

KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 35

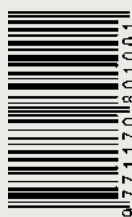
2014 #4



Tecnam Astore arrives in NZ

Full report and Flight Review

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Flying the FW 190
An interview with Jim Hickey
Dreamliner and A350XWB visit

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From the Editor

Welcome to another edition of KiwiFlyer. The two months between putting each issue together seem to go by faster every time. That thought compels me to mention a note of thanks to all of our contributors, without whose efforts the magazine would surely end up being a bi-annual rather than bi-monthly production. And if you're reading this and thinking that you might like to submit something for publication yourself, then please do contact me. The magazine improves every time the contribution base and scope gets wider.

Speaking of new contributors, we are grateful to Grant Bennis (Air NZ Captain and President of the NZ Aerobatic Club) who recently flew the brand new Tecnam Astore LSA and wrote a comprehensive review for KiwiFlyer readers in this issue. With Tecnam's pedigree in this market, the aircraft was always going to be a delight to fly and needless to say, Grant was impressed. At about the same time, their new single engine, four-seat P2010 was receiving its European EASA certification. Hopefully it won't be long before we see some of those here too.

We, along with at least 300 others, attended the Aviation Leadership Summit organised by Aviation NZ in Wellington recently. The two day event was full of interesting presentations, and included a well-supported trade show plus various discussion groups, Aviation NZ divisional AGMs, and the industry's annual Gala Awards Dinner. It was a great success and universally well-received by those who attended. There's a report on the event later in this issue and we'll be picking up on some of the Summit subjects for future issues too. Congratulations are due to the Aviation NZ team who put it all together.

Airliners aren't something we have paid too much attention to in past issues of KiwiFlyer but on this occasion we have recently had two latest generation types land at Auckland. The first is Air New Zealand's brand new Boeing 787-9 for which they were the launch customer. Not long after that fanfare, Airbus dropped in with their new A350 XWB on its around the world route proving tour. Chris Gee was there on both occasions to get a close look at the future of air travel for KiwiFlyer readers.

The next issue of KiwiFlyer will feature our annual focus on training. If there's something you would like to say, or see in it, then do contact me. We send 1000 additional copies out to all secondary school Careers Advisors too, so it's an ideal opportunity for those in that part of the industry to promote training services.

Enjoy this issue. Safe flying.

Michael Norton
Editor, KiwiFlyer Magazine

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Front Cover: Giovanni Nustrini pilots the new Tecnam Astore over the Waitemata Harbour.
Michael Norton photograph.





News Briefs

EASA certification for Tecnam P2010

Tecnam has announced EASA certification approval for their P2010 and the immediate commencement of deliveries to customers throughout Europe.



The P2010 is the first new, single engine, high wing, four-seat, CS-23 certified aircraft in many decades. The certification program included over 200 hours of test flights, 100+ spin configurations, lightning tests on full scale assemblies and more.

The P2010 combines metal and composite construction including a carbon-fibre fuselage with a metal wing and stabilator/rudder, and has a very ergonomic cabin with a large separate third entry door. Instrument options include Garmin G1000 IFR with integrated autopilot. The aircraft has already received 'rave' reviews from very experienced pilots who have had the opportunity to try it. More information from Giovanni Nustrini at Tecnam Australasia, ph: 021 832 626 or www.tecnam.co.nz

10% discount to KiwiFlyer readers for Wings Over Wairarapa Tickets

Wings Over Wairarapa are offering KiwiFlyer readers a 10% discount on all GA passes to this significant airshow at Masterton on Wellington Anniversary weekend (16-18 January 2015). Tickets must be purchased before 31st October to receive the discount. See page 30 of this issue of KiwiFlyer for more information. An ideal way to sort out some Christmas presents with 2 months still to go.

Oceania Aviation Sponsorship

Oceania Aviation have announced they are proud to again be sponsoring the Otamatea Aviation Academy. Established in 2011, the Otamatea Academy is a program where select students attending Otamatea High School are given the opportunity of building replica sport aircraft. The students are involved in every aspect of the build from airframe construction, through to fabric work and zero-timing the engine. Started by Paul Morrison, the project has been integrated within the NZ scholastic system, ensuring students receive the relevant accreditation for their efforts whilst developing life skills such as teamwork, leadership and accountability. Otamatea Aviation Academy finished its first Super Cub in 2012 and plans to have its latest project finished in mid-2015. More info is on www.aviationacademy.co.nz

Airspresso opens in Queenstown

A who's who of South Island aviation, along with dignitaries and invited guests were present for the opening of the new Airpresso Café at Queenstown Airport recently. The Queenstown café is the second of its type in the country. The first, in New Plymouth has been open for several years. Airpresso aims to add class and aviation history to air side dining, something instigator and owner Jim Hickey says has been seriously lacking in New Zealand airports.



The Queenstown café showcases the history of six local pilots, war heroes Jim McCaw and Popeye Lucas, plus another war pilot who could have been a hero - Henry Oldale who was considered to be too valuable as an instructor to be allowed to go overseas. Also featured is Warbird legend Tim Wallace and two pilots who have had a huge influence on the local aviation scene, Jules Tapper and Brian Waugh.

CEO of Queenstown Airport, Scott Paterson commended the whole team involved in the project, from architects

and designers to chefs; their passion for excellence, he said, was outstanding. Jim Hickey and his business partner Craig Macfarlane who is in charge of the food, are delighted with the result. Feedback from diners already suggests that the new venture will be a success.

Pilatus Service Centre at Feilding

Avcraft Engineering NZ Limited at Feilding was recently appointed the Pilatus Authorised Service Centre for New Zealand. Company owner Mat Bailey says there have since been a variety of Pilatus PC-12 movements through the hangar. These include ZK-TIL, resident at Feilding and now the first in Australasia with a 5 blade composite MT-Propeller. VH-OOI received an annual inspection and maintenance before departing for Norfolk Island and VH-YOJ arrived for maintenance and transferring to the NZ register, becoming the second of type here.



North Shore Aero Club Reunion Celebrating 50 years Saturday, 22nd November 2014

North Shore Aero Club has issued an invitation to all past and present members of the Club and their families to attend a special day celebrating 50 years of achievement. There will be time to renew friendships, catch up on what past members are now doing and learn how the Club grew from small beginnings thanks to the vision and hard work by many members over the past five decades. Photos and memorabilia will be on display, there will be a range of interesting speakers, a small flying display and an opportunity to go flying or watch the flying during the afternoon. Events commence just before lunch and conclude with an early evening meal. If readers have any memorabilia they wish to donate or lend to the Club for an official archive (starting soon) it will be very welcome. For more information contact Reunion Coordinator Sue Campbell: Phone 09 414 5399, 021 972 895 or email: suecam@xtra.co.nz

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*Specifications apply to standard equipped aircraft (with DME, TAS, WX500, ALX, TKS; standard light weight interior without adjustable seats), if not otherwise stated. The above data are approximate specifications and may change without notice.



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Mount, Power and Protect

Tallon Systems, synonymous with innovative mounting systems for just about everything from iPads and GPS equipment to cup holders, have announced they have brought together a suite of premium products to complement their popular Socket Mounts, offering what they believe to be the best device mount, power and protect solutions available on the market.

Tallon™ have secured distribution rights for globally known Lifeproof® and Otterbox™ device cases. Lifeproof cases offer the 4 proofs: 100% Water Proof, Dirt Proof, Snow Proof and Shock Proof. Otterbox provides a range of protective cases to “Rugged-ize” expensive devices against dropping, scratching, dust and debris. Otterboxes are supplied with holsters and kick stands too. Tallon already distributes RAM® Mount's sturdy device holders, which comprises a range of device-specific holders, as well as their popular Universal X-Grips.

Managing Director, Peter Marshall, says, “At Tallon, our mission is always to provide device users with the best possible mount, power and protection solutions – all in one place and at competitive prices. We only partner with premium brands to make sure the user is totally satisfied. Sticking to this approach, we’ve found we’ve become the go-to place for device and accessory mounting for aviators, vehicle and marine-craft operators.”

Last month, Tallon rolled out their new 3.1A Double USB and Peter says demand from aviators and truck fleets has been high. This clever USB unit converts 12/24V input via a 1A port at the top and 2.1A port at the bottom, ensuring rapid charging of

multiple devices whilst running amp-hungry tasks like charting and navigation apps. The smart looking unit slots neatly into the coaming or dash and is locked by a simple back nut - so no expensive tools or installation is required.



Tallon™ RAM® Universal X-Grip II 7" Tablet Holder

Tallon Systems first came to prominence in 2007 after scooping a prestigious Innovation Award at the International Boat Builders Exhibition in Miami, Florida. In 2009 Tallon founder, Peter Marshall, won the Ernst and Young New Zealand Master Entrepreneur award. Tallon gained further recognition in 2011, receiving a Design Award from General Motors Vegas for the Most Innovative Chevrolet Accessory at the SEMA Show in Las Vegas. Tallon launched its Mini Socket range of mounts and accessories at the Expo in Hamilton last year.

Tallon's products will next be on show on Saturday October 11th at Wigram Air Force Museum, Christchurch at the 2014 Tyre General GT Radial Trucking Show.

For more information see the advertisement below, phone Tallon on 0800 825 566 (TALLON) or visit www.tallonsystems.com.

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Tecnam's new Astore arrives in NZ

THE latest Light Sport Aircraft design from Tecnam to arrive in New Zealand is the Astore which has been named after the first aircraft designed some 65 years ago by Luigi Pascale, founder of Costruzioni Aeronautiche Tecnam in Italy.

From the Outside

There's no question that the Astore is an attractively proportioned aircraft and sitting in the sun at Ardmore outside Tecnam Australasia's NZ headquarters, the metallic silver paint does a perfect job of highlighting its sporty shape. Italian style is evident from all angles, perhaps with other occasional influences; the nose in particular has a hint of BMW about it.

Staying with the exterior, there's one obvious departure from previous Tecnam designs and that is the horizontal tail which on the Astore comprises a stabiliser and elevator, as opposed to their traditional all-flying stabilator approach.

The Astore's fuselage is longer and wider than Tecnam's other low wing 2 seat design, the P2002 Sierra (which it is intended to complement rather than replace). It also has a more aerodynamic shape, thanks in part to its all metal airframe being complemented by the selective use of an epoxy reinforced matrix of carbon / glass fibre for the upper radome and fairings.

Also notable on the fuselage is an external port side access door to the large baggage compartment behind the seats.

The nosewheel is free casting, steering being by differential toe brakes (with redundant brake master cylinders). The nose gear is supported by an oleo-pneumatic shock absorber connected

directly to the firewall, while the main landing gear consists of light alloy springs hinged inside the fuselage to maximise available wheel deflection and energy absorption efficiency. The flush mounted canopy slides fore and aft and pulls down onto an automotive type of seal to ensure excellent sound proofing.

On the Inside

Good looks don't stop with the exterior of the Astore. By any LSA standard the interior is quite luxurious and a very pleasant place to be. It's also spacious at 1.15m in width and offers plenty of headroom at 0.98m in height.

Steps to the cockpit are located in front of the wings and it's easy to slide the canopy back and settle into comfortable leather seats which have plenty of travel and are easily moved fore and aft via a single handle. The interior is fully trimmed and everything looks and feels 'nice'. There are armrests and USB charger outlets.

Behind the seats is a baggage compartment with a carrying capacity of 35kg.

Instrumentation

Standard instrumentation includes an iPad Mini with a built-in application called the

'Tecnam Astore Owner App', loaded with useful information for Astore owners and pilots. It includes a primary flight display, navigation capabilities, checklists, weight and balance data and a full pilot operating handbook.

In basic configuration, the Astore can be supplied ex-factory with minimal instrumentation (ASI, Altimeter, VSI and engine instruments), leaving the owner to customise the panel and fit comms equipment to their preference.



From every angle, the new Tecnam Astore is an attractive aircraft.



Unlike other Tecnams, the Astore has a separate stabiliser and elevator.



The sliding canopy pulls down onto well designed seals for a flush fit.



Giovanni Nustrini flying the Astore over the Waitemata Harbour near to Tecnam Australasia's Ardmore base.

With so much cost effective cockpit technology now available, it's no surprise that there are three 'advanced' instrumentation options available for buyers to choose from. Technology aside, a good looking, elegant panel layout is something that can make or break the first impression of an aircraft (how many readers don't always peer through the window to assess the panel when they pass near to a new aircraft?). The Astore doesn't disappoint in this department either. All three advanced panel options look really, really good. Option one is a standard six pack plus Garmin audio panel, com, transponder and 796 GPS. Option two offers Dual Dynon SV1000 screens, Dynon intercom, com, transponder, plus a Garmin 796. And Option three offers a full Garmin suite based on dual G3X screens.

Engines

In standard configuration, Tecnam's Astore is fitted with the Rotax 912ULS2. Not surprisingly the Rotax 912IS and the Rotax 914 Turbo are also options. In the latter case, a Sensinich ground adjustable 3 blade propeller will replace the standard two blade fixed pitch version supplied for the 912 variants. Hydraulic MT Constant speed propellers are also available as an option.

Performance

Powered in standard configuration with the Rotax 912ULS, the Astore will cruise on 75% power at 118kts, climb at 1100ft/min and has a range of 750nm. With flaps down, stall is at 38kts.

Takeoff distance to break ground at Maximum all up weight of 1320lb is 715ft and to clear a 50ft obstacle is 1180ft. With a standard empty weight of 809lb, useable load is 511lb.

Flying the Tecnam Astore

In no time at all after arriving at Ardmore, ZK-AST had been assembled, decaled, and inspected by CAA ready for its first flights in New Zealand. One of those lucky early pilots to try the aircraft out was Grant Bennis, AirNZ heavy jet Captain and also President of the NZ Aerobatic Club. Grant kindly provided the following extensive flight review for KiwiFlyer readers.

For more information

To find out more about the new Tecnam Astore or to arrange a demonstration flight, contact Giovanni Nustrini at Tecnam Australasia on 09 298 9144 or 021 832 626, email: info@tecnam.co.nz or visit www.tecnam.co.nz



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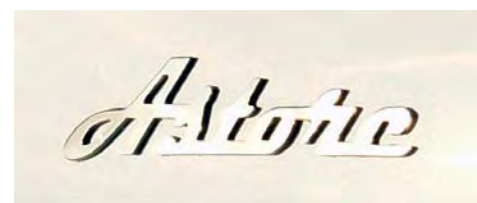
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Captions: 1. Silver paint shows off elegant lines.
2&3. The large baggage compartment is easily accessible from within the aircraft as well as externally through an access door.
4. Leather seats are just part of a high standard of finish and attention to detail throughout.
5. Fuel selector is elegant and well positioned.
6. A variety of factory fitted avionics options are available. AST has dual Dynon screens fitted with an iPad Mini at centre.

Tecnam Astore Flight Review

contributed by Grant Benns

CLIMBING out of Ardmore on my first take-off in the new Tecnam Astore, I am struggling to peg the speed at 69 knots – best rate of climb. Not because I am unused to climbing at high nose attitudes or rates of climb after take-off, but subconsciously I have adjusted my perceptions of how the Astore should be climbing based on previous experience with 100hp, two-seat light aircraft. The speed is up over 80 kts, the nose is just below the horizon and we are climbing at about 600 fpm – that's about what the CT4B I was flying last year would do. So I reef it up to 69 kts, hit the top-hat trim switch to make sure it stays there and look at the VSI again -1000 fpm...wow! And that's two-up at max gross weight. Best ROC is actually not a great speed to climb at in the busy Ardmore area, as with the nose now above the horizon visibility has reduced AND we are in danger of out-climbing the top of the Ardmore MBZ on our way south. Maybe an 80-90 cruise-climb will be better.

I guess challenging perceptions is why Giovanni Nustrini of Tecnam Australasia, distributors of Tecnam aircraft in Australasia, asked me to do this review. This is the first LSA I have flown, although I did do some hours in a J3 Cub years ago, before the LSA category existed. In-fact, back then, LSAs were Microlights and certainly didn't look or perform like the Astore. This is also the first Rotax powered plane I have properly flown, after a brief flight with Giovanni in the Tecnam Twin P2006, another modern and amazing triumph of aerodynamics and structural efficiency. Let's see - no

mixture, liquid cooling, a choke to start...that's different! However, once I get my head around the numbers – 5100 rpm for take-off – it is just another engine, albeit quite a bit more quiet than the noisy aerobatic planes I normally find myself in. Certainly, starting, stopping and general engine handling was very easy and I soon got the hang of the fixed pitch prop (!) and resultant big throttle movements. One Rotax difference I quickly discover was setting the throttle friction. Flying CSUs, I normally like the throttle friction to be not too tight, but not too loose either – 'just right'. Applying this set-up to the Astore's throttle friction, I find the speed keeps increasing and then notice the RPM creeping up too. An 'ah-ha' moment follows – the carbs are set-up to be spring-loaded to full-throttle, which is not a silly idea when you think about throttle linkage breakages. More throttle friction required!

It's a cool, breezy southerly in Auckland as we climb out to the south – certainly not the ideal day for flying an LSA, or so I think. With those CT-4-sized wings but half the weight, this will surely mean getting tossed about. Wrong, although I suspect another 10 or 20 knots of wind and some low-level mechanical turbulence would make for a more bouncy flight. But then who wants to fly on days like that anyway – don't we fly this sort of plane for fun?

The Astore is surprisingly directionally stable and there





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ASTORE



P2008



P2010



P2006T

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wasn't any yawing and heavy duty rudder work required to keep it flying straight, something I only pondered post-flight when talking about another beautiful Italian creation, the F8L Falco, which most certainly tends to snake along through any turbulence. Looking back into the Ardmore hangar of Tecnam/Falcomposite sits the remarkable Furio, a stunning Kiwi-Italian design and the modern-day version of the Falco. You may think it unfair to compare the Astore with the Furio (or visa-versa perhaps), but in many areas they are quite similar:

- Interior space – I am 6'2" and like chocolate, yet both have ample cockpit width and length for two people my size, as well as headroom to spare.
- Both have a huge 'boot' – although it is most certainly a risk in the Astore that you could overload the 35kg maximum capacity given the large volume available. And the Astore has a baggage door too, for easy access.
- Both have very cool 'glass' displays – the two large-screen Dynons in the Astore are very easy to read, even with the sun behind you, and can be configured and reconfigured in numerous ways to display primary flight data, moving map and engine information.
- Both have great visibility due to their large sliding canopies, although care is needed getting in and out – this type of canopy is equally expensive and a bit fragile. Some more grab handles around the cockpit would be nice.

The advantages of the low-wing configuration for turning visibility has to be weighed against the protection from the elements and ease of access that a high-wing aircraft, such as the Tecnam P2008, affords. This could mean we are weighing up practicality versus aesthetics – a wagon verses a sports coupe, an SUV versus a supercar. This is not to say a P2008 doesn't handle like the Astore, which Mike assures me it does, but aesthetics do form a major part of purchase decisions for toys like this. That said, in my humble opinion, the Furio wins the prize for the best looking GA aircraft in the world today – a Ferrari with wings. And it's made in New Zealand – take that, world! But the nose of the Astore is also a modern-day work of art, and it is the first thing I noticed when I walked up to the plane. The nose is doing 200kts standing still, with all its curves and creases. Damn, Italians have style. Even the prop looks fast. Which takes me back to the flight...

Levelling off at 3000', down goes the nose and up goes the speed to settle on 105 kts, 10 knots below the start of the yellow arc. That's nice, another perception of LSAs debunked – cruising too fast for their structure to cope with. The VNE is 150 kts, so this power and propeller combination is spot-on. I am told the fuel burn is about 18l/hr at this speed and power setting, a number I have not heard of since that J3 Cub I mentioned earlier, which most certainly didn't cruise at 105 knots!

I am flying with Mike Foster, A-Cat instructor of everything and anything with wings and rotors, and he asks me to do a series of handling manoeuvres – we start with 45° and 60° bank turns. As my day job consists of staring at instruments for hours on end, I figure I should be pretty good at this. The attitude display on the Dynon shows the relevant targets, but with the relative lightness of both the aircraft and controls, my first couple of attempts are mediocre. I would much rather be doing zooming climbing and descending turns, up to VNE and back to the buffet, but I do a few more level turns and eventually get a reasonable result. The ailerons are suitably light for a sportplane, and all controls are well harmonised. Professor Luigi Pascale, now 90 years old, has been designing light aircraft for over 60 years and been building and selling them through Partinavia since 1957, and more recently Tecnam, which commenced operations in 1986. His first design flew in 1951, also called the Astore. He seems to know a thing or two about making practical and well-mannered aircraft, and the quality of both the structure and interior fit-out is impressive, much more like a modern car than many GA aircraft.

Next-up, stalls. How slow do I have to go to get this plane to stall?! As it turns out, very, very slow – with full flap we get back to 32 knots. And that is two-up, so I suspect 20-something would be possible solo. Into a reasonable headwind, that is called hovering. Whilst there wasn't much buffet, a little nibble about 2-3 knots above the stall announced the stalls impending arrival, and a gentle wing drop – probably helped by me – declared the departure of smooth airflow over the top surfaces. Stick forward, a bit of power and with practice height loss would be tens of feet. Very predictable and docile.

What flight check isn't complete without a simulated engine failure and glide approach from 3000', which again demonstrates the efficiency of the airframe

and the light wing-loading. Trimmed back at the best glide speed of 71 knots, our rate of descent is around 300-400 fpm giving us a gentle 7 minute ride to plan our approach, 'trouble check', put out an emergency call and brief the passenger. I under-estimate the 11-1 glide ratio during the last 500 feet and have to use full flap and a bit of side-slip to stay on-slope and on-speed, showing up my habit of flying planes that glide more like free-fall grand-pianos.

Back to Ardmore for some circuits, Mike suggests I try a flapless landing first, which to me is quite normal as flaps are deemed a frivolous feature missing from dedicated aerobatic planes. However, in such a slippery aircraft flaps most certainly help stabilize the approach whilst adding 5 or 6 knots of buffer at the bottom end – but not for this first approach. I slowly pull the power back for the decent, with Mike reminding me that the Rotax is predominantly liquid-cooled and I don't need to be quite so gentle – that's a change, which adds some flexibility. Consequently my first approach is a little higher and hotter than I would like, but the Astore responds well to side-slip and we scoot over the numbers at 60 knots and I hold off in the flare for a left-main-first cross wind landing. And hold off and hold off and hold off – the Astore doesn't want to slow down, or land for that matter! I conclude that flaps are indeed a great feature after all, and that I was probably at least 10 knots fast over the fence for such a low-drag configuration. Finally getting to the right speed and attitude to land, the touch-down and roll out, despite the 10 knot direct cross-wind, is dead easy, with nice elevator feel and rudder control evident throughout. The nose wheel is fully castoring, and thus not steerable, but rudder authority and a touch of differential braking makes keeping straight easy. On goes the power for a touch-and-go and this time I really make an

effort to rotate at the recommended speed – 41 knots. Once again I fail miserably, the light weight and responsive engine combining to zip us through 50 knots before I realise, and we literally levitate into the air for another impressive climb out. The last approach is a more normal full-flap affair, although slowing down to 80 knots for the first 15° of flap (also the normal take-off setting)

means planning ahead, but once set the aircraft is much more speed and power-stable. Full flap, actuated by a nicely positioned electric toggle switch, is available at 67 knots and I stabilize the approach at 60 knots on short final for Mike's requested short-field landing. Old habits die hard and I still don't get slow enough to achieve either the best/lowest touchdown speed or the nominated touchdown point. Nothing that hundreds of hours and thousands of dollars won't fix. Actually, I reckon if I can squeeze another hour in the Astore out of

Giovanni, I will have most of the low speed and landing stuff nailed, and I will be able to land AND stop in the entire length of the Ardmore keyboard markers.

After this first hour in the air, I realise a few things - for a change, my back doesn't ache (from pulling 8g and bad seating - the Astore seats hug you like a modern car), my head is not ringing and I don't feel like eating 2 kg of red meat. This LSA flying is really cool. And cheap(ish). And, in the case of the Astore, it looks damn cool too.

Many thanks to Giovanni Nustrini for giving me the chance to review the Tecnam Astore, and Mike Foster for tolerating my flying.

Written by Grant Benns, President NZ Aerobatic Club.

Recent types – Vans RV8, Furio, Giles G202, Extra 300L, Zlin Z50LS, MX2, CT4B, Falco F8L, Pitts S2B, Boeing 777, 737, 767, Airbus A320. Lucky me.



Grant Benns with Mike Foster in the Astore.



Turning downwind at Ardmore in the afternoon sun.

Michael Norton



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contributed by Bill Beard

It's time for a hangar spring clean

HANGARS are a great place to store not only the aircraft they were built to protect, but also all manner of things that the aircraft owner may want to keep. Actually many owners treat them as a garage and warehouse in addition to an aircraft hangar.

This is not an uncommon practice, but it can lead to hazardous conditions that concern the insurers who provide coverage for the hangar as well as the aircraft within them. Every now and then there are fires started by unsafe storage practices and poor housekeeping that destroy the aeroplanes that the structures were meant to protect.

Aeroplanes seldom, if ever 'self ignite'. It's more likely the loss will be caused by faulty wiring or an appliance that malfunctions. Also living quarters built into hangars are another source that can contribute to the cause of fires.

Hangar fire prevention is based on using common sense. Ignition sources and combustibles in a hangar are usually in plain view if you take the time to look for them. Here are some items to consider when walking through your hangar:

1. Fix any faulty electrical wiring and connections. This includes frayed wiring, overlong extension cords, broken or corroded fixtures and switches. A main switch by the door that turns off electricity to the entire hangar is a good safety feature.
2. Oily rags used for maintenance and cleaning are a common spontaneous combustion source. These should be removed or stored in a fire-rated container.
3. Don't tolerate fuel leaks in your aeroplane that cause detectable odours. Just fix them.
4. Batteries are a potent heat and ignition source. The long-term or routine connection of unattended chargers in or out of the aeroplane or vehicles is not recommended.
5. Make sure there is a fire extinguisher available. Be sure you

have the correct type and that it is current and fully charged. It should be in the most accessible part of the hangar.

6. The number one domestic fire hazard is normally cooking. You should not leave the hangar when you're cooking.

7. If you have an old beer fridge, you should know that one-third of all residential fires are caused by appliances and electrical faults. If the appliance is no longer suitable for the home, it should not be in your hangar.

8. There's really no good reason to store fuel in a hangar other than what's in the aeroplane. There should be no draining of fuel or fuelling in a hangar including mogas for microlights and LSA's. This is asking for trouble and static-induced fuel fires from plastic containers are alarmingly regular occurrences. The same situation can be created by draining fuel from an aircraft within a hangar.

9. It is important to get rid of the oil-soaked carpets and rubbish and remove the boxes of junk you've been storing, to eliminate a source for a fire.

10. Establish a check list for the hangar by the door as a reminder to check for appliances to be turned off, fuel containers to be emptied or removed, and rubbish to be carried out.

Aircraft and related parts that have not been replaced by other parts are normally covered by your aircraft policy. Your hangar and other contents are generally covered by a premises and contents policy. If you are not sure if a particular item is covered or not you should check with your broker to make sure you have the coverage you need. A little prevention will go a long way to avoid a claim and even higher premiums under these policies.

To discuss this topic or any other aviation insurance questions, contact Bill Beard at Avsure on 0800 322 206.

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Aircraft spotters have had a great time of it in the last couple of months. Air New Zealand's new Boeing 787-9 Dreamliner has arrived and will soon become a familiar sight. And the Airbus A350 XWB (which is still in its trial phase and therefore much rarer at present) passed through New Zealand airports at about the same time. Many photos of these aircraft have appeared

on social media so it is obvious that people have been out with their cameras at various vantage points and are no doubt keen to know and see more of what the big new planes are about. Chris Gee did the double honours for KiwiFlyer readers and provided these two articles for followers of airliner innovation.

First Dreamliner for Air NZ arrives in Auckland

AS flight NZ6787 touched down at 4.22pm on 11th July at Auckland International Airport it marked the culmination of nearly a decade of patient waiting. Air New Zealand's brand new Boeing 787-9, ZK-NZE, first flew on 29th May, and on 9th July, in a ceremony at Boeing's factory in Seattle, Washington, the aircraft was handed over to Air New Zealand. The arrival of ZK-NZE was the first of what will be ten aircraft delivered into the fleet by 2017. First ordered in 2005,



Air NZ's first 787-9 ZK-NZE is towed towards the welcoming ceremony after its arrival on 11th July.

the delivery is four years later than expected due to production delays, labour disputes and technical issues such as overheating batteries pushing the delivery date back from 2010.

A welcoming haka was performed by around 20 staff at Air New Zealand's Engineering Services hanger where the aircraft was towed for presentation. ZK-NZE will be crawled over by ANZ engineers and handlers over the next months as they write the book on how to look after their new aircraft. It's expected to perform its first scheduled service on 15th October on the Auckland - Perth route. The Shanghai and Tokyo routes will be added later in the year, but Air New Zealand has already started using the aircraft as a substitute for other trans-Tasman flights, and advertising the flights especially.

Known as 'The Dreamliner' the 787 is a huge leap forward in technology and capability for Air New Zealand and will eventually replace the Boeing 767. The 787 looks set to be very successful aircraft for Boeing, with 982 aircraft ordered by 58 customers. The

aircraft will perform multiple roles, operating both long and mid-haul sectors. The '9' is a stretched version of the standard 787-8, six metres longer at 63 metres. The uniquely shaped wings have a span of 60 metres, while the fuselage is 17 metres high. The fuselage cross-section is 5.74 metres and can support a cargo capacity of 153 m3 with a maximum take-off weight of 252,651 kg. The aircraft has a range of 15,372 kilometres and a cruising speed of mach 0.85. Boeing has confirmed its

ETOPS for the 787-9 out to a massive 330 minutes, which allows the aircraft to fly the most direct routes possible (ETOPS is the maximum distance a twin engine aircraft is allowed to fly from a diversion airfield in case of an engine failure). With its enhanced aerodynamics, advanced composite and carbon-fibre construction, and Rolls Royce Trent 1000 engines, the aircraft is expected to offer a 20% increase in fuel efficiency and 20% reduction in emissions over the 767 it is intended to replace. The Trent 1000s provide 74,000 pounds of thrust, and interestingly those supplied for the 787-9 are 1% more fuel efficient than those supplied for the 787-8. The most rigorous noise pollution abatement technologies are used to allow the aircraft to fly more efficient approaches to airports over urban areas. A notable visual feature of the 787 is the roughly serrated edges to the rear of the engines. These are used to spread the area of hot air hitting cold air over a greater area, since this is where much of the actual 'sound' that you hear from an overflying jet comes from.



Air New Zealand staff perform a Haka to welcome the aircraft to the engineering hanger.



The 787-9's cockpit includes five 15" Multifunction Display's and two Head-Up Displays. (ANZ)



Captain Dave Morgan, Chief Flight Operations & Safety Officer / Chief Pilot at Air NZ talks to media.

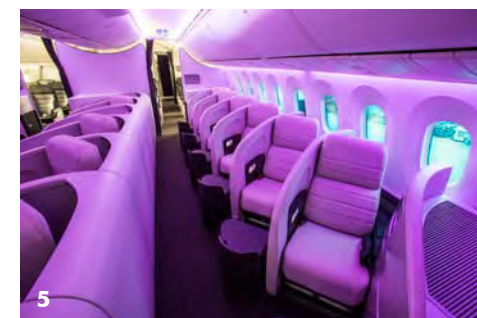


Captions:
1. The 787's super efficient wing shape.
2. The Trent 1000 Engine. 3. Economy Class.
4. Skycouch (ANZ). 5. Business Class (ANZ).
6. The lie-flat beds (ANZ).

Air New Zealand's aircraft is painted in their striking new 'Black' livery, a process that took twelve dedicated painters five days to complete.

A new enhanced customer experience is offered on board the 787-9, with larger cabin windows and a cleaner cabin atmosphere at a higher humidity. The air is recycled more frequently than in existing long haul aircraft. This atmosphere is kept at a relatively lower altitude pressure than on previous aircraft. For Air New Zealand the 787-9 will offer 302 seats. Eighteen will be Business Premier, lie-flat beds with memory foam. Twenty one seats will be Pacific Economy, designed by Zodiac with a 104cm pitch and 13cm wide armrests. Economy class will include fourteen rows of Air New Zealand's unique fold-down 'Sky Couches'. The Economy seats are also designed by Zodiac. The interior of the aircraft features large overhead stow-bins and modern overhead lighting.

Perhaps the biggest improvement for the customer will be the new state-of-the-art inflight entertainment system. Designed in New Zealand in collaboration with Panasonic, the innovative app-based touch screen system will be available on the 787-9, and also rolled through onto the 777-200 fleet and 777-300 fleets by the end of the year. The system features more than 2000 hours of content from over 2000 movie, television and audio titles, including High-Definition new releases and a dedicated category for HBO content. Air New Zealand has also partnered with Trip Advisor, the largest online travel website, to allow customers to research their destination while on board.



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Airbus A350XWB stops in on proving tour



The A350's wing shape will be instantly recognisable.

ARRIVING into Auckland, hot on the heels of Air New Zealand's first Boeing 787-9 was the next generation Airbus entry into the wide body airliner market, the A350 XWB. As part of its round-the-world route proving tour, MSN005, arrived into Auckland on the evening of 5th August and departed for Santiago the next afternoon. One of their five strong fleet of A350 test aircraft, MSN005 has been flown by Airbus flight crews on a round-the-world route proving tour, following an 'airline representative' schedule, to demonstrate turnaround times using standard airport services. Despite having a production representative interior, MSN005 is still in test configuration, with sensors placed throughout the inside and outside of the fuselage, wires taped across the floor and an entire 'virtual cockpit' set up in the rear economy cabin where flight test crew could oversee the telemetry in real time.

So far the A350 test fleet has accumulated a total of 2250 hours in the air, as well as rigorous testing on the ground. The aircraft has undergone climate testing from -40 °C to +45 °C at the McKinley Climatic Laboratory at Eglin Air Force Base in northwest Florida. It has had its brakes glowing red hot during 'Maximum Energy Event' testing, and had its structural test bed pulled, pushed and twisted far above what it will encounter in its normal service life.

The Airbus A350 will be competing head to head with Boeing's 787 and 777X in the years to come. Here in NZ our national carrier will be looking for a replacement for its 777s within the next decade, and will be no doubt keep a close eye on the A350's progress. Deliveries to the launch customer Qatar Airways are expected to commence later this year, with Airbus boasting a total of 742 orders from

38 customers already on the books for the type.

The Airbus A350 is available in three models, the standard 276 seat A350-800, the longer 315 seat A350-900 (which MSN005 represents), and the 369 seat A350-1000.

The three different variants of the plane are estimated to have cost Airbus close to \$17 billion to develop over eight years. Each variant is supplied a version of the Rolls Royce Trent XWB Engine. This purpose built engine boasts an impressive output, with the variant designed for the A350-1000 offering a huge 97,000 lbs of thrust per engine. These lightweight, three-shaft power-plants use compressor blisk (bladed disk) technology and feature advanced materials, coatings, engine architecture, and cooling technologies.

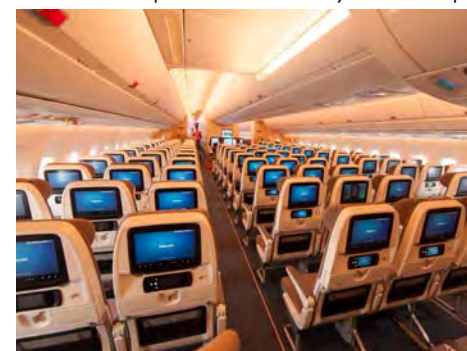
Airbus promise a 25% improvement in fuel efficiency and emission reduction, (compared to the contemporary Boeing 777-200). Boeing and Airbus have gone down similar routes to provide their fuel efficiency, each using new engines, aerodynamics and construction, but whilst the A350 boasts 70% of its aircraft made using advanced materials, similar to the Boeing 787, Airbus say they have reduced risks by staying with more traditional construction techniques than Boeing. 55% of the aircraft is made of advanced composites, with titanium alloys used on the nose and leading edges, and with advanced aluminium alloys used throughout which also allows the aircraft to conduct electricity "in a more traditional way" in the event of a lightning strike. Most of the A350 XWB's wing is made from lightweight carbon composites. The upper and lower



The A350 boasts very large one-piece wrap around cockpit windows.



Airbus Senior Vice President Pacific Region Isabelle Floret and test pilot Jean-Michel Roy in the cockpit.



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covers are a single piece measuring 32m long by 6m wide, making these the largest civilian aircraft parts ever made from carbon-fibre. The aircraft's fuselage is made of Carbon-Fibre Reinforced Plastic (CFRP), allowing for easier maintenance and a higher resistance to corrosion.

The Airbus A350 XWB has very sleek lines, with its super-efficient wing shaping obvious at first glance. The aircraft's wings have broken many technological barriers and form the major factor in its fuel efficiency and performance. The wing has a 'variable camber' that can be altered in flight to suit the conditions and to improve high-speed performance, by optimising the wing profile and granting better control of loads along length of the wings. Other flight control innovations include droop-nose leading edge devices and an advanced flap design. The A350 XWB can deflect its flaps both symmetrically and asymmetrically using differential adaptive dropped-hinges, which increases its efficiency and manoeuvrability at low speeds.

Another visual aspect that separates the A350 from its peers is the abruptly tapered rear of the fuselage, which allows a consistent seat layout from the front of the aircraft to the rear, and offers a large rear workspace for the cabin crew. XWB stands for Extra Wide Body, and this is instantly recognisable upon entering the aircraft. The 'ovoid' fuselage shape allows a 5.58m cross-section, and provides for the widest seat options of any aircraft in its class, including standard 46cm wide seats in economy. The aircraft offers an equivalent of 6000 foot altitude internal cabin pressure, markedly lower than existing aircraft, considered to be vitally important for reducing travel fatigue for passengers and crew.

Some of the real advances made with this aircraft will remain invisible to the passenger of course. Much of the avionics and flight systems of the A350 share their lineage with the A380, including the AFDX® (Avionics Full Duplex Switched Ethernet) and also the use of two 5,000 psi hydraulic circuits instead of the three lower pressure systems used on contemporary aircraft. Redundancy is supplied by a dual channel electro-hydraulic backup system. The use of increased operating pressure reduces the size of pipes, actuators and other system components, saving weight and cost. The A350 XWB electrical architecture also is simpler thanks to the aircraft needing being less power compared to others of a similar type. This reduction in installed power results in part from



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decisions to implement hydraulic (instead of electric based) brakes, as well as use of pneumatic air conditioning powered by hot air from the engines.

The A350 flight deck is built around an arrangement of six identical and interchangeable high definition touch screen displays. The flight deck configuration and flight controls conform to the Airbus Cross-Crew-Qualification concept, which gives pilots the possibility of transitioning across aircraft types using 'Difference' training, rather than full type rating training. The new shape of the A350 allowed enough space for two crew rest areas to be built into the fuselage, each with a large double bed. One is located directly behind and above the cockpit, and another above the first galley area one third down the length of the aircraft.

In what Airbus says is an industry first, The A350 will offer its customers fourth-generation entertainment and interior design options as factory standard. Full internet and personal device connectivity will be available, including a 12" screen in each economy seat. The fibre optic system allows for a completely 'flat-floor' with no cables or connection boxes in the area of the passengers feet. The interior lighting system is an LED system capable of replicating 15.7 million colours, with an infinite number of variations which can be uniquely controlled both lengthwise and

across the cabin, allowing the ambience to be tailored throughout the aircraft to match the journey's progress, and specific passenger requests. The aircraft uses smart electromechanical window shades, which can dim out 100% of the light. And large overhead storage bins are designed to allow each passenger a full size roller bag as carry on.

New generation thinking hasn't stopped with just the aircraft design. The final assembly line factory for the A350 has 22,000 m2 of solar panels on the roof, allowing the facility to organically power its own 83,000 square metres of offices and workspace. The environmental ethos has in fact been planned right through to the end of the aircraft's service life, with recycling facilities being developed that will allow up to 90% of the aircraft's weight to be recycled at the end of its usable life, and reused on new aircraft. Airbus claims this is the first time the feasibility of recycling carbon composites has been demonstrated with a commercial aircraft.

The A350 may be seen on scheduled services to New Zealand as early as 2016, with Cathay Pacific expecting to use the aircraft on its Auckland-Hong Kong route at that time.

KiwiFlyer thanks both Airbus and Auckland International Airport for making us welcome on the A350 XWB.



Top left: The A350 XWB's unique wing tips. Top right: A temporary Virtual Cockpit is used for the test engineers during flight. Above: MSN005 departing Sydney for Auckland (Pat Reilly photo).

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An Interview with Jim Hickey

Aviation Enthusiast and Airpresso Café owner

New Zealanders know him as TV One's weatherman. He may well be one of the most recognised faces in the country. Many aviation enthusiasts know he has an interest in aircraft and know that he owns his own Russian Yak-52. Not many people know however that he is also the owner of the Airpresso Cafés in New Plymouth and the one just opened in Queenstown. Jill McCaw caught up with Jim Hickey at the recent opening in Queenstown and found out a bit more about this true aviation enthusiast.

Your Dad was a Spitfire pilot in Burma. Was flying in your blood? What influence did he have on your life?

Oh yes, Dad was a huge influence. He'd flown Spitfire Mk XIXs, the high altitude version built for photo reconnaissance. He was one of the first pilots in the Commonwealth to get to 48,000 feet in a Spitfire. Of course at that altitude the aircraft was nearly uncontrollable. I'm not sure exactly where he was over Burma but he could see Mt Everest on the horizon so he really was pretty high.

On the farm when I was a kid he'd be feeding out in his RAF flying jacket. We managed to get an identical jacket (clean and not worn out) from one of his squadron members to put on display at Airpresso in New Plymouth.

Dad didn't talk about flying much but as a farmer the weather was everything. He'd be looking at the sky, tapping the barometer and predicting what was coming. For me, growing up on a dairy farm, always outside, it was very season orientated.

So meteorology really was part of your life before you became a weather presenter on TV?

I did a BA in Geography and majored in Climatology. I then did a Diploma in Meteorology with MetService. I was doing some acting and was asked if I could read a weather map. I said, "I can try."



Jim Hickey with his much loved Yak-52. Photo by Rob Tucker.

What age were you when you learnt to fly?

I was 21, but I was young and just married and had no money. I didn't pick it up again until the early '90s when I got my PPL.

How many hours have you logged?

Six hundred, and I've paid for every one of those myself.

How did you get involved in Warbirds?

In the early '90s I think, Tim Wallis brought a Spitfire to Hamilton. I took Dad up there to see it and he and Tim got chatting. As you can imagine, they had lots to talk about. Then Tim recognised me, even though I'd only been doing the TV Weather for a short time. He asked if I was any good at commentating and wouldn't really take no for an answer. I went down to Warbirds over Wanaka as part of the team in '96. There was Team leader, author and Fighter Pilots' Museum curator Ian Brodie, and Englishman Jerry Mead. It was a lot of fun.

You own your very own Warbird, a Yak. How did that come about?

Well, if you live in New Plymouth and fly aeroplanes and know Brett Emeny then you've got no choice but to get interested in Yaks. Brett took me up in his and got me sick, but I got past that really quick and he gave me a type rating. I was looking at buying a plane and was thinking of a Cessna but Brett talked me around to a Yak. They're really robust. They'll cope with +7 to -5 Gs and they're great for formation flying. They also have the neat vibe of being a Warbird.

Where did your Yak come from?

It was for sale in Ballarat, Victoria. Brett knew of it from some contact. We went over and Brett test flew it. He's a kind of laid back, casual scruffy country boy, and those guys couldn't believe

what he could make that aircraft do. They guy who flew with him said he'd never seen a Yak flown like that. They were really impressed. Long story short, I bought it.

Obviously you enjoy the Yak display team formation flying?

Love it. I'm not up to airshow standard by a long shot, but frequently fly formation routines with the Yak Team here in New Plymouth. It's incredibly precise and intense. I've never sweated so much! Solo aros I do on my own, and I love the freedom, expansiveness and discipline of it all. Formation Aerobatics? That's a whole new ball game, and the most demanding, difficult form of powered flying.

You got to host a TV programme flying in to small NZ communities. Was that as much fun as it sounds?

As a former farmer's son who loves planes, it was so much fun. Connecting with heartland pioneers and families was a total blast! I've never eaten so many scrummy scones!

Any other aviation related projects in the works?

Just opened Airpresso, Queenstown International. That was a huge expensive project. That'll do it for now. But I can't help thinking that there are so many other airports around the country that would have a host of local aviation stories we could feature in an airport café. Who knows?

What do you do for fun?

I walk and jog with my wife Sue and our big female German Shepherd Buffy. I swim like crazy in the sea over summer. As a former surf life saver, I can't get enough of it. I enjoy visiting my son Jamie, a senior customs Officer in Tauranga. And of course I fire up the Yak, and feel the adrenalin spark up as the big radial engine throws out the challenge!

Tell me about the Airpresso Cafés. You've got one in New Plymouth and now this new one in Queenstown. How did they come about?

In 2005, I was chatting to Taranaki investor Russell Boddington about why airport eateries have to be so bland and ordinary, even if they're in a region that makes a feature of great food and fresh local produce. We decided we needed to create a place that had great coffee, fresh made local food and featured local aviation stories. Russell and his wife Marguerite became partners in the project and they're still with us now.

Another partner is Craig Macfarlane, a real force in the food industry with fifteen restaurants and cafés. He uses a great model, with all his places staffed by people he's brought up through the industry, trained up and passionate about doing things well. There are loads of other great people involved as well.

As far as the cafés go, people these days are interested in seeing their food being prepared. They want to see what the chefs and bakers are doing so we placed the open kitchen central to the dining area, so that people can see what's going on. We've got the food right too. We have pilots texting their orders in before they land.

And of course you have the stories of local aviators featured.

We're a repository of aviation history, with our own very high standards in food and beverage. It's a new model in airside dining.

And I can contest that the food is great. Thanks for talking with us Jim.

Centrefold

WITH WWI centenary commemorations occurring this year, KiwiFlyer asked Gavin Conroy if he might have a suitable WWI themed image on file for a centrefold. Of course he did, and describes the occasion as follows:

At the conclusion of Classic Fighters 2011 we conducted a photo shoot featuring the Bristol F.2b Fighter (Flown by Tim Sullivan), Fokker D.VII, (Flown by Jerry Chisum) and an Albatros D.Va (Flown by Kermit Weeks).

After the more formal air to air photos were taken of the formation, we had the aircraft break in a dog fight fashion as seen here with Jerry using the smoke to good effect. Gunner in the Bristol Fighter was Aaron Marshall.

As soon as we landed, the Albatros was disassembled straight away as it was to be exported to Kermit Weeks in the USA. The organisers were very pleased to be able to have Kermit flying at the show, and his appearance was a surprise for everyone!

Camera plane was a Piper Cub flown by Simon Paul. Special thanks to The Vintage Aviator Limited, the pilots and to Gene de Marco for allowing us to take the aircraft up for one last flight at the end of the airshow.



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Bristol F.2b, Fokker D.VII and Albatros D.Va in a mock battle near Omaka. See description preceding page. Gavin Conroy photograph.



Flying the FW 190

In previous columns Frank Parker has written of flying the Harvard (Issue 29) and P-40 Kittyhawk (Issue 31) from the pilot's perspective. This time, he describes his experiences with the Flug Werk FW 190. The example Frank flies is part of the Chariots of Fire Fighter Collection based at Omaka under the care of Graham Orphan who manages this growing collection that includes a Spitfire XIV, airworthy Sopwith Pup and Fokker E.V (D.VIII).

THE story of the Focke Wulf starts in the late 1930s when the RLM (German Ministry of Aviation) called for a fighter design to supplement the Messerschmitt 109. The Focke Wulf proposal was chosen, the genesis of one of the outstanding designs of WWII. This aircraft was designed by Kurt Tank, an electrical engineer by profession which explains why most aircraft systems, (flaps, undercarriage, trim) are controlled and operated electrically. The first prototype of the aircraft flew on 1st June 1939.

The Focke Wulf 190 made its operational debut in France in August 1941 where the existing Spitfire Mk V pilots found they were outperformed and outclassed by this new design. Through the remainder of WWII the aircraft was developed in numerous variants for fighter and ground attack roles. Whilst the victors write the history books, later aviation historians have acknowledged the FW 190 as one of the most successful WWII designs.

It was difficult to contain my excitement when the opportunity arose to fly the Flug Werk FW 190. This is a reproduction aircraft, built to the original plans and specifications, albeit with a different engine as the original BMW motor is consigned to the pages of history.

The Focke Wulf had flirted with my imagination since early modelling days. I had even investigated the possibility of building a 'Jurca Design' replica some 12 years earlier, discarded as the opportunity to 'invest' in the P-40 came along. And here a couple of years later is the genuine article needing a test pilot!

My preparation started with a review of the flight manual translated from German via a computer program which missed many technical and aeronautical terms. I sought clarification from



Frank Parker in the FW-190. Tough job, etc...

Benno Tissi, a German speaking work colleague who was happy to help with translation of the flight manual and cockpit markings. I spent many nights 'Googling' for information on the original aircraft and the reproductions to gain an insight into it. Fortunately I had some limited experience with the ASH-82 engine from the Lavochkin La-9. Ironically this engine is a Soviet design, the arch enemy of the Luftwaffe in the 1940s.

I was fortunate to receive information from two other pilots with some experience on an original rebuild and a reproduction; in essence it was "just another warbird", a broad statement indeed.

At first sight the FW is impressive, similar in size to the Spitfire or P-40. Its long, almost ungainly undercarriage gives a much higher, almost menacing stance. The 14 cylinder radial is tightly cowled, the fuselage, almost minimal flowing back. The tail feathers seem too small, especially the elevator which is half the area of the P-40, more Spitfire like.

First time seated in the cockpit and it is snug, supposedly designed around the average Luftwaffe pilot, 180 cm tall and 80 kg. Unlike the Harvard or P-40, ergonomics are reasonable with controls and instruments grouped logically. As stated this is an electric aeroplane, gear and flaps are push button switches, cowl flaps a toggle switch, fuel cock a lever-solenoid.



The Chariots of Fire Fighter Collection's Flug Werk FW-190. Piloted by Frank Parker. Photographed by Gavin Conroy.

The instruments are in two levels. Flight instruments are standard but not in the accepted 'T' pattern. The secondary instruments are in a second tier, unusual at first glance but easy to assimilate.

The original aircraft had a hydro-mechanical engine controller which controlled the boost and RPM from a single power lever.

This installation deviates with a conventional throttle controlling 'boost' and a rocker on the throttle end which controls RPM. (Chopper drivers would call it a beep switch.) Instrument units are 'European', boost in 'atmospheres' (ata), airspeed in kilometres, and pressure gauges vary between kg/cm2 and psi - all a little 'novel' at first glance.

Erich Rudorffer: Focke Wulf 190 Ace Pilot

THE FW 190 ZK-RFR is painted in the livery of Hauptman (Major) Erich Rudorffer as operated at Immola, Finland in 1944.

Erich Rudorffer is the number 7 Ace of all time. He was on continuous active service throughout WWII; France in 1940, Africa, Russia and the defence of the Reich in 1945. He claimed his first victory on 14 May 1940, a French Curtiss 75 Hawk, and had increased this to eight victories before the fall of France.

Rudorffer flew throughout the Battle of Britain and by the end of 1941 had achieved forty kills. During 1942 his unit was based in occupied France. In November 1942 he was sent to Sicily and then Tunisia to participate in the North African Theatre of Operations.

On 9 February while based at Kairouan (Tunisia) flying a Focke Wulf 190 with JG/2, the unit received advice of an attack by a USAAF task force. The Germans attacked the B-17 Bombers as a defensive fleet of P-40s, and P-38s came to defend them. In the ensuing dogfights Rudorffer shot down six P-40s, then at the end of the engagement a further two P-38s - eight aircraft downed in the space of 38 minutes!

In July 1943 Hauptman Rudorffer was transferred to Command II/JG 52 (2nd Gruppe (group) 52 Fighter Wing) on the Eastern front scoring his first victory in the war with Russia on 7th August.



Erich Rudorffer in 1944.

The already Multi-Ace was to accumulate incredible success in this theatre, which for many German pilots was a 'Turkey Shoot'.

During a sortie on 24th August 1943, Erich downed five Soviet aircraft in 4 minutes and on 11th October created aviation history by claiming thirteen kills in the space of 17 minutes.

In December 1944 Erich was trained onto the new Messerschmitt 262 Jet and in February 1945 appointed to Command I/JG7 based north of Hamburg; the mission 'Defence of the Reich', or Home Defence. Despite the overwhelming odds faced by the Luftwaffe pilots in the closing months of the war, Rudorffer claimed 12 kills in the 262, including several heavy bombers.

This remarkable pilot flew over 1000 combat missions, engaging in aerial combat over 300 times. He was shot down by ground action or enemy aircraft 16 times and had to parachute from his aircraft 9 times. His

score sheet of 222 victories includes 1 Hawker Tempest (Me 262) 2 Hawk 75, 6 P-40, 7 Hurricane, 7 P-38, 15 Yak 7/9, 40 Spitfire, 58 Il-2 Sturmovic, and 10 B-17 Bombers (Me 262).

He was awarded the 'Knights Cross' on 1st May 1941 (19 Victories), 'Oak Leaves' on 11 April 1944 (113 Victories) and 'Swords' 26 January 1945 (210 Victories).

Erich survives to this day living in Germany.

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Powering the Flug Werk FW-190 The ASH-82 Engine



THE engine on ZK-RFR is a Soviet Shvetsov ASH-82. Its genesis is from a licence built Wright R-1829 Cyclone. The ASH-82 is a 14 cylinder two row radial of 1800 hp, comparable to the BMW 801 (the original Fw 190 power plant), Bristol Hercules (Bristol Freighter), Pratt and Whitney R-1830 (DC-3 and Catalina) and Wright R-2600. The ASH-82 powered a series of Lavochkin fighters (La-5 to La-11), some Mig and Sukoi designs and numerous bomber and transport aircraft. It was licence built post WWII in Czechoslovakia, East Germany and in China.

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Forward visibility in taxi attitude is very limited though not unusual for WWII fighters. The full bubble canopy, an innovation in 1941, affords great vision in all other aspects. The seating is almost supine, a feature to combat G effects on the pilot. A little familiarisation time in this cockpit and it starts to feel 'comfortable'.

Time to start. From my brief experience in the La-9 I recalled the ASH-82 engine had plenty of 'attitude'. My recall was 100%! Starting is a bit of a juggle; energise, engage with the right hand, 3-4 blades, mags on left hand, maybe an extra prime with the left hand and operate the throttle with the left hand (that's 2 1/2 left hands!). Once started the engine settles into a lumpy idle. Time to taxi; the tail wheel castors so steering is with foot brakes which are typical of vintage – weak but adequate. The oleos are firm and the ground taxi ride is solid. Nonetheless the aircraft is predictable.

Engine run-up from the checklist is generally standard; propeller function checks, magneto checks, it's noisy, it vibrates, but all is 'satisfactory'.

Time to go flying. The first take off in a new type is always going to hold a surprise somewhere. In the case of the 190 I was not disappointed. Despite being prepared, the swing on takeoff was 'impressive', airborne, brakes, gear up, climb power, catch up with the aircraft.

I had a definitive test flight schedule to follow for the aircraft which was achieved over a number of flights over a few months as my time and aircraft serviceability dictated. The schedule started with basic procedures, establishing parameters for climb, cruise, descent, and investigating the stall schedule. As we progressed, the speed and manoeuvre envelope was expanded.

The general handling characteristics are typical for a high performance WWII fighter aircraft. The stall is standard with little noticeable buffet although this is possibly masked by the engine vibration. Clean stall is 150 km/hr with a right wing drop, approach configuration 135 km/hr, recovery standard.

Engine handling is straight forward



The FW-190 stands aggressively, and noisily, raring to become airborne.

and typical of any large capacity engine. However, the Asch 82 is not the silky smooth Allison V12. This engine exudes attitude and responds willingly. 1.4 ata (about 42 inches MAP) is plenty for the aircraft with no military equipment (armaments etc.). Engine vibration increases with the power but is acceptable (any old Bristol Freighter pilots will understand) and with short exhaust stacks about a metre ahead, it makes a 'racket'.

I advance the test flying with progressive manoeuvres, starting with wingovers into lazy eights then test the aileron response leading up to an aileron roll. I then progress the speed schedule and develop wingovers into barrel rolls and looping manoeuvres.

And so after 18 months and some 20 hours, what is this aircraft like to fly? Firstly the systems, though different as in they are all electric compared to the standard hydraulics in western aircraft or pneumatics in Soviet aircraft, work well and are simple to operate. Engine handling as noted is standard and straight forward. The flight controls are conventional. Aileron roll response is brisk but not as good as the P-40, which is acknowledged as having excellent aileron and roll characteristics. I find the aircraft is a little unstable in yaw so requires some rudder work in pitching manoeuvres, due to a pitch/yaw coupling. This is unusual and takes a little time to get used to. The elevator trim, again electric, controls the angle of incidence of the tailplane. It is effective and easy to operate via a simple toggle switch. Engine ancillaries (fuel selection and boost pumps) are typical and simple.

The aircraft has been a challenge to land nicely. The undercarriage oleos seem excessively harsh so a minor bounce is

exaggerated. I believe the main wings are not stalled in the 3 point attitude and the slightest 'skip' seems to magnify into a definite 'bounce'. My best landing results have been a tail down wheeler, a few of these being acceptable.

Despite my experience in this aircraft and having expanded the flight envelope to include all basic aerobatics and everything in-between, my answer to the inevitable question, "how does it compare?" unfortunately is "I'm not sure – yet".

The FW is different. It lacks the harmonious feel of the Harvard and P-40. In fact the control feel is unusually neutral, control pressures are relatively light and the controls don't 'talk' to you. The elevator feels the same at 500 km/hr as it does at 200 km/hr, the rudder is light but the aircraft has an inherent yaw instability - it's happy to dance in the sky. The engine shakes a little and the cockpit is noisy, hot in summer and comfortable in winter. Ventilation is minimal.

The cockpit is snug but comfortable (a relative term for WWII aircraft), instrumentation is different but controls are logical - all good Teutonic traits.

In my experience in these aircraft, the P-40 is the racy saloon, the Spitfire the sports car and the Focke Wulf the rally car - noisy, rattley, efficiently functional. While not my favourite to fly, it is somewhere in the top three and definitely 'up there' in the bragging.

Regards, Frankly@xtra.co.nz



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Experience 100 Years of Aviation at Wings Over Wairarapa 2015

When Tom Williams, Director of Wings Over Wairarapa Airshow contacted KiwiFlyer to offer readers a 10% earlybird discount on ticket sales, we took the opportunity to ask him what the features of the January 2015 event would be and also, what was involved in organising it all. Tom replied:

THE logistics of staging an event that caters for 30,000 people and costs a million dollars to put on requires two years of planning by an event manager and a small group of specialists supported towards the date of the event by a large group of volunteers.

As the Air Show Director I have overall responsibility to both local and central Government agencies for the approved and safe running of the event. Along with John Lanham the Display Director, my role is to follow the theme developed by the management committee and design the display accordingly.

The theme for our 2015 airshow is "Experience 100 years of Aviation". To represent the very beginning of aviation we have two special aircraft coming - both reproductions. The first aircraft that Richard Pearce built in 1903 (and possibly the first aircraft that ever flew in the world) has been reproduced by Ivan Mudrovich in Auckland. This aircraft will have its first public appearance at "Wings 2015" and the question still is; "will it fly". I think it just might! So visitors to the next airshow may well see aviation history being recreated.

The second special aircraft is a reproduction of that built in 1909/10 by a cycle manufacturer from Invercargill, Mr Pither. It's coming up from Mandeville in Southland so visitors to the show will have

a unique view into New Zealand's aviation history.

One hundred years ago World War I was raging and to be able to present the largest collection of WWI aircraft in the World owned by "The Vintage Aviator" and based here at Hood Aerodrome, Masterton is an extraordinary privilege and an opportunity to showcase our early military history.

Our favourite World War II aircraft will again be well represented with American, British and Russian fighters displaying. As well, the "Wings" committee are excited by the first major conference in NZ for "Remotely Piloted Aerial Systems" (or Unmanned Aerial Vehicles / Drones) to be held here at Masterton associated with the airshow.

The glue between our visitors and the display pilots will be our professional commentary team of Trevor Graham from England, Pete Anderson from Australia and Sara Randle. Sara is the Operations Manager for The Vintage Aviator and the Old Stick and Rudder Company, both based here at Hood Aerodrome. This team of talented people will build the word picture of the display aircraft and the history that is unfolding before the public.

We look forward to seeing you there!

Tom Williams,
Air Show Director, Wings Over Wairarapa.

Bell 429 EMS tour

AIR rescue and medical organisations throughout New Zealand were treated to a hands-on experience of Bell Helicopter's aeromedical-fitted Bell 429EMS machine during its 2014 demonstration tour in August.

Hosted by Hawker Pacific, Bell Helicopter's representatives for Australia, New Zealand and the Pacific, the aircraft arrived into the company's Ardmore facility before commencing its two week tour stretching from Whangarei in the north to Otago in the South.

"The tour was structured so that rescue and medical operators throughout New Zealand were given the opportunity to have an extensive, hands-on experience with the machine; many operators were encouraged to bring their own equipment and test it out in the aircraft - and they did" said Geoff Hards, Hawker Pacific's Rotary Sales Manager, who also flew the machine.

The NZ tour was privileged to have Bruce Laurin in command as pilot. Bruce, as Bell Helicopter's Senior Production Test Pilot (based in Montreal, Quebec) was responsible for nearly all of the pre-production test flying of the Bell 429. He was thus able to readily demonstrate the full flight envelope of the aircraft. Bruce's experience, combined with the

aircraft's agility, enabled the demonstration team and their guests to withstand some very rough weather. Accurate spot turns in gusting 40kt conditions impressed at least a couple of pilots along the way.

The most frequent feedback the demonstration team received, related to how flat and smooth the Bell 429 flies, with very little attitude change during acceleration/deceleration and very little vibration passing through translation. Operators were also highly impressed with the aircraft's speed, "amazing" being an adjective the team heard a lot more than once.

The EMS configuration on the 429 demonstrator is one of numerous options available - ranging from special mission, law enforcement and VIP/corporate use. This aeromedical example was fitted with an oxygen generator, basic equipment drawers, a medical equipment rack, aircraft suction, 'mains' power, and a single stretcher with three attendant's seats (one being moveable fore/aft plus swivel). This aircraft also had increased gross weight to 7500lbs, Traffic Advisory System (Avidyne TAS620) and Weather Data Link - GDL-69A & XM Radio.



Above: Bell 429 EMS in the air over Auckland (Michael Norton photo). Left: One of several possible interior configurations, in this case with a single stretcher and three attendant seats.



"As operators inevitably have their own preferences, the 429 EMS has been designed with a flat 'medical' floor throughout so that it can be easily configured to suit almost any mission requirement. For example, the stretcher can be loaded/unloaded via the side doors or rear clamshell doors; another option has

a second stretcher in place of one attendant's seat" said Geoff.

The Bell 429 has also been gaining worldwide recognition for corporate transport thanks in part to the large open six seat cabin that offers plenty of legroom for all passengers. The aircraft was also demonstrated to corporate customers in the region with one VIP guest remarking it was the best helicopter he had ever flown in.

There are presently three Bell 429s in New Zealand, all based with Advanced Flight at Auckland Heliport.

For more information

For more information regarding Bell Helicopters, contact:

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

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Places to Go: Hokitika

HOKITIKA is situated on the West coast of the South Island, 25 miles south of Greymouth. Flying time varies depending what aircraft, however Nelson is around 1.5 and Wanaka is just over an hour, which makes for a convenient stop for a stretch of the legs. Being so far to drive to by road, it makes a great flying destination for a group of you, with much on offer including the Wild Foods Festival held each March.

Hokitika Airport is unattended but has five scheduled Eagle Air flights each day and microlight activity especially in the weekends. CH Information is reachable in this area on 118.50.

Hokitika was the base for the first scheduled air service commencing in 1934 with Bert Mercier's South Westland Air Service. (Note that 80th Anniversary celebrations are planned for December). De Havilland aircraft were used to service as far south as Okuru and Haast and tourist flights were established to the glaciers. The company ended in 1967 but new hands took up the air service and continued until the 1970s with scheduled services to Fox and Franz Josef. Back then the Adult airfare between the glaciers was \$3.00 or \$9.00 to Hokitika.

The airport is situated 153 feet above the Tasman Sea and has 03/21 following the coast with a cross vector 31/13. Approach 03 with caution for wind shear on short finals, and once landed stay on the sealed runways and taxiways or else you may find your plane stuck in the soft ground. There is BP avgas available and a landing fee to pay. There is a flight crew toilet accessible in the terminal, the code for which you will find on the honesty box for the landing fees. There is a little café with homemade delights inside the terminal, which is open

during the CH scheduled flight service. Hokitika taxis are on 03 755 0575 and a \$12 fare will get you into town which is just a few kilometres away. If you want to rent a little car to explore the region contact Sherrie on 03 755 6353.

There are some great places to stay; my favourite is the recently done up Stumpers Hotel. It is a large old-fashioned NZ style hotel offering accommodation from backpacker to really beautifully renovated and comfortable hotel rooms; prices start from \$70. The restaurant bar is downstairs and open daily from 7am. They make hot chocolate by melting chocolate in a crock-pot and my advice if you decide to have dinner there; go in hungry as the portions will not disappoint.

Stumpers is right in town so first on the list is a walk around town. "No!" I hear the boys muttering but Hokitika is like stepping back in time to ye olde NZ. If you happen to look like a kiwi tourist you may easily find yourself deep in conversation with a local on the street. The locals are very keen to help and give advice and the shops are interesting and diverse. If you like old books, the Take Note book shop on the corner of Weld Street has a specific section on rare west coast books. It also stocks many of the modern day books written about the region, including Eleanor Catton's award winning "The Luminaries" set in the gold rush days.

Hokitika was founded on Gold Mining in 1864 and by 1866 was one of NZ's most populated centres. The wharf boasted over 40 ships at any one time and was also the busiest for movements and exports, mainly gold. The gold rush is long over and other industries such as coal and forestry have declined but in recent years the area has seen a growth of ecotourism. It is a main tourist stop on State Highway 6 and has an important local greenstone industry, along with dairying. Westland Milk Products is based in town. This co-operative has been producing dairy products for many years and currently this industry is seeing around 10% growth annually, with many of the products exported.

Be a tourist and have a look at the greenstone shops, they are stunning. It is not unheard of for an Asian tourist to spend in excess of \$20,000 in these shops - in one go. There are many delightful eateries around town, most of the main



Hokitika Clock in the main street.



Commemorating the South Westland Air Service.



The Regent Theatre, now running state of the art 3D digital cinema.



Hokitika Museum, one of many historic buildings in the town.

banks, a supermarket and even a picture theatre. The Regent is a state of the art 3D digital cinema, which narrowly escaped demolition. Built in 1935, this Art Deco town treasure is the perfect family attraction; tickets are reasonably priced with good deals for family groups.

The Hokitika Museum is a fascinating historic building (as are many of the buildings in Hokitika), housing the history of the men and women who made their mark on this area. There are stories of true determination and marvelous photography.

If you did hire the little car, there are two interesting drives to take, firstly the Hokitika Gorge, around 45 minutes from the centre of town. The drive out takes you through rich farmland with alpine mountain views. A good idea is to make a circuit and explore the gorge and Lake Kaniere Scenic Reserve. The gorge itself is a magnificent granite gorge lined with beautiful native bush. A swing bridge just two minutes from the car park takes you over the blue green pools and a short walk delivers you to large moss covered boulders to explore.

Hokitika has a large new information centre right at the start of Weld Street with help available on any information you may require. Or check out www.hokitika.org.

Another short drive south, around 10 minutes will bring you to the West Coast Tree top walk, a unique walkway that is high in the canopy of the trees, allowing a birdseye view of the forest and also the opportunity to listen and view the birdlife in their natural habitat. Great if you have friends with you from overseas.

For something local, there is always fishing down on the vast Hokitika river. When the salmon are running (Jan-April) try your luck off the bank of the river using the traditional silver salmon spoon and casting rod. Be aware that the river is swift and vigilance must be always in the mind when near the river. Of course any time of year you will be in the running for a sea run trout.

After a busy day out, take time to relax on the beach, especially near sunset with a picnic nibble and glass of your favourite. The driftwood makes for an interesting landscape and the locals can often be seen out on their quad bikes or with surf casters, enjoying the bounties that living in such a wonderful and remote place can offer.



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Aviation Leadership Summit judged a great success

THE Aviation Leadership Summit, organised by Aviation New Zealand and held at Westpac Stadium in Wellington in July was a great success. Following a more condensed format than the annual 'Aviation Conference Week' event it replaced, the Summit received virtually universal praise from those who attended. Aviation NZ CEO Samantha Sharif said that comments on the two day event were overwhelmingly positive; for example "Awesome; Excellent; It was very good and I enjoyed myself; I have attended AIA conferences since the early 80s and have not missed one. It is fair to say this was the best.... 5 star performance!"



More than 250 delegates attended the Aviation Leadership Summit in July. (Images: ANZ / Clive Wilkinson)

The two Summit days were packed full of presentations running in different streams, interest group discussions, plus meetings and AGMs for the various branches of Aviation NZ. There were some notable keynote presentations that were very well attended, and received, by the more than 250 delegates present at the event. These included speakers such as Conrad Clifford, IATA Regional Vice President for Asia Pacific, speaking on the Summit theme of 100 Years of Aviation and the future. Minister of Conservation Hon. Dr. Nick Smith addressed the Summit on the Battle for the Birds programme. Both presentations were very engaging and informative, as was that from Conor English, Chief Executive of Federated Farmers of NZ, who spoke of Creating a Powerful and Efficient Industry, referring to achievements of Federated Farmers as a parallel to opportunities in the aviation industry. We plan on elaborating on some of these subjects for readers in following issues of KiwiFlyer.

The Summit Trade Expo was full of trade stands and served as the location for mingling over coffee and lunches during the event. The award for Best Trade Stand this year went to the CAA.

Samantha says "There was a huge amount of energy, enthusiasm and passion from all who were there. We had a record number of 240 people attending our Gala Dinner at Shed 6. That caused a bit of excitement for the chef as numbers leapt from 180 to 240, but in true Kiwi spirit, we made it happen in excellent style. The meal, wines, port and cheese were described as outstanding by many discerning diners."

The Gala Dinner was indeed a glittering social occasion and continued the theme of celebrating aviation achievements. Aviation NZ awards were presented by Conrad Clifford. The Individual Award for Outstanding Contribution goes to "a member who has inspired and motivated others, and demonstrated dedication, commitment and excellence, making an outstanding contribution to the aviation industry". Don McCracken was the very worthy recipient for 2014. The Company Award for Outstanding Contribution this year went to Air New Zealand Group for its

outstanding financial and operational performance as an airline. In fact, a fitting backdrop to meal time at the event was video footage of Air NZ's first 787-9 being painted in Seattle before coming to New Zealand.

Other Aviation NZ awards presented were the Richard Pearse Award for Innovation – to NZAAA for the AIRCARE Programme (which seeks to raise minimum performance standards to enhance safety and accountability for all), the AEANZ Award to Bob Goding and the NZAAA Award to well known ag. pilot Derek Williams.

Awards from ServiceIQ went to Mike West for Skills Excellence and to Aeromotive Limited for Excellence in Training. The Civil Aviation Association Director's Awards this year went to Jeremy Anderson (CAA Flight Instructor Award), Graham Leach (Director's Individual Award) and Helicopters Otago Limited (Director's Organisation Award).

All of those who received honours and awards were invited to the stage, led by Sir Richard and Lady Hayes. The ceremony was a reminder of the contributions over many decades from all the individuals involved which makes the industry what it is today.

There were also spot prizes donated by Air New Zealand, a charity wine auction for Canteen, and a mystery guest speaker. That was Evan Gardiner, a great nephew of Richard Pearse. Evan regaled the audience with tales of Richard's passion to fly, which runs strongly through their family today, Evan talking of his own exploits starting from the beginnings of microlight aviation in NZ.

To round off the evening in style, the audience mingled over coffee, port and gourmet cheeses.

Also well deserving of mention was the Summit Partners' Programme, including a Zest Food Tour (one of the world's top ten walking tours for globetrotting foodies), which was voted excellent by all who participated.

Samantha and the Aviation NZ Team are to be congratulated for the event. Samantha says their goal was to deliver an outstanding Summit and Conference, with brilliant basics and magic touches. Fair to say that was achieved.



Don McCracken was awarded the Aviation NZ Individual Award for Outstanding Contribution.



The CAA Flight Instructor Award went to Jeremy Anderson, CFI of Nelson Aviation College.



The CAA Director's Individual Award went to well respected Flight Examiner Graham Leach.



Silver medal for Kiwi Pilot in World Gliding Championship

IT MUST have been absolutely nerve-racking. New Zealander John Coutts went into the final day of the recent 33rd World Gliding Competition in Leszno, Poland with a good chance of winning. Flying a South Africa JS-1B glider in the 18 metre class, Coutts started the final day in 3rd place. He was only 123 points behind the leader Karol Staryszak, the local pilot from Poland. In 2nd place another Polish pilot Lukasz Wójcik was only 32 points in front of Coutts. A good day would have made 123 points perfectly possible.

High level gliding competitions are exhausting two week long affairs with racing every day the weather allows. This contest had had ten days flying and the pilots and crews were exhausted. Coutts was hoping that this would mean that the others would make mistakes. He needed a good flight on a high scoring day; that is a day with a long task flight – 400 km would have been ideal. On the morning of the last day he was delighted when this was exactly what was announced at the task briefing. However the weather wasn't to co-operate and it became obvious to the task setters that a front moving onto the contest area meant that the competitors would never be able to fly that far and return home again. Re-briefings were called and the task length was pulled back to 300 km and then eventually 250 km. While this meant that the task should be doable for all, it also meant that the number of points available for winning the day would be reduced from 1000 to around 800, making it harder to score well enough to make up a points deficit.

It turned out that the weather would be even worse than predicted and many pilots landed out in paddocks, unable to make it home. It was to be these outlanders who were to rob Coutts of his chance at a 1st place. John Coutts did alright for the day, coming in at 10th for the day out of the field of 46. While this wasn't near a top place for the day his Polish rivals did even worse, ending up 32nd and 33rd. As the GPS traces were processed it appeared that Coutts had done enough for the overall win. He was sitting at only

seven more points overall than Staryszak. Sadly it wasn't over yet. As more and more pilots landed out, the day was devalued still further. The day winner ended up with only 670 points. Played out live on screen in the briefing hall and on computer screens around the world, the points slowly changed as returning pilots' electronic traces were processed. Coutts and the rest of the New Zealand

team watched as his lead was cut from 7 points, to 4 points, then 3 points, then it was 1st equal and eventually the points dropped to 7 behind Karol Staryszak. Lukasz Wójcik was another 76 points behind to place third.

Second isn't a bad placing at that level of competition. This is a silver medal achievement.

New Zealand had two other pilots in the competition: Brett Hunter, also flying a JS-1B in the 18 metre class and Steven Wallace flying in the 15 metre class in an ASW27b. Both Hunter and Wallace found themselves outdone in their first international competition, but gained immensely from the experience. When you consider that many of the European countries finance their top pilots to allow them to be practically professional sports people, while our people are all amateurs

with day jobs, the sheer scale of attempting to compete in world class contests becomes obvious. New Zealanders also have to factor in the associated costs of getting competitors and aircraft to the competitions which are generally held on the other side of the world. So well done and congratulations to all of our boys for their efforts and a huge congratulations to John Coutts for doing exceptionally well.

Gliding of course isn't all about flying long distances as fast as possible at top level competitions. If you're interested in giving it a go yourself, please contact your local gliding club. See the Gliding NZ website for details.

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.



John Coutts



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Magni Gyro Dealership and Training at Parakai

AVID readers of the KiwiFlyer gyro pages might recall that a couple of years back we told the story of Leo Levine, recently arrived into New Zealand with his Magni gyro from South Africa. That was in Issues 23 and 24 (available for free download from www.kiwiflyer.co.nz). At the time, Leo had logged more than 2000 gyro hours making him one of the most experienced gyro pilots here in NZ. More recently, Leo has just acquired the Magni Gyro NZ agency which he will operate from West Auckland Airport Parakai, offering gyro sales and training services. It was a pleasure to meet up with Leo again. Our discussion follows:

What made you decide to acquire the Magni Gyro agency in New Zealand?

I brought my family from South Africa to New Zealand in 2011 with the idea of doing something quite different in New Zealand compared to the gold dealing business I had operated for the previous 30 years. I gave myself six months to a year to settle in to New Zealand and to look for something that interested me. I didn't actually immediately settle on anything particular. Friends trying to help asked me what I really enjoyed – the answer is and always has been – flying!

Well, I have been flying for fun for around 25 years and decided that if I could finally combine my passion with work... then it wouldn't really be work, would it?

Recently I phoned the affable Mike Ross and discussed my

interest in purchasing the Magni Gyro NZ agency from him. Since he was very busy with his main business he was happy to sell the agency to me. Mike will continue to assist with advice, and will also offer gyro demo flights and training in the Wellington area.



Magni M24 Orion offers fully enclosed touring comfort.

Why did you decide on gyros?

After flying fixed wings, including float planes and microlights, as well as helicopters, my favorite type of fun flying has always been gyros. Deciding to sell them also means that the people I will interact with are, like me, those who are looking to enjoy flying for pleasure rather than commercial reasons.

Well-designed gyros are just so stable and less susceptible to turbulence than other microlights.

If you consider the rotor

being the 'wing' which is moving with a tip speed of say 330-370 mph, a wind gust of 20 MPH then represents only 5-6% of the 'wing' speed compared to a microlight flying at 100 mph where the same gust represents perhaps 20%.

What are your plans for sales and training?

Being based at Parakai Airfield is ideal since it is reasonably close to Auckland and gyro flying is starting to become quite popular, so we will be offering training and sales from Parakai where we are already set up.

When I started flying gyros around 12 years ago there were less than 15 of them in South Africa. After checking up on the SA register a few weeks ago, there are now over 500 which shows how popular they have become. I believe that they will also start becoming very popular in New Zealand and I will be promoting the Magni brand through advertising, competitions, attending fly-ins country wide and hopefully through media and TV interviews.

In South Africa, the Magni Gyro is the best-selling gyro by far.

At the last count from the register, Magni gyro models in SA have outsold their nearest competitor by approximately 40% which is pretty impressive. The South African distributor has sold 178 Magni gyros to date. Around twenty of these Magni gyros were sold into other territories.

What can one expect to pay for a two seat Magni gyro?

Pricing of the Magni is very competitive when you compare to other production models. If you take the biggest seller in the range, which is the M16, fitted with a 912 ULS engine, this sells for 52,200 Euros which is around NZ\$81000 depending on the exchange rate. This of course excludes GST, shipping, radio and headsets and the nice-to-have extras.

Here's a chance for some promotion. Tell us the best features of the Magni Gyro.

There are so many! You must remember that I am on my fourth Magni gyro, all purchased before I became a dealer. On each purchase occasion I did carefully consider the other types but always returned to Magni. The main motivations for me are the very strong 4130 chrome moly steel airframe and control rods, as well as their vertical chrome moly rotor hub cheek plates which I believe is the best system.

All critical bolts are aircraft grade and all materials used that are structurally important are fully certified aerospace materials. Very important to me, are the composite high inertia rotor blades manufactured by Magni which help make the Magni one of the most stable gyros worldwide. Just search and watch YouTube for "Top Gear" For Gyroplanes by Phil Harwood.

Rotor blades are lifed at 2500 hours which complies with the UK BCAR section T standard and is more than double the limit imposed by some manufacturers. Most other components are 'on-condition'.

Vittorio Magni has been involved in the gyro industry for more than 40 years and this gives me a lot of comfort and confidence in the product. I have completed around 2200 flying hours in Magnis and have never felt unsafe or had an accident or any issues. The build quality of the Magni is excellent and other than the usual consumable items such as spark plugs and the like, there have been no components that I have ever needed to replace.

What are the different Magni models available?

There are three different tandem models and one side-by-side fully enclosed model available.

Are there any other interesting aspects that you would like to mention?

Since we are expecting to sell a number of gyros we need to

have access to good pricing structures for add on items like radios, GPS systems, other instruments, and consumables – and we're proud to have been appointed as an Aircraft Spruce Dealer. This will ensure that our gyro owners get the best possible prices on all spares and parts they would like to purchase. We will of course provide a competitive service to anyone else as well in this regard too.

How should people contact you for more information?

If anyone is interested in gyros we welcome you to visit us at Parakai Airfield. Call first though to make sure we're there.

To comply with CAA rules we cannot accept payment for demo flights, but we are happy to take interested people up for flights to let them see how wonderful gyro flying is. We are considering obtaining Part 115 Adventure Aviation certification which would allow us to then offer flights for hire or reward.

I have so much more information of interest that I would love to share so if readers are interested then please do phone me on 0800 COME FLY, or email: leo@magnigyro.co.nz



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Recent DVD Releases from the Historical Aviation Film Unit

reviewed by Chris Gee

A Wooden Wonder Restored de Havilland DH.98 Mosquito KA114



THE Historical Aviation Film Unit has been documenting New Zealand's warbird scene for many years, and are a regular sight at air shows all over NZ. This DVD features over two hours of footage of KA114 in action, collected during the aircraft's time here in New Zealand before heading overseas to its owner. The test flight, airshow, air to air and cockpit footage, combined with informative interviews of the pilots and restorers makes the DVD a must-have for any fan of this incredible aircraft.

The commentary by Glenn Kirby is very informative, but there is also an option to turn it off and enjoy the superb sound of those twin Merlin engines. The amount of historical and technical information contained in the commentary is huge. There is air to air footage shot from other WWII aircraft flying in formation with KA114, as well as from formation flights with the de Havilland DH115 Vampire jet.

One of the highlights in this DVD is the superb air to air footage looking back and down at the Mosquito as it follows the coastline.

Dogfight! The Vintage Aviator WWI Aircraft in Action Volume 1



THIS DVD is a collection of footage of The Vintage Aviator Limited's WWI aircraft performing at a variety of locations throughout New Zealand. With over 100 minutes of footage of these remarkable aircraft this DVD is an essential item for all WWI aircraft enthusiasts. Accompanied by detailed commentary and information (which you can turn off of course), more than twenty of TVAL's unique aircraft are featured performing to the public, often at TVAL's home base of Hood Aerodrome. As well as a focus on individual aircraft there is also

footage of aircraft carrying out mock dogfights together. There are interviews with enthusiasts from the UK and Australia to remind us of just how unique in the world the operation here at TVAL is. In essence, what this DVD provides us with is not a step back in time, rather a look at the preservation of the past here in the present. New Zealand should be very proud of TVAL for the work they do, and also thankful to The Historical Aviation Film Unit for documenting it for our enjoyment.

Whilst some of the footage on these DVDs mightn't hold the attention of a non-aviation minded partner for example, it will definitely be enjoyed by aviation buffs, especially those with enthusiasm for things historic. The DVDs also provide a perfect excuse for a couple of hours of aviation indulgence in the TV room with a bag of popcorn or glass, or two, of wine one evening.

Both DVDs are available in standard or Blu-Ray (noticeably better) formats from www.aviationfilm.com. (DVD \$34.95, Blu-Ray \$49.95). Also available from the NZ Warbirds Visitor Centre at Ardmore.



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company's engineer. SAL is registered as a microlight and RNK as an LSA aircraft.

Both have similar specifications, dual Dynon's with built in transponders and synthetic vision. They have Icom VHF/Intercoms, electric flaps, ballistic chutes, tinted canopies and very comfortable and upgraded interiors. Landing light and strobes are all LED. Engines are Rotax 912iS and both have TL manufactured three blade constant speed props.

John O'Hara who looks after sales, has flown about 10 hours in SAL and says cruise speed is higher with the new props, fuel consumption lower at around 13-14 lph at 4600 rpm for an indicated 110kts. RNK is fitted with a glider tow hook and SAL with the Dynon autopilot option.

RNK's owner is South Island based, so both aircraft flew south on Sunday 6th July and had lunch together at Paraparaumu. Then RNK crossed Cook strait and headed south while SAL returned to North Shore via Mt Ruapehu. ZK-RNK is owned by Skyward Escapes Ltd of Christchurch and will be based at Rangiora airfield. The registration letters RNK stand for the initials of the owner and his wife (Roger 'n' Kim Read).

...from previous page

NSZ Cessna 152
OTM AutoGyro Europe Calidus Fern
OWN Cessna 172P
PAE Piper PA-28RT-201T
PZM Warszawa-Okecie PZL-104 Wilga35
RCT RFD Sub 4 Single Dominator
RNK Cessna 172N
SAQ Fly Synthesis Storch S
SKS Aeros Ukraine Skyranger Swift
SKV Best Off Skyranger Vmax
SPR TL TL-3000 Sirius
TNU Micro Aviation Bantam B22S
TOT Cessna 182T
TOW Piper PA-18A-150
VIP Piper PA-31-350
YAT Cessna R172K
ZAZ Rans S-6ES Coyote II

DEPARTURES - May / June 2014

AGD Piper J2
DJK EAA Acro Sport II
DVB Beech C23
EAL Raytheon 1900D
FRF Micro Aviation B22 Bantam
FTP Piper PA-38-112
FVZ Rans S-6ES Coyote II
GBW Schleicher Rhonlerche II
GDI Schleicher Ka 6CR-PE
HIY Robinson R22 Beta
HMR MBB BO 105 CBS-5
HQP MD helicopter 500N
IBH Eurospatiale AS 350B2
ICY Eurocopter AS 350 B3
IHJ Agusta AB139
ING Hughes 269B
ITE Kawasaki BK117 B-1
JHV Avid Mark IV
JIC Cessna 152
JME Martin Aircraft P12
LRJ Beech B200
MGT Impulse Aircraft Impulse 100 TD
MOT Cessna 510
MYT Tecnam P2002 Sierra
NZA Piper PA-32-260
OLV Cessna 152
PAT Piper PA-22-150
PNM Eagle 150B
RAN Amax Eagle TT
RRL Cessna 182R
SNM Beech C90A

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contributed by John Nicolson

Ag. Planes Past and Present

Part 10 - Zlin Agro Turbo Z-37T / Z-137T

WHEN I first saw the Zlin ag. plane I thought, well - it's different, even it was just for the somewhat avant-garde winglets. I thought the '37T' was quite a big plane, made especially tall by its long, scrawny wide-track legs. But the type actually looks every bit an ag plane - typically unindulged but with all the important aggie things connected to the right places. Zlinska Leteca (SLAS), an aircraft manufacturing company was set up in 1934 in the Zlin region of the Czech Republic. SLAS went on over the years, latterly as Let/Zlin/Moravan, to produce many high-quality training and touring single and twin engine light aircraft, sport/aerobatic aircraft and agricultural aircraft.

The first Zlin-built ag. plane (the Let XZ-37) began to take shape in 1961 in Czechoslovakia and first flew in late 1968. The original Let Z-37 'Cmelak' crop-sprayer (Let being of Zlin-company origin) had a lot in common with the newer turbo-powered Z-37T, except for its 317hp Letechy M462RF radial piston engine. About 700 Z-37s were produced and flown widely throughout the Sudan and Eastern Bloc regions. As a further development of the Z-37, the Zlin Z-37T Agro Turbo first flew in 1981 and went on to be produced between 1985 and 1994. The Z-37T is a bigger aeroplane all-round to that of the Z-37 - the obvious differences are seen in its overall larger dimensions, streamlined turbo engine and its efficiency-intensifying winglets. Otherwise they're a match.

The prototype XZ-37T was powered by a Walter M-601B turbo engine of 691shp while the production model (the Zlin Z-37T Agro Turbo) was equipped firstly with a 490shp Walter M601Z turbo engine, and soon after the engine-power was increased to the standard 520shp. The Walter-powered FU-24's are powered by the M601D turbo engine, which is essentially a M601Z engine.

There were a total of 51 Zlin Z-37Ts produced having been made up of 47 Z-37T models and several Z-37T-2 models as two-seat on-the-job trainers. In the early 1990s, Zlin/Moravan became Zlin who then produced another four only new models of the '37T and called them Z-137T Series 3 - the '137T model was prompted by operational experiences. As it was, there were only superficial differences in the '137T model as per the special propeller 'take-off' setting for increased rpm and larger wheels as well as fire bombing apparatus and a tail hook to enable banner and glider towing.

The Z-137T's ex-factory maximum payload is 1,000 ltr or 1,984 lb, but the NZCAA-approved maximum payload was increased

to 2,328lbs. The type's published rate of climb is 925ft/min. In as much as the Zlin's long term prospects on the job are concerned, one would imagine they would have been somewhat precarious, given the airframe's 3,000 hour life limit which then necessitated a complete rebuild. The type, that being the case, would have been

subject of some canny belt tightening in terms of operational productivity verses positioning/non-revenue hours.

During the agricultural off-season, some international Zlins are used as freight/mail carriers - the loader driver's nook doubles as the freight bay and long term freight contracts were accommodated by removing the hopper. In 2006 a Zlin Z-137T, employed in its secondary role as a first rate towplane, took-off with nine

gliders in tow to set a world record in Slovakia; the nine gliders repositioned in a line astern formation on the Zlin once airborne.

Six Zlin's came here between 2002 and 2004 - as per (to the best of my knowledge) BOC, DOZ, PJO, RJI, VIH and WLO. As at 8/2014, three remain on the ZK-register as 1 X '137T (WLT ex-VIH) and 2 X '37Ts (PJO/WLO). The Zlin's Kiwi connections are, for me, somewhat higgledy-piggledy - there's obviously been a fair bit of give-and-take going on between marks and working and non-working airframes around the country. What's more, I have a Zlin threesome in ZK-RDZ (which became RZN), DBR (which was RJI) and RJE - the finer points of which I'm unsure. Maybe a reader can help me out on this one.

Next Issue: Air Tractor AT-504/402



This 520shp Walter-powered Zlin Z-37T Agro Turbo cropsprayer (ZK-WLO), a product of the Czech Republic, is seen here going tail-low off Pukaki Airport's R/W 15 in 2003. At the time of writing, WLO is still on the ZK-register and originally came here as OK-RJN (Czech Republic.) The '37T and its '137T model are essentially one and the same - the small square window behind the hopper is the loader driver's nook, entry left side. (John Nicolson photo)

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Event Guide

November 22nd

North Shore Aero Club Reunion

Celebrating 50 years. Open to all past and present members of the Club and their families. Renew friendships, view memorabilia, and enjoy lunch, speakers, flying and an evening meal. Contact Sue Campbell: 09 414 5399, 021 972 895 or suecam@xtra.co.nz

December 20th

Hokitika Fly-in and Transport Display

Celebrating Hokitika's 150th weekend and 80th anniversary of NZ's first airline service. All welcome. More info in the next KiwiFlyer. Contact Richard Waugh 533 9400 or rjw@ecw.org.nz

January 9th - 23rd

Walsh Memorial Scout Flying School

Annual two-week flying school (the 49th) for Scouts and other young people at Matamata Airfield. Contact David Jupp 021 476 676 or walsh@scouts.org.nz. More info: www.scouts.org.nz/walsh

January 16th - 18th

Wings Over Wairarapa 2015

Wellington Anniversary weekend at Hood Aerodrome, Masterton. "Experience 100 years of Aviation" featuring aircraft from WWI and WWII, displays by contemporary aircraft and a glimpse into the future of aviation. www.wings.org.nz

January 24th - 25th

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Advertising deadline for the next issue is 6th October. See rate card on www.kiwiflyer.co.nz

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PRICE REDUCED! AUD \$249,000



2011 ROBINSON R66
600hrs TTSN, RR300 Engine, Gloss Red, Beige Leather, Ground Handling Wheels, iPhone Bracket on Console, Extra Corrosion Protection, AEM AA125-600 Audio Controller w/VOX, Dual King KY-196A VHF, Garmin 695 GPS, GTX327 Transponder, Kannad 406 ELT, 5x Bose Headsets.
PRICE REDUCED! USD \$619,000



2011 ROBINSON R44 RAVEN II
1310hrs TTSN, Artificial Horizon, Turn Co-Ordinator, IVSI, Tinted Windows, Bear Paws, Hook Provisions, Dual VHF, Garmin 296 GPS, ELT, Nokia Cell Charger. Part 135 Maintained and Professionally Operated.
USD \$275,000



2013 ROBINSON R66
0.0hrs TTSN, Flawless White Paint, Tan Leather, Extra Corrosion Protecting, Cabin Cover, Tinted Windows, AH w/Side Slip Ind, King KY-196A VHF, Garmin 420W GPS/COM, GTX327 Transponder, Kannad 406AF ELT.
COMPLETE WITH FRESH NZ CoFA and 2YR/1000HR WARRANTY.
PRICE REDUCED! USD \$799,000



2003 CESSNA 172S SKYHAWK SP
3174hrs TTSN, Lycoming IO-360-L2A Engine, Cabin Cover, Leather/Vinyl Interior, Fire Extinguisher, Steering Bar, Axe, Cargo Net, King KX-155A, Nav/Comm, King TR76C XPDR Transponder, King KMA-28 Audio Panel, Artex ME406 ELT, Garmin 296 GPS, Spidertracks Tracking System.
USD \$165,000



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.
NEW ZEALAND DISTRIBUTOR.
USD \$544,999



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

*all prices plus GST if sold in Australia.

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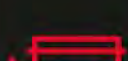
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