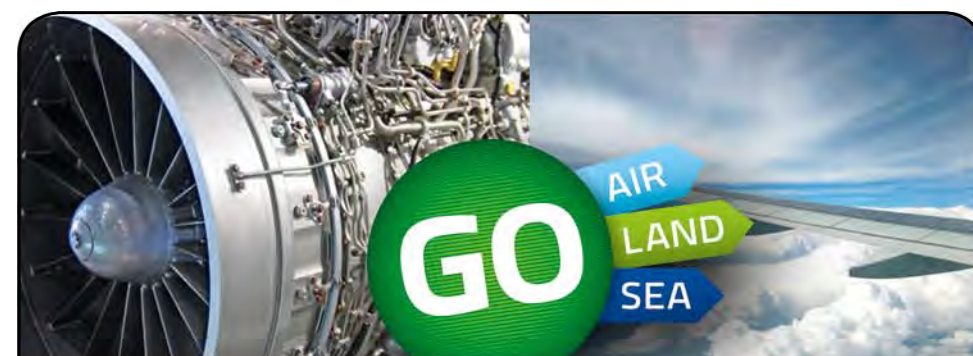
I really enjoy Ceroc partner dancing and competing in the various National and Regional competitions. During winter I love to go skiing if I get the chance, I was very lucky a few years ago when I went to school in France, my exchange family and I went on an incredible ski trip, the mountains were unforgettable.

Recently I have finished my training to become a volunteer Radio Operator for the Coastguard Northern Region and I am looking forward to working there.

Do you have any words for other young women who may be interested in an aviation career?

Go for the dream whatever it may be, don't let anyone stop you. I really like the quote: At first it seems impossible, then improbable and eventually inevitable.

I like that. Thank you Bianca. I think you are definitely someone who makes the impossible probable. Good luck for your future.



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# Flying NZ National Champs

**THE** record number of attendees at the 2014 Flying New Zealand national championships at Tauranga told an encouraging story – the sport side of GA is alive and healthy.

What's more, the standard of flying was some of the best ever seen, according to Chief Air Judge Wayne Harrison and Chief Ground Judge Mike Groome.

Of course the venue was an attraction too. Tauranga Aero Club stalwarts Ike Stephens and Daniel Campbell had the grids set up to perfection, complete with a harmless "fence" made from 20lb fishing line from which fluttered a string of orange flags. Ike said the test was a human run-through. The one and only fence strike on a slightly low approach certainly was a non event.

Then there was also the appeal of three days of Bay of Plenty sunshine and gentle sea breezes under wings, until the Saturday when Mother Nature dished out 99% humidity and broken cloud at 350 ft beneath a solid layer of clag. "Never mind," the fired up visiting Australian team said. "Come on over to us in April and we'll reschedule."

The Flying NZ Nationals has grown over the past ten years from a two-day to a three-day programme, mainly due to the popularity of three wildcard competitions – precision circuits on to a landing grid, forced landings without power also on to the grid, and streamer cutting, all good spectator events. Winners go on to compete against regional winners in the national championships the following day.

Working from dawn to midnight throughout is Karen Groome, Flying NZ Executive Secretary. Unflappable, ever smiling and always on the go, Karen manages to find a minute to talk to anyone with a query or hand out a word of encouragement to a nervous competitor.

In the six months leading up to the nationals, Karen faces a myriad of tasks starting with working alongside the five regional



70 aircraft were at Tauranga for the Flying NZ 2014 national competitions.



All eyes to the sky during the aerobatics competitions overhead the airfield.



The Australian and New Zealand teams on the stage at the awards dinner. Honorary Kiwi member, behind aerobatics competitors Brent Thompson, is his daughter Isabel who Brent says thought the whole event was for her!



Inbound for one of the landing competitions. Photo: Dave Tipper.

fly-off host aero clubs, helping them prepare their airfields as well as the social aspects of meals and functions. When it comes to the nationals, preparing the competition schedule is like doing a large jigsaw, ensuring that are aircraft and competitors are not conflicting with time slots, and allocating judges to competitions that are suited to their qualifications. Overseeing the compilation of the score sheets is the most important task of all, she feels. After all, ninety competitors have put their hearts and minds into representing their clubs to the very best of their ability.

Added to the ninety were 85 supporters and a record number of 34 instructor/judges registered, so Flying NZ's flock was more than 200 strong this year.

Competitors from North Shore, Auckland to Invercargill, and Southland flew in to Tauranga. A Flying NZ first was the Southland Aero Club Wigram Cup team comprising three women pilots out of the four required. Twelve-member Taumaranui Aero Club fielded seasoned competitor Kevin Vile while 500 member Canterbury showed their team of fifteen.

RNZAC President Richard Small, from Waikato, thinks of every competition flight as a Biennial Flight Review on steroids. Doing some dual training to brush up skills for a chosen competition has a trickle down benefit of a very positive effect on safety, he points out.

Change is afoot with the growth of LSA and microlight disciplines.

"Presently our competitions are dominated in numbers by PPL and CPL pilots flying traditional light aircraft, but the

Flying NZ Executive is doing everything it can to remove barriers to participation," Richard says. He expects to see growing numbers of very light aircraft featuring in the competitions of the near future, as well as more younger generation pilots participating.

"Notably Southland took home the Wigram Cup a couple of years ago and I don't recall a single grey hair in their line-up."

Well known 20,000 hour Taranaki instructor and chair of the RNZAC Instructor Council Wayne Harrison agrees. Clubs are making incentives, especially through the Young Eagles movement, to encourage a new generation of competitors in the sport. Wayne encourages newly qualified instructors to show their interest by ground judging on the landing grid before they put their hands up for air judging. The number of experienced and senior instructors who applied to air judge this year showed the sport was in excellent health, he said.

Prize giving at the nationals is always fun. This year the hype was palpable. As winners and placegetters' names were called the applause was loud, but crescendo'd as the top trophies were awarded – Wigram Cup to Hawkes Bay and North Shore aggregate total to Canterbury. The Aussies took it all in and invited the New Zealand team, announced the previous night after flying had finished, to travel to Tooradin Airfield, Victoria, to take part in the re-scheduled event, with sun shining. However, when the time came, it seemed that the rain had followed the event to Australia and the weather was unflyable for much of the week there too!



On the landing grid. Photo: Dave Tipper.



Aerobatics competitors, Andy Love, Murray Rogers, Desmond Barry, and Brent Thompson.

## Star of the Show



**THERE** was a huge cheer and a few moist eyes among the teams and supporters as Brent Thompson made his way forward slowly but steadily to receive his certificate showing he had been selected to do the aerobatics competition for his country, as part of the Wings NZ/Australia trophy event.

The emotion was one of pride in a young aviator who had put his health issues out of his mind to achieve one of his biggest goals – to fly in an aerobatic competition in a Pitts Special.

In July last year Brent was diagnosed with motor-neurone disease. By the end of this year, as he said in a matter of fact way on TV One's 7 Sharp programme filmed at the FNZ Nationals, he may not be flying.

Suddenly, back in July, his bucket list took on a new urgency.

From his base at Rangiora, Brent had been making handcrafted wooden propellers ever since he designed and made one for his own aeroplane 15 years ago. His expertise saw the business grow to become Thompson Aeronautical Limited.

A few months after his diagnosis, Brent decided to sell his business and guided the purchaser, Bill Izard of Kihikihi, through a learning and handover period.

B Cat instructor and friend Andy Love had access to a two-seater Pitts and saw an opportunity for Brent to get a rating and compete. He suggested the regional Flying NZ competitions held in November, and Brent competed for the mid Canterbury Aero Club, gaining a lead over a very

experienced pilot from Canterbury.

The epitome of passion for aviation, Andy Love has a persona that is strong and encouraging to anyone interested in the sky! It's hard to imagine he needs any more enthusiasm, but Andy says Brent has been an inspiration to him.

"He never gives up attitude, despite the number of seemingly insurmountable odds placed in front of him," Andy says. "The Pitts is a very different kettle of fish from most aeroplanes. It demands accuracy, but Brent has a good background flying all kinds of microlight taildraggers so he adjusted well."

Brent obtained his PPL, Pitts and aerobatic ratings in February.

"Brent's done an amazing job... Simply getting in and out of the Pitts is a mission, made significantly more difficult by his illness. He never complains, never leaves any details to chance. He makes sure he understands every single detail of his flight fully before he gets in the cockpit."

Along with the Tauranga formation team of Shane Anderson, John Brunskill, Dave Campbell and forced lander Mike Fleming from Hawkes Bay, Brent travelled to Victoria to represent New Zealand in the Australian Light Aircraft Championships in April. Then in a repeat of the, due to weather, all aerobatics at the event had to be cancelled. Regardless of getting to fly or not, it's certain that the grit Brent has shown in accepting his health concerns will translate well on the day he does get to show his flying skills to international judges.



# Young Eagles show their stuff

**BUDDING** aviators from all over the country added their youth and earnest enthusiasm to the buzz at the Flying NZ national championships. Young competitors pitted their skills against the seasoned “old” boys and girls and showed that the sport’s future is in good hands.

The Young Eagles movement has close to four hundred 9 – 17 year olds signed up, and that number is currently growing at almost one per day.

It was a full on couple of days for an enthusiastic group that attended the nationals. Some were lucky enough to get a flight in a Stearman and all got a flight in various types at some stage. They were taken through the Tower facilities at Tauranga, then attended a talk by Air NZ skipper and Tauranga Aero Club member Jim Thomas.

Damp and drizzly weather on the Saturday was fine for ground work. Here was the chance to take part in the CAA sponsored competition identifying aircraft defects and also do a pre-flight of a serviceable aircraft, before taking a written exam.

Five winners of the Ross Macpherson Memorial Scholarship were announced at the Saturday prize-giving dinner. They were Connor Adams (Waikato Aero Club), Adam Baker (Marlborough),



Young Eagles scholarship winner Erin Carter (Tauranga Aero Club) ready for flight with Stearman pilot Mike Dean



Some of the Young Eagles who took part in the special programme arranged for them were (left to right), Connor Adams, Jono Blair, Nari Casley, Fay Templeton and Erin Carter

Erin Carter (Tauranga), Nari Casley (Motueka) and Jake Perks (Nelson). Each of these lucky and talented young people received \$2500 to be put in their local aero club flying account, courtesy of generous sponsorship from Aviation Services Limited, CAA and Aviation Co-operative Underwriters.

Winner of the Pickard Memorial Trophy was Erin Carter from Tauranga Aero Club. In her time on the RNZAC Executive, Nola Pickard worked hard on her Young Eagles portfolio and lifted its profile through creating opportunities for active participation.

These days Young Eagles is a significant part of what Flying New Zealand does, says president Richard Small. “We like to give our Young Eagles exposure to a wide list of opportunities to be involved in, whether they choose to be pilots, cabin crew, air traffic controllers, doctors, nurses, paramedics, police, Customs staff, or engineers.”

That varied list has got to make an impression on any youngster with an aviation bent.

Richard finds that the aviation community opens its doors eagerly to Young Eagles and goes out of its way to show off aspects that make aviation their passion.

# Places to Go: Kerikeri

**THE** Bay of Islands in the far north is a long way for many, but flying there certainly makes it a lot more accessible. Flying up from the south, I usually tend to stick to the west coast, passing Auckland by. It’s low stress if you are not too current in airspace. If you do wish to upskill on the radio, then travel past Auckland via the east coast. This requires some study on the latest map and some frequency changes. Tracking right alongside or across Auckland City itself makes for a nice change of scenery, but the view from either coast is frequently spectacular and contrasting.

Kerikeri Airport is the gateway to the wonderful Bay of Islands and although it has scheduled flights in and out daily with a terminal, it can be a quiet airport. There is ample parking and Avgas available. The runway has a significant slope on it (hard to tell from above), making for good circuit practice.

Especially on the weekends you may catch the Bay of Islands Aero Club pilots out and about, who are always ready for a good catch-up and helpful advice. Base yourself there for a week if you can, as there are many fantastic day trips available for flying. We went over to Whangarei for an ice cream and out around the Bay of Islands, just to name a couple of flying ideas.

Accommodation is plentiful, whether you stay in Kerikeri itself or Paihia. I like Paihia because it is right on the sea front and close to plenty of activities, many of which are of little or no cost.

If you are staying in Paihia then you may find you don’t need a car, but in my experience it is a really handy thing around the Bay of Islands as there are so many places to explore. One example is the Waipoua Kauri Forest where you can see Tane Mahuta, the 2,000 year old kauri tree which puts our short lives into perspective. Pick up a Budget or Avis rental car as their offices are in the airport terminal, open during the day. Phone ahead to avoid missing out, as it is a fair hike to Kerikeri and even further to Paihia itself, around 20 minutes to drive.

Once you have your plane tied down and car sorted, Go for your big grocery shop in Kerikeri as they have large supermarkets. Check out the chocolate factory just as you come into Kerikeri on the left as they have nut brittle that is amazing (if you have



NZKK looking north.



Hire a bike to explore Russell.



Looking at Haruru Falls.



Lunch at the Duke of Marlborough.

strong teeth), free tastings and Pinot Noir chocolates. Kerikeri also has a cinema and interesting selection of shops and fruit stalls. The drive into Paihia will pass a little place called Haruru Falls which has a lovely walk from Waitangi, 2.5 hours one way. A visit to Waitangi is interesting and the walk to Haruru takes you across estuary walkways and through forest and river land, with history stops along the way.

Paihia is a little beachside town with a main street running up into the hills. Take

a stroll around the shops; best buys are the bakery up by the local Four Square and the ice-cream shop right at the start of the main street on the right. The owner is Italian and judging by the taste of his selection of frappes and ice-cream, it is a tried and trusted family recipe. To work off the frappes, a must-do walk is the School Road track. You follow School Road up towards the hills which runs parallel to the main street to the east. The track winds up to a look-out from which you can see Waitangi and far out over the bay and other islands. It’s a great way to gain a perspective of the area and only 50 minutes return.

For an evening meal, one of the local best-kept secrets is the Opuia Cruising Club. It’s just a short drive to Opuia, where the car ferry goes across to the outer islands. Sign in as you would at a club and then you are entitled to very reasonably priced drinks, delicious food and the best yarn you will have had in ages. They have a very social scene, lots of fun nights out and they run overnight and day cruises where BBQ’s are regular features. See [www.opuacruisingclub.co.nz](http://www.opuacruisingclub.co.nz)

A good day trip is to Russell, across the bay from Paihia. We had lunch in the Duke of Marlborough Hotel, which was the first licensed hotel in NZ (in 1840), although a hotel had been on the same site since 1827 as a watering hole for sailors and whalers. Russell was the first capitol of NZ, before the title was moved to Auckland a year later. A stroll along the street shows many old buildings including the first church in NZ (in 1835) and a very lively little museum which has a fifth scale model of Cook’s ship Endeavour.

Hiring a bike is a great way to explore Russell. There are delightful bays over the back of town. Bikes can be hired at Paihia and taken on the ferry. Tip 1: make sure you get a return ticket; and 2: the smaller ferries are a lot quirkier to ride on. There are two shops worth a mention in Russell; one is called ‘Source Living’ which is a little natural face cream and soap shop. They sell the best beauty products that I have found anywhere - all made on premise and they do not do any advertising and struggle to keep up the stock. At the back of town there is a gallery called [www.justimagine.co.nz](http://www.justimagine.co.nz) that sell the most amazing art, glass, sculpture and more. Even if art is not your thing, it is quite outstanding.

There is certainly much to do in the Bay of Islands area, so take some time out and fly in for a very enjoyable week or two.

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# Warbirds Over Wanaka 2015

*The Wanaka locals had never seen so many people on the beach in front of the town. A dog fight by WWI fighter aircraft above the lake to commemorate one hundred years since the start of WWI brought huge crowds. The setting was stunning, showing these delightful aircraft off at their very best. It is hard to believe that men ever flew these fragile craft to war and a fitting tribute to one hundred years of fighter pilots. It was a fabulous start to the Warbirds over Wanaka airshow.*



An estimated 50,000 spectators attended the event. Dreadful weather in the week prior cleared to sunny skies for Sunday.

**THE** biennial Easter Warbirds over Wanaka is a well-established event on the aviation calendar but after the appalling weather over the whole country in the weeks prior, there must have been a few worrying moments for the organising team. And while some performers and more than a few spectators were unable to fly in, when Easter weekend actually arrived, the weather Gods were kind. The cloud base was low and the wind cold for the practice day but improved for the first day and the Sunday was sunny with clear skies. 50,000 spectators managed to attend.

The WWI fighters had flown down from Blenheim several weeks in advance before the country got socked in, but the Harvards didn't make it down from Auckland. I missed them; Harvards are a personal favourite of mine. The mock WWII battle looked a little different as Yaks 'stood in' for the Harvards to let the show go on.

What a show it was. Guest of Honour, one of the last surviving WWII fighter Aces Jack Stafford summed it up. "It was," he told me, "a fantastic event." He should know. He's been a regular at Warbirds since the show started twenty five years ago.

A long running show like this has to work at finding new attractions to keep the crowds coming and they certainly did that this year. The highlight of the show for many was the Gigatown

Wanaka Jet Race. Designed to give NZ punters a taste of 'the fastest motor sport in the world' it was fast and loud and incredibly exciting. The pilots themselves were having a ball and veteran jet racer Mick Mangold, who commentated the race, said that the set up here was even better than in Reno, the home of pylon racing, because here the audience could see the whole course.

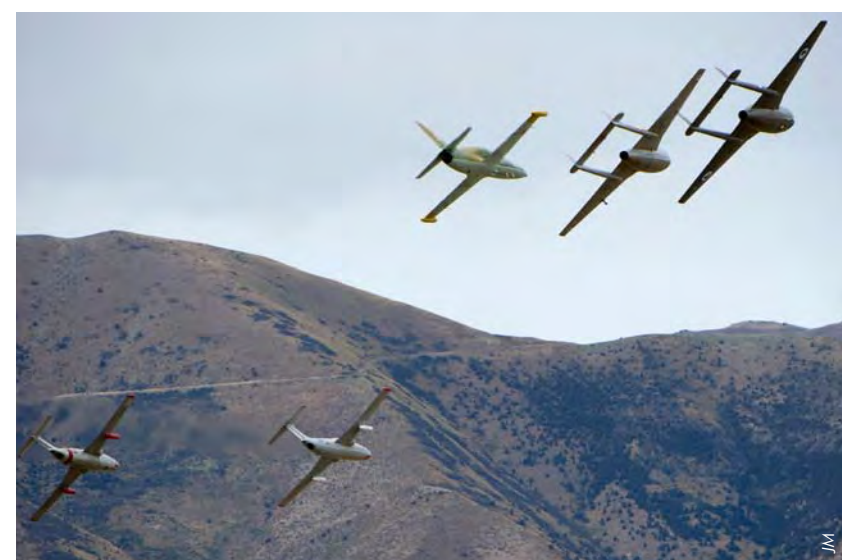
Two inflatable pylons were set up on the flat across from the airfield creating an ovoid course that was eight nautical miles or fourteen kilometres around. The six planes flying the race are all vintage jets. The L-29 Albatros and the L-39 built as its successor were developed in Czechoslovakia and were popular with Soviet, Czech and East German Air Forces. They have a top speed of 750km/hr. Team Reno were all flying L-29s. Peter Vause of Team Kiwi was flying an L-39 with the other two on his team, Brett Emeny and Paul Hughan racing Vampires. Mike Mangold says that this made them evenly matched as the Vampires may be faster in the straight but they don't turn well. He said the pilots were all good pilots who flew smoothly and didn't panic. He'd like to see a similar race amongst the warbirds at another show.

Points were accumulated over three days of racing with the Kiwi team victorious. The winners were Paul Hughan, with Brett Emeny second and fellow Kiwi Peter Vause third. The Reno team are determined to return for a rematch in 2016.

I met with the pilots. They were having a great time showing off for the NZ crowd. They assured me that the racing was competitive, but it was hard to pick that up when talking with them. While I was star struck, meeting with and talking to the jet pilots it was amusing to hear one of them, Kiwi Paul Hughan get excited at having met his hero, Jack Stafford. When you think about what those old pilots did, not just flying these aircraft but fighting in them, back in the days when they were younger than any of the display pilots in the show, they certainly deserve to be revered.

## Captions:

*The big deal at this year's Warbirds Over Wanaka was the Gigatown Wanaka Jet Race. A first for New Zealand, it was incredibly exciting. Team Reno from America all flew L-29s (1) while Team NZ flew two Vampires (2) and a L-39 (3). Points were accumulated over three days of racing with the Kiwi team emerging victorious. The Reno team are determined to return for a rematch in 2016.*







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Richie McCaw got a little bit of adulation when he commentated the gliding display but as it should be, the focus was really on the aircraft. I've seen plenty of gliders and can honestly say Gavin Wills and Darren Smith's coordinated double act was superb. Both gliders towed together on a dual tow, one glider above and one below the slipstream of a Gippsland GA200 Fatman flown by Richie McCaw's dad Donald. The synchronised aerobatics after their release showed once again that engines really aren't needed for a true aviation experience.

Not everyone was there for the aircraft. The TV news cameraman was hanging out for Greg Murphy's race in the Lamborghini against the Lithuanian aerobatic legend Jurgis Kairys flying a Sukhoi. The car can certainly move but then so can the Sukhoi. I'm not sure whether flying it inverted gave it an edge or not and personally I thought the race was too close to call. This challenge nearly didn't happen; the weather meant Jurgis took two and a half days to fly down from Auckland, arriving barely in time for his performance on Saturday.

The RAAF popped in with two Hawk 127 Fighter-trainer jets. Now those things are really fast. The strip at Wanaka was too small for them to operate off so they flew over from Queenstown, in something like five minutes. An RNZAF transport plane then flew over to Queenstown to bring the pilots back to enjoy the rest of the show.

The beautifully restored Avro Anson gave a display and the only DC3 still in commercial service made an appearance.

All the usual suspects were there. The RNZAF had their parachute display team, the C130 Hercules and NH90 and Seasprite helicopters. A massed display of civilian helicopters was well co-ordinated and fun. The focus of the show this year was on Sports Aircraft with a nice display, but this is a Warbirds show and the dogfights and mock battles with pyrotechnics are always the highlight. The addition of the jet race gave the show a much needed freshness and probably brought in a few people who may otherwise have balked at the entry fee. As always WOW was a weekend for aircraft enthusiasts. Thanks to the weather and the very dedicated organising team, everyone there had a great time.

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Always appreciated by the crowd, and forming the mainstay of all major airshows in New Zealand are this group of WWII fighters.  
Clockwise from top left: Supermarine Spitfire, Curtiss P-40 Kittyhawk, Yakovlev Yak-3, Goodyear FG-1D Corsair.



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John McCaw

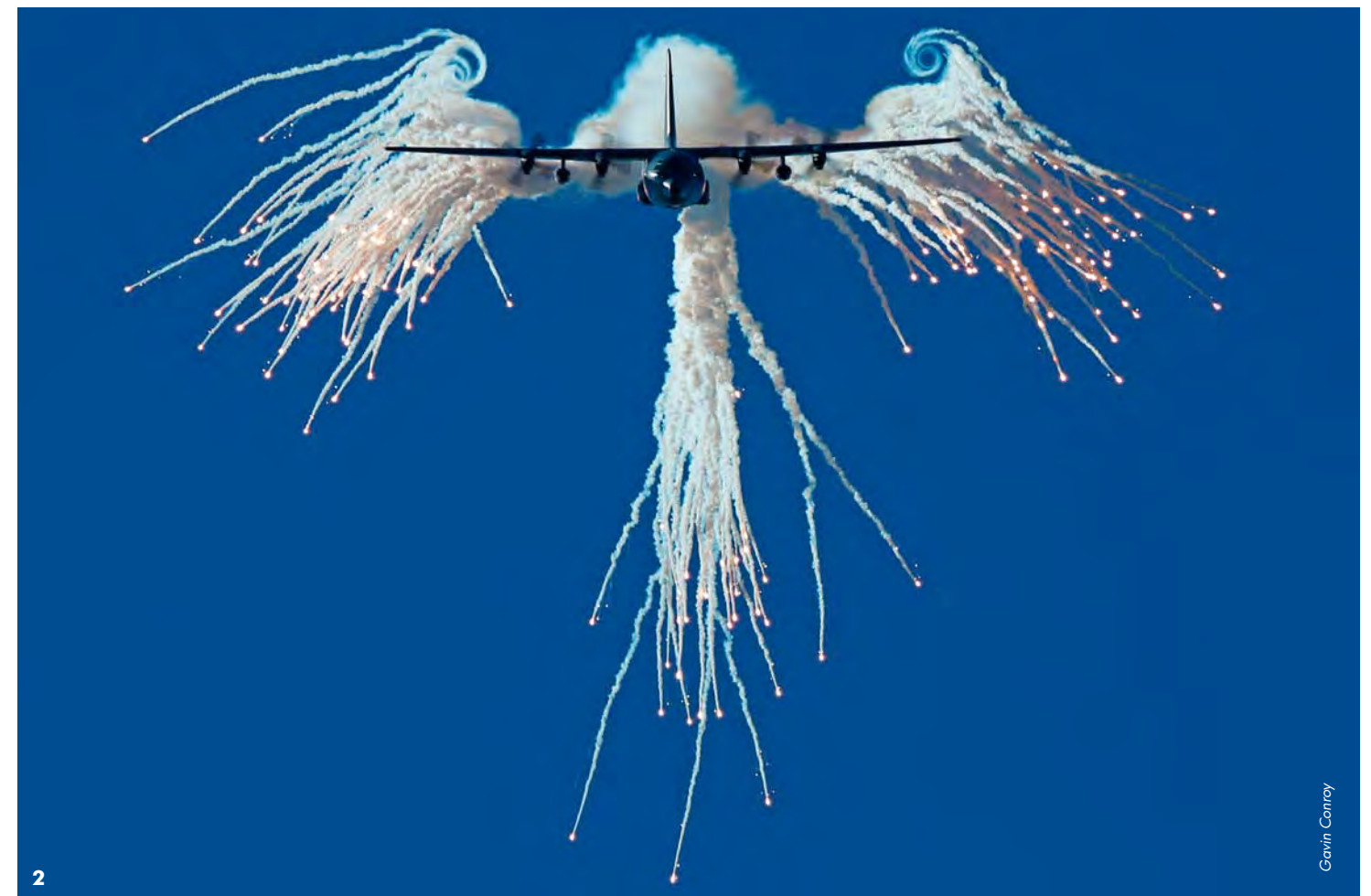


JM

1

**Captions:**

1. New Zealand's new RNZAF NH90s were demonstrated to an appreciative audience. Crews are becoming more familiar with the type as experience mounts and though it will be a sad day when the Iroquois fleet is retired, we can look forward to seeing a lot more of the NH90s when that does eventually happen.
2. The C-130 flare drop was much anticipated and didn't disappoint.
3. Spirals of vapour form from the prop tips as the C-130 lifts off.
4. The Australian Air Force made an appearance with two Hawk 127 fighter-trainer jets, basing the aircraft at Queenstown for the weekend.
5. The NRZN Kaman Seasprite put on the usual polished performance.
6. A colourful display in the sun from the Kiwi Blue parachute team.



2

Gavin Conroy



3

JM



5

JM



4

JM



6

JM





The WWI fighters arrived from Blenheim in advance of the weather and brought huge crowds to the lakefront for a demonstration dog fight.



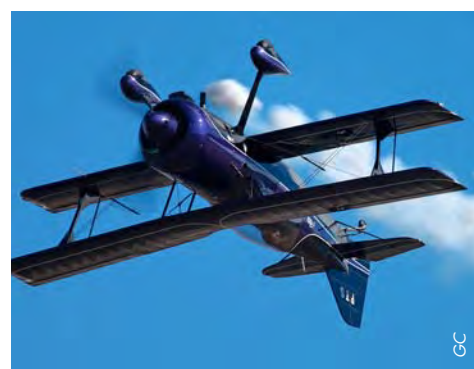
Grumman Avenger patroling the lake.



Gavin Wills and Darren Smith put on a superb co-ordinated double act in the gliders following a dual tow from a Gipsland Fatman.



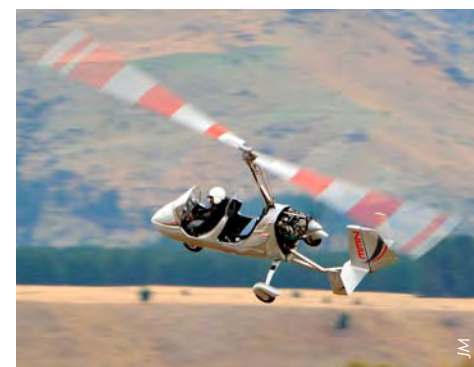
Bill and Robyn Reid's beautifully restored Avro Anson is always a pleasure to see and hear.



You can see more of the ground when you're upside down. Pitts Special display.



Lithuanian aerobatic legend Jurgis Kairys in his Sukhoi races Greg Murphy in a Lamborghini.



Many were enthralled by the autogyros which have almost now become part of mainstream aviation.



The air was well stirred up by a massed display of civilian helicopters which included 7 Guimbal Cabri G2s, now in high demand worldwide.



The mock battles were authentically re-created and a lot of fun for participants and spectators alike.



MD500 topdressing demonstration.



Not a bad formation effort from the pilots of the civilian helicopter contingent.



Generous use of pyrotechnics add a good deal of realism to the airfield attack.



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# ANZAC Jet Meet at Tokoroa

**THIS** year's ANZAC model jet event was held at the Tokoroa airfield over a 3 day weekend in February. It is our annual premiere event with pilots from all around NZ and Australia (hence the ANZAC title) getting together for a weekend of jet related activity.

Unfortunately none of our regular Australian visitors could make it this year however we should see a good turnout from them in 2015. At 45, pilot registrations were therefore down a bit this year but did include one visitor with his helicopter all the way from Germany. There were about 60 turbine powered planes and 3 turbine helis present.

With the airfield closed by NOTAM for 3 days, we kicked off on Friday morning although the weather was not too pleasant and not a lot of flying was done. It did make for a great time to leisurely set up our models, go through a thorough scrutineering process and to catch up with other pilots and see what they had been building over the previous months.

Between gusts a few pilots braved the elements and had some testing/tuning flights. Unfortunately Dave Hodges lost his Composite Lightning model late in the afternoon. That evening after Dave had come to grips with the loss, some gentle ribbing from the fellow pilots was called for (in fact it was lot of ribbing but he took it well).

The local Air Training Corp Cadets put on a bbq for dinner (and throughout the rest of the weekend) at the airfield which was well supported. They also manned the gates during the weekend and assisting with carpark marshalling duties.

The weather was a lot better on Saturday. CAA had granted us a 1000' ceiling and we always have a handheld VHF radio in case of wayward pilot visitors not reading NOTAMS. One of the guests at our event this year was Rex Kenny from CAA - so itinerant pilots did need to play by the rules!

Thanks to our marketing efforts at the Tauranga airshow a few weeks earlier, the carpark at Tokoroa was very busy and families had come along ready for a full days entertainment.

For safety reasons, this year we arranged to have heli-only slots

each hour. Matthias Strupf had flown all the way from Germany to be here. He is the owner of [www.heliclassics.de](http://www.heliclassics.de) and produces outstanding world class scale helicopters. Carl Hansen from NZ has just got one of Matthias' creations so had our German visitor help him set it up and test fly it.

The model in question is a scale version of the Mil 8 helicopter with a 5 blade rotor head and weighs in at 24kgs. It is powered by a 12kw (16 shaft horsepower) turbine and only arrived in NZ the week before our jet meeting. It was a rush by Carl to get the model assembled, test flown and the certification process completed in time for the ANZAC event, yet he managed to get it all done in time with help from his trusty sidekick Don Barker.

The MIL8 comes complete with 42 rocket pods that hold bird scarer cartridges. They literally go off with a bang! This added a great element to the already exciting heli demo display. The crowd loved it.

We had a recovery van with trailer complete with fire extinguishers and water containers on standby. This transport got well used over the weekend and saved many pilots from a long (embarrassing?) walk after long landings and engine outs.

Alan Dicks Boomerang plane finally met its match after several years of successful flying and Damien Van Heusens Hawk lost its nose after a relatively light landing. Some additional reinforcing will be required for the Hawk in the future

Overnight hangar facilities were once again provided by Henk Meerkerk (thanks Henk).

At the conclusion of Saturdays flying we all headed to the RSA club and helped boost the local Tokoroa economy. The stories from the pilots about their flying skills started to get exaggerated as the night went on.

Sunday morning we had a quick AGM for the jet club in the Tokoroa airfields clubrooms and then we got back into flying. It was a scorching hot day with a gentle breeze blowing straight down the runway and there was a rush of flying before the pilots had to start packing up for their return home.

## Competitions and prizes

The annual 'thrust-o-meter challenge' was held during the weekend. This was sponsored by Hobbycity and each pilot had to nominate what output they thought their turbines would produce. They were then measured against a rather sophisticated looking device (a modified pair of bathroom scales) and the results compared. The results were a little humbling for some.

One of the competitions we held was a target speed event. This involved speed runs that were clocked with a calibrated radar gun and the target speed that we were aiming for was 100mph (161kph). Each flier had 3 attempts at maintaining that speed while being clocked by the radar - it is a lot harder than it sounds. Paul Buckrell from Wellington nailed it at exactly 161kph and won a new Blade350QX Quadcopter which had been donated by HOT (distributor of Blade).

Alan Lawrence from New Plymouth won the spot landing prize and received a SE5A Parkflyer model kit from HOT (distributor of Parkzone) as the prize. Alan landed on the spot however his wheel came off and rolled down the runway ahead of his model!

The best scale model award was won by Carl and Matthias for the Mil 8 helicopter. This prize was sponsored by Jet Centre. The attention to detail on this heli is outstanding and the effort that was put into this project made Carl & Matthias well-deserved winners.

Other results of competitions we held during the event were:  
Best Sport Model - Stuart Hellyers Flash - prize sponsored by HOT (distributor of Savox).

Overall Pilots Choice - Colin Austin with his Panther - prize sponsored by Intairco.  
In Most Need - Dave Hodges and Damien Van Heusen received Glue from Jet Centre!

## Thanks to

Dave Hodges and Pete McGregor spent many hours tidying the grounds and weedeating etc. South Waikato Council mowed the lawns. Tokoroa ATC looked after the bbq and gates. Paul Buckrell printed all the name tags etc. Stu Hellyer and Chris Pickering put countless hours into preparation for the weekend and Chris was also the Flightline Director. Alan Dick organised the swapmeet table. There were a lot of others who helped out throughout the event - Ron Wilson scrutineered models and others helped out with Flightline marshalling duties etc. And



Mil 8 heli completing a strafing run!



Peter McGregor & "Stars & Stripes" BoomerangXL



Very real looking Mil 24 heli weighs in at 24kgs.



Overall Pilots Choice - Colin Austin with his scratch built 24% (2.7m long) Panther, hand built from scaled up plans, it weighs 50lbs.



Best scale model went to Carl Hansen and his 16hp turbine powered Mil 8 heli, with 42 rounds of bird scaring cartridges in the rocket pods.



Damien Van Heusen and his 1:5.5 scale Hawk.



Clinton Kraidy and his huge Mig 25.

a big thanks must go to our sponsors who donated prizes and also to Z Energy for providing subsidised JetA1 & oil to our club members. Your generosity is greatly appreciated.

## Join in the fun

Have a look at our website [www.nzjma.com](http://www.nzjma.com) for details of our next meeting and feel free to come along for a look.



Toasted turbine: An expensive oops.



Tokoroa airfield and the 2014 lineup of boys with their jet toys.



Members of the public lining the pit area enjoying the flying.



# Dick Georgeson, Gliding Pioneer

07.05.1922 - 27.03.2014

THE aviation community has lost a true pioneer. William Sholto Hamilton Georgeson, known fondly as Dick, passed away last month after a long and full life. He was a respected engineer, part of the Hamilton clan and a leading light of the CWF Hamilton & Co Ltd. that created the iconic jet boat. He was a gentleman and he was my friend, hero and role model. He'd had an extraordinary life.

Dick was the father of gliding. He literally went where no man had gone before.

Dick grew up at Irishman Creek in the Mackenzie Country in the shadow of the nor-west arch. Dick learnt to fly gliders in England in 1948 and returned home to NZ with a mission: to explore the atmospheric waves that he now knew formed the majestic lenticular clouds of his childhood.

In 1950 Dick had little idea of what he was getting into. Worldwide the number of people who knew anything about atmospheric waves could be counted on the fingers of one hand and that knowledge was limited. Aeroplanes had been around for 40 years but they rarely flew above 10,000 feet. Exploring wave in engineless gliders was unheard of.

In 1950 Dick imported the second glider to be registered in NZ and the first to be based in the South Island. It was a tiny wood and fabric thing called a Slingsby Prefect. Restored, it now hangs in the foyer of Queenstown Airport. This little open cockpit glider would be his first tool of wave exploration.

Basing himself at Simon's Hill in the Mackenzie, Dick was prepared to fly alone

and without an engine, into an unknown, harsh environment that was oxygen deficient, low in pressure, and dominated by gale force winds and bitter cold; in fact it was an Antarctic like environment but without breathable air. Dick knew that his goal of soaring successfully into the waves over Irishman Creek would be a test of equipment design and reliability as well as his own skills and judgment. He didn't even know if the glue holding the glider together would continue to perform its function in the extreme cold.

Dick tiptoed into the wave, discovering its extreme power. In 1960, in a Skylark 3f, a glider with an enclosed cockpit, he achieved his first world record, reaching an altitude of 36,100 feet. This feat demonstrated Dick's great courage in the face of danger, his determination and extraordinary tenacity. At 17,000 feet he entered cloud and for the next hour slowly climbed higher using primitive cloud flying instruments and a recycled WWII oxygen system.

Dick was the first pilot on earth to fly 1,000 kilometres and earn the 1,000 kilometre Federation Aeronautic International (FAI) Diploma; this in days when just staying aloft for an hour or more was a big deal for average club pilots. He had an uncanny ability to pull off flights that would still be of global note if done today in machines with far greater performance.

Realising that facing the unknown required more than just guts to survive, Dick was always researching and trialling better instruments, new radios and whenever possible upgrading his glider for better performance. He loved this aspect of gliding and he loved new gadgets. At 90 plus years old he loved his iPad. This one gadget allowed him to do two of his favourite things - he could learn about new stuff and at the same time communicate with his many friends.

Soaring was a family affair for the Georgesons. Dick's first wife Helen was the first pilot in New Zealand to achieve a Silver 'C' and their daughter Anna also flew, accompanying Dick on twin seat World record flights as did Helen. Their son Rick also flew gliders while daughter Jenny crewed.



Dick Georgeson 07.05.1922 - 27.03.2014

Dick served as President for both as the Canterbury Gliding Club and Omarama Soaring Centre. He was awarded the Lilienthal Medal by the FAI, the highest award in World Soaring; he was also awarded the FAI Gold Medal.

Dick was a friendly, altruistic and generous man and on top of his many gliding achievements it was this that made him truly great. Dick was always willing to share his knowledge, his time and his money. In later years he generously helped fund the Canterbury Gliding Club's new home at Springfield and provided mentorship and financial sponsorship for Youth Glide New Zealand of which he was an honorary member.

Dick was an amazing man and I'm so pleased to have known him, and not just known him, but to have been one of those he blessed with regular chatty phone calls. I will miss those phone calls. Dick's legacy is seen in the flights glider pilots routinely make in the wave, be they "local" flights that don't go above 10,000 feet in the vicinity of the home field, (and just think how extraordinary that actually is) or longer jaunts of 300, 500 or even 1000 kms. South Island glider pilots do this all the time and do it safely and with knowledge of how to do it, because back in the '50s and '60s Dick Georgeson tiptoed into the extreme environment of the wave and figured out how it worked.

Terry Delore, multiple gliding world record holder says it best. "The Maori named New Zealand Aotearoa, but Dick discovered the Long White Cloud."

For those who wish to know more about Dick, there will be a large tribute to him in the coming issue of SoaringNZ which I will share on the SoaringNZ website once it is published.

*I would like to thank Terry Delore and Gavin Wills for using material from their tributes to Dick in putting together this article.*



## ANZAC Day

IT WAS with considerable disappointment that the Harvard Roaring 40s team missed the opportunity to attend Warbirds Over Wanaka this year. Unfortunately a weather bomb which affected a good part of the country from Wednesday to Saturday prior to and including the Easter Weekend precluded the transit flight from Ardmore to Wanaka. There is only one thing you can do about the weather - nothing!

Forward on one week and its ANZAC Day. Two years earlier the NZ Warbirds Harvard pilots arranged a flypast to coincide with morning parades around the City. This was well received and it was agreed to repeat it this year.

Planning started a few weeks earlier with John Kelly (Roaring 40s 'Red 4' and Warbirds VP) canvassing available pilots and interested 'recipients', then co-coordinating the whole effort.

It is noteworthy that only a few years ago, NZWA received representation to 'avoid' any activity near the Auckland City Cenotaph during the morning Service, however with the reduction in RNZAF resources the Warbirds presence is now welcomed at these Services, and in my mind appropriate.



Part of the ANZAC Harvard flypast over various Morning Parades around Auckland.

For 2014 Warbirds mustered six Harvards plus a Fighter Flight of T-28 Trojan, Spitfire and P-40 Kittyhawk. These three later types represent considerable history, the Spitfire of Battle of Britain and War in Europe fame, the Kittyhawk as mainstay of the early air-war in the Pacific and Asian theatres and the T-28 with roots in the later conflicts of South East Asia.

An appropriate pre-flight briefing was conducted by Dave Brown, Chief Flying Instructor NZWA, who also led the Harvard pack. The route flown was from Ardmore, overhead (in each case the local Morning Parade) Howick, Orakei, War Memorial Museum (the focus of the day's flight), MOTAT then back to Ardmore via Panmure and Howick.

Compared to the previous week the weather God smiled upon us and the flight was able to proceed without any associated difficulties - a sortie of 50 minutes for the Harvards. My position was number 6 in the formation, nicely tucked into the 'slot' of a Vic 5. The most pleasing thing from my perspective was witnessing a new group of three recently qualified formation pilots, joining the 'fray' of a reasonably complex flypast exercise. Well done Andy, Gary and Colin!

Early feedback is that our efforts were well received and we are already planning a 'B' flight for 2015.

Following the Flypast all involved retired to the clubrooms for debrief, appropriate sustenance and refreshment.

In retrospect this day represents the ethos of NZ Warbirds Association:

- Firstly 'Keep Them Flying', maintaining our historic aircraft, all the equivalent of a Model A Ford, for future generations.
- Second, a link with our roots of Military Aviation and the conflicts which shaped our sector of the aviation community.
- And finally the people; a unique band of people who are prepared to put their time and equally importantly, money into their passion of historic aircraft and then sharing this with Joe Public.

Cheers, Frankly@xtra.co.nz.


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The very first glider flight in the Mackenzie Basin (and the South Island) 29 December 1950.



# Top Dressing and more from Autogyros

Operating under the microlight category in New Zealand, autogyros cannot be used for commercial activity. That's a shame, especially given the modern gyro's docile flight characteristics, manoeuvrability, and wide flight envelope - all of which lend themselves particularly well to tasks such as patrol and observation, mustering, or even topdressing.

In various parts of the world, gyros are in use for such tasks however. Patrol and observation occurs in at least the UK and some USA states,

I WAS born and raised in Johannesburg, South Africa where since the age of 5 I have had a keen interest in aviation. By the time I was 12 I was competing in Large Scale Aerobatic model competitions and have since won two Tournament of Champions SA titles and two National Championship titles.

After finishing high school my Grandfather offered me the opportunity to complete my fixed wing PPL. That was back at the beginning of 2010. With his help I also gained my Commercial License with MEIFR rating at the beginning of 2012. Towards the end of 2012 I completed a fixed wing instructor rating in an effort to find work in the aviation industry as it is very saturated in South Africa.

At that time I uploaded a copy of my CV onto an aviation site specific to South Africa and to my joy I was offered a crop spraying job in Citrusdal, Western Cape, South Africa. This job had a unique feature though which was that the crop spraying was with gyroplanes rather than conventional aircraft. These gyros were fitted with special spraying booms and pipes for the different applications and carried commercial authority from the South African Civil Aviation Authority. Such commercial authority can be obtained if an appropriate maintenance system is documented and adhered to by the operator.

My training for the task was of a poor standard however which meant I became mostly self-taught in the field - under the high risk associated with low-level flying at 50°C+ temperatures, heavy winds and mountainous terrain. I was flying between 10ft-100ft over farms littered with tall trees and power lines. Heavy concentration was needed to complete the tasks which were between 1-2 hours long, 2-5 times a day and 5 days a week. The point to note here being that my survival was to some degree a result of gyros being extremely capable machines with a lot more potential than most aviators give them credit for.

I flew four different Gyros during this time; the ELA, Magni M16, Sycamore, and Vlooi. My conversion training was on the

thousands of hours of gyro mustering take place every year in Australia, and as the following story tells, topdressing with autogyros is a common practice in South Africa.

Late last year Lawrence Robinson joined Gyrate at Tauranga as a gyro Instructor. Lawrence's prior employment was as a topdressing gyro pilot in South Africa. We asked him to write about his South African flying experiences:



Top dressing from an ELA 'Agro' autogyro.

ELA, in which I managed a solo flight after 3 hours. Training continued 'in the field' and as such I had to learn from my own mistakes whilst spraying. One such mistake was slowing the gyro too much behind the power curve and almost meeting Mother Earth, especially on windy days whilst turning downwind. I have to hold the gyro in high regard in these instances though - because in

a fixed wing these occasions would have resulted in a stall followed by a hole in the ground. Luckily, gyros don't stall and I managed to save such situations until I learned to avoid them altogether.

50 hours later, gyro flying was becoming second nature and the winds, heat, obstacles and mountainous terrain were starting to feel like 'home'. Just as my confidence was building, I suffered an electrical fault in the Vlooi gyro I was flying, resulting in a forced landing. I was only 50 feet AGL at the time of this happening, dosing a farm inside a mountain range, overhead an orange orchard with rows of trees all around and a tailwind. Barely a few seconds later after dropping the nose to maintain airspeed, I reached a sand bank just past the orchard which was sloping downwards. The touchdown was fairly decent considering the terrain. The rotor was fully back and the speed as low as possible but ahead was a drop off of about 8metres. With the rotor disk providing a large drag force to assist braking, I stopped just shy of the drop. The reason for relating this tale is to reinforce just how much the nature of the gyro saved the day again. The same event in a fixed wing or helicopter would almost certainly have resulted in a crash. The gyro was close to the perfect machine in this case, as it cannot stall and can land almost anywhere you need it to - as I had the unfortunate occasion to demonstrate.

Some of the crop spraying was particularly interesting. On some occasions we were spreading the same live bugs that we were trying to eradicate. This was an organic form of pest control whereby the ones we were spreading had been irradiated to sterilise them. They then competed with all the others for the same food,

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the result being that a good part of the 'wild' population would die out due to this competition, and next season the pest problem would have been significantly reduced.

After more than 250 hours of crop spraying in South Africa, I have ended up in New Zealand, now based happily at Tauranga. Gyrate hired me full time to assist with day to day operations in order that there is full-time gyro availability on the airfield. Now you can come in anytime to meet the Gyrate Team at Tauranga Airport or just give us a call, text or email for a fast response to your enquiry.

I would love to see gyros grow from strength to strength here in New Zealand as they are safe, easy to fly and inexpensive to operate, not to mention well suited to a variety of commercial activities.

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# Ag. Planes Past and Present

## Part 8 - Piper PA-36 Brave 300/375

THE fifties and sixties were happening times for purpose-built ag. planes and Piper Aircraft of the USA, one of the world's leading plane-whisperers, was in the thick of it. Piper began shaping a specialist ag. plane away back in the late 1940s, which became known as the AG-1. From the AG-1 came the much improved AG-3 (no AG-2) in 1957 - a 135hp fabric covered, low wing taildragger with a 800lb payload. A 150hp engine was fitted to the AG-3 in 1959 and was thus renamed PA-25 Pawnee. Piper was tickled pink with the Pawnee and set about to further develop the type from the mid-1960s. The upshot of this, in 1969, was the all-metal PA-36-260 Pawnee II. The Pawnee II was powered by a 260hp Lycoming six, which was later (in 1973) replaced by a 285hp Continental Tiara six - and the Pawnee II then became the Pawnee Brave. By 1977, the Tiara-six was having issues and was thus swapped for a 300hp Lycoming six, followed by another name change to Brave 300 (as of the 1978 model year.)

The full-bodied Brave 375 was rolled out in early 1978 and was powered by a 375hp (derated 400hp) Avco Lycoming flat-eight engine. Piper had ultimately produced 938 PA-36 Braves at their Vero Beach plant when production ended in 1981, at which time the PA-36 Brave design rights went to Consulting Aerospace Engineers (WTA) of Texas who then produced around 150 examples of the New Brave 375 (375hp) and the New Brave 400 (400hp) - none of which came to NZ.

Airwork's only imported Brave 300 (ZK-EIA) was the first of the PA-36s to arrive here in 1977 and was initially serving on field assessment duty, pending the arrival of the '375s, at Rangiora with Airwork ag pilot, the late Colman Geza (Col) Bolgar. EIA was

to have various owners before being exported to Australia in 1984, where ZK-EIA became VH-FEX. FEX is still flying today out of Ballarat, Victoria. The first of the Brave 375s arrived here in 1978 and thereafter a total of 11 Braves arrived before 1980. The Brave's bitter-sweet Kiwi connection ended in 1985 when 10 of the original 11 (EIH was destroyed by fire in 1981) had flown the coop west to Australia, some as spares and/or 'as is'. Farming operations in

Aussie at the time were quite upbeat and ag. operators were keen to adopt our Braves. By the 1970s, CASA had 121 PA-36s (and 79 Pawnees) on their books. 39 Braves were still flying in early 2005.

The '375 model could carry a decent load. It certainly had the required razzle-dazzle to get the job done and it was, evidently, viceless to fly operationally. Former South Canterbury PA-36 pilots Hank Calder and Jim Nimmo (Airwork's

EIJ and EII) both enjoyed flying the Brave as a topdresser and a sprayer (although Hank's preferred topdresser was the FU-24-400), but they questioned its stickability. Hank's experience was that the Brave was "hard to keep together" and Jim was of the informed notion that the type "couldn't hack our rough strips" - Jim Nimmo experienced an undercarriage failure on take-off in his loaded Brave 375 (EIJ), which was written-off in the accident - and Jim's EII was also written off by a relieving pilot who was caught in fog. It transpired, by and large, that the '375 was indeed apt to experience niggling on-the-job boo-hoo moments, some quite serious.

The Brave 375's ex-factory payload was 2,200lbs or 275gals. Jim Nimmo expands on the Brave's payload. "There was a lot of hoo ha surrounding the payload and it was restricted here to about 12cwt." (about 1,200lbs.) But Jim also said the '375 would mostly be carrying almost one ton (2,000lbs) - depending on the consistency of the super.

Next: The Cresco 08-600/750.



Snapped here by Robert Kerr at Timaru (c.1982) is this Piper PA-36 Brave 375 (note the unfettered cantilever wing) as was operated by South Canterbury Farmers Co-op and flown by Chief Pilot Robin (Hank) Calder out of Fairlie between 1980 and 1983. Hank flew Airwork's Brave EIG for about two years previous to EI7. The Brave 375 certainly had a presence, but the type seems to have had its demons in spite of its royal-like pedigree. (John Nicolson Collection)

## The Airtruck

KiwiFlyer Reader Russell Young wrote to us recently and included this very interesting article on the New Zealand made Airtruck, extracted from a book he has written titled 'The History of Te Kuiti'. Thanks Russell. If you'd like to purchase a copy, contact him on [rdyoung@xtra.co.nz](mailto:rdyoung@xtra.co.nz)

IN 1957 Jack Worthington, a Te Kuiti-based todressing operator happened to see a newsreel at a Napier cinema featuring a new design for an Australian aircraft called the air tanker. He owned a fleet of four aircraft and a maintenance facility in Te Kuiti. Acting on an idea, he and his engineer, Snow Bennett, contacted the firm shown in the newsreel and ended up travelling to Sydney to talk directly with the designer, Luigi Pellarini. They sat down and designed a completely new aircraft using parts known to be available in New Zealand from war surplus Harvards. A tender of £5 each was placed for the purchase of forty war surplus Harvards. In October 1959, four staff members travelled to Wigram where the aircraft were dismantled and loaded into crates. From Lyttleton, the dismantled Harvards were shipped to Raglan, the crates then trucked to Frankton and railed to Te Kuiti. An untidy swathe of Harvard fuselages sprung up at Te Kuiti airfield to become a magnet for small boys.

Then began the long and tedious process of constructing the first prototype aircraft in New Zealand to be built from plans. The firm staved off bankruptcy by accepting an endless stream of unconditional cash injections from John Cameron Gardiner, a local aero club enthusiast.

Finally, on 2 August 1960, the prototype PL-11 had its first test flight. After initial tests, Worthington took the Airtruck up for some extreme testing, including spins with a fully laden hopper, the load being moved dangerously further aft on each test. Fully aerobicatic,

light and powerful, with a huge payload, the aircraft was a winner. The firm was able to put it into service under its experimental status, and work commenced on a second prototype ZK-CKE.

At the end of 1961, the first prototype ZK-BPV was taken out of the air for modifications and remained on the ground until April 1963. Once the first prototype had flown, Pellarini returned to Australia and devoted his attentions to designing a similar but smaller plane. From this emerged the PL-12, known as the Transavia Airtruck. Several examples of this type later flew in New Zealand.

In October 1963 the first prototype crashed in what appeared to be an overloading accident. There was some muted jubilation that the high location of the cockpit had allowed the pilot to emerge unscathed in an impact that would have been fatal in any other design - the ultimate crash test.

Waitomo Aircraft Company eventually completed and displayed the second Airtruck at the opening of Auckland International Airport in January 1966. The second prototype was leased to Rural Aviation and orders were received for twelve Airtrucks, plus an order for ten from Uruguay. But Worthington's

attempts to gain conventional financial backing this time came to nothing. Gardiner had given the project all his savings. At one point, a 'low-ball' offer from James Aviation to take over the entire operation was received, but rejected. Then, in March 1967, the second prototype crashed, killing the pilot and spelling the end of the project.

In 2009 much celebration was made of the 1,000th aircraft to be built and flown in the Waikato region. When the numbers were counted up, however, the two Te Kuiti Airtrucks had simply been left out.



The first prototype Airtruck in flight, 1960.



The Harvard graveyard at Te Kuiti Airfield, 1960. George Thompson.



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**ZK-MBX Rans S-19**

**THE** first Rans S-19 to fly in NZ was Daryl McIntyre's of Wanganui. This second one, ZK-MBX, is a dream come true for Murray Barrington of Brighton, Dunedin. Murray has wanted to fly since he was a boy but rules at the time meant that wearing glasses prohibited him from doing so. Murray was looking for a project in his retirement and says that this all aluminium, low wing S-19 really appealed. Just three years later ZK-MBX is now airborne and flying really well.

The S-19 is a low wing monoplane of traditional aluminium construction designed and produced by Rans Designs Inc, of Kansas, USA. Rans, founded by Randy Schilliter, have been designing and building innovative products that sail, pedal or fly since 1973. ZK-MBX is powered by a 100hp Rotax engine with a ground adjustable propeller. Side by side dual upright seating provides excellent visibility over the nose. All parts in the kit are machine produced and pre-drilled with pilot holes to enable easier construction. Blind rivets are used throughout the construction of the airframe, with the exception of the spars which come

assembled with solid rivets. The S-19 structure is of 'semi-monocoque' (stressed skin) construction carrying much of its strength through the aluminium skins which are sufficiently supported with internal structures to maintain shape. The horizontal tail is a stabilator design. Murray has chosen a traditional Rans colour scheme with a gold stripe separating the two main colours. At the time of writing, he says the test flying period is going very well with cruise at 110kts and that he is very much looking forward to flying it himself.

**ZK-JDY Thatcher CX4**

**Phil** Richards of Christchurch stumbled upon the Thatcher CX4 quite by chance. He and his wife Helen were off to have tea at the Beckenham Pub and had popped next door to purchase a lotto ticket when a copy of Kiplane Magazine caught Phil's eye. Inside was an article on the Thatcher CX4 and after reading this article he promptly sent away for a set of plans. That was 3 years ago and at the time of writing the finished aircraft is about to be transported out to Rangiora Airfield for final inspections and test flying.

The Thatcher CX4 is a single seat,

low wing, tail dragger designed by David Thatcher of Thatcher Aircraft Inc. from Pensacola, Florida. It is constructed of aluminium sheet similar to the RV3 and riveted together. Phil imported pre-built spas from the US to speed up construction. The aircraft was designed for VW power but as Phil is not a great fan of these engines he has gone with a 912 Rotax with a Kool, 2 blade ground adjustable propeller from the Ukraine. JDY is expected to cruise around 125mph with a VNE of 160mph. Phil has kept the instrument panel nice and simple with round gauges that are easy to read.

This is the third CX4 to fly in NZ and there are over 40 flying in the US. The design has also been up-scaled into a two seat tandem version.

**ZK-WLB SkyFreedom GP One**

**SkyFreedom** Aviation, NZ distributor for Skylander light sport aircraft, has taken delivery of its carbon/composite GP One demonstrator. Owners Bruce and Lois Conway imported ZK-WLB with a view to selling this model to flight schools, aero clubs and individuals.

For convenience, Bruce registered WLB as a microlight. Recently, the GP One model







gained CAA type-acceptance as a 600kg Light Sport Aircraft, so it can be used in New Zealand for training private and commercial pilots.

The GP One is based at the Fiordland Aero Club in Manapouri. On 1 February Murray Hagen, one of the first people in New Zealand to fly a microlight, kindly flew WLB for its first NZ flight.

Many pilots have commented on the GP One's design and quality. Features they like include the electric flaps with finger-tip control, integrated parachute rescue system and the absence of annoying wing struts. Murray enjoys flying it - in a few words, "it's a lovely little plane".

Bruce is now looking forward to introducing people to the GP One as he visits airfields around NZ.

## ZK-HCS, ZK-IVS, ZK-IZR Guimbal Cabri G2s

Three more Guimbal Cabri G2s have appeared on the register as this type starts to seriously make its presence felt in New Zealand. These are destined for operations in Whakatane, Christchurch, and Wanaka. There are now 8 here and several more on the way. After a slow start with many

### ...from previous page

TST Tecnam P2002 Sierra  
ULI Micro Aviation B22J Bantam  
UWZ Robin HR200-120B  
WES Aeroprakt A-22  
WHB Micro Aviation B22 Bantam  
XJE Celler Xenon  
XLT Cessna 182Q  
ZZB Tecnam P2008

### DEPARTURES - January / February 2014

CID Convair 440/580  
CPJ Piper PA-22-150  
FMT Piper PA-28-236  
GDF Schleicher ASW 20L  
GHS ZLS SZD-24-4A Foka-4  
GIL Schempp-Hirth Discus-2a  
HGF Robinson R22 Beta  
HJV Aerospatiale AS 350B2  
HMQ Aerospatiale AS 350B2  
HNA Hughes 369E  
HNF Eurocopter EC 130 B4  
HNP Aerospatiale AS 350B2  
HNW Aerospatiale AS 350B2  
HTN Hughes 369E  
HWJ Robinson R22 Mariner  
ICB Schweizer 269C-1  
IEJ Robinson R44  
IUF McDonnell Douglas 500N  
IMJ Aerospatiale AS 350B2  
IMX Schweizer 269C-1  
MMM Hawker Beechcraft B300  
NDT Cessna 501  
ZMA Jabiru Jabiru J400

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Milford Helicopters Limited  
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Search And Rescue Services Ltd  
HNZ New Zealand Limited  
Milford Helicopters Limited  
Heli Max Limited  
Ardmore Helicopters Ltd  
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Mr A P Warren

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Putaruru  
Auckland  
Manukau  
Dobson  
Kamo  
Auckland  
Wanaka

Microlight Class 2  
Microlight Class 2  
Aeroplane  
Microlight Class 2  
Microlight Class 2  
Gyroplane  
Aeroplane  
Aeroplane

Chatham Islands  
Ashburton  
Rangiora  
Auckland  
Taupo  
Upper Hutt  
Papakura  
Nelson  
Nelson  
Te Anau  
Nelson  
TAUPO  
Nelson  
Te Anau  
Kaiaipoi  
Papakura  
HASTINGS  
Queenstown  
Papakura  
Nelson  
Papakura  
Waimate

Aeroplane  
Aeroplane  
Aeroplane  
Glider  
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Glider  
Helicopter  
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Aeroplane  
Aeroplane  
A/B Aeroplane  
Exp



potential buyers watching and waiting over the last few years, the factory in France has a deluge of orders as the operators who did wait, now seek to catch up to earlier adopting competitors. KiwiFlyer has flown and reviewed the Cabri and we're not at all surprised to hear the order books are full, as the Cabri is an utterly modern and exceptionally safe two-seat helicopter.

## KiwiFlyer Event Guide

June 1st

### NZ Warbirds Open Day

Commemorating the 70th anniversary of the D-Day landings on 6th June 1944. See advertisement to left. More info from Chris on 09 298 9207 or visit [www.nzwarbirds.org.nz](http://www.nzwarbirds.org.nz)

June 27th - 29th

### Brass Monkey Fly-in

The 25th Brass Monkey Fly-in at Lake Station aerodrome, Nelson. Local flying with food, new accommodation, landing fees and entertainment, all for one all-inclusive price. More info from Kevin Allport on 03 548 5387 or 027 234 5961, email: [allport@actrix.co.nz](mailto:allport@actrix.co.nz)

July 4th - 5th

### RNZAC and Instructor Council AGM, Flying NZ Conference and Dinner

At the Copthorne, Christchurch Airport. The theme will be 'Keeping you in the

Air'. More info from Executive Secretary Karen Groome on 0800 422 635 or email: [RNZAC@xtra.co.nz](mailto:RNZAC@xtra.co.nz)

July 20th - 22nd

### Aviation Leadership Summit

The annual Aviation NZ conference and trade show, this year at Wellington. See details on page 8 of this issue of KiwiFlyer or visit [www.aiaa.org.nz](http://www.aiaa.org.nz)

July 26th - 27th

### Blunty Weekend and Dinner

To celebrate another Strikemaster at Ardmore. Black tie dinner with guest speaker SR-71 Blackbird pilot Maj Brian Shul. Also barbecue at Warbirds clubrooms. More info from NZ Warbirds, [www.nzwarbirds.org.nz](http://www.nzwarbirds.org.nz)

July 28th - August 3rd

### EAA AirVenture Oshkosh 2014

Join the NZ tour to the world's greatest aviation celebration with Gaye Prdy Travel. See advert to left or visit [www.gayepardy.co.nz](http://www.gayepardy.co.nz)

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**70th Anniversary of D-DAY**

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FULL COMMENTARY ON 'WARBIRDS 88.2 FM'

Open Day environmental services provided by SuperLoo and Sulo Talbot

### About KiwiFlyer Magazine

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Advertising deadline for the next issue is 20th June. See rate card on [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)  
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Phone Terry: 03 359 3681 or 027 433 2647  
email: [terry@pacificaircraft.co.nz](mailto:terry@pacificaircraft.co.nz) [www.cabri.co.nz](http://www.cabri.co.nz)

### Rare Robert Taylor Prints For Sale



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**Classified deadline** for the next issue is 20th June.  
Don't forget to include all of your contact details in your advertisement.



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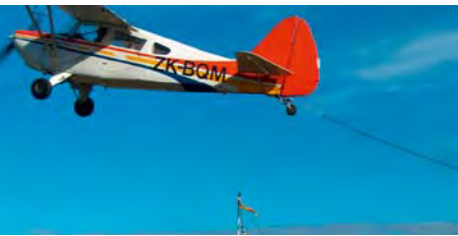


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1990. 3600 hrs TT A&E.  
Immaculate condition  
with only 9 hours on  
interior since refit and  
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Available early May  
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or 021 432 140

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Also Q2 for sale. Present airworthy condition  
is unknown. Offers required.

Both aircraft at Christchurch International Airport.  
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### NEW Robinson R22 Beta II



New Robinson R22 Beta II. POA.  
Contact Brett, Heliflite Pacific (NZ) Ltd,  
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### NEW Robinson R44 Raven I and II



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Contact Brett, Heliflite Pacific (NZ) Ltd,  
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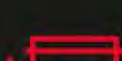
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