

# KiwiFlyer

Magazine of the New Zealand Aviation Community

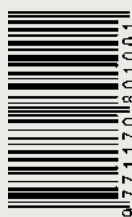
Issue 34 2014 #3



## Ryan STM-S2

**Cessna 182 JT-A coming to NZ**  
**Guide to Aviation Leadership Summit**  
**Airwomen's Rally at Dargaville**

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### Cirrus Aircraft appoint NZ Distributor

Cirrus Aircraft of Duluth, Minnesota have recently announced the appointment of Cirrus Aircraft NZ, a trading arm of Avcraft Engineering NZ Ltd. as the first and sole distributor of the Cirrus Aircraft range throughout New Zealand. Earlier this year Avcraft Engineering NZ Ltd. was appointed as the Cirrus Aircraft Authorised Service Centre for New Zealand.

Based at Feilding Aerodrome in the lower North Island, Cirrus Aircraft New Zealand is in an ideal strategic position to handle sales and demonstrations throughout the country.

Sales Manager for the new operation based in Feilding is Bruce Brownlie, who says that in addition to sales and service, they will be offering specific Cirrus Aircraft instruction under the Cirrus Standardised Instructor Pilot Programme - a requirement for anyone purchasing a new aircraft. This advanced programme will be available for initial and recurrent training of present Cirrus Aircraft owners, pilots and anyone purchasing a pre-owned aircraft.

A new Cirrus SR22 GTS Generation5 Platinum Edition will arrive late in August. This aircraft is available for sale immediately and will be used for a New Zealand wide demonstration tour.



Bruce says he is highly enthusiastic with the prospect of promoting such an exciting range of aircraft and notes that increasingly the SR20 model is becoming more and more prevalent in the training environment where students are requiring advanced glass screen capability. In addition the Vision SF50 jet comes into production next year and someone will have the honour of being the first in NZ to place an order for a position. Advanced orders for this model now number close to 550.

Contact Bruce on 0274 438 373 or visit [www.cirrusaircraft.co.nz](http://www.cirrusaircraft.co.nz)

### Defying Gravity Holiday Experience

Something for the children at MOTAT Auckland, 5-20 July: Earn your MOTAT Aeronaut's Licence and learn about the four basic principles of flight. Complete gravity-themed activities, earn stamps in your Aeronaut Licence book and go into the draw to win a fantastical flying prize pack!

Four fun-filled and educational activities will help you to answer questions surrounding gravity.

In Fantastic Flying Machine, design and build your very own flying machine and test it in the MOTAT wind tunnel! Drop Copter lets you build and decorate your very own copter and test how well it spins. Try to keep your Mini Parachute in the air the longest and make your own Strawket (straw rocket) to see if you can make yours Blast Off! Visit [www.motat.org.nz](http://www.motat.org.nz) for more info.

### New CRM Courses in August

Bob Feerst from Utilities Aviation Specialists will be back in NZ during August to present new CRM courses in Taupo and Dunedin.

At Taupo on 12th August will be 'CRM in the Wire and Obstruction Environment'. This is a refresher (with updated content) of the globally acclaimed course Bob has presented to operators world-wide.

At Dunedin on 14th August will be 'Crew Resource Management in the Low Level environment'. This is a new course prepared specifically for NZ / Australian audiences. Although still containing some technical wires content, this course has more focus on the CRM and decision-making of pilots and non-pilot/crew-members who routinely fly onboard.

Operators requiring CRM certification should note that:

- Australian Rural Fire Service (RFS) have confirmed, that an attendance certificate from either of these courses will be accepted as meeting their contract CRM requirements.
- The CRM component of either course will meet the Ambulance NZ accreditation requirement for CRM training.
- Evidence of attendance at either course will continue to satisfy the TransPower Service Specifications TPSS 02.08 Use of helicopters (Issue 4 June 2011) requirement for specific wire strike avoidance training.

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### Aeromotive secures CTC Aviation maintenance contract

CTC Aviation Training NZ Ltd (CTC Aviation) and Aeromotive Ltd have signed a 4 year agreement to provide aircraft maintenance support for CTC Aviation's 38 aircraft fleet of DA20 Katanas, Cessna 172s and DA42 Twin Star aircraft. The total contract value is around \$1.8m per annum.

Peter Stockwell, Chief Operating Officer of CTC Aviation NZ, said the contract builds on a successful nine years of aircraft maintenance activity between the two companies.

As part of the agreement, CTC Aviation will continue to provide Aeromotive with hangar capacity at its Hamilton Airport facility. Combined with Aeromotive's other facilities, most major inspections or repairs can be completed in-house.

CEO of Aeromotive, Don McCracken, says their work includes around the clock airframe repairs, routine inspections and servicing, adding: "This agreement represents a tremendous opportunity for Aeromotive, a leader in NZ and South Pacific aircraft maintenance solutions, to continue to work in partnership with CTC."

### Two young women win prestigious soaring award

22 year old Abbey Delore and 17 year old Enya McPherson were awarded the CWF Hamilton Trophy at Gliding NZ's recent annual conference. This trophy is awarded to a New Zealander operating in New Zealand for the most meritorious flight that is a NZ gliding record.

There were four NZ records broken during the year, but the one judged most meritorious was the female 100 km out-and-return speed record achieved by two of gliding's youngest pilots. Flying a two-seater Janus B glider they achieved 131.99 km/h on the Kaimai Ridge while flying at the Matamata Soaring Centre Youth Soaring Development Camp over Easter 2013. Not content with their efforts, in spite of knowing that they had broken the women's record, the pair took off the next day in an attempt to improve on their record. Unfortunately conditions were not as conducive to speed and they landing out, letting the record stand.

Abbey and Enya are surprised at the attention their record has received and have plans to attempt other women's gliding records, many of which have not been improved upon since the 1970s.

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# Game Changer: Cessna Turbo Skylane JT-A

CESSNA have officially entered the compression ignition market and they've entered it with what NZ distributor Flightline Aviation describes as a game-changer. The Turbo Skylane JT-A is Cessna's first foray into diesel powered aircraft so it isn't surprising they are leading with the all-round utility of the 182 model. The versatile Cessna 182 has proven to be a staple for many small-scale transport and freight operators, plus training organisations, as well as an ideal aircraft for the general aviator wanting more range and power than smaller models can offer.

The JT-A is potentially an aircraft on the leading edge of an aeromotive revolution. Diesel engines have become known for efficiency, but reliability, power concerns and low TBOs have until now prevented diesel power from gaining traction in mainstream aviation applications. Consigning such restrictions to the past, the JT-A delivers 227 horsepower, with a certified ceiling of 20,000ft and TBOs at a previously unheard of 2400hours – still only using 11 gallons of fuel per hour.

The Turbo Skylane JT-A is powered by a four cylinder, air cooled, direct drive Safran SMA SR305-230E-C1 engine. SMA has been designing compression-ignition engines for aircraft since their inception, and Safran SMA have a history in aviation engineering that dates back to the early 1900s.

Turning a composite propeller at a relatively docile 2200rpm, the Turbo Skylane JT-A also registers a smaller noise signature than other aircraft in its class. Eco-conscious pilots will be pleased to hear the JT-A produces 97.5% less carbon monoxide and 28.5% less carbon dioxide than a similar avgas engine. It is also capable of delivering a useful load of over 1000lbs, has a range exceeding 1300nm and can fly using up to 40% less fuel for unprecedented fuel economy.

The same level of innovation is reflected in the engine's control technology. One, rather than three separate controls manage the engine. With propeller RPM controlled automatically, all engine power and fuel management on the Turbo Skylane JT-A is handled

by a single power lever. In addition to lowering pilot workload, the system helps prevent exceedances and makes challenging hot starts a thing of the past. The power control system also has built-in diagnostics and a mechanical back up.

The Cessna Skylane comes with all the aesthetic trimmings expected of a factory new aircraft. The cabin has advanced sound-proofing, and ergonomic leather seats have been designed to encourage circulation and to help keep the pilot fresh and alert.

Each new JT-A model comes equipped with a Garmin G1000 avionics suite, custom designed for Cessna. This all-glass system integrates primary flight, engine, and sensor data, providing intuitive situational awareness at a glance. Real time, flight-critical data is displayed on two large, configurable high resolution screens, supporting the pilot without diverting attention from flying the actual aircraft which is also equipped with a



The Cessna Turbo Skylane JT-A arrives in September for a demonstration tour of NZ.

GFC 700 autopilot. This system has functions normally found on larger commercial aircraft, such as offering a one-touch Go Around button and Flight level changes. With precise vertical and horizontal guidance it can place the aircraft right on the nose of an approach, even also scheduling climb and descent airspeeds. The Cessna Skylane JT-A is already ADS-B compliant and has a range of other systems that can be installed such as Enhanced Vision System (SVT), Storm Scope, Traffic Advisory System (TAS) and more.

### On tour in September

Stephen Boyce, National Sales and Marketing Manager for NZ Cessna distributor Flightline Aviation, describes the new Cessna Skylane JT-A as an aircraft for tomorrow, available today. He says that in partnership with Cessna Textron, they are delighted to be bringing a game-changing JT-A to New Zealand for a demonstration tour in September 2014. To register your interest in viewing the aircraft, contact Stephen Boyce at stephen@ohl.co.nz

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# Noel Kruse and Ryan STM-S2 'Charlie'

**THE** story of how this immaculate and unique aircraft built in 1940 and first flown in January 1941, came to be flying over the Waikato today is one of both perseverance and serendipity. Many years ago Noel Kruse, a young boy, was flying model airplanes at his local airfield. An airplane taxied past that simply took his breath away. It looked like a silver bullet, a sleek monoplane of polished metal. This image of a Ryan STM became permanently etched into his mind.

## A serendipitous discovery

In 1980, a few years before he left the RAAF, Noel came across an advertisement for a Ryan STM for sale. The aircraft was in Jerilderie, a tiny town in New South Wales. Stuck on a desk job at the time Noel used his last currency flying hours from the RAAF to take a Caribou down to the town, about two hour's flight from Richmond Airbase where he was stationed. At this point, the Caribou was the largest aircraft to ever use the thousand-meter grass strip, and a crowd came out from the town to witness the spectacle.

A man named Val Chapman who was helping sell the aircraft in question met Noel and showed him the aircraft tucked into a hay-barn. It was a rusty red 'letterbox' colour, in poor condition and had a non-standard Gypsy engine. Noel was not interested in this specimen. Right at the back of the barn, however, was a massive tarpaulin sheet with two polished metal wheel fairings visible underneath. "What's that?" Noel asked. "It's my Ryan," Val exclaimed, "and it is not for sale".

Under the tarpaulin, covered in dust and full of hornets' nests, but in excellent condition, was the very aircraft Noel had been dreaming of all those years. It had the original Menasco engine and a polished metal fuselage, just like the aircraft Noel had seen as a kid. Noel wanted it very badly. Val wouldn't budge. However, after a few hours of aviation chatter, as Val drove a defeated Noel Kruse

and his crew back to his waiting Caribou he changed his mind. He offered to sell it for \$20,000.

Noel was certain this was more than he could afford. He had recently bought a house for \$28,000 and had just been offered a fully operational Chipmunk for \$16,000. His bank manager turned out to be quite the aviation enthusiast, but the repayments were definitely more than he could afford on his salary. Noel's wife went

back over the figures and realised the bank manager had made a mistake in his calculations, and it turned out they could indeed afford it! Victorious, Noel signed on the dotted line and became, many years after his first encounter with the aircraft as a boy, the proud owner of a Ryan STM-S2.

Val's farm had been sold and the aircraft had to be retrieved from the barn quickly. Noel found an RAAF C-130 Hercules that was about to undertake a training flight from Richmond Airbase to Edinburgh in Adelaide and back. He talked his commanding officer around to his cunning plan. Jerilderie was only a 20 minute detour, and the crew was keen for the challenge

of the Jerilderie air strip. An Army Landrover with a trailer and crew was also recruited, and loaded in the C-130. The Hercules really was the biggest airplane to land at the tiny grass-strip at Jerilderie, and once again the whole town came out to witness the commotion. The Landrover was driven off towards the barn while the Hercules took off to resume its training flight, promising to pick them up in four hours on the return journey.

They quickly strapped up the Ryan's undercarriage, removed the wings, and loaded it onto the trailer. At that time the aircraft was registered as VH-AHC. Val Chapman's daughter remarked, "It will be sad to see Charlie go. That's its name, Alpha Hotel 'Charlie'". The Hercules returned. The Landrover and trailer were driven on-



Noel Kruse with his newly restored pride and joy, AK-ABC "Charlie".



Seen here in single seat configuration, the Ryan is as gorgeous in the flesh as it is in these pictures taken by Chris Gee over the Waikato countryside.

board and strapped down. On landing at Richmond Airbase they taxied to a remote 38 Sqn hanger where Charlie was unloaded and stored.

Noel stripped the fuselage back to its skeletal parts, and blew many years of detritus out with a fire hose. He then set about stripping the aircraft back to its constituent parts, and had the good sense to pressure spray an inhibiting agent usually used for the Caribou's engines into every orifice of the Menasco. At this point it was expected the refurbishment would take a year or two, but with Noel leaving the RAAF and starting his own flying school, spare time became a luxury that he didn't have, and work on his Ryan was restricted to part cleaning and protection. One of Noel's students was a professional aircraft restorer, and swapped navigation training for work on the aircraft, meticulously completing all the fabric work. Once, during a ferrying flight of another Ryan STM, Noel stopped for fuel at an airfield outside Sydney. A local man came up and enquired about the engine, exclaiming he might have a part for it and would Noel like to have it? Of course Noel said yes and a few weeks later he was presented with a brand new super-charger for a Menasco Engine. This was the only spare part he would have for the aircraft.

## Restoring and flying 'Charlie'

It wasn't until Noel moved to New Zealand with a shipping container full of pieces, 26 years after first purchasing Charlie, that the opportunity to get fully stuck into the restoration arose. Located in the hangar next door to Paul Waterhouse and Central Aero Engineering, who would provide supervision and support, the project began in earnest.

Noel knew the biggest issue was going to be the engine, which



It took Noel 34 years to restore 'Charlie', well worth the effort now.



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had not been run since 1977. If the engine was a no-go, he wasn't sure what he would do. Noel spent a week flushing out the inhibiting agent with diesel, and to his astonishment the engine was in an excellent state. Even the inside of the crankcase was still painted a gleaming red, as was sometimes done in the 1940s. Under Paul's supervision, Noel pulled down, inspected and rebuilt the engine himself. Then on the 9th of January 2012, he ran the engine for the first time. It started straight away and ran smoothly until a large outpouring of smoke forced a shutdown. It turned out that the fault was in the super-charger, the only part that Noel had a brand new spare for. Within a week the engine was removed, fixed and reinstalled, where it ran beautifully.

With the engine done the final reassembly of the airframe was completed and the associated paperwork submitted to the CAA over the next 18 months. 16 October 2013 saw Charlie's first flight in 36 years. The aircraft performed brilliantly, with Noel carrying out two flights on that first day. The only alteration needed was a small trim tab to fix an issue with the aileron that was damaged in the hanger roof collapse over sixty years earlier. Noel systematically expanded Charlie's flight envelope as he tested the aircraft in all flight modes, including spinning, and is now confident enough

in the work he has done to fly regular aerobatics in it, as it was originally intended to be flown.

After a journey that spans from 1940 to 2014, Charlie is a welcome addition to New Zealand's classic aircraft scene. It was with great delight we took Charlie out for an Air to Air photo shoot over the Karapiro Dam in Waikato, which, coincidentally, was also built in 1940. The aircraft was due to be converted back into two seat configuration soon after our photo-shoot, so it was fortunate to capture the images as a single seater. Immense numbers of man-hours have gone into restoring this aircraft and the quality of craftsmanship is simply astounding. ZK-ABC is virtually 'as original', with small compromises made by adding small non-obtrusive communications equipment to meet the requirements of flying in modern airspace.

KiwiFlyer would like to thank Noel Kruse for the time and perseverance it took to get this magnificent aircraft back into the air, and for the opportunity to photograph it in its natural element. We would also like to thank Mike Slack for flying the camera ship, and Dave Homewood for the invaluable information contained in his excellent podcasts and interviews with Noel, which can be found at: [www.cambridgeairforce.org.nz/WONZ\\_Show](http://www.cambridgeairforce.org.nz/WONZ_Show).



Chris Gee

## About Noel Kruse

**NOEL** has a successful and varied flying career. As a boy he worked as a tarmac hand in lieu of flying lessons and airtime, at the Royal Victorian Aero Club at Moorabin Airport, in Melbourne Australia. He gained his PPL at age 17. Noel then joined the Royal Australian Air Force, and after training on CAC Winjeels and DH Vampires was selected to be a young fighter pilot. He flew the CAC CA-27 Sabre, a highly modified and upgraded Australian made version of the North American F-86F Sabre. Noel flew Sabres for many years with four different squadrons both in Australia and South East Asia and after a stint as a Sabre and Canberra Bomber test pilot became a fighter combat instructor. Noel loved flying the Sabre so much that he stayed with it until its retirement from service in 1971.

'Too old' to transition to the new Mirage III that was replacing the Sabre, even though he was only 27, he moved to No 38 Squadron flying DHC-4 Caribou transports. These operated from remote and difficult locations all over this corner of the world. Noel became Commanding Officer of No 38 Squadron in 1978.

As well as operational flying Noel organised many civilian and military air shows around Australia, and became involved in competitive aerobatics, eventually leaving the Air Force in 1983. Over his career he had become aware of a general lack of good civilian aerobatic flight training, so he started his own flying school, the Sydney Aerobatic School, which he operated for 22 years at Bankstown Airport near Sydney.

In 2006 he relocated to New Zealand on a contract with Alpha Aviation, as a test pilot for their Alpha 120 and Alpha 160 Robins. He is now based in a hangar at Hamilton airfield which 'Charlie' shares with Noel's other aeroplanes, a Pitts Special ('The PIG') and a Piel Emeraude ('Rosebud'). After more than 53 years of flying and around 18,000 hours in the air as a military, civilian and test pilot, Noel is keen to pass on his lifetime of experience. He is deeply concerned by the modern 'shortcut' streamlining that is a fact of the modern flying school system.



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# History of the Ryan STM

THE origin of the Ryan STM harks back to the late 1920s and T. Claude Ryan, one of the principal designers of the Ryan Airways NYP Spirit of St. Louis, which carried Charles Lindbergh on his flight from New York to Paris in 1927. Ryan went on to start his own aircraft design business 'Ryan Aeronautical Company', whose first product was the Ryan ST or 'Sports Trainer'. It was designed as a wire-braced monoplane, with two seats and dual controls. Instead of standard (for the time) wooden construction, the Ryan ST was built mostly from metal. The fuselage was made up of elliptical steel bulkheads covered in an aluminium skin. The wings, control surfaces, and tail were made from steel tube, solid spruce spars and aluminium ribs, which were covered in fabric. The leading edges of the wings were made from aluminium, and the main landing gear had streamlined shock-absorbing metal fairings.

The Ryan ST first flew in 1934 with a 95hp Menasco B4 engine, but was noticeably underpowered. In 1935 a new version, the Ryan STA was flown with a 125hp Menasco C4 engine. A famous sports and barnstorming pilot Tex Rankin asked for a larger engine, and the Ryan ST-A-Special was flown with a 150hp super-charged Menasco C4S engine.



Top: The Ryan STA in single seat configuration outside the hangar of the Ryan Aeronautical Company. Above: An original ST in dual seat configuration, likely taken with the team involved in construction. Images from San Diego Air and Space Museum Archives.

## Military Versions

The military noticed the performance of this aircraft; however they demanded more cockpit room for their aircrews' parachutes. This prompted a new version, the Ryan STM - 'Sports Trainer Military'. Moving the longerons from the inside of the cockpit to the outside widened the cockpit access. The aircraft sold to the Air Forces of Mexico, Honduras, Guatemala and Ecuador. Interest was shown by the United States Army Air Corp, but the USAAC also wanted a radial engine and roll-over protection for the pilots. Ryan set upon an entirely new design, which became the PT-20 and PT-22. These aircraft went on to become the USAAC's first monoplane trainer, and evolved off into their own separate aircraft family altogether.

During the early years of WWII, the original Ryan STM had some further export success, with purchases by the Air Forces of China, Argentina and the Netherlands. By the time the first Dutch aircraft were ready for delivery, the Netherlands was already under German occupation, so they were shipped directly to the Netherlands East Indies (now known as Indonesia). 60 went to the Netherlands East Indies Air Force, and a further 60, modified with a beefed-up centre section to

be seaplane capable, were delivered to the Netherlands East Indies Naval Air Service as Ryan STM-S2s. When the Japanese swept down through the Pacific and reached Indonesia in 1942 all of the NEI Air Force Ryans were captured or destroyed, but 34 of the Naval Air Service aircraft were evacuated by ship to Australia. All the aircraft sent to China and South America were destroyed during the war, so the only Ryan STMs that still existed were these 34 refugee aircraft. They were adopted by the RAAF and operated as land planes. The RAAF already had thousands of Tiger Moths with which to train its pilots but used the Ryans as general utility aircraft and to train aerial observers. With the end of the war in 1945, they were demobilised and put up for sale. They were stored in two hangars at Evans Head, south of the Gold Coast.

## A Tragic Event

A company from Melbourne bought all the aircraft, around 30 of them, and a train was sent to retrieve



Top: Posing elegantly in dual seat configuration. Above: A lineup of Ryans outside the hangar of Howard H. Batt, Beechcraft and Ryan dealer at Clover Field Airport Santa Monica. Images from San Diego Air and Space Museum Archives.

them. Sadly, a few days before the train arrived, a tropical storm struck the storage facility and both hanger roofs collapsed. There was major damage to most of the stored aircraft. Fortunately a few aircraft were sheltered in a corner of the facility and suffered only minor damage. VH-AHC 'Charlie', suffered only a damaged aileron. All the aircraft, and wreckage, were loaded onto the trains and transported to Melbourne. Many aircraft were stitched together to make flyable machines, whilst the few survivors like Charlie, had repairs done. In the end around 20 machines made it to the civilian market. These sold for about £450 each and spread out into private hands and flying schools around Australia.

There are perhaps ten left worldwide that can still be accounted for, two of which are in New Zealand. As well as Noel Kruse's ZK-ABC in Hamilton another example, ZK-BEM, is owned by MOTAT and operated by the NZ Warbirds Association at Ardmore. (This aircraft no longer has its original Menasco engine.)

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## Incremental and economic Avionics Upgrades from Hawker Pacific

Understanding how navigation technology and rules for equipment are changing is becoming increasingly important for anyone considering repair or maintenance of their avionics systems. KiwiFlyer recently spoke with Martyn Griffiths - Manager Ardmore, and Harry Van Der Hoeven - Avionics Manager at Hawker Pacific to find out the options that are available and how operators may economically attend to the coming requirements.

**IT IS** inevitable that significant changes to aircraft navigation systems and on-board equipment will occur throughout the coming decade. Ground based navigation technology is aging and undergoing little if any development, whilst satellite based navigation technology is attracting significant investment and becoming more accessible, accurate and reliable.

Towards the end of 2013, NZ CAA published AC91-21, a draft revision of Performance Based Navigation (PBN) Operational Approvals. That Advisory Circular is available from the CAA website and contains a comment which anyone considering avionics repair or upgrades should take note of:

"The ICAO is promoting the introduction of ADS-B for surveillance, and New Zealand will potentially adopt those standards. ADS-B will require the use of GNSS with FDE and operators are advised to future-proof their GNSS equipment by installing GNSS with ADS-B out capability."

To decode; ICAO is the International Civil Aviation Organisation, ADS-B is Automatic Dependant Surveillance Broadcast, GNSS is the Global Navigation Satellite System, and FDE is Fault Detection and Exclusion.

### What is ADS-B?

ADS-B is a replacement for (or supplement to) traditional radar based aircraft surveillance. Instead of using ground based radar to interrogate aircraft and determine their positions, each aircraft will use GPS to find its own position and then automatically report it. Benefits include greater accuracy for closer spacing in congested IFR airspace, less expensive equipment, and for ADS-B 'in' equipped aircraft, an ability to have accurate and inexpensive traffic awareness (providing nearby aircraft are ADS-B 'out' equipped). ADS-B 'out' (i.e. broadcast) will ultimately become a requirement of entering some airspace at some time in the future

and widespread mandates for this can be expected to occur over time. Already the FAA has mandated ADS-B 'out' in all US airspace where transponders are currently required, with a deadline of 2020.

### What you need

Avionics Manager at Hawker Pacific Harry Van Der Hoeven says that to support ADS-B 'Out', the aircraft must have a GPS receiver as the position source, and a datalink transmitter to send the ADS-B data. The (international standard) transmitter that most aircraft will use is a Mode S transponder, using a feature called 'Extended Squitter'.

The GPS receiver used must be an IFR certified receiver. Although the GPS is not required to be WAAS (Wide Area Augmentation System) capable, that may be a moot point. Many legacy GPS receivers that were designed before ADS-B was planned do not include the necessary calculation of integrity and accuracy that ADS-B needs to operate. Whilst some of these older devices can be upgraded, a new GPS receiver is often required and of course most new GPS products today are WAAS capable.

In fact we don't have WAAS in New Zealand which is a system of satellites and ground stations that provide GPS signal corrections, giving improved position accuracy (to better than 3m, 95% if the time).

### What to do

Harry says that whether the aircraft is a KingAir or a Cessna 172 flying IFR, the fact is that ADS-B is only around the corner. The most economical way to get there is to make all avionics decisions going forward as future-proof as possible. That means taking the opportunity to upgrade rather than repair or replace older equipment – an approach which also allows that money be spent gradually rather than in one big prohibitive step. In any case, fixing old gear can often cost half the amount of new and that isn't economic if it all has to be replaced in a few years anyway.

Martyn Griffiths – Manager Ardmore, says that Hawker Pacific have recently been supporting a large variety of customers for avionics upgrades. These include for helicopters and the full range of fixed wing aircraft from Cessnas, through Duchess to C90 and Beech 200. One additional advantage of such an upgrade process

is an often significant weight saving. The Duchess for example, shed 45kg of outdated and unnecessary equipment.

Harry says he recommends fitting Trig TT22 and TT31 transponders because they involve minimal labour and offer the necessary conversion from mode C to mode S and ADS-B. The TT22 fits in a standard instrument hole and the TT31 is a direct size replacement for the KT76A.

Where possible, Harry can also help with upgrades for non-WAAS to WAAS GPS and for mode C to S extended squitter transponders. The older Garmin G430s for example can be upgraded from non-WAAS to WAAS and fixed price quotes are available for this.

### GPS IFR

Operators seeking to use GPS for IFR must be approved by CAA via a designated application process. Harry says to talk to him first for information and assistance with this undertaking as CAA will approve an application quicker (and therefore for less cost) if the application is well supported. He also notes (as do CAA) that operators shouldn't wait until the last minute to become accredited and then find that they are somewhere down the queue (and left hoping for approval before mandatory changes take effect).

### Electrical load analysis

Harry says that an Electrical Load Analysis or ELA also needs to be addressed. This is a requirement for a GPS IFR approval application. Hawker Pacific can help out operators with an ELA, and as with GPS IFR approvals, have established a template that is accepted by CAA.

### Advice is free

It is important to note that not all mode S transponders can be used for ADS-B and Harry says he has been contacted by some operators who have seen a cheap transponder on eBay and bought it without realising. He adds that phone calls to check are free and that he is happy to help with advice on any avionics issues.

Or you might see Harry presenting at an AOPA meeting or the upcoming AviationNZ Leadership Summit - feel free to also approach him there.

### Other avionics services

Hawker Pacific are agents and distributors for more than 20 leading avionics brands and offer a full range of avionics services at Ardmore for customers

who are spread right across the country. A recent example is a Christchurch based operator who flew up for a WAAS upgrade and mentioned he had owned the plane for 25 years and no-one had ever managed to get the auto-pilot to work well. With all the necessary calibration equipment and manuals on site, Harry and his team had a look at it. The happy customer reported much better performance on the way home.

A service in frequent use recently has been the fitting of new G switches in Artex ELTs. Harry says they have parts in stock for the Service Bulletin and offer same day turnaround if the job is booked in.

Including Harry, there are four licenced avionics engineers on site at Ardmore and with the additional support of Australian Avionics behind them, Martyn says that no job is too big or too small.

### For more information

Martyn and Harry will both be at the AviationNZ Trade Expo in Wellington 21st and 22nd July and will have a variety of equipment on display, including Garmin G600, Trig transponders, Aspen display modules, and more.

Contact Martyn Griffiths on 09 295 1630, 027 808 0094 or email: martyn.griffiths@hawkerpacific.com.

Contact Harry Van Der Hoeven on 09 295 1638, 021 942 633 or email: harry.vanderhoeven@hawkerpacific.com

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The Aviation Division of the GO! Logistics Group has recently been strengthened with the appointment of Gary Scrafton who joins the company in the newly established position of Business Manager Aviation.

Gary has an extensive military and commercial aviation engineering background. Originally trained in the RNZAF and specialising in Avionics, he has over the years completed numerous aircraft related courses on a variety of military and commercial aircraft. He has used his aviation-based skill set to manage projects for the RNZAF, and as Business and Repair Manager in his previous role with a Canadian aviation logistics company.

Gary says he is delighted to have been appointed to his current role with GO! Logistics; "This is a new challenge where I can use my acquired skill set to talk about aviation logistics with current and



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# Are you insuring at correct value?

*It's always best to insure aircraft for true market value as there are significant pitfalls for the unwary who opt to deliberately under or over-insure their assets. Bill Beard from Avsure explains why:*

**AIRCRAFT OWNERS** should be aware that there are disadvantages in both understating and overstating aircraft values. Generally, aviation policies are written on the basis of "agreed values" but you should check your policy on this point. In the case of an "agreed value" policy the amount of hull coverage you purchase is agreed and accepted by the underwriters at the time of taking out the insurance and that is the amount you will receive (less the deductible) in the case of a total loss.

Be alert that under an aircraft policy, the insurance company at their option may pay for, (possibly replace) or repair accident damage. If you are light on value, the insurers have the option to pay out the total sum insured, less the deductible, and take possession of the aircraft (wreckage) which they can then put up for tender and sell off. As opposed to this, if you over-insure and you have a major accident, the insurers may decide to enter into a long, expensive rebuild and you could lose the use of your aircraft (and the income!) for months. The best idea is to insure your aircraft for its true market value so that in the case of a total or constructive total loss, the sum insured will adequately enable you to replace the aircraft with a similar model in like condition.

Operators of high valued aircraft and helicopters may wish to consider insuring in US dollars. The downside is that the premium must be paid in US dollars and that US dollar premium financing is not available. The reason we highlight this is that the USA is still the

main source of used aircraft and the price of replacement aircraft will be affected by any fluctuations of the NZ\$ conversion against the US\$.

It could also be a good time to review the Third Party Liability Indemnity you are insured for. The absolute minimum should be NZ\$1m however in recent years a more appropriate indemnity would be NZ\$2m which has become the industry standard but even this won't go far if you taxi into an expensive helicopter or pressurised twin. If you are operating regularly on and around busy airports frequented by high value aircraft or helicopters it would be best if you considered a higher indemnity.

To discuss any questions relating to aviation insurance or to seek quotations, contact Bill Beard at Avsure on 0800 322 206 or email: [insure@avsure.co.nz](mailto:insure@avsure.co.nz).

*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](mailto:editor@kiwiflyer.co.nz). We'll collate messages and pass them on.*



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# NZ Association of Women in Aviation Rally

## Dargaville Aero Club 30<sup>th</sup> May - 2<sup>nd</sup> June 2014

THE sun shone brightly in a sky filled with aircraft as the Airwomen flew in to Dargaville for their annual rally. Still known by most as the Airwomen's rally, in spite of the Association's name change some years ago, it is an eagerly anticipated event for participants and helpers alike. Competitions are available to pilots

of all levels, from pre-solo to commercial, and encompass many types of aircraft including gliders and helicopters. Competitions range from theoretical tests, to pre-flight inspections, practical forced landings, no instrument circuits and similar. All are suited to the pilot's licence level. There are parachute and microlight trophies,

although there were no takers this year. If balloonists would like to join, I'm sure competitions that challenge their skills would also be added. The Association is very keen on including women from all aviation disciplines. The helicopter hover competition, open to non-helicopter pilots was very popular (and amusing to watch).

The rally has a long history, the inaugural event being held in 1960 following the founding of the NZAWA the previous year (see side-bar). The rally has been held in many scenic and interesting destinations but I think Dargaville Aero Club is going to be a hard act to follow. The site was wonderful. An all-weather limestone

strip with a grass runway alongside, right next to the Northern Wairoa River and literally just a hop over the river (the road bridge is at the southern end of the runway) to the town, accommodation and shops. Local NZAWA member Jo Hales proved to be an extraordinary event planner. The hospitality was superb and the

food produced by a crowd of ladies in the kitchen was amazing (if a little over done for my taste regarding variations on the kumara :-). Even the weather came right for the weekend. The Saturday night is a casual affair with a tradition of skits. Apparently the Canterbury Region are renowned for their efforts and I was drawn in by the indomitable

Pam Collings. Who knew that Old McDonald had a hangar...

While I have had a long association with 'The Airwomen' I hadn't attended a rally since I had been pregnant with my oldest child who is now 22. I was disconcerted to discover a woman there who remembered me by my maiden name, from a rally I had attended in Nelson several years before that. The scary thing was that I have no recollection of doing anything particularly noteworthy at that rally. I had competed in the gliding competitions, but don't remember standing out in any way. It's that 'not remembering' that has me worried.



Participants at the Dargaville Rally. Author Jill McCaw on far right.

## About the NZAWA

THE NZAWA is a vibrant and active organisation with around 200 members. Sixty five years old this year, it was founded in 1959 by Rhona Fraser with the help of Ena Monk. They borrowed closely from the Australian Women Pilots' Association which they greatly admired. The Association's first meeting was held in Wellington at Easter in 1960 with 15 of the 25 foundation members attending, some of whom are still active today. Three founding members attended this year's rally and all are as interested in aviation as they have ever been. One of these ladies still flies. In 1998, the Association changed its name from the NZ Airwomen's Association to the New Zealand Association of Women in Aviation to better reflect the interests and activities of its wide membership.

New Zealand's most famous aviatrix, Jean Batten CBE, was Patroness of the Association for many years until her death in 1982. Present Patroness is Rhona Fraser, the Association's first President who is still very active and enjoys attending the rallies.

Membership is open to any woman who participates in aviation either as a career or as a hobby. Current membership includes recreational pilots through to captains on commercial airlines and air traffic controllers. Members fly gliders, microlights, helicopters, single and multi-engine planes; or are just avid followers of anything to do with flight. NZAWA sponsors young women

coming into aviation to advance their flying through the Youth Soaring Development Camp at Omarama and the Walsh Flying School at Matamata. The Neeson & Agnes Turnbull Scholarship pays for Association membership and funds towards flying. All the recipients are expected to do in return is submit an article on their flying experience for the next NZAWA newsletter, attend the annual Rally in the year of receipt and promote NZAWA to fellow flying members.

Newsletters keep members in touch with the doings of others in the group but it is the annual rally, held Queen's Birthday Weekend at varying sites around the country that is a highlight.

As well as camaraderie the Association exists to promote and advocate for women pilots. One of the first things the early group worked on was the then draconian rules regarding pregnancy in flying. The CAA has recently created a lengthy document on pregnancy which is cumbersome and largely unhelpful for those needing guidance towards safety and their legal responsibilities as pilots or employers of pilots. The current committee, feeling it has come full circle, is working with the CAA to make sure straightforward rules and guidelines will be put in place. It is issues like this that keep the NZAWA relevant and a vital part of the New Zealand aviation scene.



Competitions included short and precision landing components. Left: One competitor lands too high. Right: The helpers and judges on the line.

The feeling of camaraderie hasn't changed. Nor has the glorious feeling of spending time with your peers, people who really understand you and rejoice in your delight in aircraft and aviation. There was a joke made one day at lunch – none of the women around the table would ever buy the Women's Weekly. We had a show of hands. None did. It is hard to explain to men how wonderful it is to spend time with fellow women pilots. Even in this enlightened day and age women who fly are still seen and often treated as something a little outside of the norm. No one in that group would ever pat another pilot on the head and remark, "You fly very well... for a woman."

Mirroring the Association's composition of members, we had participants from all spectrums of the aviation industry. While most are simply private pilots we had students, instructors, commercial pilots, engineers, avionics instructors and the odd glider pilot. Some participants of course flew in, with Cathy Heslop from Canterbury taking a scenic week to fly up from Christchurch with another week planned to get home. She expects to be paying for the fuel for the rest of the year but says it was well worth it. Probably the greatest distance personally flown to the rally was by President Sue Telford and her husband Gerald who came up from Wanaka in a PA28.

Most competition flights occurred on Saturday. The Association's AGM was held on Sunday morning and around five plane loads used a glorious Sunday afternoon to fly north to Cape Reinga, sharing the costs. Other activities were on offer and I took the chance to try out Whangarei Gliding Club's self-launching Janus glider, embarrassingly needing to restart the engine to get us home after both myself and its Whangarei pilot Bernie Massey misjudged the strength of the wind that wasn't creating lift on a ridge line as we expected. Previously pure-power-pilot Lee had a glider flight after me and really enjoyed the experience. The thermals had

strengthened and an engine restart wasn't required on her flight.

Sunday evening is the Association's formal event and prize giving. Everyone dressed up for dinner at the Commercial Hotel, now a function centre rather than a pub. It is a beautiful old building. I thoroughly enjoyed sitting between two of the founding members of the association and hearing their tales. Both of these women, Thelma Bradshaw and Rhona Fraser received their PPLs in 1955. I also spent time talking to another founding member, Judy Costello, the lady who remembered me from Nelson. Trophies were presented and congratulations to new member, and local Dargaville pilot Rebecca Davidson for taking away a great number of them.

Monday morning saw morning tea and a weather briefing at the Aero Club before the participants dispersed for another year. The next Queen's Birthday rally is set for Hawkes Bay Aeroclub, Waipukurau. I have the bug. I'll be there.



The incoming committee L to R: Jo Hales, Pam Adams, President Sue Telford, Ann Fosberry, Marian Rait, Pippa Schofield, and Bianca Barbarich-Bacher.



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# It's Different in Dargaville

**THEY** do things a little differently in Dargaville. To share an old joke, the river runs with its bottom on the top. Take their Aero Club. One of the things it is best known for is Saturday lunches. There is a six week rotating roster of club members and the local ATC to provide the food for these 'events' which bring in up to 60 people each week, many of whom then have a flight - just for fun and a bit of currency.

For a club in a small town it is extremely active, one of the busiest strips in the North apparently. They have over 120 members with around 30 of those active pilots regularly at the club. Some belong to other clubs as well. The club itself has been on its spot beside the Northern Wairoa River, just a stone's throw across the river from town, for a very long time. Due to the low lying ground it is unlikely to ever be built out and its neighbours are large lifestyle blocks in the hills, so there are very few residents to bother about the noise. Tauranga, North Shore and Ardmore flying schools send students here for their cross country exercises. Every week the club also gets visitors to the area calling in as they spot the airfield from the road.

They have three aircraft, a Cessna 172 and two Fly Synthesis microlights, a Storch and a Texan. The microlights are very quiet and the Storch in particular is great for basic training. The Storch has another benefit for older pilots; it is much easier to get in and out of than other aircraft. As many of the people the club teaches to fly are past retirement age this can be a real benefit. At least one older club member, well past the student pilot stage, particularly enjoys flying the Storch for this very reason.

Dargaville Aero Club does not see age as a barrier to learning to fly; in fact CFI Murray Foster is over 80 himself. Murray knows all the tricks for getting the best out of his students, whatever age they are. Club President Peter Randall says that they get many people coming out who had started to learn to fly, or got as far as a PPL earlier in their lives, but wait until they are retired to take it up again. Teaching them to fly Light Sport Aircraft means that they can get their medical from their local GP and overall it is so much cheaper.

The club is not just about older pilots of course. In fact it is just a great place to fly. It is incredibly scenic, situated only miles as the crow flies from long stretches of west coast beaches. There is the huge winding river and fertile farmlands of the area backing onto the hills and forests that Northland is known for. Peter Randall took me out to show me what fun can be had running along the

coast, engine throttled back and riding the westerly updrafts along the cliffs. Murray often tests his students' abilities by making them follow the river, turning precisely to follow its path.

There is a lot to do in and around Dargaville if you'd like to fly in for a weekend break. The awe inspiring Kauri forests are just up the road. I took an afternoon drive to Trounsen Kauri Park,

somewhere I remember very fondly from childhood camping trips. The park seems a much smaller place but the Kauris are majestic and otherworldly, just as I remembered. Of course you can keep driving to the big Kauri forests, the Hokianga and onward up to the Far North. Or you can turn back south a little and visit one of the best museums in the country, the Kauri Museum at Matakoho. Allow plenty of time. The interactive and well displayed look at Kauri logging and early colonisation and farming in the North is completely absorbing. The area is known at the kumara capital of New Zealand and kumara seems to be on the menu, in one form or another at various eateries around town. If you want to know more about the root vegetable there is even a tour of memorabilia and farming (on a little tractor driven train) at The Kumara Box just 10 minutes from town.

Back to the club though: The club owns their club rooms and has a 21 year renewable lease from the council. They lease out the grazing and HeliNorth and SuperAir lease space at the field. All of this means that the club does not need to charge landing fees for individuals. Instead, they welcome all visitors flying in with a cup of tea or coffee, probably also with a biscuit or a scone. Great hospitality, nice all-weather strip and a scenic place to fly; Dargaville has it all. For more info: [www.facebook.com/DargavilleAeroClub](http://www.facebook.com/DargavilleAeroClub)



Dargaville Aero Club's hospitality is famous. And it's just a short trip to town.

# Fly Synthesis Storch and Texan well proven for training

**DARGAVILLE** Aero Club is a very successful club that is currently in rapid expansion mode, in a market that is generally doing the opposite. A lot of the success of this is due to the decision made by the Club's management team, 13 years ago to extend the GA training program to microlight training.

These days the club is using the Italian Fly Synthesis carbon aircraft, the Storch (Stork) and Texan.

These aircraft are well suited to the club's needs after early use of other microlight types. While the program was proceeding at a satisfactory rate, the club wasn't altogether happy with the aircraft then being used as training platforms, and decided to look for something more suitable.

Internet enquiries revealed that ab-initio training for the Israeli Air Force was being conducted with a small Italian aircraft called the Fly Synthesis Storch. On enquiring with the Manufacturer, long-term club member Allan Jessop was advised to contact their distributor in Australia, who also represented the company in New Zealand.

To make a longer story short, Allan and the Club's authorised Inspector and flying Instructor, Brian Taylor, flew to Melbourne in August 2005, to visit the Sunbury Aero Club who use the Fly Synthesis Texan low wing aircraft for training. A month or so later, Allan and club CFI Murray Foster went to Brisbane, to visit the Redcliffe Flying Club, who use Fly Synthesis Storchs in their training program. Brian Taylor joined them and they test flew the Storch, being most impressed with its flying and handling characteristics.

So impressed were they, that the Club placed an immediate order for a Storch. Subsequently, an order was also placed for a Texan. The aircraft have proved an outstanding success, and under the Club's 1500 hour replacement policy, the Club recently received its third Storch, and second Texan.

The new model Texan 'Club' is specifically designed to meet the Australian Aero Clubs' requirements of a no-frills training platform which is still eminently suitable as a fast, comfortable, cross country machine. The Dargaville Aero Club's new Texan became the first aircraft to fly in New Zealand fitted with the new Rotax 912iS fuel injected engine, and is proving very reliable and fuel efficient. This aircraft has logged an average 100 hours per month since going into service, and is in constant high demand from students.

The new Storch has only been in service for a few weeks,



Dargaville Aero Club's Fly Synthesis Texan.



The Club's first Fly Synthesis Storch, now happily flying in Invercargill.



The Storch's 'helicopter style' panel affords excellent visibility.

and is also in constant demand, especially from those students who commenced their training in its predecessor and have been impatiently awaiting the new one's arrival.

Both aircraft have above average STOL capabilities, and their computer designed aerofoil flying surfaces give them an all-round short field capability coupled with high cruise performance. The 80hp engined Storch has outstanding cockpit visibility with its helicopter pedestal panel and is one of the few 80 hp aircraft that can boast a 100 knot cruise speed, and still have a full flap stall of under 30 knots.

Allan Jessop is now the NZ agent for Fly Synthesis Carbon Aircraft, Italy. He would be pleased to show potential owners of the aircraft the capabilities of Dargaville's aircraft and along with the Club extends a warm welcome to anyone who would like to visit and fly in them.

## For more information

To try out the Fly Synthesis aircraft or for instruction enquiries, contact CFI Murray Foster ATO at the Dargaville Aero Club. Phone 09 439 8024, after hours 09 439 8984 or email: [the.workhouse@xtra.co.nz](mailto:the.workhouse@xtra.co.nz)

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contributed by Frank Parker

## D-Day at Ardmore

ON Sunday 1st June NZ Warbirds held an Open Day at Ardmore Airfield. The day was promoted to remember the 70th Anniversary of the D-Day landings in France on 6th June 1944, one of the epic events of WW II and the beginning of the re-conquest of Europe.

The Association has been conducting twice yearly Open Days for a number of years. These events are an opportunity for us to showcase ourselves to the public on our home ground with minimal financial risk. The days are also an opportunity for our pilots to practice display flying over our home field and for the new echelon of pilots to gain display experience.

While the event is 'at home' there is still a lot of organising required. To this end a Show Committee meets regularly for the preceding six weeks to attend to the myriad of details. While we have developed a reliable blueprint, every show is a little different with its own challenges along the way. On the days prior to the Open Day a band of volunteers is busy erecting crowd fencing and barriers, while on the day the same volunteers are involved manning 'the gate', directing traffic, arranging retail displays and other duties. The flying activities are subject to appropriate display protocols. The Association is able to authorise the Aviation Event through our CAA Part 149 Certification. Nonetheless there is a considerable amount of planning to fill three one hour display slots with appropriate and varied activity. Additionally all displays are authorised and all pilots certified for the display routines they fly.

Come Sunday morning and an early start for many of us. Cameron, Dave, Terry and Kirsty - our 'hangar staff' kicked off around 5am towing aircraft from the hangar to tarmac positions. This is to enable the various hangar displays to be positioned shortly thereafter. The ground volunteers are briefed at 6:30am to enable the 'gate' and road signs to be set up and the pilots have a briefing at 8 am (probably after breakfast!) for the day's activities.

Holding an event in June always has an attendant weather risk, and the only thing you can do with the weather is accept it! For this event the weather God was in a friendly mind and the days preceding plus the day of the event offered lovely autumn conditions. This led to a bumper attendance which was treated to a varied display of aircraft on the ground and in the air. The aircraft were complemented by a display of military vehicles and personnel provided by the 'Military Re-enactment Society' and 'WWII Historical Re-enactment Society', a varied collection of Classic Cars plus the Harley Owners Group (HOG's) who did a run of 40 bikes along the runway to everyone's (especially the riders) delight. To round out the 'family' theme, children's play ground activities and a variety of food and drink vendors ensured a full days entertainment.

The flying displays take place over three one hour slots. This enables the airfield tenants to operate their business with



Air displays are complemented by vehicles and personnel from Re-enactment Societies on the ground.

a minimum of disruption and has proved to be an acceptable formula. The display for this event included the classics - Chipmunk, Ryan STM, DeHavilland Dominic, and Beaver; the trainers - Airtrainer, Harvards, and Yak 52; the heavy metal - Yak 3, P-40 Kittyhawk and Spitfire; and the jets - L-39 Albatross and DeHavilland Venom. In addition to the Warbirds we also had displays from the RV group with six aircraft. For many the highlights of the day however were Dave Phillips' Tiger Moth and Doug Brooker's MX2. Dave makes the Tiger look so gracious performing the difficult and Doug just does the impossible!

The day's finale was a simulated beach-head assault. This saw the Harvard 'bombers' and ground attack fighters in action supporting the ground troops attacking the 'baddies', a scenario befitting the theme of the day.

All that was left to do was tidy up which saw the volunteer army recovering fencing and barricades while the flyboys hangared their aircraft. By late afternoon it's time for some well-earned refreshments.

This Event was the most successful Open Day the Association has organised. We had a crowd of around 5000 who were treated to a great day's family entertainment and the association has received numerous accolades for our efforts. From our perspective it is an opportunity for NZ Warbirds to be On Parade and present ourselves to the public whilst the pilots get to what they do, at their home field. All this while we make a few dollars to support our activities.

Finally I must mention all the volunteers who make this possible. These include a large contingent of NZ Warbirds members. However we are well supported by the Air Training Corp and Scout groups assisting on the ground, groups who provide static displays, the military re-enactment soldiers, ring-in pilots, and probably a few others I have not mentioned. All these people combine to make a very successful day and as President of NZ Warbirds Association my heartfelt thanks go to all concerned.

frankly@xtra.co.nz





# Places to Go: Whitianga

**WHITIANGA** is located on the Eastern side of the Coromandel Peninsular and is the main settlement of Mercury Bay. With more than 4000 permanent residents (and a healthy aero club), it's a thriving community and a great place to visit for a day or a week. Arriving by air offers a significant advantage over driving too, as all roads throughout the Coromandel Peninsular are anything but straight and fast. Flying distance from Ardmore for example is just 37nm or typically half an hour – compared to driving from Ardmore which takes 2 hours.

You'll probably arrive on either of runway 04 towards the coast, or from the coast onto runway 22. Whitianga is unattended and is within the Coromandel Common Frequency Zone with radio calls all on 124.5. Circuits are over the town, so right hand onto 04 and left hand for 22. When landing on 04, pay attention to the lamp posts on the road intersection at the end of the runway. The main 04-22 runway is 1426m in length. There is also a shorter 16-34 crosswind strip at 697m.

The airfield can become busy at times and is popular for microlights (some may be NORDO), autogyros, and model flying. Gyros are afforded such importance that there's even a designated autogyro practice area on the Whitianga AIP plate (or was it a case of 'can you just go over there, no further, further, there, that will do'). Z Energy fuel can be purchased at the field with a swipe card. There is plenty of parking space and hangarage may be available by prior arrangement. Landing fees are \$10 paid on the day. The Aero Club contacts are 07 866 5828 or [info@mbac.co.nz](mailto:info@mbac.co.nz). Visit [www.mbac.co.nz](http://www.mbac.co.nz) for more information.

Mercury Bay Aero Club purchased its own land for the airstrip in 1965 and over the years has developed excellent facilities for visitors including a café and bar (check for opening times). As part of the Whitianga Waterways development, land was subdivided along the edge of the airstrip for residential housing and there is now a small airfield community on site.

Getting from the airfield to town is either a 2.5km level walk or about a \$12 taxi ride (call Whiti City Cabs on 07 866 4777). In town you'll find a superb shopping and café precinct, with Buffalo Beach at the end and the Harbour and wharf to one side. There's plenty to



Runway 04 at Whitianga. Buffalo Beach is at the end and the town and river are to the right.

see, do and enjoy. If it's just a day trip you're on then have lunch at any of the numerous cafes or restaurants, then hop on the harbour ferry for a trip across to Ferry Landing. Pick up an ice-cream on the short walk from there to beautiful Front Beach and Flaxmill Bay.

If you're able to stay for a night or three (if not, you'll wish you were), then the full range of accommodation options, from backpackers, bed & breakfast, motels, hotels, etc. are on offer. Do book first on any long weekend or holiday season though, as the town fills up fast. A good place for research is [www.whitianga.co.nz](http://www.whitianga.co.nz) which is run by the local information centre, phone 07 866 5555.

With a deep water harbour, Whitianga is a departure point for many fishing charter vessels including for big game fishing. Diving and scenic cruises are also an option, with some boats able to carry kayak enthusiasts and the associated gear to remote areas for day or overnight stays.

One of Whitianga's more famous attractions that features on TV from time to time is the The Lost Spring Thermal Pools. Located near the centre of town, a variety of swimming and relaxation packages are offered starting from \$35.

Whitianga has a golf course and mini-putt course, a cinema, art galleries, and art/craft/gift shops galore. It's a great place to go gift shopping for friends.

A short road trip south will take you to Coroglen, where Rangihau Ranch ([www.rangihauranch.co.nz](http://www.rangihauranch.co.nz)) can take you horse trekking, following old pack horse trails from the 1800s. On the way there you could stop with the kids at either Whiti Farm Park ([www.whitifarmpark.co.nz](http://www.whitifarmpark.co.nz)) or the Mill Creek Road Bird and Reptile Park

(weekends and holidays only – 07 866 0166) to get up close with a diverse range of NZ and exotic animals.

Or head in the other direction towards Kuaotunu where one of the interesting and unique attractions is a star-gazing tour of the sky at a privately owned observatory which also offers bed & breakfast accommodation. Email [info@stargazersbb.com](mailto:info@stargazersbb.com) for more information or phone Alistair on 07 866 5343.

Towards the south-east are world famous attractions of Hot Water Beach, Hahei, and Cathedral Cove. Peninsular Rent A Car ([www.peninsularrentacar.co.nz](http://www.peninsularrentacar.co.nz)) can get you mobile or take one of several guided tours that can be arranged through the Visitor Centre ([www.whitianga.co.nz](http://www.whitianga.co.nz)).

Whitianga also makes a great base for further exploration of the Coromandel Peninsular. Set yourself up in some nice accommodation and then hop off in the plane to Coromandel for the day. It's just a short taxi ride to town from the airstrip where there are numerous art and craft shops, cafes and bars. On the way back to the plane, pick up some fresh or marinated mussels and smoked fish for an evening meal, if you can wait that long.

Matarangi Airfield is another good local stopover as is Slipper Island. Check your AIP though as both require prior permission from the owner/operators.

One thing for certain is that if you are a newcomer to Whitianga, you'll soon be back again. It's a superb place to spend some very relaxing and enjoyable time.

*Ruth Presland returns from overseas with her usual Places to Go page in the next issue. In the meantime we hope you enjoyed hearing about one of your Editor's favourite places - with apologies to AOPA readers if it seems familiar as I originally wrote a version of this article for the AOPA magazine 12 months ago. Ed.*

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## Event Guide

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.aia.org.nz](http://www.aia.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)

August 12th & 14th

### CRM Courses (with new content)

By Bob Feerst in Taupo and Dunedin. See News Briefs this issue or [www.totalaviationquality.co.nz](http://www.totalaviationquality.co.nz) for more info.

August 17th

### Hawera Aero Club Winter Fly-in

Everyone invited. Spot landing comp on arrival. Cooked breakfast. Fine weather. Julie 021 1502351, [ja.ingram@gmail.com](mailto:ja.ingram@gmail.com)



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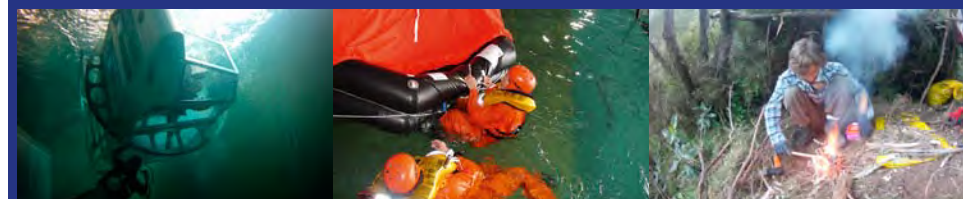
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Buffalo Beach, named after HMS Buffalo, wrecked off the beach in an 1840 storm.



Finlay Norton enjoying the shade of pohutukawas of nearby Front Beach, a short ferry ride away.



Whitianga continues to grow apace, a far cry from the sleepy town of 50 years ago.





Jim Hickey and his immaculate Yak-52 Gavin Conroy photograph





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## Welcome Message from the CEO

I am delighted to welcome your attendance at New Zealand's first Aviation Leadership Summit.

This annual event is hosted by Aviation NZ as part of our mission to lead, inspire, and grow the New Zealand aviation industry, both domestically and offshore.

The Summit is a by industry and for industry event. We aim to bring you a programme that is insightful, relevant, and engaging. At the same time our aim is to manage costs and overall resource requirements, so that we can offer a truly inspiring and cost-effective flagship industry event.

It is fitting that our Summit is launched in the 100th year of commercial aviation. The last century provided a phenomenal journey for aviation and this year provides an opportune time for us to reflect on those last 100 years and to consider what comes next.

The theme for our first Summit is 'Celebrating 100 Years of Aviation - The Future'. We will celebrate what aviation has achieved over the last 100 years and look forward to what the next century will bring, operationally, technologically, economically and politically.

We look forward to seeing you there.

Samantha Sharif  
Chief Executive  
Aviation NZ

## GALA DINNER

This prestigious industry event celebrates and recognises the achievements of the aviation industry, companies, and outstanding individuals over the last 12 months and beyond.

Book your place at Aviation NZ's premier function when you register to attend the 2014 Aviation Leadership Summit.

## REGISTRATION

To register as a Delegate for the Summit, or to book a place at the Trade Show, visit [www.aia.org.nz](http://www.aia.org.nz) and follow the directions from the home page.

The website also has information on accommodation in Wellington and on sponsorship opportunities for various Summit activities.

## Book your place today, because

### The Aviation Leadership Summit ...

- is the only annual NZ Aviation Leadership Event
- brings together 300+ industry leaders from across NZ and the Asia Pacific
- provides a unique opportunity to celebrate what industry has achieved in the last 100 years
- will inspire and energise you with thought-provoking speakers from the aviation industry and beyond
- is a by industry and for industry event
- connects you with key decision-makers
- helps you grow your business
- provides insights into what the future holds and implications for you and your business
- has very competitive pricing compared with other events



# Keynote Speakers

## Hon Dr Nick Smith

### Minister of Conservation

As Minister of Conservation Dr Smith will be sharing his views on the important topic of aviation and environmental management, in particular in NZ's significant conservation estate. This is a key issue for many of our agricultural and tourism operators – don't miss it.

Dr Nick Smith holds a first-class honours degree in civil engineering and a PhD in landslides at Canterbury University. Since winning the Tasman seat in 1990 he has held 12 Ministerial portfolios in the Bolger, Shipley and Key Cabinets, covering Conservation, Building and Construction, Housing, Education, Immigration, Corrections, Social Welfare, Treaty Negotiations, Environment, ACC, Climate Change and Local Government.

His greatest passion has been improving New Zealand's management of the environment and natural resources. In 1998, he founded the Bluegreens as a group within National that wish to advance policies that support economic prosperity and a clean, green New Zealand.

He has played a significant role including the creation of the Kahurangi and Rakiura National Parks, 12 Marine Reserves, the introduction of the Emissions Trading Scheme, the establishment of the Energy Efficiency and Conservation Authority, and the Environment Protection Authority.

He is a keen outdoors and sports person, has completed the Coast to Coast and has also kayaked Cook Strait with Bill English.

## Darien Fenton

### Labour list MP, Spokesperson for Tourism

Darien Fenton is a third-term Labour List MP working on the North Shore of Auckland. In opposition, she is Labour's Spokesperson for Tourism, and Associate Spokesperson for Immigration, Transport, Labour and Arts, Culture & Heritage.

Darien studied at Victoria University and has lived in a variety of countries, including Hong Kong, the UK and India. She has worked for Playcentre, as a self-employed music teacher, and at the University of Auckland.

In 1997 she was elected as the first woman Secretary of the Service and Food Workers Union, and has also been Vice President of the NZ Council of Trade Unions and Affiliates Vice President of the Labour Party.

In Parliament, she continues her advocacy for low paid workers and their families and has served on the Health Select Committee, the Transport & Industrial Relations Select Committee, the Officers of Parliament Committee and was Deputy Chair of the Government Administration Committee.

## Conrad Clifford

### IATA Regional VP Asia Pacific

Conrad joined IATA on 1 February 2014 and is based in its Asia Pacific Regional Office in Singapore. His career in aviation spans over 30 years. Most recently he was Acting Managing Director of Antrak Air Ghana, and was formerly CEO of Monarch Travel Group, and of Virgin Nigeria. His career has also included work for Cathay Pacific Airways, Virgin Atlantic Airways, Menzies Aviation Group and Emirates.

## Graeme Harris

### Director Civil Aviation Authority

Graeme took his first role with CAA in 1998 as Team Leader Airline Surveillance. In 2000 he was appointed Quality Assurance and Risk Manager at Mount Cook Airlines. Graeme returned to CAA in 2004 as General Manager Personnel Licensing and Aviation Services. He has been the Chief Executive and Director of CAA since 2012.

## Conor English

### Chief Executive Federated Farmers NZ

Conor has worked as a lobbyist, Commercial Director and CEO of Federated Farmers of New Zealand, the premier organisation advocating on behalf of the rural and farming communities and businesses at international, national, regional and sector levels.

## Teresa Ciprian

### International Business Development Advisor & Director

Teresa has a background in the commercialisation, marketing and business development of branded consumer dairy and other foods. She has significant international business experience, having held a number of senior executive roles with Danone focused on delivering global growth initiatives. She is passionate about adding value to New Zealand's primary and technology based industries.

## Heather Deacon

### GM Development –Safe Air

Heather is a Masters Graduate from Cranfield University. She has more than 15 years experience in senior positions in the UK Defence industry. She joined Safe Air in March of 2006 as Business Development Manager and was later appointed Strategic Business Manager. Heather has been GM of Safe Air since September 2008.

## Damian Camp

### Chief Executive Pacific Aerospace

Damian is a graduate of the University of Otago holding a BCom with Honours in Marketing Management and a BSc in Biochemistry. He used to be the Director of NZBio and CEO of Ovita, a Dunedin based Biotechnology Company. Damian is now the CEO of Pacific Aerospace. He is also on the advisory board of the NZ Aviation Industry Cluster in Hamilton.

## Paul Linton

### Head of Sales & Marketing (Global Services) at Airways NZ

Paul has held a number of senior positions with MetService. He started there in 2000 as a General Manager International and in 2008 became the General Manager Commercial. In 2011 he was appointed Country Manager for Objective Corporation, a software company. In 2013 he became Head of Sales and Marketing (Global Services) at Airways NZ.

## Therese Walsh

### Chief Executive Cricket World Cup NZ

Therese was Chief Operating Officer of the 2011 Rugby World Cup and has been appointed as the Head of New Zealand for the next Cricket World Cup which in 2015 which will be jointly hosted by New Zealand and Australia. Prior to New Zealand's staging of the Rugby World Cup, Walsh served as the Chief Financial Officer and General Manager of Corporate Services at the New Zealand Rugby Union. She has also been a director of New Zealand Cricket.

# Fatigue Training

## Courses at the Aviation Leadership Summit

### Who should attend:

These two courses, presented by Fatigue Concepts USA will be of significant value to all persons involved in aircraft maintenance, particularly; Aircraft Structural Engineers, Airline and Helicopter Maintenance Engineers and Senior Technicians, Design Engineers, and Civil Aviation Administrators.

### Registration and Payment

Registration and Payment information can be found at [www.fatcon.com/nzpay](http://www.fatcon.com/nzpay)

## Composites in Aircraft Structures

**THIS** course runs on July 21-22, with sessions and modules throughout the two days comprising: Fibres, Resins, Joining, Environment, Design, Applications, Micro/Macro Mechanisms, Damage, Fracture, Defects, Testing, Quality Control, and Repair.

Many more details are available online at [www.fatcon.com/aircraftcomposites.html](http://www.fatcon.com/aircraftcomposites.html) Each topic is comprehensively covered - as an example, the session on 'Repair' includes: Bonded vs. Bolted Repairs, Combined Bolted/Bonded Repairs, Adhesive Testing, Surface Treatments, Anodizing, Special Considerations in Skin Repairs, Life Prediction, Crack Patching, Mirage III Lower Wing Skin Case Study, Thermal Analysis, The Airworthiness Patch, Crack Growth, Relative Hot/Wet Strengths of Various Repair Configurations.

Plus there are Case Studies of: US Navy H-46 Composite Rotor Blade Repair, YAV-8B Composite Wing Skin Repair, S-3A Spoiler, F-4J Doors, L1011 Fin, AH-1 Rotor Blade, Mirage III Wing Skin.

## Aging Aircraft

**THIS** course runs on July 23-24, with sessions and modules throughout the two days comprising: Things that 'age' an Aircraft, Convertible in the Sky!, Fail Safe, Safe Life & Damage Tolerance, Airworthiness Assurance Task Force Findings, Multiple Site Damage, How Aging affects Fail-Safety, Aircraft Certification - Transport and Commuter, Wear Protection, Fretting Fatigue, Hydrogen Embrittlement – Fasteners, Corrosion Overview, Corrosion Control Methods, Lap Splice Cracking Data, NASA Aging Aircraft Efforts, Engine Integrity, Loads, U.S. AIRLINES' VIEWS on AGING AIRCRAFT, Non-destructive Inspection on Aging Fleet, Non-destructive Testing of Aging Aircraft, Pressure Test, Repair Techniques, Use of Damage Tolerance in Maintaining Airworthiness, Cracks at Structural Holes, Composites Fatigue & Damage Tolerance, Emerging Technology For Aging Aircraft.

The course will also include the following special topics: Avionics Corrosion Control, Crashworthiness, Paint Stripping, and Shot Peening. More details are available online at: [www.fatcon.com/agingaircraft.html](http://www.fatcon.com/agingaircraft.html)



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# Summit Activities for NZAAA and NZHA

## NZAAA - Pilots in Focus

THE NZAgricultural Aviation Association is running a Summit programme with the theme, ‘Pilots in Focus’. The objective is to help those at the coalface manage the risks they face every day. These risks are the risks created by working long hours in the hazardous low-level environment as well as the environmental risks from the applications they make. Discussions include:

- An address called “Pilots and Professionalism” delivered by Sqn Ldr Bint whose late father was a well known Kiwi Ag. Pilot.
- A report on the three year Sustainable Farming Fund environmental project just completed with an emphasis on what it means to pilots.
- A workshop session on the Ag. Sector Risk Profile Project being run in conjunction with CAA. This session will be opened by DCA Graeme Harris and will include a look at the topics for the proposed Ag. Training and Ag. Op’s Standards. This is an example of an industry sector mapping its own future but in collaboration with its regulator.
- Well known lawyer Angela Beazer will remind pilots of their unique responsibilities under Health & Safety legislation.
- Rick Graham will introduce his proposal for a new format for pilot logbooks and get feedback from pilots.

## NZHA

THE NZ Helicopter Association joins with NZAAA for the second day but on the first day it will have its own programme as follows:

- Updates from both HAI and AHAI.
- A presentation on operators running their own incident investigations. This will be lead by CAA’s Paul Breuilly.
- There will be a presentation from Airbus Helicopters on developments there.
- There will be a presentation on the new Bell Jetranger X.
- Arden Jennings will provide an update on the NZ insurance scene including two new products.
- CAA’s Andy MacKay and Grant Twaddle will discuss the controversial CAR Part 135. 505 vs CAR Part 135.559. Andy has recently spent a few weeks with Robinson Helicopters learning about how Robinson Safety Awareness Training is carried out and is likely to give us a heads up about that as well.
- Aviation Safety’s Lloyd Klee will provide an update on where his petition on 406ELT aerals has got to.

## Combined sessions

THE following sessions are shared between NZAAA and NZHA.

- Chairman Alan Beck and Exec. Officer John Sinclair will run a session titled “Profitability and Profile” which will examine where Ag Pilots sit in the eyes of others and will look at the nuts and bolts of what it actually costs to run an aircraft and how this impacts on wages.
- Tom MacCready will give his no-nonsense perspective on the human factors behind accidents – basing this on his years as an accident investigator.
- Way2Go helicopters will present their newly developed management system that is carried in the cockpit and substantially reduces the workload of pilots.
- Experienced pilot and operator Andy Stevenson of Farmers Air will discuss the factors that lead to half of the fixed wing accidents taking place on take-off.
- While Andy is doing that the helicopter operators and pilots will see the latest report on the accident analysis carried out by EO John Sinclair and CAA. Expect an important announcement as operators are encouraged to take ownership of accident rates.
- Then there is a face to face with a pilot training organisation that wants to explore exactly what the industry wants in its newly trained pilots. This will be lead by Phill Maguire.
- There will be another Incident Review Meeting where pilots speak about their personal experience of an incident and the factors that lead up to it. This was trialled at last year’s conference and proved to be both extremely popular and a moving experience for everyone. Currently seven pilots have volunteered to speak.
- The summit concludes with an update on the long anticipated Time in Service Recorder and a Summit appraisal by members.

## Trade Expo 2014

THIS year’s trade show will be a unique environment, showcasing the best of NZ aviation products and services, along with a few surprises. Wellington is NZ’s capital of coffee, so to recognise that we will have excellent locally ground coffee served by baristas in the trade hall. The trade hall will also be the centrepiece for our 100 years of aviation quiz, with some great prizes to be awarded to quiz winners. Morning and afternoon teas as well as lunches will be served in the trade’s area throughout the event ensuring that exhibitors have maximum exposure to the conference delegates. There will also be our usual awards presented to the best stand. The trade hall is quite full but we can always accommodate more, so if you want to make your presence known contact Andrew Nicholson at admin1@aia.org.nz or call 04 472 2707.



| Programme for Monday 21st July (details correct at time of print 1st July) |  |  |   |
|--|--|--|---|
| Stream   | AviationNZ   | NZAAA  | NZHA  |
| 0800   | Registration and Coffee  |  |   |
| 0900   | <b>100 Years of Aviation: The Future</b><br><br>Welcome: Aviation NZ - The Future Graeme Martin, Chairman, Aviation NZ<br>100 Years of Aviation: The Future Conrad Clifford, IATA Regional Vice President for Asia Pacific<br>The Outlook for Rotary Hana Tolhoek, Regional Manager, Augusta Westland  |  |   |
| 1030   | Morning Tea  |  |   |
| 1100   | <b>Growth Opportunities for NZ Aviation: Exports</b><br><br>Accessing World Bank Projects in Asia / the Pacific: Darin Cusack, World Bank<br>Cricket World Cup: Leveraging Tourism & Aviation Opportunities<br>Therese Walsh, Chief Executive, NZ Cricket World Cup<br>Case Studies of Export Successes and Implications for NZ<br>Airways: Paul Linton, Head of Sales and Marketing (Global Services)<br>Flightcell: John Wyllie, Chief Executive<br>MetService: Ray Thorpe, Manager Aviation Services<br>Pacific Aerospace: Damian Camp, Chief Executive | NZAAA Chairman’s Address<br>Alan Beck  | NZHA Chairman’s Address<br>Lloyd Matheson   |
|  |  | Pilots and Professionalism<br>Sqn Ldr Oliver Bint (at 1115)  | HAI Update David York (at 1115)<br>AHAI Update Peter Crook (at 1130)  |
|  |  | SFF Project - What it means for pilots<br>John Sinclair & John Maber (at 1145)   | Safety Investigation<br>Being your own investigator<br>Paul Breuilly, CAA (at 1145)   |
| 1230   | Lunch  |  |   |
| 1330   | <b>The Importance of Brand NZ</b><br><br>Whole of Government Approach: How does it help?<br>NZTE, MFAT, MBIE, MoT, CAA, Callaghan Innovation, Education NZ<br><br>The Brand: Reputation Management and “Getting it Right”<br>Teresa Ciprian, International Business Development Advisor & Director   | Ballance as Gold Sponsor<br>Greg Delaney   | What’s new at Airbus Helicopters<br>Dorothee Barre  |
|  |  | AG SRP - Benefits of Risk Based approach to regulation<br>Graeme Harris DCA (at 1345)  |   |
|  |  | The Training Standard<br>Rick Graham (at 1400)<br>The Operational Standard<br>Steve Kern (at 1415)<br>Workshop – what do these standards mean to pilots? Tony Michelle (at 1430) | Insurance Update<br>Arden Jennings (at 1400)<br>CAR Part 135.505 v CAR Part 135.559<br>Andy MacKay and Grant Twaddle, CAA (at 1430) |
| 1500   | Afternoon Tea and 100 Years of Aviation Quiz   |  |   |
| 1530   | Ask Me Anything Session<br>Board and Council - Aviation NZ   | New Logbooks for Pilots<br>Rick Graham   | Update on 406ELT Petition<br>Lloyd Klee, Aviation Safety  |
|  |  | GE Finance as Gold Sponsor<br>Robert Knox (at 1540)  | Marenco Skye SH09<br>John Skeen, Heliflite (at 1545)  |
|  |  | HSE Responsibilities for Pilots<br>Angela Beazer (at 1600)   | Introducing the Bell 505<br>Geoff Hards, Hawker Pacific (at 1600)   |
| 1630   | Aviation NZ AGM  |  | NZHA AGM  |
| 1700   | Close of Day One   |  |   |
| 1800   | Cocktail Reception   |  |   |
| 1900   | Gala Awards Dinner   |  |   |

| Programme for Sunday 20th July |                               |
|--------------------------------|-------------------------------|
| 0900 to 1530                   | Chemical Revalidation Course  |
| 1600                           | E Cat Meeting                 |
| 1000 to 1700                   | Fire Course Unit Stanard 3285 |
| 1800                           | Welcome Reception             |

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| Programme for Tuesday 22nd July (details correct at time of print 1st July) |  |  |   |      |
|---|--|--|---|------|
| Stream  | AviationNZ   |  | NZAAA   | NZHA |
| 0800  | Registration and Coffee  |  |   |      |
| 0900  | 100 Years of Aviation: The Future<br><br>Welcome Samantha Sharif, Chief Executive, Aviation NZ<br>Battle for the Birds Hon. Dr. Nick Smith, Minister of Conservation<br>Creating a Powerful and Efficient Industry Conor English, Chief Executive, Federated Farmers of New Zealand<br>The NZ Economy with Labour Darien Fenton MP, Associate Spokesperson for Transport   |  |   |      |
| 1015  | Morning Tea  |  |   |      |
| 1045  | Growth Opportunities for NZ Aviation: Domestic<br><br>NZ Tourism 2025 Growth Framework<br>Simon Wallace, Tourism Industry Association<br><br>Case Studies of Domestic Growth Opportunities<br>RNZAF Procurement Plan:<br>Mike Yardley, Chief of Air Force<br>Safeair: Recent Successes and Opportunities for Industry:<br>Heather Deacon, General Manager<br>Way to go Heli Services: Recent Technology Developments:<br>Rob Kittow, Chief Pilot / Chief Executive |  | Profit and Profile<br>Alan Beck and John Sinclair<br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br><br>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## Is a sling load really fly by wire? What do helicopter companies need in their pilots?

Contributed by Phillip Maguire, CEO pilot training school HFT Ltd. Phill has a background in NZ Ag., Oil and Gas, GA and Airline flying with 26,000 hours over 40 years. He will facilitate a forum with the Helicopter sector at the Leadership Summit, Tuesday 22nd July.

WE don't know what we don't know. The loss of lives, personal injury, damage to aircraft, lost productivity and high recovery costs to our industry can often be linked back to training. Staff training is the first stage of how we introduce new staff into their role. In the days when there was no Ag. Rating, my training consisted of 3 dual instruction loads. The rest was look-and-learn. The results being bent spray booms, airframe foliage collection and many experimental flights. If we kept this up – things were not going to go well.

We are all custodians of the NZ helicopter fleet. If we want a zero-harm, zero-accident industry it requires skills and competency from capable pilots. The numbers tell us crew are the greatest influence on our sector of aviation. So what follows; if the pilot is able to make the right decisions, be aware of the threats and have thought of the options, he will be productive. You will have a safe and prosperous business. It is that simple. But it is not.

Building your business, your hard earned revenue and balancing the other parts of running a helicopter is demanding. There should be some time set aside to check your operating plan. How and why you 'do what you do'. How and what do you expect from a pilot? What should he know before he arrives at your door step?

The current pilot training system in NZ follows generally two paths. One is the self-funded route. The person makes payment and receives the training. This will follow the CAA syllabus CPL. The other is through a Diploma in Aviation course. This was developed with industry input and includes the CPL plus training specific to NZ pilots. Included is training in Dangerous Goods, Risk management, Night Frost op's, Heli-deck op's, GPS op's, SMS, maintenance planning and post maintenance procedures, winter op's and several others.

This training is to provide a new CPL with some of the skills to at least understand what they can expect when they turn up on 'day one' at an operators site. It is not in depth and it will never replace the years of experience a company has in each field. But it's a start.

So what is it we still need to do to get the accident rate down? It is simple. We work on the six inches between their ears. How we think. Why we elect to do what we do. The cone-heads (theorists in aviation slang) call it 'Human Factors'. This is the only tool we have that will steer our industry in the direction it needs to go. More decision making experience, more scenarios, more real-life incidents that they can learn from.

In creating the right mindset - Build it strong, with deep foundations, will mean a safer, better pilot, that thinks and operates on the first principles gained from their apprenticeship.

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# An Interview with Sue Telford

## President of the New Zealand Association of Women in Aviation

WITH this issue featuring the NZ Association of Women in Aviation (NZAWA), we didn't have to look far to find a suitable 'Interesting Person in Aviation' to interview. Association President Sue Telford filled the role nicely.

*Hi Sue, thanks for talking to us. You are President of NZAWA. How long have you held the role?*

I was elected at the Fielding Rally in 2011 and will hold the position for another year until Queens Birthday 2015.

*What drew you to the Association and how long have you been a member?*

I was drawn to NZAWA by my CFI, Ron Pownceby in 1984. I imagine the older members of the aviation community who knew Ron all saying "a-ha" now they know that. I also imagine the raised eyebrows of the younger members of the aviation community who realise that they were not even born then. I was 18yrs old and very much influenced by my instructor because as a student pilot you are instructed to fly an aircraft and what your flying instructor says is golden.

The NZAWA rally was a big thing back then with club members traveling to rallies all around the country. It was highly important to ensure the female members of Ron's mob were practiced and ready to compete. We had NZAWA members from North Shore, Wellington Aero Club, Canterbury Aero Club, Invercargill, Dunedin, Hamilton, and Hawkes Bay competing. The competitions are regarded as social and 'give it a go' but even so, it was serious!

Back then the Aero Clubs were in full swing and the girls arrived in uniform. These uniforms consisted of pink North Shore t-shirts and of course red t-shirts for Canterbury with slogans of brilliance to intimidate the opposition, not only in the flying but in the social evenings. It was hilarious. I was hooked and looked forward to the following year's NZAWA fun.

*Why do you believe we need an organisation like this?*

Because we are minority among many in our chosen career or passion and we need to be able to relax in an environment that shares the same passion and enthusiasm without the neighbouring influence.



*What would you like to see the NZAWA achieve?*

To see that our Association can continue from its inaugural launch in 1960 into the next millennium by offering camaraderie and support to our female aviation members.

*You mentioned your CFI, Ron Pownceby. He obviously had a big influence on you and fellow students.*

Oh yes. Ron was passionate about the social aspect of GA. Our Paraparaumu Flying School embarked on various GA events. These events included:

- Five aircraft flying to the Annual Whitianga Seafood Dinner,
- Milkshake runs to Palmerston North in the Cherokee 6 to catch up with our United Aviation Comrades,
- Afternoon flights with four aircraft: PP-National Park-AP-Mt Ruapehu-PP,
- Flying School x-country to Great Barrier Island and the Bay of Islands,
- The annual Southern Tour including Queenstown and Milford Sound,
- And of course scheduling the annual NZ Association of Women in Aviation Rally at our airfield.

These were made affordable by sharing the costs of running the aircraft and so four PPL's would fly the C172 and Student Pilots would have a leg by leg x-country experiencing a hands-on flight in the Cherokee 6 or C182 with an Instructor. I drew from these trips

the navigational practice and the opportunity to see New Zealand from the air for my future exploits in my own aircraft. And back then it was affordable.

*Have you always been interested in aviation?*

I got interested at the age of ten years when I walked on board a DC8 or 10 to Fiji and wondered how the hell this hunk of metal got off the ground.

*When did you get your PPL?*

I was 18 when I began working and paying for my PPL in May 1984, finally obtaining it in December 1985. I was treating it as a challenge to keep me motivated and had no real idea what I would use my licence for.

*What made you decide to get a CPL?*

After finding that my interests were centred on aviation I was encouraged by my flight instructors to pursue my CPL. I began by living in Motueka for 3 months, studying at the Nelson Aviation College with Wally Wagtendonk. I hope this is stirring memories for some of my older colleagues in aviation.

*What happened next?*

I have ended up leaving the Kapiti Coast with my C Category Flight Instructor Rating and pursuing my flying in the deep south of the Southern Lakes Region. I was struck by the mountain flying in 1988 and I have loved it ever since.

I had 10 years with Aspiring Air and Queenstown Flightseeing, now Real Journeys, with Milford Sound and mountain scenic flying. I flew C172, 177, 206, 207, Britten Norman Islanders, Nomads N22 & N24 and Twin Otters.

I love the Twin Otter. We flew many skiers to Mt Cook Aerodrome so they could enjoy the pleasure of skiing the Tasman Glacier for a day. During the early 1990s the ski planes were many and the opportunity to fly with Cherie Marshall during the morning snow run was education in itself. This required placing the C185 skis onto the snow to check the conditions and make the call to proceed with the day's snow landings. It was all 'hands on flying' and great fun.

The odd flight to Christchurch for the Mount Cook Airline put me right up there as an airline pilot. Sadly that service was short lived as the passengers did not appreciate bucket seats compared to the HS748's plush interior equipped with a Hostie.

Queenstown Flightseeing pioneered the GPS approach into Milford Sound. It required the Twin Otter to climb to 13,000 feet and pick up the western track 10 miles off shore, then descend to 750 feet and pick up the VFR minima for Milford Sound and proceed to land. On occasions this was not profitable for the company because we would break visual and find the VFR minima in Milford Sound had dropped. The Twin Otter then had to chug its way back out on departure back to Queenstown. With 22 souls on board it was a long trip.

Needless to say the pilot did not mind the flight experience.

I worked and flew with many great fellow pilots and I mention some who come to mind; Paul Cooper, Andy Woods, Alistair McMillan, Rex Dovey, Colin Drew, Dougie Bruce, Russell Beagley, Bruce Campbell, Brian Davies, Davida Mead, Mossman Dave Moss and Mike Buckland.

*You now work with your husband. Tell me about your business and the flying you do now.*

I was forced to consider flying for Airlines because I was single at the time and living in Queenstown weighed heavily on my pocket. Third level flying does not pay very much but the life style in the Deep South is outstanding. Life took a slight turn upon meeting my husband Gerald in 1994. We now have two awesome daughters and we reside in Wanaka.

I pursued the Milford run full time until the Twin Otters and Nomads were sold in 1998 and the challenge of Milford Sound GPS approaches and turbine flying was taken away from the Southern Lakes Region. From there I decided to pursue motherhood and putting energy into our Fishing & Hunting Services partnership.

This Guiding Operation was established in 1993 with the focus toward fly fishing. The lucrative hunting option was introduced in 1999. A website, brochure design and an investment into the USA Hunting shows has established our business into what it is today

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as a professional guiding service for the fly fisherman and hunter. Telford Fishing & Hunting Services (www.flyfishhunt.co.nz) has a season from October until June. We host and guide keen fishermen and hunters from all over the world.

I however could never give up the aviation bug and all aviation orientated folk out there will agree, you just cannot let go. I therefore pursued the seasonal work off and on from 1999 to 2003 with Aspiring Air, flying to Milford Sound, scenic flights to Mt Aspiring and to Mt Cook.

I bought into a C172 syndicate during 2003 and loved owning an aircraft!

I joined Flyinn (www.flyinn.co.nz) in 2006, flying tours as a safety pilot/instructor with overseas pilots around New Zealand in an 180hp C172. John Penno snapped me back into shape for my flight instructors rating.

Our aim is to provide visiting pilots with a unique flying experience, letting them fly themselves and keeping them safe while experiencing New Zealand in true aviator style. We introduce our pilot clients to Fiordland, mountain flying, beach landings and strip landings. We gently introduce hands on flying while forming a memorable trip around New Zealand. I have great respect for the Cessna 172, a truly versatile aircraft.

I have met very interesting people via Flyinn. One person comes to mind is Sue Thompson. She is from the UK and flies Tiger Moths even in her sprightly 70s and she can hold and control an aircraft beautifully because of her hands on flying experience. I have great respect for her.

You could say I collect uniforms around Wanaka Airfield as I fly on the odd occasion for Southern Alps Air into Milford Sound and flight instruct with Wanaka Flight Training (www.learn-to-fly-nz.com).

I have to encourage fellow flying comrades that the mountain flying requirement on all licences should be completed in Wanaka. Based from Wanaka airfield in uncontrolled airspace it is the mecca for mountain flying in powered aircraft and it is all hands on flying.

*Who inspired/mentored/encouraged you in your aviation career?*

The person who introduced me to flying extended an invitation to an introductory flight with Paraparaumu Flight Training for \$12.50! As a wayward teenage soul I mumbled, "Okay," and arrived at the Paraparaumu Airfield with no expectations.

Sitting in a C152 with my memory as a 10 year old on a DC8, I was ready to learn what it took to get this hunk of metal into the air.

My introductory flight instructor was Steve Templeman. I had the pleasure of meeting his daughter at the NZAWA Rally last year and she is now a flight instructor!

George Richards and Alan Black coached me through my PPL, CPL and Flight Instructor Rating. Tony Annan was my partner in crime pursuing the career thereafter. Alistair McMillan was my boss at Aspiring Air, Rex Dovey my CP with Queenstown Flightseeing and the rest they say is history.

*Are your daughters interested in flying?*

My girls have no real ambition to pursue a career in flying but I have installed a life skill that they will reflect upon in later life. They have clocked up a few hours of flying because they can and without thinking about it I believe they could reach their circuit training without too much trouble.

*What do you do for fun?*

Downhill ski, mountain bike, fly friends around my back door, I only need an excuse, enjoy AOPA and NZAWA fly ins, hike our national parks, team manage field hockey, fly fish, hunt and try my hand at most things....

*What's your most memorable flight?*

It is great to have your log books handy when asked so many questions about your aviation background. It is a history of your life.

A really memorable time was an African flying safari during August 2012. We flew through Botswana and Zimbabwe in a C182. I obtained my South African pilots licence and thoroughly enjoyed the experience.

However, upon returning to New Zealand I have to say that I think the best flying to be had is right here in New Zealand. You cannot beat a beach landing, an aerial view of Fiordland and the remoteness of its surroundings, the constant weather patterns, Mount Cook and the extended Southern Alps, Golden Bay and Tasman Bay coastal run, the Stratford Gap in Taranaki, Mt Ruapehu, ninety mile beach and the east coast of Northland, Great Barrier Island and the East Cape... need I say more?

*Thanks so much for your time Sue.*



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contributed by Jill McCaw



# The Tow-plane Dilemma

**MORE** and more gliders these days are made with self-launching options, i.e. engines. But most of the glider fleet, in NZ and elsewhere, aren't. Sure, gliders can fly long distances and to great heights using only the energy in the atmosphere, but they have to get into the air first.

Tow-planes have been the predominant option for glider launches for the last eightyish years. Immediately post WWII there were abundant numbers of Tiger Moths just sitting around and waiting to discover a new lease in life. The light little gliders of the time easily towed behind the slow and equally light biplanes. Winching was an option but aero-towing was easy and cheap. Aero-towing had the benefit over older methods of allowing the glider to be towed as high as the pilot wanted and if the tow pilot knew his stuff, the glider would be left in lift. This in turn lead to more exploration of areas previously out of reach as it would have taken phenomenal luck to fly to reliable lift in the mountains from the approximately 1000 feet gained in a winch launch.

Older and more labour intensive methods such as bungee launches became a thing of the past.

Aero-towing became the norm and after the bloom of aerial spraying and topdressing, Piper Pawnees, Ag Tractors and similar became familiar sights at gliding clubs. They were faster and stronger than previous tow aircraft and that gave the tow a greater margin of safety over the fence and gave the ability to fly combinations off shorter airfields and farm paddocks. The glider pilot didn't have to fly quite so precisely because the powerful motor of the plane in front would pull him back into line. An out of position tow could still upset a Pawnee and accidents did occasionally happen, but it wasn't nearly as easy as with the lighter planes.

The price of Avgas started to go up.

Back in the '80s or early '90s someone toyed with the idea of putting a car engine in a Pawnee. It would have worked but it became obvious it would never be certified and the project was abandoned.

Avgas kept going up. The price of the tow was now the bulk of the cost of a glider flight, even if the flight lasted five hours. Many clubs gave their winches an overhaul and reinstated them. New technology and materials mean that winches no longer use fencing wire and the ability to tie a figure eight knot with fencing tools is no longer part of winch training. Synthetic dyneema rope is now

the cord of choice. It's lighter too, meaning more power can go to launching the glider, rather than dragging the length of wire across the ground and through the air.

But most clubs still kept their Pawnees and most of their launches were aero-tows. Many switched props to make them quieter and more neighbour friendly but they kept flying. Until now.

As these things happen, many of the Pawnees owned by NZ gliding clubs have come to the end of their useable lives. Their airframes and/or their engines are out of hours. The costs of refurbishing these aircraft are greater than their book value. There are three gliding club Pawnees for sale in NZ at the moment, all of them pretty much on an 'as is, where is' basis. Sadly I can't imagine too many takers for them.

### Enter the LSA

Light Sport Aircraft is where we are at for the moment. They're not as powerful as what we're used to and flying a more precise tow has come as a bit of a challenge to some glider pilots. They also don't leave quite so much empty runway after the ground roll and they mightn't allow for aero-tow retrieves out of smaller paddocks. However, they are very cheap to run and easy to maintain, both attributes being well appreciated by clubs and pilots alike.

Auckland Aviation Sports Club, operating from Whenuapai have been using a FK9 for several years with no problems. My own club, the Canterbury Gliding Club is trialling an AeroPro EuroFox and finding that it meets most of our needs.

Other gliding clubs are looking at similar aircraft for the same reasons. Two other examples in the current crop that have been demonstrated around the country in the past year are the Foxbat A22LS distributed in NZ by Doug King from Lite Flight Green and the Evektor Harmony distributed here by Colin Marshall of AeroFlight Aviation.

As more of the traditional tow aircraft are retired and more LSAs come into the country, we're likely to see their popularity as tow-planes increase substantially. For more information on some of these aircraft see the recreational aircraft supplement in KiwiFlyer Issue 33.

*I'm Jill McCaw, editor and publisher of SoaringNZ. For subscriptions, Google SoaringNZ where you'll also find the first 18 issues free to view. For information on your local gliding club see the Gliding NZ website.*



The Piper Pawnee has been the standard tow-plane for years, but many are nearing retirement.



Part of the new breed of Light Sport Aircraft, this AeroPro EuroFox is under trial in Canterbury.





# Maximum Fun for Minimum Cost

**THERE'S** no doubt that autogyros are enjoying a huge surge in popularity. Autogyro Europe (based in Germany and represented here by Gyrate at Tauranga) now produce a turnkey aircraft every day. Their range extends from partially enclosed tandem machines through to fully enclosed side-by-side options with all glass instruments and luxury cockpits. They're no more expensive than a typical two-seat fixed wing microlight, but they aren't cheap either.

In your KiwiFlyer Editor's opinion (and I've been a gyronaut for about 15 years now), one of the best aspects of gyro flight in a well-designed gyro is the exceptional sense of freedom they impart. Dynamically stable, incapable of stalling in slow flight, highly manoeuvrable, with great visibility and outstanding STOL abilities, they offer everything from calmly cruising with a view, to performing like a dirt bike in the sky.

They don't have to cost the earth. Cast your mind back to when microlights were simple machines that were inexpensive to build yourself from a kit or plans. There are still some very good gyro options like that available today. In fact if you want to get airborne to have the most amount of fun for the least amount of money then a gyro is probably the very best option available.

A well-proven design that ticks all the boxes for simplicity, flight stability, and robustness, is the Rotor Flight Dynamics Dominator. This American company is represented here in NZ by Autoflight at Hamilton. Whilst the Dominator design looks to some (well most) people like a mosquito on steroids, there are sound engineering and principles of flight reasons for almost every aspect of its design and appearance. Once those reasons are understood, it's actually difficult to not to see a Dominator as looking exactly right.

For example, the long legs are to provide a configuration that

ensures true centreline thrust such that prop thrust passes through the centre of gravity of the aircraft and pilot. That eliminates the risk of power-push-over, an unrecoverable misfortune that befell numerous pilots in other types some years back - and from which bad press the sport is still recovering.

Those long legs also provide for significant rising rate suspension ability, ideal for rough fields and the occasional misjudged landing.

The aluminium tail is designed such that prop wash counteracts engine torque, eliminating lop-sided take-offs and pedal work on breaking ground. The horizontal stabiliser on the tail is far more efficient centred in the prop wash and helps provide proper dynamic stability to the aircraft.

The light-weight aluminium bonded 'Dragon Wings' rotors are tip-weighted and twisted correctly for efficient flight in autorotation, as well as being designed to a NACA profile and manufactured using the same techniques as commercial helicopter rotors.

And the list goes on. If it sounds like an advertisement and readers are thinking we should put our money where our mouth is, so to speak, then we have. It's high time KiwiFlyer had a project aircraft and one of these is going to be it.

We'll publish regular updates over the next 12 months as we work with Neil Hintz at Autoflight to create a high performance, open-frame, aviation thing of fun at a very reasonable price.

Neil is in fact building a run of five single seat Dominators simultaneously so if you'd like one too then now is the time to make contact. In kit form they will cost in the order of \$15k+GST depending on options, excluding the engine. Kits will be complete, ready to paint and assemble with no additional engineering fabrication required. A turnkey option is also available. Pods and screens can be added and instrumentation can be as basic or complex as desired. Engine options include Rotax 582, Subaru EA81 standard or 115hp (aftermarket dual ignition) versions both with zero-time reconditioning, or Rotax 912 / 912S.

We'll be making some of those choices soon and look forward to keeping readers up to date with progress. Watch this space...



A single seat Dominator (with prototype 700cc 2-stroke engine).

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consequently was flying two years before Peter. Peter spent a year or so putting an Odyssey instrument system into his plane as well as swapping the 912S engine for a 912iS (the injected version).

The Ibis GS-700 Magic features a strut-braced high-wing, two side-by-side seats, fixed tricycle landing gear, a forward opening door, and reshaped side and rear windows and electric trims. The ailerons droop and the flaps can be reflexed so the new wing offers a wider range of performance but has to have more active input to achieve the full potential.

Peter first flew his new Ibis on 8th May and at time of writing had done 24 hours. His last flight was a Rangiora - Hokitika return. The aircraft cruises at 85 knots at 5200 rpm and uses 14.4 litres per hour. He says an increase in rpm to 5400 uses 25 litres for only a slight increase in speed. Peter said it flew beautifully, hands-off, all the way over the Pass and back. In fact he ate his lunch over the Worsley Pass, with his feet just resting on the pedals. Hands are only needed for tight manoeuvring.

The photo above shows Peter's first Ibis (now KAC) with his new Ibis PLC under construction in the background.

#### ...from previous page

FMY CFM Shadow Series B-D  
GDM Slingsby T.50 Skylark 4  
GNT Schleicher ASW 20C  
GZK Rolladen Schneider LS6-18w  
HBU Aerospatiale AS 350B2  
HCQ Robinson R44  
HND Aerospatiale AS 350B2  
HQB Hughes 369E  
HUA Robinson R22 Beta  
HWV Hughes 269C  
IAH Robinson R22 Beta  
ICM Helipod KC518  
IHD Eurocopter AS 350 B3  
IIR MBB MBB-BK117 B-2  
IQL MBB MBB-BK117 B-2  
IQN Hughes 369D  
IXS Robinson R66  
JEK Barber Snark HA/3  
JHL Rockwell 114  
JKP Aerocute Aerocute Dual Deluxe  
MEW Grumman G-164A  
MZP Zenith Zodiac CH 601-XL  
NGO Boeing 737-37Q  
NPN Cessna 152  
PJM Viking Dragonfly  
RJS Cessna 210  
SCR Thunder & Colt AX8-105 Series II  
SJB Boeing 737-33R  
TJG Cessna 172M  
TLC Boeing 737-3B7  
WCO SG Aviation Storm 300

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## Ag. Planes Past and Present

### Part 9 - PAC Cresco 08-600/750

**BETWEEN** mid-1967 and late 1979 the conversation between pens at the sale yards would have been about the sights and sounds of strange-looking ag. planes at the technological forefront of aerial agriculture - in the form of retrofitted turbo-powered (or 'jet-prop') Fletchers ZK-CTZ, BHQ and the 665shp CYY. All three jet-props were reasonable successes in their own right, even though BHQ was active for only nine months. An old hand now at 35 years of age, the PAC Cresco was effectively fathered by our original jet-props and is much more than just an overgeeked Fletcher - although some of the Fletcher's best features have been re-employed in the Cresco, not least of which is the nose-dragger configuration, a debateable preference among ag. pilots.

The only other purpose-built nose-dragger ag. plane of note, by the by, was the 1965 Australian-built, fully aerobatic 300hp Transavia PL-12 Airtruk/Skyfarmer (aka the 'Pod') with its 2,000lbs payload and a ROC of 800ft/min. About 35 of the 118 PL-12s built were imported from 1966, 18 of which were assembled here. The PL-12 Airtruk was developed of the NZ-built 550hp PL-11 Airtruck (note the different spelling - a copyright thing) ag. plane of 1960, which really did look as though it was built by a committee. (See KiwiFlyer Issue 33, p55 for more on the PL-11 Airtruck.)

Anyway, a leading thought among some 400hp Fletcher operators was that maybe it could be doing more - given the demise of the last of the three prop-jets (CTZ) in mid-1979. It happened that the PAC people, from the mid-1970s, were already working on their new-age, first-of-type plans for a modern STOL turboprop capable of carting hefty loads of super from existing farm airstrips.

PAC's prototype surfaced on February 28, 1979 as the Cresco 08-600, ZK-LTP. The new Cresco had a payload of 4,100lbs/1.8 tonnes, a MTOW ROC of 1,245ft/min and was powered by a 600shp Lycoming LTP-101 turbo-engine. LTP's hopper was humungous at 62.5cu/ft - the 400hp FU-24-954's hopper was 46 cu/ft and the early turbo Fletcher CYY had a 50 cu/ft hopper (and the DHC-2 Beaver's hopper was 35 cu/ft.) During a test flight in late 1979 LTP suffered a major airframe failure when the all-moving tailplane broke away and the plane was wrecked in the ensuing crash - the pilot was able to parachute to safety.

The second prototype Cresco ZK-LTQ, now with Super Air Ltd of Hamilton, flew in mid 1980 with a dorsal fin (a new fitment to all successive Crescos) and a fixed tailplane. ZK-LTR was the first production 600shp Cresco and was operational from early

1981 with Fieldair. In its earlier life, LTR was registered ZK-TMM between 2003 and 2012 and has since been flying with Ravensdown Aerowork Ltd where it was re-registered ZK-LTR. There were 39 PAC Crescos built, the first nine of which were the 600shp

Lycoming LTP101-powered versions (to c/n 009.)

In 1992 the ag special Canadian-built 750shp P&W PT6A-34AG turbo engine, which became the factory-standard Cresco powerplant, first appeared in Cresco 08-600 ZK-PWT - and four of the original '08-600s were re-equipped with the new P&W 750shp engine. The first production '750shp version was ZK-TMO in early 1996; TMO was cancelled following an accident on the job in 2001. The Cresco 750's exceptional MTOW rate of climb, from which comes its superiority, is an eye-watering 1,657ft/min at SL (or 1,060ft/min

at 8,000ft) and its useful payload is 4,750lb/2.1 tonne, with a typical working tempo of 30 tonnes per hour.

As it is with Fletchers, in terms of those with turbine-engine mods/implants, we're not differentiating between the Cresco 08-600 and the '750 examples as impartial entities. Notwithstanding its remarkable CV, lady luck didn't smile on the Cresco and the type didn't, oddly enough, achieve its forecasted potential in terms of sales. Meanwhile, the dynamic duo of the Cresco and the incredibly enduring Fletcher FU-24 continue to shoulder the lion's share of the local fixed wing aerial agricultural work load.

*Next: The Czechoslovakian Zlin Z-37T/Z-137T.*



*Firing-up local and international interest in turbo-prop heavy lift ag. planes in the late 1970s was the Kiwi-built PAC Cresco 08-600 (as above) - the first ever clean sheet turbo-prop ag. plane to fly in the world. LTV is an original '750shp version and is one of 25 current ZK-Crescos. It entered the ag. workforce as ZK-WAT in mid-1997 and has since served with Wyndon Aviation Ltd and Aerial Sowing. LTV soldiers-on nowadays with Ravensdown Aerowork Ltd. (Photo via Dave Paull.)*



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**Advertising deadline** for the next issue is 4th August. See rate card on www.kiwiflyer.co.nz

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8412hrs TTSN. Allison C20B,  
Snow Shoes, Hook with Hydraulic  
Release, Load Cell, AFS Barrier  
Filter, Bleed Air, H/Skids, Garmin  
GPSMAP 295 GPS, KANNAD 406  
AF ELT, Tail 2000 Radio.  
**USD \$740,000**



**1987 MD530FF**  
2340hrs TTSN. Custom Metallic  
Paint, High Skid Gear, Duals, AUX  
Fuel Tank, WSPK, R/Brake, Hook,  
Paws, Mirror.  
**USD \$1,425,000**



**1979 HUGHES 369D**  
11694hrs TTSN. Immaculate D  
Model, Leather Interior, Duals,  
Bear Paws, Steve's flown,  
and approves!  
**PRICE REDUCED!**  
**USD \$579,000**



**1972 HUGHES 500C**  
7188hrs TTSN. Allison C20B, New  
Front Windows, New Pilot/Co-Pilot  
Upholstery, Snow Shoes, Onboard  
Systems Cargo Hook, Bleed  
Air, High Skids, - Spray System  
Available by Negotiation.  
**USD \$365,000**



**1992 MD520N**  
6905hrs TTSN. Immaculate 520N,  
New Grey Leather, Mirror, Bear  
Paws, Floor Torque Gauge, Load  
Cell, Hook, Electrics for Bambi  
Bucket, Duals, Wheels. 2 x VHF,  
XPDR, Belly Cargo Pod Available  
By Negotiation.  
**USD \$780,000**



**1980 BELL 206 L1**  
11,577hrs TTSN, RR C30P  
Engine, Blue Leather, H/Skids,  
Hook, Range Extender, FSC Inlet  
Filter, Sliding Windows, King  
Audio Panel, AH, DG, VSI,  
Very Good Component Times.  
**AUD \$695,000**



**1997 BELL 407**  
4968hrs TTSN. Very Tidy 407,  
RR C47 Engine, H/Skids, Flite  
Steps, Particle Separator, Hook,  
Digital Load Cell, Cargo Mirror,  
Wire Strike Kit, Sliding Windows,  
Pneumatic Door Openers,  
Black Leather, Spidertracks  
Tracking System.  
**AUD \$1,750,000**



**1981 BEECH KING AIR 200**  
12,590hrs TTSN. Excellent Paint/  
Interior, Full Raisbeck, Aft Strakes,  
4Blade Prop's, High Float Gear,  
All Sperry Avionics.  
**PRICE REDUCED!**  
**USD \$899,000**



**2014 CESSNA TURBO  
SKYLANE JT-A**  
<100hrs TTSN. New SAFRAN Diesel  
Engine, Leather Interior, Wheel  
Fairings, All-Glass Garmin G1000,  
GFC-700 Autopilot, Garmin TAS,  
Garmin SVT, Corrosion Protection,  
Full Manufacturer Warranty at  
hand-over, Ex-Ardmore NZ.  
**EX-DEMONSTRATOR MODEL**  
**USD \$544,999**



**2008 ROBINSON R44 RAVEN II**  
585hrs TTSN. Immaculate  
Condition, 1 owner. Lycoming  
IO-54 Eng. Air Con, Leather Int,  
Wheels, Blade Ties, Mobile Phone  
Kit, NAT Panel, 2x King KY196A  
VHF, Garmin Transponder, Garmin  
296 GPS, AH & VSI, 4x Headsets.  
**AUD \$340,000**



**2006 SCHWEIZER 300CBi**  
4957hrs TTSN. Excellent Paint/  
Interior, 3str. Duals, Wheels, Ties,  
Hook, Garmin 340 Audio Panel,  
Spider Tracks.  
**USD \$168,000**



**1996 SCHWEIZER 300CBi**  
3612hrs TTSN. 2str IFR Trainer,  
Excellent Paint/Interior, Duals,  
Wheels, Ties, Spider Tracks,  
Lockers, King KMA24H  
Audio Panel.  
**USD \$188,000**



**2006 SCHWEIZER 300CBi**  
3425hrs TTSN. 3str. Aux Fuel Tank,  
Wheels, VSI, Luggage Locker, Grey  
Leather, New Avionics Suite,  
Strobes/Landing Lights  
**AUD \$249,000**



**2008 SCHWEIZER 300CBi**  
2920hrs TTSN. One Owner, 3str,  
Flyable Wheels, Hobbs Meter,  
Hook, Aux Fuel Tank, Auto Fuel  
Boost Kit, King KMA24H Audio  
Panel, ng KX155 Nav Comm, King  
KT76A Transponder, VSI, 600hr  
Inspection Underway.  
**PRICE REDUCED! AUD \$245,000**

\*all prices exclusive of GST

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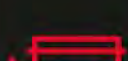
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