

KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 36

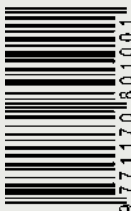
2014 #5



Annual Guide to Aviation Training

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Bush Flying Photo Essay
A Kiwi Flyer's USA Adventure
NZ's first Air Service 80th Anniversary

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From the Editor

This is another very full issue of KiwiFlyer. There are some new Contributors with new 'pages' that will appear in each issue going forward and there are also several excellent additional articles that will be of interest to a wide range of readers. It is a pleasure to welcome Grant Bennis onto the KiwiFlyer team as a regular Aerobatics Contributor. As President of the NZ Aerobatic Club, it's a subject that Grant knows a thing or two about, and we look forward to reading all sorts of things aerobatic from Grant in issues to come. This issue also contains another new and regular page from our industry association Aviation NZ, the subject for this edition being Innovation.

In December it will be 80 years since Captain Bert Mercer commenced the first scheduled services of his new Air Travel (NZ) Limited venture, operating from Hokitika. Suitable celebrations are of course planned to mark the occasion. Richard Waugh has contributed an interesting article on the history of New Zealand's first airline for this issue, and includes an invitation for readers to attend the celebratory events in Hokitika on 19-21 December.

Another good story contained within these pages is by Frank Parker, who overheard a bar conversation about needing to ferry a Piper Pacer across 1200 miles of USA remoteness so it could be shipped back to New Zealand. A drink or two later and Frank had signed up for the job. He tells the story in place of his usual warbirds contribution which will return next issue. Also returning next issue will be the regular Kiwi Flyer Interview, Places to Go, and Autogyro articles. My apologies to fans of those pages but there just wasn't enough room to fit them in. On the positive side, it will only be six weeks until that next issue is in readers' hands, shortly before Christmas.

This issue features our annual Guide to Aviation Training. A wide range of training providers are profiled and there is editorial included that will be of general industry interest. Mark Woodhouse has contributed a thoughtful article offering some guidance to those considering an aviation career. With various content on advanced training included, this section of the magazine is not aimed only at ab-initio students, so don't skip it just because you already have a licence. Or if you know someone who is considering a flying career, refer them to our Training Guide (also as a free download from our website).

The December issue of KiwiFlyer will contain our annual Maintenance Supplement. If you're involved with maintenance in any form and would like to be included then please let me know as soon as you can.

Enjoy your reading. Fly safe.

Michael Norton
Editor, KiwiFlyer Magazine

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Front Cover: Nigel Griffiths enjoying the back country in his Piper Super Cub. Gavin Conroy photograph.



Limited time 40% discount on Integra 406AF-H ELT

Changing your ELT to one with a GPS and backup antenna could be a life-saving decision, and now is a great time to make the upgrade.



The new KANNAD Integra (either 406AF-H or 406AF) is now standard fitment to Airbus commercial aircraft, Airbus helicopters, Robinson helicopters and many others. Developed as a result of the successful trials of the Secondary Antenna Switching Device (SASD) in 2006 / 2007 by Lloyd Klee, Eurocopter Technicians improved the concept, placing the backup antenna in a KANNAD Compact and added a GPS engine. Consequently, the KANNAD Integra was born and hit the market in 2011.

The key point about the Integra is the backup 406MHz antenna. If the outside antenna breaks off, the ELT senses that the antenna or the coaxial cable is compromised and starts transmitting all the 406MHz signals from within the ELT. The 406MHz signal will transmit through most fuselages such as aluminium, fibreglass etc. Carbon fibre is not as effective so in this case, the ELT should be near a window.

KANNAD who are now owned by Orolia (who also own McMurdo), are for the rest of this year offering a discount of 40% off the ex-work price of the Integra 406AF-H. A new complete kit therefore is now only US\$792.00. This price is ex France but Aviation Safety Supplies Ltd will be consolidating orders until 28th November 2014 to arrange for a shipment in December 2014. Freight should therefore be only an additional US\$50.

This offer is for the Integra 406AF-H. For those wanting a Integra 406AF, Lloyd also has a deal he says is not quite as good but well worth enquiring about to replace your standard Kannad Compact etc.

This is an exclusive limited time offer. If you're interested, don't delay contacting Lloyd Klee on 07 543 0075. (See also advert on page 8.)

Downunder Pilot Shop Discounts

On the subject of discounts, Downunder Pilot Shop have some exclusive Christmas offers for KiwiFlyer readers. See their advert on page 31.

FREE tickets to Wings Over Wairarapa

Moving on from discounts to something completely free, the kind people at Wings Over Wairarapa (see article page 12) have provided three 3-day passes valued at \$110 each for us to give to lucky readers. Email: michael@kiwiflyer.co.nz to enter our draw for them. We'll let you know before Christmas if you've won one.

New NZ Aerotools Android App for \$5

AeroTools NZ is newly developed Android application designed for pilots and aviation enthusiasts within New Zealand. Developer Sam Murtagh says it is available for just \$5 and offers the following features:

- Download, save and display the latest AIP Aerodrome Charts. Includes a download all button to save all charts at once so they are available offline.

- A quick reference for each aerodrome including latitude/longitude, elevation, distance to, track to and frequencies.
- All aerodromes/heliports can be viewed on Google Maps in layers.

- Retrieve latest aerodrome NOTAMS and Metflight weather for any area.

- A basic navigation function.

Available from the GooglePlay store, the application was created with the assistance of the Developer of Airfields NZ, the equivalent version for Apple users.

AvPlan Lite Android EFB

AvPlan have released AvPlan Lite for Android users. AvPlan is a mature subscription based App which includes moving map functions with direct-to plotting, and Electronic Flight Bag documents. See www.avplan-efb.co.nz

CTC Aviation calls attention to global need for women in aviation

In July this year Boeing released a statement announcing that about 533,000 new commercial pilots would be needed worldwide in the next two decades to satisfy a growing global fleet.

According to CTC Aviation Chief Commercial Officer, Anthony Petteford, the challenge of meeting this global demand for airline professionals cannot be conquered by one gender alone. He says that "only about 4% of airline pilots globally are female, and in many countries it is a staggering zero percent".

Asia-Pacific figures reflect the global trend. Since CTC Aviation began in New Zealand in 2004, 172 trainees from the Asia-Pacific region have gone through their aviation training programmes. From those

172, only six women have finished training, five are awaiting placement and two more are currently in training.

CTC Aviation Chief Operating Officer – Ab initio Training (NZ), Peter Stockwells says that despite the imbalance in numbers, the success of women in the aviation industry has been significant, Jean Batten being an obvious historic example. "And of the women who have studied with CTC Aviation in New Zealand, one is now employed by Jetstar Australia, one by a Qantas regional carrier, one by Vanilla Air in Japan, one by Jetstar Pacific in Vietnam, one is working for CTC Aviation as an instructor, and another is with the Territory Air Service in Darwin, Australia," he says. "Women have a lot to bring to this industry. Their non-technical and interpersonal skills, multi-tasking capabilities, and empathy with customers arguably make them better suited to the profession than men."

For more about CTC Aviation, see the Training Guide in this issue of KiwiFlyer.

Born To Fly

We've just received a copy of what promises to be an excellent book (expect a review next issue). Born To Fly, by Bill Reid is the story of helicopter flying, and more, by three generations of the well known Reid family of Nelson. It's full of fascinating tales dating back to the beginning of helicopters in NZ. Put it on your Christmas list already. RRP is \$40. Published by Random House.

Zero Error Margin – Airshow Display Flying Analysed. Author Des Barker speaking throughout New Zealand.

CAA has arranged for world airshow guru Major General (Rtd) Des Barker to come to New Zealand early next year to speak on Airshow Safety at various venues throughout NZ. His book Zero Error Margin, first published in 2003, has become the bible for air show flying around the world. Bringing together the theory and dynamics of display flying, with real-world experience of airshow accidents, the book captures the experience and wisdom of some of the best display and demonstration pilots in the world and presents an overview of how they plan, practice and fly their airshow routines.

Don't miss hearing Des speak at. SVAS Masterton on 17th Jan, Ohakea Airbase on 21st Jan, Auckland Aero Club on 23rd Jan, CAA Wellington on 27th Jan and Edgewater Resort Wanaka on 30th Jan. Register with jeanette.lusty@caa.govt.nz

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A Focus on Great Service

More capabilities at Oceania Component Shop

WHEN Pete Hatley started work with Graham Boustred at what was then called Heli-Fix, he wouldn't have foreseen the growth that has surrounded the company since. It's eight years ago now that Heli-Fix was absorbed into the ever-expanding Oceania Aviation Group, becoming their Component Division under the management of Pete, with Duncan (Moxy) Moxon working alongside. Now there are four more staff working with them under Moxy's direction as Workshop Supervisor.

Pete's role has also changed over that time, now being focused less on the shop floor and day-to-day workflow, and more towards a constant improvement of services and capability, including developing supply relationships and growing the business. The customer base has grown too and whilst still focused very much on New Zealand, the team also support operators in Australia, Indonesia and the Pacific Islands.

Capability and Resources

Present component repair and overhaul capability extends across a wide variety of types including: Schweizer (269C and CBI), Bell (206B, LongRanger, UH1 and 212 series), and MD500 series. The team can undertake AS350 and BO-105 calendar inspections. AS350 Dunlop hydraulic servos can be tested and overhauled, as can Onboard Systems and Breeze Eastern cargo hooks. Pete says that 95% of the transmissions they work on can be bench tested in-house at full speed, ensuring quality of work completed before being refitted or returned to customers.

The most recent capability addition is the testing of Schweizer undercarriage dampers, via an in-house developed test rig (see sidebar). Maintaining and evolving these capabilities requires an ongoing investment in infrastructure and staff training which often takes place on factory courses in the US and Europe.

Oceania also have a wide variety of local repair schemes available, providing further options to reduce cost for operators.

Exchange Inventory

Oceania have a wide range of exchange and loan parts in stock including 206B main transmission and tail rotor gearbox, MD500 D/E main transmission and tail rotor gearbox, MD500 one-way unilocks, MD500 C/D undercarriage dampers, MD500 over-running clutch, and more. Pete says operators should call to check inventory and availability which is being frequently added to.



Oceania's component shop has grown to employ a team of six.

Focused on great service

Pete and the Oceania team's focus is on support for customers. He says that a strength has always been to provide a great service to people who depend on their aircraft. That effort may occur indirectly through supporting the operator's own maintenance provider, often at a moment's notice. A good example in recent times was an 'urgent support mission' involving the arrangement of a next-day flight to Christchurch, then a chartered Cessna 206 trip across the Southern Alps to an operator at Franz Josef. The trip was required in order to replace a main rotor hub pitch case at a customer facility in cooperation with their local maintenance provider. Pete says the alternate option would have involved six days of freight plus the time required to do the job in-house.

Another strength of the Group is to provide value solutions to customers in a reasonable timeframe. It's now two years since Flightline and Skysales joined the Oceania Group, with the result that all work as the same team now, improving support coverage, and the depth of knowledge available for all customers throughout the country. He says the engineering experience across the Group is very broad, meaning more solutions are available and new ones are easily created to keep customers flying.

For more information

Call or email Pete Hatley for more information about any of Oceania Aviation's Component Division services. Phone: 09 965 0224 or email: pete@ohl.co.nz

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Alert Service Bulletin requires S269 undercarriage damper testing before 2015



S269 undercarriage damper test rig in use.

IN April 2014 Sikorsky Helicopter Corporation issued a Service Bulletin requiring all Schweizer 269 owners / operators to undergo a one-time load / stroke inspection of landing gear dampers (A, B, C and C-1 models). The inspection must be undertaken by an authorised overhaul or repair facility and will require the subject helicopter to be taken out of service whilst the parts inspection is completed. Compliance with the respective Service Bulletins (ASB B-304 and ASB C1B-041) is essential and the inspection must be completed by January

9th, 2015. Component Division Manager at Oceania Aviation, Pete Hatley says that while the Service Bulletin isn't yet a NZ Airworthiness Directive, it does have the potential to become one. He adds that whilst the Service Bulletin presently specifies a one-off test, the overhaul manual has been altered to reflect this as an ongoing requirement during damper servicing.

As defined by the Service Bulletin, the inspection required specialist equipment that would necessitate dampers being sent back to the US for testing, a less than acceptable solution even if loan dampers could be sourced for the duration. Thus, Pete and his team have developed a test rig specific to the purpose. It has already become a product in itself, the first one they built recently being exported to China.

Developed for providing a service to regional operators and maintenance providers, the rig is portable and simply requires a 10 tonne press in order to operate. The test involves applying a series of set forces measured by a specific load cell, then checking that the subsequent damper compression meets performance specifications. If the damper fails the test then it must be serviced including re-oiling and re-charging.

Testing and turn-around

Pete says Oceania are aiming on a one-day turnaround for a straight test, and two days if dampers need servicing. Temporary struts are available for loan to maintenance providers so that the dampers can be sent back to Oceania at Ardmore to have the test done. Contact Pete (details at left) for testing and servicing costs. Fleet discounts are available.

Oceania will also have a test rig on tour in Australia for a week commencing 10th November.

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Hang Gliding in Paradise

WHAT does Queenstown's Skytrek hang gliding and paragliding business do in winter when their launch site is covered in snow?

They join forces with Tasman Sky Adventures of Nelson to fly tourists off the very scenic Glenorchy airstrip.

John and I were escaping a bleak and rainy Queenstown day by driving to Glenorchy, hoping the weather would

improve as we got further west. It did. John had a new camera he was looking forward to trying out and we'd combined a business trip to Queenstown with a few days holiday. As we drove up a rise we spotted a wind sock and realised that the small airfield overlooking the top end of Lake Wakatipu was a very busy little place. We stopped in and ended up spending a good part of the day there, taking pictures and enjoying

the company of aviation people. Skydive Paradise, using their Fletcher, did one launch, but by far the busiest people were the hang gliders.

In the summer it is easy to find a hill near Queenstown to launch hang gliders off, but when the snow comes down in the winter things become more problematic. Not only are the launch sites covered in snow but so are the roads used to access the sites. Meanwhile, the flow of tourists to Motueka in Tasman Bay slows over the winter making a hang gliding business there unviable over the winter months.

This is the second year that the two operators have joined forces to create the 'Glenorchy Hang Gliding Experience'. From May through to September they provide a quality flightseeing experience under Tasman Sky Adventures' Part 115 certificate.

Using Tasman's LiteFlite Dragonfly as a tow aircraft and two tandem hang gliders, a Wills Wing Falcon Tandem and a Northwing Freedom, the turn-around is rapid. Both gliders are manufactured in the US and can take a max weight of 250 kg.

As one client and pilot is towed aloft, the next is prepared in the other glider. The towed glider releases at around 3,700 ft ASL, about 2500 feet above the strip. The Dragonfly spirals down and taxis in for the next glider. By the time that one has released and the tow pilot has brought the Dragonfly down again, the first glider has landed back and loaded a new passenger. It is a slick and well-practised operation.

The Dragonfly is an Australian built ultra-light aircraft, purpose built for towing hang gliders. The hang gliders themselves have a modified, wheeled tricycle undercarriage fitted for towing. The towing system is simple, with a release system (operated by the glider pilot), similar to that used in horse harnesses. It comes away very easily, releasing one end of a looped cord on the glider which runs through a ring on the end of the tow rope, letting the rope free. It can also be released from the tow plane's end. The rope is 70 metres long and the weak link at the glider end is designed to break at 120 kg.

Clients are collected from their accommodation in Queenstown and driven the very scenic route to the Glenorchy Airstrip for their flight before being returned later in the day. The day we visited there was a morning and an afternoon group. I remarked to hang glider pilot



Trevor Leighton, that I was amazed to see this much activity on a Tuesday. He said that because they are dealing with tourists, the day of the week was irrelevant and that this was a fairly standard day. Interestingly Trevor told me that they make the most of their profit from selling passengers the video of their flight. There is a GoPro camera perfectly positioned on the glider to catch both the client's expressions and the breath-taking views of their flight, from take-off to landing.

Trevor Leighton is the owner of Tasman Sky Adventures and he employs Dan, the tow pilot. Trevor has a CPL and has been operating full time, offering hang gliding and microlight adventures since 2006. He is about to bring a Tiger Moth onto his Part 115 certificate. The other hang glider pilot was Ian Clark who owns Skytrek Tandem Hang Gliding & Paragliding in partnership with Shai Lanuel. Ian and Shai have been offering hang gliding experiences in Queenstown since 1992. Ian has been a commercial hang glider pilot since 2000 and has flown hang gliders for 24 years. He held the NZ hang gliding distance record for 11 years from 1994 and was the NZ National Hang Gliding Champion in 2011. There is a wealth of experience and a great culture of safety within this group.

They do this every day, weather permitting. They go up and down, and up and down, and up and down, but the view is spectacular, their clients are enjoying themselves and having a fantastic experience. It seems like a great day job.

For more information see:
www.skytrek.co.nz
www.skyadventures.co.nz
www.liteflite.com.au



Skytrek pioneered tandem hang gliding in NZ and have flown more than 40,000 customers since 1992.



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Freedom of Flight

KiwiFlyer has invited NZ Aerobatic Club President Grant Benns to become a regular contributor on the subject of Aerobatics and we're very pleased that he has accepted the offer with enthusiasm. Welcome to the team Grant. Readers can expect to see future articles on a wide range of aerobatic subjects including specific manoeuvres, competitions, human factors, aerobatic aircraft reviews, local aerobatic news, and more. To start things off, Grant ponders a philosophical discussion on 'Why Aerobatics' and then looks at some ideas on how to get started.

MANY things motivate us to go flying, or to have a general passion for aviation. Freedom seems to be a common recurring response to the attraction of flight – no boundaries, rules or constraints. Of course this isn't entirely true, as any aircraft will have an operating envelope dictated by structural considerations. The rule makers will and need to be involved to stop us hurting ourselves and others. You do still have to answer to the laws of physics, the insurance company, finances and time constraints.

But let's not get bogged down with such mundane thoughts, and have the dream of freedom prematurely ruined!

Perhaps it is watching birds of prey expertly manoeuvring on their quarry, or seabirds effortlessly soaring the invisible currents that gives us the notion of 'freedom of flight'. Would you believe that some people (like me :-)) actually get paid to have all this freedom?

Freedom of flight perhaps then represents freedom of movement - in every dimension. Cars give people some of that freedom, but really only in two dimensions, constrained by the road or track. The driver can affect the speed of the car, subject at the top end to pesky constraints like speed limits, limits of traction and/or bravery, but unless you're fond of pointing your car at launching ramps and pretending it's the General Lee (kids, ask your parents), the ability to go up and down doesn't particularly exist. What then defines the



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difference between pilots and car drivers is our defiance of gravity, the medium that suspends us, and something invented long ago by Richard Pearce called three-axis controls, later copied by a couple of blokes in the USA.

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Now for some, the last paragraph may seem just a wee bit more than what freedom of flight means to them, which is fine. But unless you are going to embark on a sea-level around-the-world flight, at some point after take-off, you will be want to

use those three-axis controls to manoeuvre your flying machine in a manner a car driver can only dream of. Through acquiring the skills of piloting, you will carry out a balanced (hopefully), climbing (hopefully), turn away from Earth, into the wild blue yonder. If you are so inclined you will soar like the seabird, on petroleum-enhanced currents above the planet, enjoying your own freedom of flight. You might then imagine extending that freedom by climbing a bit higher, pushing and pulling at the controls a bit more, probing the flying envelope until you too have discovered an unlimited 360 degrees of motion. That's aerobatic flight - Unlimited Freedom.

Enough of the dreaming –how do you get into it?!

I was very fortunate that the plane I soloed in happened to be a Cessna 150A – 'A' for Aerobat. Faithful little Delta Mike Golf got

me through those early hours helped by the guiding hand of my instructor, Morris Tull. As luck would also have it, Mo liked aerobatics. He *really* liked aerobatics.

I think half of my PPL syllabus was spent up-side-down, which suited me because although I hadn't intended on embarking down the aerobatics track so soon, I found I really liked it too. Perhaps growing up in Papakura under the Ardmore circuit, watching Keith Trillo practicing aerobatics in the hills behind us (in the little Pitts S1 he built in his garage), had a deep, subconscious influence on me. Never mind the origins – I was into it!

That was then, so what is needed nowadays to give aerobatics a crack?

For a start, if at all possible, DO NOT DO THIS ALL BY YOURSELF. Long gone are the days of needing to undertake self-taught aerobatics. There is a lot that can go wrong, and how do you really fancy your test-piloting skills? There



Doug Brooker prepares to break ground for another thrilling MX2 airshow display.

are a variety of very capable two-seat trainers around the countryside – Cessna 150A/152As, Robins/Alphas, Citabrias, Pitts S2s and some interesting Warbirds types like Chipmunks, Airtrainers, Yak 52s and Nanchangs. If you really want to do aerobatics, hunt out and find the right plane.

Unfortunately, there may well be more aerobatics capable training aircraft around than instructors to teach in them. Perhaps it's a sign of the times, but experienced and skilled aerobatic instructors are becoming increasingly thin on the ground.

A flying school or aero club with an aerobatic plane will most likely have somebody who is passionate enough to insist the organisation keeps the plane, and the training syllabus. The same can be said for organisations like Warbirds, where the majority of the fleet is aerobatic to some degree.

In terms of the legal side of things, you don't actually need a Part 141/149 issued Aerobatic Rating to fly aerobatics. This may seem a bit odd, but this is one aspect of the rules that still gives you some freedom to do your own thing. However, most likely this will be in your own plane because I can't imagine too many owners that would let you do aerobatics in their plane without training or a demonstration of currency.

Also, without an Aerobatic Rating - kept current with a Bi-annual Competency Check - you can't carry a passenger, and you must also remain above 3000' AGL.

A properly structured training program will take you through the various manoeuvres and allow consolidation until you are proficient to safely head out on your own. It is likely that your first solo loop and roll will feel almost as momentous as your first solo flight. Completion of an Aerobatic Ground Course covering the theoretical and human factors aspects will result in a sticker going in your logbook, a requirement before your flight test. An experienced A- or B-cat instructor will run you through a typical range of aerobatic manoeuvres for your flight test and, once satisfied, will issue you the Aerobatic Rating – another sticker for the logbook and another rating on your licence.

An Aerobatic Rating is not the sort of thing that can be done in a weekend. But that is true of most things of value in life. However, it will unlock the door to another aspect of flying, and most likely enable you to significantly improve your knowledge and skills of aircraft handling. And let you fully experience the freedom of flight.

So if you do have an inclination then find an Instructor and give it a try. You'll likely enjoy yourself quite a lot.



Captions: 1. Part of the Nationals line-up of 2013 showing just what a variety of aircraft are capable of competing. 2. Steve Geard (soon to compete for NZ at the World Champs in South Africa) and his Yak55 3. Cessna 150A (A for Aerobat) 4. The mighty MXS, soon to be seen at airshows in NZ.

Aerobatic Snippets

NZ Team at World Aerobatic Champs

The first-ever team representing New Zealand at a World Aerobatic Championship will be heading to Mossle Bay, South Africa, for the FAI World Intermediate Aerobatic Championships in December. Coaching and critiquing is underway for David Cranna / Zlin Z50, Steve Geard / Yak55 (pictured) and Todd Montgomerie / Slick540.

MPM changes hands

Simon Marshall has bought Northshore-based Pitts S1 ZK-MPM as his new competition aerobatic mount, continuing the Marshall/Pitts connection.

MXS-RH for NZ - MX2 now for sale

Soon to be seen at many NZ airshows, a mighty MXS-RH... the Rob Holland version (Google him to see what he can do in one). And now For Sale – NZ's only MX2, ZK-MXT, previously seen at many NZ airshows! Contact Doug Brooker.

Aerobatic Calendar

November 14-16
Flying NZ Central Regionals, Matamata

November 28-30
Flying NZ Northern Regionals, Whitianga

November 21-23
Flying NZ Cook Strait Regionals, Hastings

December 6-7
Otago Aerobatic Open, Pukaki – Twizel

February 28-March 5
Flying NZ Nationals, Whitianga

March 17-21
NZ Aerobatic Club Nationals, Masterton

May/June (TBA)
Brian Langley Trophy, North Shore Aero Club



100 Years of Aviation History to be Celebrated at Wings Over Wairarapa

THIS summer the Wairarapa – known as a region of spectacular coastlines, characterful towns, rolling farmland and boutique wineries – will become a popular destination for aviation enthusiasts thanks to Wings Over Wairarapa.

Event Manager Jenny Gasson says the line-up of the world's oldest flying aircraft alongside some of the world's latest should make any aviation enthusiast's eyes light up with excitement. Greeting visitors to the January airshow in Masterton will be a replica 1910 Pither Monoplane - the only one in the world - in a line-up of aircraft from WWI and WWII through to a new RNZAF 14 Sqn T-6C Texan 2.

For the first time, Wings will be a 4 day aviation event combining 3 flying display days, an adventure aviation rides day, a tradeshow featuring a national UAV symposium and a 2 day UAV trade exhibition by the New Zealand Unmanned Aviation Vehicles Industry. The show will be held over Wellington Anniversary Weekend (January 16th – 18th, with an adventure flying day on the 19th) and will celebrate the entire spectrum of aviation history. It will feature vintage aircraft from WWI, some with wings made out of Irish linen, through to state of the art Remotely Piloted Aircraft Systems (RPAS) using the latest technology.

The replica Pither, a rare monoplane made from steel cycle tubing will be one of the feature display aircraft. It is the only one in the world. Originally built in Southland by Herbert John Pither, who drew on his background as a professional cyclist and cycle manufacturer to create a lightweight aircraft, it is claimed it first flew on Oreti Beach in 1910. The replica

has been built by the Croydon Aviation Company using detailed photographs and original newspaper clippings and was successfully flown in 2005 by test pilot Jerry Chisum, who will also attend Wings Over Wairarapa next year.

Wings Over Wairarapa Airshow Director Tom Williams says securing the Pither is a terrific coup for the event as it will bring to the public's attention a slice of Kiwi aviation history.

"Even though Pither is a well known name amongst New Zealand's aviation enthusiasts, it's not a name necessarily known in the public domain. Therefore having the Pither line up at Wings next year alongside other vintage aircraft from pre WWI will remind people of its innovative design, pioneering designer and rightful place in our aviation history," says Tom.

At the other end of the technology spectrum will be a large number of Remotely Piloted Aerial System (RPAS / UAV) many of which will feature in the RPAS industry trade show. The trade show, which will run at Wings Over Wairarapa, will feature a series of live demonstrations of RPAS, which have uses in both recreational and commercial areas including photography, farm and real estate surveying, locating missing people or animals and inspection of electricity cables.

The trade show will nicely complement the Royal Aeronautical Society, NZ Division, 30th Annual Symposium being held in Masterton in the lead-in to the event. The Symposium will be held on Friday 16th January at the Copthorne Hotel & Resort Solway Park and will focus on the future of flight, the capability of RPAS and their integration into the aviation



The replica 1910 Pither Monoplane will be at Wings Over Wairarapa. (Rosemary Smith photo)



The Valkyrie Black UAV with up to 3.2m wingspan from X-craft Enterprises. The event will also include a UAV Trade Show and Symposium.

system. The Symposium is being held in partnership with Callaghan Innovation, UAVNZ and Aviation NZ and will see its Professional Membership discuss issues facing the industry.

There should be just as much excitement on the ground as above it, thanks to mock battles; static displays including a combined Defence Forces interactive camp; children's entertainment, contemporary and vintage military vehicles; a retail village and a wine and food village.

Tickets and More Information

Tickets for the 2015 Wings Over Wairarapa event are now on sale through ticketdirect.co.nz and wings.org.nz. For more information visit wings.org.nz or the Facebook page WOWairshow or follow Wings on Twitter@WOWairshow.

Wings Over Wairarapa

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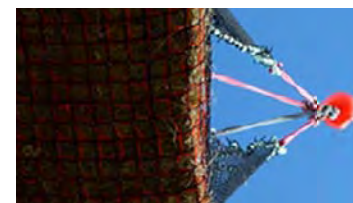
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Back Country Flying

ONE recent evening Craig Anderson rang to tell me he was putting a video together showing some of the back country flying he and his mates indulge in, and he asked if I would like to take some photos of the action on their next trip. Yes indeed.

So early one morning Craig and I flew over to the West Coast in his highly modified Piper Pacer ZK-BSH. There are big tyres, a big engine, and more - you get the drift! Nigel Griffiths came along with his beautiful Piper Super Cub ZK-BOY, with the camera platform for the day being a Robinson R44 flown by Willy Sage.

We found a spot in the middle of nowhere and whilst the pilots were looking for somewhere to land, I found myself searching the crystal clear rivers for trout. Boy did I spot some big ones.

We landed, had a spot of lunch, took in the view then got into it. We flew around Nigel as he dropped into different areas in the Super Cub amongst some spectacular scenery. These aircraft are so well equipped that they land just about anywhere, using the water as a runway if needed and rolling over rocks nearly the size of a rugby ball with ease. After the full day of flying we searched out a DOC hut in a very remote location. It didn't look like anyone had been there for a long time, such is the option of having specialist aircraft like the Pacer and Cub that can get into these areas easily and save a lot of walking.

The day reminded me how fortunate we are to live in such a beautiful country. Residing in Blenheim we have everything on our doorstep but it can sometimes not be so easy to get there - however with aircraft like these it is easy. I'm surprised there aren't dozens of aircraft like this based at Omapere. In 30 minutes flying time you can be in the heart of the Marlborough Sounds or be up in the mountains taking in stunning views, or even landing on a river bed with fishing rod in hand. In planes like these the options are endless.

Do check out the Avcan Channel on YouTube to see the video of our day out and more great aviation videos as well.



80 years since New Zealand's First Airline

IN 2015 Air New Zealand will celebrate 75 years of international operations. Its domestic origins are older, and can be traced back to the formation of the pre-war private enterprise companies which were later absorbed into the New Zealand National Airways Corporation (NAC). The oldest of these airlines was established in Hokitika on the West Coast 80 years ago this December (see KiwiFlyer Issue 35, Places to Go: Hokitika).

On 18 December 1934 Captain Bert Mercer, the former Chief Flying Instructor of the Canterbury Aero Club, commenced scheduled services of his new Air Travel (NZ) Ltd. airline from Hokitika's Southside Aerodrome. Mercer's regular passenger, freight and mail service into South Westland was welcome relief for the people who lived in one of the most isolated regions of New Zealand.

The airline was financed by private investors from Canterbury and the West Coast including The Press newspaper. Air Travel (NZ) Ltd. was one of two airlines to be licensed under the new Transport Coordination Board, and the first to be operational. The other was Gisborne-based East Coast Airways. It is no surprise that the isolation of regions like the South Island's West Coast and the North Island's East Coast were the driving force for our first domestic airlines.

Within two weeks, on 31 December 1934, Mercer began airmail services, the first in New Zealand and maybe the first airmail in the British Empire to carry all classes of mail. His early flights began with a regular passenger service from Incheonie, about 10 miles west of Otira, with passengers boarding having travelled on the trans-alpine train from Christchurch. Mercer then flew his pioneering passengers to Hokitika and onto the airstrip at Franz Josef, and later to Haast.

A newspaper report of the time commented, "The trip was

an excellent one in every way, the machine proving particularly comfortable, and one of the passengers, with hardly any previous experience, enjoyed the sensation of flying perfectly. From the point of view of scenic attraction the trip is without parallel in New Zealand."

Who was Captain Mercer? James Cuthbert Mercer was born at Caversham, Dunedin, in 1886. After an apprenticeship in a bicycle shop he moved on to cars working in garages at Invercargill, Dunedin, Ashburton, Amberley and nearby Waikari. He had a ride in a gas balloon at Invercargill in 1908 and this began his life-long interest in aeronautical matters. During World War One he joined the Canterbury (NZ) Aviation Company Ltd. Flying School at Sockburn as a mechanic. He was soon flying and gained his Royal Aero Club's aviator certificate No. 5438 in August 1917. His flying skills were quickly noticed and he became assistant instructor and did extensive flying on the Caudron aircraft and with Chief Instructor Cecil Hill, taught many early Kiwi pilots. Later he flew for Rudolph Wigley's New Zealand Aero Transport Company at Timaru.

With Captain Maurice Buckley on 1 December 1920 Mercer made the first flight to Mount Cook, carrying two passengers and taking aerial photographs of the historic flight. New Zealand aviation was in the doldrums during the 1920s and it was only with the formation of the aero club movement from 1928 that things started to pick up. Mercer gained the Chief Instructor's position at the new Canterbury Aero Club bringing a wealth of flying and engineering knowledge to the position.

For his pioneering airline Mercer chose the de Havilland DH83 Fox Moth. The aircraft received was the last to be produced (constructors number 4097) and arrived at Lyttleton aboard the Port Fairy in December 1934. Mercer helped with assembly of



the aircraft, registered ZK-ADI, and flew it across the Alps to commence services. The Fox Moth was a robust and proven design and economical. The pilot sat high in cockpit behind the wings with the small cabin providing seating for three passengers – or less with freight squeezed in.

Despite some early incidents, the new air service quickly became established and remarkably reliable. A second Fox Moth ZK-AEK (once owned by the Prince of Wales, later King Edward VIII), entered service in late 1935 and an additional pilot, Jim Hewett, was engaged to help Mercer with the burgeoning passenger and freight service. Mercer and Hewett also undertook considerable charter work, including popular scenic flights around the glaciers and the Southern Alps. Very quickly the pioneering air service gained national and even some international publicity, helped by well-known Auckland photographer Leo White taking many iconic photographs of the biplane de Havillands operating off South Westland beaches.

During World War Two, Air Travel's civil operations were allowed to continue due to the unique and essential role it played in the region. By the start of the war an additional DH83 Fox Moth ZK-AGM and two DH90 Dragonflies ZK-AFB and ZK-AGP had joined the Air Travel (NZ) Ltd. fleet. Tragically Mercer died from his injuries following the crash of a recently purchased DH84 Dragon ZK-AHT in June 1944. The accident happened on Mount Hope, near Kawatiri Junction and sadly Mercer was travelling as a passenger.

The air service continued to expand during the war years with scheduled services north to Westport and Nelson. In 1947 Air Travel (NZ) Ltd was one of the constituent airlines that formed the Government-owned New Zealand National Airways Corporation (NAC). NAC continued flying the biplane de Havillands for several more years, finally retiring the faithful Fox Moths from South Westland service in 1954. The larger and more robust DH89 Rapide/Dominie aircraft flew Air Travel's routes from 1944 and took over as the sole aircraft on the historic South Westland air service. With NAC's inherent bureaucracy, operations became less flexible and charter work dwindled.

In 1956 NAC sold the air service to Queenstown-based Southern Scenic Air Services. A new West Coast Airways Ltd. was formed and commenced operations from November of that year. Two DH89



An evocative scene of Captain Bert Mercer and local boys with Fox Moth ZK-AEK on the beach at Bruce Bay in September 1935. Note the 'Air Travel' sign directing passengers to the regular landing site. (Whites Aviation via Richard Waugh)

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A rare 1936 colour photograph of Fox Moth ZK-ADH, taken by Captain Bert Mercer from the cockpit of Fox Moth ZK-ADI. (Mercer Collection via Richard Waugh)



West Coast Airways continued to fly the historic South Westland air service until 1967. Here at Haast, the southern terminus, DH89A Rapide ZK-AHS is readied for a return scheduled flight to Hokitika in July 1964. (Dave McDonald)

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Hoki to Haast

Expertly researched by Aviation Historian Richard Waugh, this excellent book on New Zealand's first licensed airline to fly scheduled services is full of rare photographs and fascinating stories on the subject. Available from www.craigprint.co.nz for \$54.90



Dominies were used as well as Cessna and Auster aircraft for a service which was a return to the versatile operations of Mercer's original airline. In addition to scheduled services from Hokitika to the glaciers and Haast, West Coast Airways undertook supply dropping, freight, photography, scenic joy-rides and air ambulance work.

It was only with the opening of the new Paringa to Haast section of the new highway in November 1965 and the change to road transport that the South Westland Air Service became uneconomic. By the mid-1960s the air service had become the world's longest running de Havilland biplane air service and one of its Dominies – pre-war DH89A Rapide ZK-AHS – was likely the last pre-war DH89 in commercial service worldwide (now on display at MoTaT's Aviation Display Hall).

The South Westland Air Service operated from December 1934 to March 1967. One of New Zealand's most famous and memorable air services, its history was an unforgettable mix of excitement and routine, romance and tragedy, ably demonstrating the growing role of aviation for ordinary New Zealanders.

For further reading about the South Westland Air Service

'When the Coast is Clear' by R. Waugh (ed) (Craig, Invercargill, 1994)
'Hoki to Haast. New Zealand's First Airline' by R. Waugh (Craig, Invercargill, 2009)

80th Anniversary Celebrations at Hokitika 19-21 December

80th anniversary celebrations of New Zealand's first licensed scheduled airline service will be held at Hokitika, in conjunction with the town's 150th Gold Rush anniversary, over the weekend of 19-21 December 2014. Landing fees are being waived by the airport company to encourage visiting pilots and aircraft to support a "Fly-In and Transport Display" public event at Hokitika Airport on the Saturday afternoon. Planned for start-of-the-show will be airworthy DH83 Fox Moth ZK-ADI which began the historic air service in 1934. Car, bike and truck displays will be included as the key role of transport to the region is recognised and celebrated. KiwiFlyer readers are invited to participate. Please contact Organiser Rev Dr Richard Waugh on 09 533 9400 or email: rjw@ecw.org.nz



Insurance Policy Deductibles Explained

All aviation insurance policies contain deductibles of some sort, however the nature and applications of these are not always well understood. Bill Beard from Avsure explains some common terms and how the process of calculating deductibles in the event of an accident is usually applied.

Policy Deductibles

A hull deductible (sometimes referred to as an excess), applies to all aviation policies involving repairs but may on occasions not be applied in the event of a Total or Constructive Total Loss. Hull deductibles are predominately applied as a percentage of the agreed total value. For the majority of fixed wing aircraft, the deductible is usually 1% of the hull value subject to a minimum dollar value (usually \$1000) on lower valued hulls.

For aviation uses involving abnormal hazards such as agriculture and for the majority of helicopters, a hull excess of 5% is usually applied and this is sometimes increased to 10% in the case of inexperienced pilots or extremely hazardous uses.

The important thing to understand is that in the case of repair claims, the hull deductible/excess is calculated on the total hull value – not the amount of repairs.

Third party liability property damage claims however are not usually subject to an excess or deductible.

Pro-Rata/Time-Life Component Adjustments

Another deduction made from a claim can be a Pro-Rata/Time-Life Component Adjustment. Particularly all helicopters and fixed-wing turbo-props (other than total or constructive total loss) are subject to contribution by the policy holder for the proportion of the overhaul or replacement cost of any unit or component in relation to the TBO or "life" of the replaced unit or component. The insurer will deduct the appropriate amount on the application of the following formula:

Used Time or Hours Flown divided by Overhaul TBO, multiplied by Overhaul or Replacement Cost.

This can have a major impact on the eventual proceeds of a claim following say a main or tail rotor blade strike on components nearing the end of their TBO.

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

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Freeman Freight Specialist Aviation Logistics

IT'S nearly three years since KiwiFlyer last spoke to Warwick Freeman and much has happened at his company Freeman Freight since then. Through organic growth as well as a very recent acquisition, the company has more than doubled in size (there are now 17 staff) and can now offer a much broader logistics service to the specialist freight niches that it operates within.

Freeman Freight continues to provide specialised freight forwarding to the aviation industry (including transporting whole aircraft anywhere in the world) and can now do this in even more of a one-stop manner than before. Warwick says they have moved well beyond being freight 'organisers' and are now capable of handling port to door or vice-versa container movements entirely in-house with their own trucks, staff and systems. Importantly, Warwick emphasises that customers will have a single point of contact with someone who understands the aviation industry and their needs, and his company will maintain sole control and responsibility of the process from start to finish.

This broadening of Freeman Freight's in-house service offering has been facilitated in part by the recent acquisition of Crawford Transport and their fleet which includes two 20-40 foot swing-lift trucks and a 43 foot flatdeck, providing general freight, container transport and line-haul services.

Some years prior, Freeman Freight had already acquired a specialist automotive parts transport company, AA Couriers, operating a large fleet of vans on a daily run stretching from Helensville and Orewa in the north to Tuakau in the south. This fleet has recently been upgraded as part of a drive to also take the

presentation of the company to 'the next level', including new uniforms and a consistent identity.

With a transport scope to shift everything from small and fragile, high value items, through to complete containerised aircraft anywhere in the country including on line-haul operations using their own trucks and drivers, the only question to ask is how knowledgeable and flexible the company is with regard to aviation requirements. The answer is 'very'.

Aviation Specialists

Before starting his company, Warwick spent nine years in the UK in various logistics roles including specialist aviation parts and AOG support, a role that included sourcing parts in alignment with maintenance schedules for companies such as Lufthansa, Virgin, Air Atlanta and more. This frequently involved charter and transport logistics right across Europe. By 2004 Warwick was back in NZ working for Bax Global in a specialist role looking after engine freight logistics and other aviation requirements.

Warwick has a list of long term customers throughout the NZ industry, including several 'significant players'. Their repeat business is earned by his standard offer of 24/7 support every day of the year, with aviation minded care and attention. He recalls one recent AOG 'emergency' callout where he was met on the runway apron to drop parts off to an already running aircraft for transport on to their destination. Warwick says that now in particular, he can offer a genuine turn-key approach. If the phone rings at 4am with a customer in crisis, he can immediately 'turn the key' and go and get

there in support. He works closely with maintenance providers and often makes night runs over long distances so that engineers can have the part they need in their hands first thing in the morning. Little wonder that Freeman Freight have a very loyal client base.

Warwick says he prides himself on designing and managing logistics projects that meet his customers' needs at best cost. His experience means he can usually foresee and rectify any problems along the way, and with a policy of continuous communication, customers always know exactly where their project is at.

Sea freight import and delivery

As well as parts delivery including Customs/MAF coordination and direct account management with Fedex and TNT, Freeman Freight can easily handle the full importation and delivery of complete aircraft. Recent jobs have included a Bell 222 import from Nevada to New Zealand and on the export side, helicopters to Australia and Indonesia. Warwick stresses they aren't limited to helicopters however, as fixed-wing aircraft (including microlights) can be handled just as easily and efficiently.

Sensitive freight line-haul

With one of the company's flatdeck trucks having air-ride suspension, work is underway to set up a regular inter-island line-haul service for sensitive freight, either crated or packed into 20 foot containers. Frequently used already for rotor blade transport, Warwick sees the potential to extend this part of the operation, particularly with the synergy of the new business acquisition and growing customer base to support the new endeavour.



Freeman Freight provide complete logistics solutions using an in-house fleet that includes numerous vans, trucks with swing lifts, and an air-ride flatdeck.

Why Freeman Freight

Freeman Freight's in-house resources now enable it to support all aviation logistics requirements including AOG parts delivery, regular parts runs through Auckland past Ardmore and Auckland Airports, port deliveries and pickups, through to complete aircraft import and export. Warwick confidently emphasises that "We aren't constrained by another company's operations and can pull out all the stops when required. And our strong aviation mindset and experience helps customers avoid the risk of a lack of care by general haulage companies."

For more information

Contact Warwick on 0273 400 284, by email: freemanfreight@xtra.co.nz or visit www.freemanfreight.co.nz

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Auster Mk.5c ZK-AZF Flies Again



A LARGE gathering of invited friends and some 25 aircraft arrived at Les Vincent's Lismore airstrip (mid-Canterbury) on Saturday September 27, 2014 to celebrate the return to the sky of the family's very rare, world famous Auster Mk.5c ZK-AZF, which had endured a 14 year hiatus to date. AZF, as the only Auster Mk.5c ever built, has been with the Vincent family since March 1976 and stands today as our flagship Auster having arrived in New Zealand in mid-1951 as G-ALKI.

AZF was affectionately dubbed 'Alfie' by the Vincent brothers Andrew and Murray, who learned to fly in Alfie. Flying AZF on the big day at Lismore was Andrew and Murray (both of whom are airline

pilots) while Les was busy flying interested people in his AutoGyro Europe Calidus Fern gyrocopter, recently acquired by Les and his wife (Les is a certified gyrocopter instructor.) "The day started off with thick fog over our airstrip, which caused about 11 aircraft to park-up on Prouting's Thorneycroft strip further south until the fog cleared," said Les.

In November 2000, the Vincent family decided to withdraw AZF from use to enable long term restoration. The Auster was denuded and then restored little by little until reassembly began in the winter of 2013, at which time another 130hp Gipsy engine was fitted. The chosen engine had just previously been the source of

power for the family's second prized Auster in the fully aerobatic ZK-BCK, a J/5F Aiglet Trainer. The engineless Auster BCK has since moved to Nelson with its new owner, who's said to be our youngest ever owner of an Auster. The two mentioned 130hp Gipsy engines differ very little. Les explains. "Alfie's engine was as original with bronze cylinder heads while BCK's engine has aluminium heads thus allowing the use of Avgas."

Les reports that Alfie didn't fly again until June 1st 2014 when it flew to Omapa to have the Annual Review of Airworthiness issued by JEM Aviation. "The new blue trim and registration marking etc. was painted on at that time," said Les. Alfie Auster returned to Ashburton from Omapa on July 24, 2014 where finishing touches were applied along with general titivation in preparation for the public launch day.

The lead-restorer for AZF's refurbishment programme, capably assisted by several keen helpers, was Andrew Vincent. "During the restoration," says Les, "Andrew was able to qualify for his LAME airframe and engine licenses in addition to his already held Avionics qualifications gained during his Air Force service."

Congratulations are due to all the Vincents for a job very well done in the preservation of a Kiwi icon. Gavin Conroy performed the photography honours enroute Lismore from Omapa.

A brief history of AZF and the Auster Mk.5

THE three-seat Auster Mk.5 series, of which c/n1272 (ZK-AZF) was the prototype, was destined to serve in the military as an artillery spotter attached to AOP Squadrons. The specialist Auster warbird series began in the UK in 1942 (as the Mk.1) and in 1945, c/n1272 went to the RAF as TJ187. Following TJ187's proving flights the boffins were able to secure 130hp Lycoming O-029-3 engines for the 'Mk.5 assignment and quickly set about to re-jig the Mk.5's engine mounts to receive the flat-four Lycoming engine.

TJ187, having been retained as the only Mk.5c version, served there or thereabouts for some five years before being struck off charge - going to a private owner in London as G-ALKI in early 1950. It was entered into the 1950 Kings Cup Race, with 36 other aircraft, and came third. Starting in September 1922, the Kings Cup Race is still being contested today.

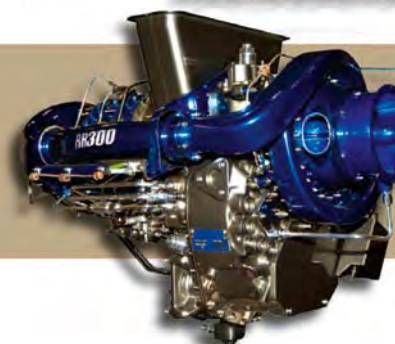
In 1951 G-ALKI arrived in New Zealand, coming into the ownership of the Vincent family in 1976.



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Calling Women Pilots: Have a go at gliding

A FEW months ago I attended the NZ Association of Women in Aviation (NZAWA) conference and was one of only three attendees who were glider pilots. I think I was the only one with no power experience at all. I have no way of knowing whether those figures are proportionate with the national statistics for women pilots but I hope not, although there are lots of women power pilots out there and relatively few gliding women. Mind you, the women glider pilots we do have, tend to punch above their weight. The latest Gliding NZ president is Balclutha woman pilot Karen Morgan and women pilots hold prominent positions in gliding clubs around the country. Why is it though that overall, women are quite poorly represented in the sport of gliding? Women can fly gliders every bit as well as men, and certainly as well as they can fly power planes. Do women think gliding is a risky sport? Is it the no engine thing? I've never understood that. Glider aircraft are obviously engineered to fly and pilots are trained in the skills they need to make them do so. They're less complex to fly (no engine to control) than power planes.

I hope this article can tempt some women power pilots to give it a go. Why do we need more women glider pilots? Just because.

With years of instructing experience, gliding instructor Hugh Turner wrote an in-depth article on training women glider pilots, from a male perspective. He came to the conclusion that while women may learn and fly differently from our male counterparts, we are equally as good at doing it. He said a great deal more, most of which is equally relevant to power instructors. For the full article



Yvonne Loader still holds gliding records that were set in 1988.

visit the SoaringNZ website and read back issues #14 and #15.

Girls, if you are the competitive sort, an inducement to take up gliding may be the large number of FAI national and international gliding records just sitting, waiting to be taken. While the general record books are fairly full, most of the feminine records were set last century. That's if they've been attempted at all. There are many national feminine records unclaimed. At Easter last year twenty two year old Abbey Delore and Enya McPherson who had turned seventeen the day before knocked off the feminine 100k out and return speed record at a speed of 131.99km/hr. They said they could easily see themselves doing it faster and attempted to do so the next day. They were unsuccessful, landing out and having to give up the attempt. The point is, their record, which was at a very good speed, had never previously been attempted. There was a spate of feminine records set in 1979 that haven't been bested yet. Modern equipment means that any enterprising and organised woman pilot is just about guaranteed her name in the record books, simply for preparing and flying well (and doing the correct record keeping and paperwork) on a good day.

In recent years Canterbury Gliding Club member Jenny Wilkinson has set speed records for both out and return and triangular courses between 100 and 500 km distances but there are still many to claim and Jenny's to better. She would be the first to say that she'd like to see herself beaten. In fact she's trained as an

instructor and loves teaching people to fly cross country. There are many World Class feminine records also going begging. NZ feminine absolute altitude, 11312.3 m (37114 ft) and gain of height, 10212.6 m (33506 ft) were set by fellow Canterbury member Yvonne Loader in 1988.

Of course not all women want to spend their time setting records. And you don't have to. The joy of soaring is available to all, even those who don't fly far from their home strip. Learn to keep an aircraft aloft and take it where you want to go, using just the energy in the atmosphere. You can't beat the feeling of satisfaction at the end of a great glider flight.

I challenge all the women pilot readers of KiwiFlyer to have a go at gliding. At the very least you'll add another type rating to your logbook, but you may also just find that gliding puts the sport back into sports aviation. To find your local gliding club see the Gliding NZ website. Have a look right now while you're thinking about it.

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.



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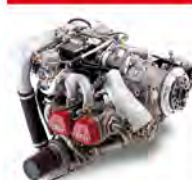
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Ag. Planes Past and Present

Part 11 - Air Tractor AT-402B/AT-504 Trainer

TODAY'S finest ag. planes began yesterday. And that is so totally true in the case of Snow's substantive Air Tractor line-up. At the age of 21 years, Leland Snow of the USA put together his first ag. plane, which flew in 1951, being the low-wing open-cockpit, radial engined Snow S-1. The fairly curious-looking Snow S-1 taildragger, flown by Leland, thereafter spent some five years topdressing and spraying mostly vegetables and fruit. It was followed by the outwardly similar S-2 from 1956. The S-2 was first powered by a 220hp Continental radial engine and then, as the S-2C, the 'Conty' gave way to a 450hp P&W radial engine. When with Aero Commander (Rockwell) from the mid-1960s, the S-2 design became the big, grisly-like 600hp (P&W Wasp radial) Ayers S-2R Thrush, or Thrush Commander.

Snow moved into his now familiar Air Tractor models in 1970 with the 300hp P&W Wasp Junior-powered AT-300 and finished up producing (starting in 1991) the biggest single engine model of all in his 1,350shp AT-802 ag. plane, the 1,350shp AT-802F SEAT (Single Engine Air Tanker) and the '802U Utility plane. Leyland Snow died in Texas at 80 years of age on February 20, 2011 having designed and produced 2,000 specialist ag. planes in his lifetime.

The all-metal Air Tractor AT-301 of 1973, which had a cowled 600hp P&W R-1340 engine as standard, quickly followed the prototype '300 as the production model. The P&W-powered AT-301 sprayer had room for 319 US gals in the hopper and climbed at 1,600ft/min at MAUW.

Air Tractor's first turboprop flew in 1977 as the AT-302. The '302s had a 650shp Avco Lycoming LTP-101 turbine engine attending to the donkey work, but were later re-equipped with a dedicated 665shp AlliedSignal Aerospace TPE331-1 turbo-engine. When the Canadian 'TPE331 engine was swapped for a 680shp P&W PT6A-15AG turbo engine, the AT-302 became the AT-400, and thus began the AT-400 family of specialist turbo-powered ag planes - although the '401 and a solitary '401A were both radial piston-powered.

US operators were of the notion that established ag. pilots were getting on a bit (the median age is 60 years) and future



Allan Bowman took this image in late 2012 of the 750shp two seat, dual-controlled Air Tractor AT-504 on-the-job trainer. SKF first flew here in August 2012 and is the first and only one of its type in the country - as at 9/2014. (Photo via Dave Paull)

tyros needed to be especially prepared for the newer, larger and more powerful type of ag. plane - the thoughts of which were apparently taken on by the Air Tractor people when they designed the AT-504 trainer. The AT-504, having first flown in the States in 2008 as a reworked AT-502B, is powered by the specialist 750shp P&W PT6A-34AG turbo engine. The '504 has a maximum payload of 4,100lbs while its ex-factory useful load is at 4,832lbs or 485US gals.

Air Tractor's entry level turbo ag. plane is the 680shp P&W PT6A-15AG turbo-powered AT-402B. The '402B was ultimately developed from the 600hp P&W Radial-engined AT-401B Ayers Thrush. With its documented faster climb speeds, faster ferry speeds, quick turn times and much shorter loaded take-off distances, the much-refined '402B was produced States-side from the early 1980s and has a published ROC of 1,100ft/min. The type's NZCAA-approved payload is 3,250lbs/1.4 tonnes while the ex-factory useful payload is 4,871lbs or 400 US gals.

The thing about Air Tractors is that they all look the same, but for size. As at September 2014, there were six 'Tractors

presently listed on the NZ civil aircraft register, although we've had ten of them in the past. The six are made up of four AT-402Bs in ZK-JHG (Pahiatua), PCC (Featherston), RMW (Fielding) and SAT of Palmerston North and a single AT-502B ZK-MAA (Hamilton). And there's the more recent two-seat AT-504 ag trainer (SKF) based inland from Ashburton.

I think it's fitting that I conclude our series of some of our leading ag. planes with a few ratifying words in remembrance of the middling DH82A Tiger Moth - the pipsqueak of ag. planes that started it all in 1948. The 'Tiggie' ag. plane, which was given a mile and took an inch, was piloted by steely, leathered-up pilots who flew the type with fingers crossed. Heading up the 'Joe' break would have been talk about the testy moments trying to make 10% above stall speed and the Tiger's butt-clenching pedestrian rate of climb at MAUW while trying desperately to keep a respectable gap between wheels and grass.

And all that was across 31 years in the life of an extemporised rag and tube WWII pilot trainer that first flew in 1930 and was widely said to be unsuitable as an ag. plane. Yeah. Nah!

VFR in the USA

No Warbirds this month, however, a story beginning in the Warbirds Bar, where else?!

A couple of months ago I overheard friend Peter Fahey discussing how he had bought a Piper Pacer in Kansas and had to get it to San Francisco to have it shipped to NZ. Coincidentally, Liz and I had two weeks leave from the day job with no specific plans and a sojourn across the south west of America held some attraction. A couple of more 'beers' and we had conditionally accepted the job!

A Piper Pacer huh, must be like a Piper Cub, where's the challenge?!

Cold light of day, that is the next morning, we picked up an atlas and found that Kansas to anywhere is a long way; best get some advice. We contacted our Stateside friend Pete Hunt, a retired navy and airline

pilot, war-birder and RV6er with our plan. His reply was less than encouraging, like "you want to what?" with warnings of high mountains, density altitudes, thunderstorm season, possible sea monsters and airline pilots getting themselves out of their depth! Mmmm, better take this seriously!

A bit more research on the aircraft then. This one is a hot-rod with 180 horsepower. That at least allayed some of Pete's concerns. Contact the current owner who assured us it was the best Piper ever, however was currently in maintenance with the wings off - but should be fixed in our time frame.

The pick-up was at Lakin Kansas. Google found it, a small rural

town in the west of the State, 30 miles from Garden City. Expedia found the best connections from LAX, so easy as to book our fares and head off for some adventure.

Meanwhile, reality required some serious flight planning; 1030 miles from Kansas to San Francisco. Unfortunately the Rocky Mountains (up to 18,000 feet of them) block the direct route. Options are the north route or the south route, which appealed as we wanted to visit Pete in San Diego if it worked out. This would also achieve a visit to the Grand Canyon, and a plan started to

form. Maps next. Well we managed to get some old (last century! but the mountains don't move) 'sectionals' (equivalent to NZ topo's) and a West Coast Flight guide which listed all airports for the Western States. As a precaution we updated the GPS with a current US database - now that was smart thinking!

It's 14th Sept in NZ and two depart Auckland - Los Angeles; let the adventure begin. Maybe we should have guessed something when the immigration inspector asked where

we were headed and retorted "Kansas, there's nothing there! But don't tell them I said that!" A night in LA, then American Airlines to Garden City via Dallas Fort Worth to meet David the current owner, who we were expecting to introduce us to the Engineer and a local Instructor for an area brief. Well the Engineer was sick and the Instructor was busy so it was Frank, Liz, David and the Pacer Racer aka N8193C. David was a student pilot, with 50 odd hours within 50 miles of Lakin. He figured there was a control tower at Garden City and explained that the local roads ran north south and east west, and that was the extent of our USA procedures brief. Never mind, can't be that hard!

A good look around the aircraft established that it was a 'sweetie'. The paperwork was in order so we took it for a local flight, did a few circuits and we were happy to proceed. At this point we discovered the generosity of the US aviation fraternity. Lakin is a small rural town, Ngatea or Tekapo you like. The airfield is base for a couple of aircraft and some tumbleweed (like the movies), however there is a courtesy car supplied by the local commerce folk. All you do is ring the Sheriff's office to get the 'code' for the safe box, grab the keys and your mobile. This enabled us to drive to Garden City for the night before heading west the next day. I can't imagine this ever working in NZ without being abused.

First stop Raton Crews, a small airfield. Well, two sealed runways of 2300 and 1300 metres, elevation 6352 feet and about two hours flight time. We picked this short leg to establish a few basics; cruise speed, fuel consumption, navigation, GPS performance and comfort factor. The result was a pleasant surprise; 105 knots cruise, 7 gallons an hour, GPS works fine (navigation just got easy) and a nice little plane.

The elevation at Lakin was 3100 feet and the LAX immigration man correct, there's nothing there, excepting for mile after mile of wheat and cattle ranches. You appreciate the scale of farming here when you see an irrigator over two miles long! An hour west of Lakin we are off the plains and into some broken country. The Pacer Racer is up at 8500 feet, no problem. At Raton Crews I make an appropriate radio call to be answered with a friendly "aircraft joining, ya'll want some fuel, if so I'll see ya at the terminal" and on arrival a friendly local FBO man only too happy to assist - second lesson in the USA general aviation fraternity. 19 gallons of fuel at US\$6.30/gallon (about NZ\$1.80/litre) and we are on our way to Cortez (KCEZ) approximately 250 miles south of Denver. Another relatively short leg but into the mountains, big mountains. We climbed to 10,500 feet to feel comfortable through a couple of 'passes'. The scenery was spectacular. This was all worth it. At Cortez (another unattended field) we received a similar welcome from the FBO folk, another courtesy car with a recommendation to drive the Mesa Verde and off to town for the night.

Cortez is the gateway to the Mesa Verde, a significant geographical feature where ancient Indians built villages in the crests of the rock formations. We took the 40 mile drive and a tourists glance. To do the area justice would require a week or more, just another reason to return someday!

Day two on the road, destination Flagstaff (KFLG) 300 miles from Cortez in a straight line. It was somewhat more via Frank's scenic route. Flagstaff is the gateway to the Grand Canyon. We



1. The Piper Racer, refuelling at Ramona. 2. Ancient Indian villages built in the crests of rock formations on the Mesa Verde. 3. 10100 feet. 4. Mesa Country spectacular scenery.



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considered flying direct to Grand Canyon Airport, however, with the inability to book a rental and hassles arranging permission and parking we took the line of least resistance. Our route took us over the Mesa country and Four Corners, the only place in the USA

where four states meet (Arizona, New Mexico, Colorado and Utah). This is Navajo Territory Monuments National Park with amazing scenery straight from the Western movies. We detoured to Lake Powell upstream of the Grand Canyon and on to Flagstaff. This was by far the most scenic leg of the trip (at least 100 iPad photos), a feast for the eyes and a thought of how privileged we were. Flagstaff was our first experience of a controlled airfield and once again it was 'easy'. Maybe the accent did it, whatever, the controllers were friendly and helpful. The FBO was equally generous; if you buy 'gas' there is no landing fee, pick up your bags ma'am, sorry don't have a courtesy car but have a deal with Budget, run you to the terminal

ma'am, recommend one of these hotels ma'am, etc. I just can't imagine an equivalent level of friendly assistance anywhere in NZ.

The reason for stopping at Flagstaff was to take a day off and visit the Grand Canyon. If you haven't done this then add it to your 'list'. This was the second time we had visited and it was equally awe

inspiring. Pictures or words can never do its magnificence justice; you just have to go and see for yourself.

Day three on the road, destination San Diego, or to be precise Ramona (KRNM), Pete's local airfield. Departing Flagstaff

elevation 7014 feet we encountered a density altitude of 9800 feet and the Pacer Racer needed every one of those asthmatic 180 hp. This leg of about 300 miles took us across the deserts of the South West, New Mexico, Arizona, and finally California.

The landscapes were equally enthralling (could have been the Sinai Desert or the wastes of Jordan), then the mountains of California, twisted tortured landscapes with an occasional sign of human existence, wind farms, solar farms, resorts far from the middle of nowhere, lost dreams and more. Ramona is about 30nm to the northeast of San Diego, on the edge of the heavily controlled airspace and while a controlled field, once again ATC made it simple for the 'foreigners'. Maybe

Pete had warned them?

After some socialising and tourist stuff around San Diego it was time to be heading north to San Francisco, or to be precise Hayward Executive Airport 10 miles south of Oakland, the other big airport in the San Francisco area. This meant traversing the



1. Four Corners, the only place in the USA where four States meet. 2. Selfie at the Grand Canyon. 3. Lake Powell. 4. San Diego. 5. Desert plus water. 6. East LA approaching Ontario.

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busiest airspace on the East Coast, initially a daunting prospect. Pete selected the best route; Ramona, Ontario (a major domestic airport 40 miles east of LAX), Bakersfield to Oakland, all at 8500 feet. This route was chosen to avoid controlled airspace and likelihood of coastal cloud. The route instructions were to contact Socal Centre (Southern California Control) airborne, request VFR fight watch destination KHWI

then do as they say. VFR Flight Watch is akin to NZ controlled VFR without the controlled. The ATC folk watched this little bug on their screens, gave the occasional instruction such as "maintain heading traffic descending through your altitude" which was generally a 737 or Bizjet within a mile or so passing our altitude, followed by "continue en-route". We were passed onto the next agency all the way to our destination, the ATC service courteous, friendly and helpful, and free, all this a



Parker over Parker, Colorado.

dipole to some of my VFR experiences in New Zealand.

This leg was equally as scenic. Broken mountains of Southern California, metropolis of Los Angeles, deserts of North Los Angeles, the 'food basket' of the Central Valley and finally San Francisco. We had seen this from 30,000 feet in the airline but this was a new perspective.

And so to review a few weeks on.

Firstly, a stroke of luck to be able to do this flight, 11 hours 30 minutes, 1200 plus miles, in a cute wee aircraft which handled the challenge. We lucked in with the weather which was 8/8 blue for the trip, the scenery was magnificent, the aviation people we met friendly and helpful and the assistance from the ATC folk exemplary (take note Airways people). If anything this trip has whetted the appetite for something bigger and better, mmm San Diego to Oshkosh to has a bit of appeal.

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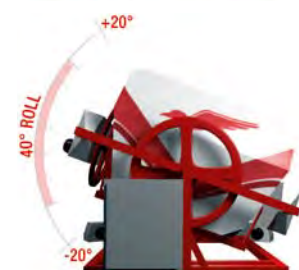
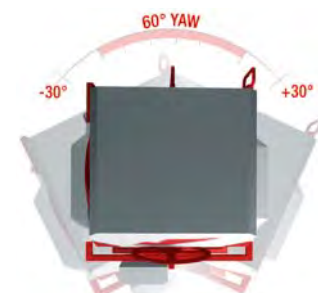
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LOCATED JUST 20 minutes north of Auckland's CBD, North Shore Helicopter Training (NSHT) is one of New Zealand's most highly respected helicopter training organisations. Approved by NZQA to offer the Diploma in Aviation to Levels 5 and 6, and also certified as a Part 141 Training Organisation by the CAA, the company has an enviable accident-free track record of training ab-initio through to instructor pilots. NSHT ex-students are found around the globe, either flying their own helicopters or working in diverse fields from Commercial Tourism, Search and Rescue, Oil and Gas and Agriculture to name a few. CFI and Airline Flight Examiner Roy Crane has extensive domestic and international commercial and training experience including being the pilot for Yves "Jetman" Rossy and the Redbull stunt wingsuit teams when they appeared at the NZ Airshow.

Based on North Shore Airfield, excellent forestry, coastal and controlled zones are on NSHT's doorstep and with the Coromandel mountain ranges not far away, the company offers a comprehensive training environment for all levels of experience.

Currently using R22s as their core trainer and with a full range of turbine machines at their disposal for endorsements, students are exposed to the real world of helicopter operations. NSHT have also designed a range of theory training modules including successful two-week PPL and six-week CPL theory courses to cater for those who need to study and pass their exams within a tight timescale or who struggle to find the time in their hectic lives. Run in co-operation with the North Shore Aero Club and with a 90% first time pass rate, they believe they have hit on a winning formula.

The company's philosophy is for every budding pilot to "Fly the Dream...". Gaining the licence is just the first step, enjoying the rewards of flying these great machines is quite another. The team proactively encourage students to hire helicopters for self-fly hire or syndicate membership. Students can also participate in the NZ Helicopter Championship, or join in the annual 5 day adventure packed heli-safari trips, so there really is something for everyone to scratch their aviation itch.

Additionally having a vast network of both local and international operators, NSHT provide a great opportunity for newly trained commercial pilots to gain valuable work experience and build their own network of contacts.

The team at NSHT are proud of their history, excited about the future and look forward to welcoming you on the amazing challenging and exhilarating journey of learning how to fly.



Contact us on 09 426 8748 or visit www.helittraining.co.nz

The KiwiFlyer Guide to Aviation Training

WELCOME to the KiwiFlyer Guide to Aviation Training in New Zealand. This special annual supplement includes articles related to aviation training as well as profiles and advice from a number of flight training providers from around the country. Participants in this Guide cover a very broad spectrum of aviation in New Zealand and readers will find a wealth of opportunity for flight training whether it be a microlight certificate for Sunday flying, a PPL to take the family on holiday by helicopter, or even a gyroplane or trike rating, through to fully structured programmes designed to place the career pilot in immediate airline employment as soon as their qualifications are completed.

There's some good advice in the article at right by Mark Woodhouse. Anyone embarking on the very expensive process of learning to fly does need to research their options thoroughly and choose the training facility that is the best fit for them. There's plenty of guidance to start you off in the pages that follow here.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every Secondary School in New Zealand and students interested in aviation will find plenty of options to consider from the information within. Training is no longer limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level.

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

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

Our industry is a close one and word of mouth is a frequent and trusted form of recommendation. Even if additional or currency training is not immediately for you; if someone asks for your advice on matters of training, please refer them to this Guide and support those organisations who have made the effort to become involved with it. The Guide is also available for download from our website along with most other KiwiFlyer articles and back issues. Careers Officers or anyone else who would like extra copies of this issue sent to them are welcome to email: editor@kiwiflyer.co.nz with their details.

Considering a Career as an Airline Pilot ?

In this article, Mark Woodhouse (A-Cat Flight Instructor, GA Flight Examiner, CFI of the Walsh Memorial Scout Flying School, Boeing 777 Second Officer, and owner of Waypoints Aviation) offers some guidance to those considering a career as an airline pilot..

I HAVE been a professional aviator for over thirty years and can comfortably say that I enjoy the career at least as much now as I ever have, and most of my colleagues are the same. Aviation has a way of getting into your blood; it is our passion. But don't let anyone tell you otherwise; a career in aviation, whatever the role be it as a pilot, engineer, air traffic controller or manager is a classic example of the cliché "Nothing worth having comes easily".

You should be realistic about the investment required. Time, emotional and intellectual effort, and not a small amount of money all stand between you and a fulfilling career. But it is achievable for those willing to make the commitment and you don't have to be the school dux; I have proven that!

There is plenty of guidance available to help you explore the steps required to progress your training, but be discerning. There are also some who will fill you full of half truths, in an effort to secure your training funds. One of the excellent sources is the Civil Aviation Authority website, for example: www.caa.govt.nz/safety_info/how_to.htm

If you choose to take on the challenge of becoming a professional pilot then one of the early decisions you and your supporters (very important part of your life) need to consider is choosing a Flight Training Organisation (FTO). I am asked quite often which flight school is best and I pretty much give the same answer each time. It depends.

It depends on you, the individual trainee, on your style, on your

circumstances and on how you feel about the organisation you are considering making a massive investment at. Remember, your investment is not only one of your money, but of your time, effort and reputation.



I emphasise my strongly held opinion that any potential trainee, be it for a career as professional pilot, or to train as a recreational/private pilot, should make the effort to visit the FTOs they are seriously considering training at. Listen to their sales pitch, and remember that is exactly what it is, but also talk to the ground staff and flying instructors. Most importantly you should talk to the students that are already there. One size does not fit all.

Explore the logistics of living within or close to each organisation, sometimes called pastoral care. It can be a very important factor in how you learn, perform and progress.

I recommend you choose an organisation that offers a programme targeting more than a bare minimum pass in the exams and flight tests. Box ticking might achieve your licence but it seldom impresses a prospective employer. Not to mention the potential safety impact of a poor knowledge base.

Beyond an FTO's programme, I recommend you explore the skill, knowledge and experience of their flying instructors. While this may not be easy for you to determine, in my opinion it is the single most important factor in your training. Perhaps you can talk to those who are already professional pilots; see what they think.

And after basic training, I also strongly advise pilots to choose an excellent trainer for their subsequent aircraft type ratings and role training. The last thing you want is to begin your career without a thorough and comprehensive understanding of the aircraft you are to fly and the operation you are to be part of.

Remember that cheap is just that, and good luck for your future.

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WHETHER you are choosing aviation as a career or simply for the sheer thrill of flying, selecting the right flying school is vital to your success. Ardmore Flying School has been training pilots at Ardmore Airport since 1961. Since then we have been recognised worldwide for delivering consistently high standards in all aspects of flight training.

Courses Offered

We are New Zealand Qualification Authority (NZQA) approved and hold the New Zealand Civil Aviation Authority (NZ CAA) part 141 approval for flight training. This allows us to provide a NZ Diploma in Aviation and licences at all levels.

Our fully-integrated tailored flight-training programs transform students into strong, decisive and skilled pilots, capable of operating at the highest levels in the ever-changing commercial and corporate sectors. You'll take home more than a Diploma in Aviation when your training at Ardmore is complete. Apart from a profound sense of achievement, there will be many milestones to look back on for the rest of your life – your first landing, your first solo flight, your first cross-county flight, to name a few.

The qualifications include the following courses:

- Commercial Pilot Licence (Theory and Practical)
- Instrument Rating (Theory and Practical)
- C-Cat Instructor Rating
- Airline Transport Pilot Licence (Theory)
- Basic Gas Turbine Knowledge (Theory)
- Crew Resource Management Course

Why train in Auckland, New Zealand?

Located at Ardmore Airport, South Auckland; Ardmore Flying School students train at the busiest airport in New Zealand, as well as being in close proximity to Auckland International Airport.

Weather conditions at Ardmore rank among the best in New Zealand with only the very odd day where operations have to be cancelled due to adverse weather. The training area and surrounding districts also offer diverse topographic and climatic conditions, which create more experienced students, as they are exposed to real world and varied flight conditions.



Our training facilities include:

- 17 Single-engine Cessna 172s (including aircraft equipped with Garmin 1000 glass cockpit)
- 3 Multi-Engine Beechcraft Duchess Be76s equipped with Garmin 430 GPS
- 1 Frasca Twin-Engine aircraft simulator equipped with 180 degree visuals
- 1 Garmin 1000 Single-Engine simulator
- 1 Kingair Turboprop simulator
- 3 Electronic Briefing rooms and 4 classrooms

For more information

This is a great time to get a flying start to your career as a pilot, with pilot shortages present in most regions worldwide. Ardmore Flying School prides itself on innovative thinking and an excellent reputation for providing well trained graduates to airlines and the aviation industry. To stay up to date with our news, photos and events:

- Visit www.ardmore.co.nz
- Find us on Facebook or follow us on Twitter
- Call 0800 Ardmore or email: info@ardmore.co.nz
- Or come in and chat with one of our experienced and friendly team members who will guide you on the path towards aviation success.




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Ardmore Helicopters offer Commercial Experience that helps to get careers off the ground

CHOOSING THE RIGHT helicopter training organisation is perhaps the single most important decision you will ever make in your flying career. Getting a Commercial Pilots Licence (CPL) is the “easy” part. Finding a company that will employ you as a low hour pilot is where the difficulty begins. These days, commercial operators aren't just interested in the number of hours you have. What they are really interested in is your commercial experience, and this is where Ardmore Helicopters Limited can help.

Ardmore Helicopters has an Air Operators Certificate (CAR Part 135/119). This Certificate permits us to conduct Air Transport and Commercial Transport flights for “hire or reward”. Our commercial pilots regularly carry out scenic tours, banner towing, photography, frost protection, passenger transfers, heli-surfing and more. Only companies that have an Air Operators Certificate can conduct these flights, and it is the experience that our graduates obtain from these flights, which helps kick start their careers and separate them from ‘the rest’.

Ardmore Helicopters is renowned for our relaxed and friendly atmosphere, and for tailoring training programmes to suit individual needs. Our experienced instructors (which include two A-Cat and one B-Cat) take a personal approach to student training offering one-on-one tuition. Frank Parker, who owns and manages the company, has been involved in the industry for over 30 years and has an extensive background in the military and civil sectors. Frank holds an A-Category Instructor's Rating and a range of Civil Aviation Authority (CAA) flight testing privileges.

Ardmore Helicopters has been training top quality pilots for over 20 years and we offer a comprehensive range of training options from Private Pilot through to Commercial Pilot, as well as Basic Gas Turbine Ratings and Instructor Ratings.

The company fleet includes two Schweizer 300CBis, Robinson R44 and a Bell 206 Jet Ranger.

Ardmore Helicopters is based at Ardmore Airfield, South Auckland. Being based at New Zealand's busiest aerodrome gives our students the best situational awareness training possible. In addition, as we are just five minutes from Auckland




Ardmore Helicopters undertake a variety of Part 135 commercial operations in the Auckland region which recently graduated commercial pilots may have the opportunity to participate in. Call in and meet the team to find out how to get your career off the ground faster.

Airport and the Hunua Ranges, so our students benefit from regular training in a variety of controlled and uncontrolled airspace, as well as mountainous terrain.

Ardmore Helicopters has built a reputation for training pilots to a high standard and for maximising the employment prospects of our students. This reputation is particularly important in an industry where employment is very competitive and jobs are often obtained solely through reputation and word of mouth. Pilots trained by Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including rescue, tourism, agriculture, commercial, special operations, corporate and utility work. If you would like to talk to graduates of Ardmore Helicopters who are now flying professionally, we are very happy to put you in touch with them.

If you have ever wondered about becoming a helicopter pilot then try an Introductory Flight Lesson. This is where you'll spend time on the ground learning about the aircraft, then take to the sky with an instructor for a local flight. Once airborne, the controls will be yours for some basic manoeuvres and on returning to the airfield your instructor will demonstrate an autorotation (landing without engine power). We conclude with you trying your hand at hovering. Most students are still smiling from this experience a week later.

If you think helicopter flying is for you, come out to our base at Ardmore Airfield for a coffee and chat. We look forward to meeting you. Phone us on 0508 CHOPPER or visit www.chopper.co.nz for more information about how we can help start your flying career.



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Are you or do you know someone at secondary school who dreams of becoming a pilot?

ON THE FLIGHT PATH

ServiceIQ's Aviation Gateway Flying Programme is a fantastic way for students to get a feel for what it's like to be a pilot and work in the aviation industry, before investing in full-time training.

On successful completion, you will have:

- ▶ achieved up to three flights towards your Private Pilot's Licence (PPL)
- ▶ visited workplaces in the aviation sector that are hard to get access to
- ▶ achieved up to 18 credits at Level 2 and 1 credit at Level 1
- ▶ gained knowledge of the aviation sector.

GET ON BOARD!

If you think flying and aviation is in your DNA, and you can answer 'yes' to this checklist, then you really should apply through your school's Gateway Coordinator.

- ▶ A Year 12 or Year 13 student.
- ▶ Minimum of Level 1 English and Maths.
- ▶ Genuine motivation to train and succeed.

TALK TO US

For more information, plus a current list of participating aero clubs, please contact our team at ServiceIQ.

0800 863 693 or schools@ServiceIQ.org.nz

ServiceIQ.org.nz

Get on board! with Aviation Gateway

Few things capture people's imaginations like flying. Whether it's watching a jet race overhead, seeing high-tech planes in the latest big-screen action movie, or the excitement of jumping on an airliner, the freedom of flight is fantastic. And some people want to take it further, with the ultimate ambition to be a pilot.

YOUNG New Zealanders who dream of learning to fly can become fully-fledged commercial pilots at one of several tertiary institutions. Only problem is, it's an expensive career to take off with if you're not 100% certain it's where you really want to land, or if you've got what it takes to fly.

It's one reason why ServiceIQ's Aviation Gateway Flying Programme is proving the perfect place to start. Gateway is a programme for school age students in Year 12 or 13 who think they want to become a pilot or have a career in the aviation industry.

It's a great opportunity to try it before you commit to spending a lot of money in professional training.

The course structure is really simple. It covers a whole range of topics but not in-depth so it's easy to understand the different roles and how the different parts of the aviation sector work together.

The programme is coordinated with some local aero clubs for the structured flight training course, and works closely with the airline industry for the rest of the course content.

One day, you'll be learning to fly: how to take off, use your hands on the controls and apply the power. You'll get to do most of the flying, apart from landing. On other days, you could be one of very few people in the world who get to experience first-hand what goes on in the Control Tower.

You just can't get access to these places unless you're on the Gateway Programme. It literally opens doors to a fascinating world most cannot enter.

You'll also visit and hear from the experts in many other areas of the aviation sector.

Our brief to the workplace is straightforward: they explain to students what it is they do and how it fits into the aviation sector. We're talking about Air Traffic Controllers, Air New Zealand pilots, Aircraft Engineers, and Rescue Managers.

The programme is a phenomenal success. At just over 5 years-old, it's helping students go even higher.

Out of 25 students in last year's Canterbury Gateway programme, four were accepted into the International Aviation Academy of NZ, where they're now training to achieve their dream of being commercial pilots.

An advantage of Gateway can come when students apply for this next step. Assessors at the pilot training organisation see that the applicant has shown real motivation, and can check their attitude and hand and foot skills with the Gateway instructors.

The result of ServiceIQ's programme is always a good one because students get all round industry exposure and can find out early whether it's something they are suited to and want to pursue.

To get a student's career off to a flying start in 2015, and find out if your local aero club offers Aviation Gateway, talk to the team at ServiceIQ Aviation Gateway Flying Programme, on 0880 863 693 or email: schools@ServiceIQ.org.nz



A leading flight training organisation with more than 20 years of experience in training students. We pride ourselves on training highly skilled aviators. At FTM we offer a practical and proven pathway to a successful aviation career. Students learn in friendly small classes, with an Instructor to student ratio of 1:4. This ensures students receive individual attention, excellent preparation for examinations and maximum time in the air. FTM offers the NZ Diploma in Aviation qualification. This consists of full time training from first solo to commercial pilot licence then specialising in your choice of three diploma strands.

FTM's training approach allows our students to attain a high standard of skill in both theory and practical aspects of aviation. By graduation our students will have developed a professional attitude towards the aviation environment.

With our utmost emphasis on safety, FTM provides a fantastic foundation for a successful and enjoyable career in the industry. Graduates are highly sought after with many currently employed or moving into third level airlines such as Eagle Air or Air Nelson.

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Fly for fun with the FlyWest Microlight Academy

MICROLIGHT flying is a very cost-effective entry into aviation for anyone who isn't yet sure whether they want to fly just occasionally for fun, or for a career. In some cases, microlight time can be cross credited to General Aviation licences and there are many commercial pilots who started out microlight flying – became addicted, and carried on with a career in aviation.

A great place to experience microlight flying is at FlyWest (previously Parakai Flying School) which has recently changed ownership. The school is now known as FlyWest Microlight Academy to differentiate the school from more traditional commercial schools and clubs that focus on aviation as a career. FlyWest caters more specifically to those that want to fly as a recreational activity and aims to improve accessibility to anyone that has ever dreamed of flying.

Based at West Auckland Airport Parakai, the new owner of FlyWest, Richard Seymour-Wright, is an experienced pilot. In addition to fixed-wing aircraft, he has ratings in weight-shift 'trikes', and is the current President of the Auckland Regional Microlight Aircraft Club (ARMAC).

Richard is instructor rated in the Tecnam P92 ES and says he is looking forward to providing flight training in trikes (flexwing or weightshift aircraft) later this year, something not available anywhere in the Auckland area. "Trikes offer a unique style of flying for those people who are interested in just experiencing the freedom of flight around your 'local patch.' With pitch and roll controlled by movement of the bar, and throttle controlling ascent and descent, trikes offer an easy, and yet safe means of relaxed flying," says Richard. Despite their simplicity, trikes have achieved many notable feats, such as flying across the Atlantic Ocean (1991), Cape Town to North Cape, Norway (1995) and Buenos Aires to Cape Town, via the USA and Europe (1999).

Richard says, "The pilot shop at FlyWest is also being expanded. Alongside the usual fare of headsets, maps, log books, planning materials and instruction material, it will include items such as flying suits for microlights, flame resistant flying suits for sport flying, full face helmets for microlight flying, as well as range of books and DVDs for anyone interested in aviation. These are available through www.flywest.co.nz, or for purchase from the airport office."

Further developments will include aircraft sales and managed aircraft syndication, with an aim to reduce the administrative hassle of shared aircraft ownership.

The change comes at an exciting time for West Auckland Airport Parakai. Due to growth, Skydive Auckland are moving their ground



Tecnam Echo Super ZK-CDL used for training at FlyWest Microlight Academy.



FlyWest intends to introduce trikes (flexwings) by January 2015.

operations to a site next door. Their jump ship movements will still take place on the airport property. While the relaxed atmosphere of the airport remains, with many visitors due to the skydiving and training activities, there is now further opportunity for growth of additional activities at the airport. In addition to FlyWest and Skydive Auckland, the airport has an AMO, Leading Edge Aviation (that looks after the maintenance on FlyWest's aircraft), Leo Levine's Magni Gyro agency and a number of private operators on the field. Gyrate Auckland and an aerobatic school will also be starting up within the next couple of months.

The area is well suited to training. The Airport has comfortable studio apartments on the Airport available for anyone coming to Parakai to do a compressed block course to obtain a rating, and this could be useful for those wanting a specific license. The airport has a large catchment, being the closest airfield to some 250,000 residents of West Auckland, plus residents of North Shore, Rodney and even accessible to those in central Auckland.

For more information, contact Richard (details below) or visit www.flywest.co.nz



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Massey University student's career takes off

Jess Klitscher has always had a love of planes and flying. When she left high school she knew exactly which industry she wanted to end up in.

“Enrolling in Massey University's Bachelor of Aviation Management was the best decision I ever made,” says the 21-year old down the phone line from Perth, where she now works for corporate and VIP aviation service provider Hawker Pacific. As a flight centre attendant for the largest network of fixed-base operations and VIP lounges across Asia and Australia, Jess landed her ideal first job soon after graduating.

The former AGC Strathallan student says her work is exciting and varied. A typical day could mean anything from ordering fuel and catering to arranging customs and quarantine, booking airport slots, submitting flight plans and even towing jets.

She's met celebrities and business leaders and found herself at the centre of major world events. Highlights include servicing the private jets used in the search for Malaysian Airlines MH 370 and getting the New Zealand Air Force's plane to the 70th anniversary of the D-Day landings.

Her current project is organising the logistics of bringing the new Airbus A350-900 to Perth for certification and testing. “This is by far the biggest project I have ever completed. I'm working

directly with Airbus, one of the biggest names in aviation – I never thought I would be doing that for a first job,” she says. “I love my job and I've learned so much about all the work that goes on

behind the scenes to ensure planes are on time and ready for passengers.”

Jess says she uses something she learned at Massey every single day and the Bachelor of Aviation Management made her stand out from the rest when she was job-hunting. “It definitely made a big difference in job interviews as not many people over here have a degree in aviation. It's given me a good grounding in business skills but also all the specific knowledge that's needed in the aviation industry.”

While she wasn't 100 per cent sure what she wanted to do when she started her degree, Jess knew she wanted a job in the

aviation industry and she wanted to work overseas. With those two items already ticked off her to-do list, she says her long-term ambitions are to move into a senior management role within the aviation sector and to work in Asia. She's on track to achieve both.

But at this stage Jess is just enjoying everything Perth and the aviation industry has to offer. “I still can't believe I get to work around planes every day,” she says. “Everyone who works in the aviation industry loves planes as well, so I'm surrounded by people who are as excited and enthusiastic as I am. It's great!”



Jess Klitscher now works for Hawker Pacific in Perth.

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Best of both worlds at Southern Wings

What is the most important thing we want you to know about Southern Wings as a provider of aviation qualifications in New Zealand? It is that above all, we care about you and your journey into a career as a pilot, from beginning to end.

A Personalised Approach

Southern Wings is not a big and impersonal organisation where people get lost or where you become a number; that's not the Southern Wings way. We are interested in quality, not student numbers, and we don't aspire to be the biggest, just the best. Our business is not based on economic growth; it is based on student achievement. And our instructors are passionate about flying and all things aviation; they are here because they want to share that passion and their experience with the next generation of professional pilots.

The process of choosing a profession and then a career path into that profession can be quite overwhelming for a young person. A lack of worldly experience, knowledgeable mentors and plain English information can make the process even more perplexing. In the case of aviation there is also the added anxiety that comes with securing the financial resources to complete the necessary flight experience, and the academic requirements required to achieve an aviation qualification that will lead in to employment as a pilot.

Southern Wings is aware of all of those difficulties. We've been around long enough to have covered that ground and walked that path with hundreds of students. For Southern Wings the process begins with a concerted effort to address the requirement for information and to ensure that our staff provide an offer of guidance in the role of mentors. To that end we run regular information days but often the exchange of information and mentoring is more personal, between Southern Wings staff members and an individual or the candidate and his or her family.

Student Funding Available

As an NZQA and Ministry of Education approved provider of the New Zealand Diploma in Aviation, Southern Wings is able to offer a number of positions which are eligible for student loan funding. We are also looking at innovative ways in which we can assist in providing a bridge between the financial resources available through student loans and the full cost of the selected strand of diploma course.

The Diploma in Aviation is a two year course and is available at Southern Wings



as the General Aviation strand for those who want to make a career operating light aircraft, the Flight Instructor strand for those who want to be aviation tutors and instructors and the Airline Preparation strand for those with their eyes firmly fixed on an airline career.

Air NZ Aviation Institute Partner

Perhaps the most appealing thing about Southern Wings for student candidates who are eyeing up a profession as an airline pilot is that we are a flight training organisation (FTO) partner with Air New Zealand, providing an integrated course of training leading students into training and career opportunities with the airline. In essence training with Southern Wings to gain your aviation qualifications puts you many steps down the track towards employment with the airline. Air New Zealand require standardisation of policy and procedures and even navigational systems in advanced training aircraft. We can say that we as a flight training organisation meet the exacting standards set by the airline.

Great Locations - Auckland

Southern Wings is proud to bring world famous southern hospitality north, with its Auckland base. Located at Ardmore Airfield, Southern Wings is Auckland's only Air New Zealand Preferred Training Organisation and that means quite frankly when you train with Southern Wings, you are training with the best. As well as training and flying in Auckland you will also get the chance to experience Southland which features huge advantages for anyone aiming to become a commercial pilot.

Instrument Rating training is one of the components of the course which will be undertaken in Southland. Long daylight hours and uncluttered airspace results in increased opportunities to fly and the close proximity to Queenstown and Fiordland means you will also get excellent experience in mountain flying.

Great Locations - Invercargill

There are lots of other appealing advantages to making Southern Wings your flight training provider; things like that Southland, away from the intensity and bustle of northern centres is more laid back

and often considered to be more friendly and warm on a personal level - and offers some outstanding recreational and lifestyle advantages. If you enjoy the unspoiled outdoors, Southland is unparalleled.

From a flight training perspective Southland has it all; relatively uncluttered airspace, ready access to controlled airspace and approach procedures, and both procedural and a transition into radar controlled instrument environments. Southern weather has attracted plenty of bad press in New Zealand but the irony is that although it can cause some frustration the payoff is immediately evident in that pilot graduates have learned to cope with a wide variation of environmental and weather challenges and are versatile, robust and confident having established their own and the aircrafts abilities.

There are additional opportunities that becoming a southern trained pilot has as well. We will offer you things like a survival training course, a variety of experiences like mountain flying in Fiordland, access to some remote and challenging landing areas and aerobatic training as standard. Employers know that pilots trained in our environment, by Southern Wings make quality employees; and that will count in your favour when it comes to securing your first general aviation job, even if it is a step on the way to an airline position.

Opportunities and Mentoring

Southern Wings also maintains very close links and working relationships with a wide range of Southern New Zealand general aviation operators. We know them well, they know us well, they have employed our graduates before and know what they can expect and they participate in internship programmes and work experience opportunities we provide for our students.

But the one thing we want you to remember is that with Southern Wings it's not about numbers - it's about quality and it's about us becoming your mentors and doing all we can to walk with you through this part of the journey. Somehow our graduates seem to continue to remain friends long after being a pilot has become their profession.

Contact us today to begin that journey, even if you are not quite ready to start yet or you want some help in figuring this all out. Phone 0800 284 283, email info@southernwings.co.nz or visit www.southernwings.co.nz



DID YOU KNOW that the most rapidly expanding sector of light aviation is gyroplanes? From just one European manufacturer more than 400 new aircraft a year are taking to the skies in more than 40 different countries. Clearly the performance, safety and reliability of modern gyroplanes reaches well into the GA market but when you combine this with simple handling, low operating

costs and microlight medical requirements, it soon becomes apparent that this is the thinking man's flying machine. Economical to maintain and weather capable, these aircraft can come equipped with the latest glass cockpits and comfort to attract even the most discerning passenger.

At Tauranga, Gyrate operates New Zealand's only full time gyroplane school. Students train on factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace. With many private strips and grass airfields easily accessible it is possible

to build confidence and develop students' ability to handle the wide variety of situations they are likely to encounter as a general aviation pilot in New Zealand.

Gyrate South, based at Taieri airport near Dunedin operates an 'AutoGyro Europe' training aircraft as well as supporting many local owners with their own machines. Following the global trend, further expansion of the Gyrate concept is



Gyrate's Cavalon gyro at Tauranga.

underway with Gyrate Auckland (below).

Modern Gyroplanes offer top quality VFR flying but avoid many of the operating costs associated with GA aircraft. Gyrate provides dual training on school aircraft but solo flying must be done in a student's own or syndicated machine. Gyrate at Tauranga provides a one stop shop for everything to do with Gyroplanes, with a quality that is recognised around the world.

Contact us on 0800 FLY A GYRO, email: fly@gyrate.co.nz or visit us online at www.gyrate.co.nz

New: Gyroplane training at Parakai

THE network of Gyroplane training schools continues to expand with Gyrate Auckland now under development by Stephen Pegg. Stephen will soon be able to offer training and sales from West Auckland Airport Parakai. He has a long association with military and civilian aviation, having begun his career in the Royal Navy piloting the SeaKing. He has since spent several years flying fixed wing for commercial airlines. During his Navy years a seed was sown when he had the opportunity of a flight in a two-seat gyro glider. At the time however, he was unable to take the interest any further, in part due to a lack of two-seat powered gyroplanes to share the experience.

Already aware of the new generation of gyroplanes available, on a family visit to New Zealand it was by no coincidence that he passed by Tauranga, taking an MTO3 flight with Tony Unwin at Gyrate.

Steve says that confirmed his gyro glider impressions of many years before and at the earliest possibility he obtained a gyroplane Instructor rating (in 2012 in NZ). Then he took early retirement from a UK based airline and started the exciting journey of creating Gyrate Auckland.

West Auckland Airport Parakai was chosen as an approachable well-located airfield where Gyrate Auckland will offer no-commitment trial flights. Steve says that should you wish to continue with a training course leading to obtaining a gyroplane pilots licence (and perhaps your own gyroplane), then Gyrate Auckland will enthusiastically assist in a friendly, relaxed yet professional way to enable you to reach your goals.

Gyrate Auckland will be up and running from mid-December. For more information email: gyrostop@gmail.com or visit www.gyrateauckland.co.nz



Train in a Real Helicopter Environment with Frontier Helicopters at Whakatane

BASED at Whakatane Airport, Frontier Helicopters offers trainee pilots a rich environment from which to experience real-time scenarios under real operating conditions in real helicopter environments. We have experienced commercial instructors and the flight training business operates within a commercial helicopter business environment.

Mountain and bush flying opportunities abound, being in close proximity to the Ureweras, the Waioeka Gorge, as well as the Raukumara and Kaimanawa Ranges. These areas are special in regard to the confined and rugged nature of the flying and the landings we practise within. We are equally closely located to six different control zones so trainees can regularly practice flying in busy airspace.

At Frontier, we specialise in training the basics of commercial helicopter flying and in helping you to polish those skills well. Our CPL syllabus includes a lot of

bush and confined area work, and we teach long line (up to 200 feet) operations and practise with the grapple and bucket to develop future employment skillsets. CPL students usually leave us with between 20 and 30 hours of long-lining in their logbook. Night ratings are included within our CPL syllabus and we have access to all single engine helicopter types for rating completions as desired. Students can also expect to be taught advanced techniques and will have completed full touch-down autorotations during training so they can be reassured that our taught techniques work as well as they should.

All basic training is conducted in the modern Cabri G2. This composite two seat helicopter represents the latest and safest technology including glass cockpit and is the first to carry EASA (European Aviation Safety Agency) certification. It is very stable to fly and allows new students to focus on doing well, rather than simply

staying in control – meaning they can move onto advanced training much more quickly. Frontier are highest time operators of the Cabri in New Zealand.

Whakatane has very settled weather patterns and training here can take place nearly every day. As part of participating in a commercial environment, flying starts early to make the most of calmer mornings. We also offer first-class self-contained accommodation in our new hangar complex, at no additional cost to students who are welcome to borrow our hangar car if they don't have their own.

Our reputation and training affords students excellent employment prospects. Check out our website to see the operations we are involved in and to watch videos of us at work: www.frontierhelicopters.co.nz

Contact us today for more information or call in and come for a trial flight. We look forward to meeting you and to helping get your career underway.

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The fleet includes several Piper Warriors and Piper Archers, most of which have glass cockpits.



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With a fleet of 30 aircraft and one the most experienced instructing teams in Australasia, the IAANZ has long been the 'trainer of choice' for those pilots heading towards an airline career.

As a preferred Flight Training Organisation of Air New Zealand's Aviation Institute, the IAANZ's training programmes have been designed to deliver 'airline ready' pilots who are well matched to the changing demands of the airline industry.

The advantages of training at an International Airport are huge, and allow trainee pilots to develop skills in a truly professional airline environment. Please contact us to find out more. We look forward to meeting with you.

For more information: Phone 03 358 0477 or visit www.flighttraining.co.nz

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At North Shore Aero Club, we have been training pilots for over 50 years and with our excellent pass rates, NSAC pilots have experienced great success all over the world moving to airlines including Air New Zealand, Jetstar, Virgin Australia, Cathay Pacific, Virgin Atlantic, Qantas and Emirates to name a few, flying everything from Beech 1900Ds to Airbus A380s.

With airlines these days looking for more than just the basic qualifications, gaining a Diploma is the ideal way to upskill and with our integrated course, it couldn't be easier.

Popular Individual Courses

All our courses are available as individual theory and practical modules covering everything from the recreational RPL and PPL, to the professional CPL, MEIR, and Instructor Rating. With NSAC's experienced instructors, ideal geographic location, modern aircraft fleet and top class facilities, the cost of training is extremely competitive.

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

Expert Quality Instruction

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

An Ideal Location

Located on Auckland's North Shore, we are just a hop, skip and 20 minute drive from the Auckland CBD, up the Northern Motorway. Once airborne, you are immediately positioned within a large, un-crowded flight training area offering low flying areas, CTAs, CTRs, varied terrain and a number of friendly airfields to visit all within 15nm. All this equates to very efficient PPL and CPL training and of course being only 8nm away from Whenuapai Air Force base with its RNAV (GNSS), VOR/DME and ILS/DME approaches and our own RNAV (GNSS) approaches into North Shore, we are ideally located for completing an Instrument Rating.

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



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

As well as learning to fly helicopters, our students are able to learn about the maintenance that keeps them in the air, and our busy Part 135 charter operations also mean that students at Heliflite have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters includes the Robinson R22, R44, and R66. We offer full training course packages in the R22 and R44 helicopters, as well as type ratings in the R66 and Bell 206 turbine machines. Our private pilot programme focuses on training pilots to operate light helicopters as safely as possible, and our commercial programme builds on this by adding practical skills that are highly valued by commercial operators.

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

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

We have a great team of experienced and highly qualified pilots that include IFR rated A-Cat, B-Cat and C-Cat Instructors, as well as a professional group of ground staff to ensure that you are guided through your training safely, efficiently, and with

the minimum of fuss. Once you have your licence and have been signed off by our Chief Pilot, we have a variety of helicopters available for private hire. This means that you can take a helicopter away for private use on your own time, be it a trip to the beach for the weekend or just a flight around the city with friends.

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights

in either the R22 or R44. Our Instructors will give you a taste of everything, from pre-flight preparation through to the ultimate test of co-ordination - hovering! Our training rates are some of the best in New Zealand and we offer discounts for bulk training packages.

We welcome you to swing by to meet the team and enjoy a tour of our facilities at 57 Vicia Lane, Ardmore Airport. See below for our contact details.



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Study Support from Waypoints Aviation

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

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

PilotBooks



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

Ground Courses



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

If you have progressed your aviation training to the point where you are attempting the BTK and the ATPL exam credits, you have probably decided that a professional aviation career is for you. Therefore, you should take a professional approach to the development of your knowledge base.

Waypoints ground courses and study support material will assist you in getting your professional career in aviation off to a flying start! You should always get your qualification credits before you need them, because once you need them it's often too late!

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASL examination (similar to the old Sample Exams they used to make available). Question bank sets are available now for all of the PPL(A) subjects and for BTK.

More mock exam question banks are under development, with priority going on the ATPL(A) subjects.

Each mock exam you sit is unique, made up of a set number of multi-choice questions

generated randomly from a large master question bank, covering the full syllabus of each subject. All content is modelled on the type of questions you may get in the real ASL examinations.

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

iPhone Flashcard App



The Waypoints iPhone Flashcard App is a free App which allows student pilots to purchase sets of question and answer flashcards for each of the subjects, for both aeroplanes and helicopters, at each of the licence and rating levels. The flashcards comprise short answer knowledge review questions and cover the full AC61 syllabus for the applicable topic, and are designed to reinforce previously learned knowledge in



preparation for the ASL examination. Each Q&A item comes with a syllabus reference and a study reference.

Available through the Apply App Store, the Flashcard App currently has question bank sets available for most of the PPL subjects; for BTK; and for a couple of the ATPL subjects. Other question banks are under development.

eBooks



Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. Now using Apple's iBooks Author for the task, Mark expects the result once ready, to be very popular. When launched, Waypoints expect to have eBooks for most, if not all, of the PPL subjects (except Human Factors - coming!); for BTK; and for three of the ATPL subjects. Waypoints' PilotBooks eBooks will be available through the Apple iBookstore at about 60% of the price of the equivalent conventional paper textbook.

Waypoints Blog

Recently, a blog has been added to the Waypoints website, containing news,

opinion and 'shares' of articles useful for developing students' piloting knowledge, skills and attitudes.

Free Stuff

Waypoints believe passionately about quality training and the development of pilot training support material which will help develop appropriate knowledge, skill and attitudes to achieve flying dreams - safely. To this end they also provide a variety of free downloads from a wide range of sources, including:

- Pilot's Notes, for a range of modern and not so modern aircraft.
- Activity specific training notes such as for aerobatic, formation and display flying.
- A range of interesting and useful articles.

Why Waypoints

The Waypoints team is committed to improving the quality of pilot training support material. Mark says they aim to think outside the square and are always looking for ideas for new training products.

He says he is very pleased to have the right partners and working relationships to support their projects, which are backed by substantial funding and cooperative effort for the good of the industry.

Mark also says that feedback on any of the Waypoints products or blog posts is very welcome, as are suggestions for new products which could help support aviation education and student achievement.

Waypoints courses and study support material will help you achieve your flying dreams.

For more information visit:

Facebook.com/WaypointsAviation
or waypoints.co.nz

The Dargaville Aero Club Free Flying School



Dargaville Aero Club's mission is to be the friendliest and most active aero club in NZ.

The club is open to all students, NZ wide, who are genuinely interested in learning to fly for recreation or as a career. The club offers both microlight and GA training, operating an Italian Fly Synthesis Storch as their primary training aircraft. Also on line are a Cessna 172 and a carbon-fibre Fly Synthesis Texan, popular with club members for comfortable cross country trips. In addition the club now offers autogyro training using a German built MTO3 gyro.

A unique feature of the club is that all tuition is given free of charge. All the student pays for is the cost of operating the aircraft. Training is available by arrangement on a seven day basis and not just on weekends.

The club is famous for its Saturday lunches, started 30 years ago and still held every Saturday at 12.30pm. As well as being a fun social gathering, this provides a great opportunity for anyone interested in flying to come along and meet some club members, ask questions, and go for a fly!

Phone CFI Murray Foster for more information on 09 439 8024 or 027 478 4308, email: dargavilleac@callplus.net.nz, visit: www.dargavilleac.weebly.com or check out www.facebook.com/DargavilleAeroClub. For gyro training enquiries contact Rusty Russell on 09 437 3779 or 021 173 8942.

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Operational experience and a Pilot Licence from Reid Helicopters in Nelson

THE first thing the Reid family will tell you is that their company, Reid Helicopters, is not a training school. But they do offer one-on-one helicopter flight training “like no other company in New Zealand”.

Reid Helicopters are busy commercial helicopter operators in Nelson who offer just one commercial student at a time the opportunity to work in the field with Instructors on commercial operations. As well as learning to fly, students gain valuable on-the-job experience which can easily place them at the top of a prospective employer's candidate list. Chief Pilot Toby Reid says that all past students have gained employment in the industry, and with contacts throughout the world, the company is well placed to help students find their first aviation job.

There are three Instructors on staff, all who are highly experienced commercial pilots flying turbine helicopters on a wide range of operations including long line, fire fighting, power line,

remote area work, and more.

All training is undertaken using a Robinson R44 which means students achieve their licence with more time on type, a particular attraction for potential employers given that most first flying jobs will be as an R44 pilot.

Toby says that as well as providing exposure to all company operations, their training approach is about teaching new pilots the right attitudes to help get their first job and how to work in a team environment. Another benefit of training with Reid Helicopters is their location. Nelson has some of the highest sunshine hours in New Zealand and very few bad weather days, as well as having great access to mountain flying and nearby controlled airspace.

Training positions at Reid Helicopters are not offered lightly. If you have enthusiasm, dedication, and a great attitude towards safety and hard work, then contact Toby to find out more (details below).



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We are commercial helicopter operators who offer one full-time commercial student at a time the opportunity of training alongside us as we work. Our 3 Instructors are highly experienced commercial pilots who teach the attitude and skills you'll need to secure your first job in the industry. That's why all our past students have gained employment and are now working throughout the world. Contact us to start your career.



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CTC Aviation is a global leader in airline pilot training and is recognised across the industry for training the highest quality pilots, having state-of-the-art facilities with highly qualified instructors, and for sustaining strong partnerships with some of the world's leading airlines.

Each year CTC Aviation in New Zealand trains approximately 350 cadets from 16 nations and contributes over \$80 million to the Waikato economy. Our current fleet of 38 aircraft includes 16 glass cockpit Cessna 172s equipped with a state-of-the-art Traffic Advisory System (TAS), 14 DA20 Katana single engine aircraft, and 8 twin engine DA42 aircraft. CTC Aviation moved to its Hamilton base in 2004 and officially opened its purpose-built training facility in 2005. This training facility houses lecture rooms, briefing rooms, a crew room, planning and operation facilities, a dedicated Ground School facility and two fixed-base DA42 simulators.



We also have a purpose-built accommodation facility a short drive from the training centre that can house up to 200 students in single and twin studio units. This accommodation facility known as 'Clearways' is equipped with communal lounges, kitchens, laundries, sport facilities and outdoor entertainment areas and is a great home away from home for our trainees from all around the world.

CTC Aviation's range of innovative and exciting programmes includes the Diploma in Aviation Flight Instructor Programme. This course is eligible for student loan funding and has a sponsored Flight Instructor course along with a highly sought after job as a Flight Instructor with CTC Aviation on graduation. CTC Aviation has an unrivalled staff upgrade system which sets our graduates up with a clear career path from student to flight instructor and then on to the airlines.

Another exciting opportunity is our

Qatar Airways MPL programme which is 18 months long and sees you graduate as a pilot for Qatar Airways based in Doha flying A320s. Qatar Airways has one of the most modern aircraft fleets across a worldwide network. Successful applicants will be made a conditional offer of employment from Qatar Airways and will complete their training at CTC Aviation's state-of-the-art crew training centres in the UK and NZ.

Twice a year CTC Aviation NZ opens its doors to the public at its Open Days which attract interested people from around the country. Check out our website for more information on our programmes and to find out when our next Open Day is booked for: www.ctcwings.com/nz or give us a call at 07 843 3304 to talk to one of our helpful staff members.

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Launch your career as a professional pilot





Advanced MEIFR Training at RidgeAir

RidgeAir is based at Woodbourne in Blenheim and operates two light twin aircraft, a Cessna 402C and a Piper Seneca IV. Both are equipped with autopilots and modern avionics including GPS, Flight Directors and Radar. The Piper Seneca is also fully de-iced.

Chief Pilot Ross McCullum says that over the past five years RidgeAir has been the Go To place for aspiring airline candidates upgrading their instrument ratings, acquiring twin type ratings and getting a hand on RNAV GNSS. "Australia has a great many more GA opportunities than NZ and many guys come to us just before they leave for Australia to try their hand under the TTMRA," says Ross. "Cessna 400 series aircraft are very common in low capacity operations there and many pilots increase their success in Australia by obtaining ratings with us before they leave."

Before returning to NZ and RidgeAir in 2009, Ross flew commercially in Australia. During 10 years with MacAir Airlines, he became Head of Training and Standards of a fleet that included 5 Saab 340Bs, 6 Metro 23 aircraft and an ATR42, with 100 pilots under his charge. He also started his own flying school in Melbourne which quickly grew to employ 10 instructors and operate more than 15 aircraft. Ross says these experiences have given him the opportunity to be able to pass on many valuable insights to young pilots.

RidgeAir occupies a niche in the domestic training market "for guys who have ticked the box and now want to put a post-graduate polish on their instrument rating training," says Ross. "We also get quite a few Indian pilots who have previously trained in NZ, returning for a month or so to renew their ratings or upgrade to a higher rating. This can all be done on a tourist visa which is much more cost effective and less restrictive than the student visa programme."

Ross said a case in point success story is his current Part 135 First Officer, an Indian National who trained in Hastings before returning to India. Having not been successful in gaining a pilot position in India after 2 years, he contacted Ross and returned for two months on a tourist visa to renew his ratings. It was 'right place right time' with an end result that he is now employed full time by RidgeAir who as a matter of policy always operate two pilots (to an airline SOP standard) on IFR operations. Ross explains the policy as providing a much higher level of safety and also a point of difference to other operators.

RidgeAir normally only takes on one or two students at a time. Comfortable accommodation can be provided as well as transport when required. RidgeAir also supply all charts and documents, and include often-hidden extras such as Airways and landing fees in their competitive flying rates (the only exception being for Wellington, Christchurch and Auckland airports).

With modern aircraft, personalised training, and Ross' extensive airline and training experience, RidgeAir are the perfect people to talk to about an initial multi-engine type rating, or C402C / PA34 upgrade or renewal. And Ross has a particular invitation for anyone living in India who trained here in NZ, saying that RidgeAir can offer a very cost and time effective, hassle-free solution for rating and licence renewals.



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IF YOU already have a pilot licence and are ready for some advanced training, or just keen to try something challenging and different, then consider having some specialist aerobatic, spin, or upset recovery training. These are skills that should be maintained by all pilots but for obvious reasons are infrequently practiced. If you would like to improve your capabilities, confidence, and safety in the air, then specialist training is available for all levels of skill and daring, from XFLIGHT at a very reasonable cost.



A familiar name thanks to regular and exhilarating airshow performances around the country, Wayne Ormrod and his company XFLIGHT offer much more than adventure aviation thrill rides from their base at Auckland.

With the enormously capable Extra 300 and Robin 2160 on line, Wayne (who is the current and 5 time RNZAC Aerobatic Champion), conducts courses to suit Student Pilots through to Instructors and Advanced Competition Pilots. Examples of courses offered (prices current at 11/2014) include:

Aerobatic Rating

This course includes ground school, all landing fees and Airways charges, briefing and assessment fees and a minimum of 8 hours flight time in the Robin 2160 for a cost of \$2950.

Spinning and Upset Recovery

An introductory certificate in spin recovery which meets the NZCAA C-Category Flight Instructor spinning experience requirements is available which includes a minimum 2 hours flight time, landing, Airways and briefing fees, costs \$650.

Tail Dragger / Extra 300 Ratings / Renewals

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For more information

XFLIGHT also offer a variety of adventure flights rated from mild to wild. Contact Wayne Ormrod on 021 436 723, email: flightdesk@XFLIGHT.co.nz or visit www.XFLIGHT.co.nz

NZ Helicopter Training

THE Instructors at NZ Helicopter Training in Hamilton are experienced pilots who fly commercially every day. CFI and Director, Dave Peel has more than 3500 hours in his logbook and type ratings across a diverse range of aircraft, from the EC130 and AS350 all the way down to Safari and Mosquito home-built helicopters. Helicopters and instructing are a passion for Dave, who is also Chief Pilot of sister company HeliCorp, providing a full range of commercial helicopter services from a brand new purpose built building right next to the main terminal at Hamilton Airport. He says their reason for providing training services is not to expand the business but rather to put something back in to the industry; "We're selective of our students and want to offer them the best possible start to their career. It's our approach to always do the right thing regardless of whether anyone is watching and we know that pilots we have trained will be capable of operating anywhere with confidence."

Real World Training

Dave describes their training approach as 'real world'. Students are encouraged to gain as many Pilot in Command hours as possible during their training and to join the company during commercial work such as for frost protection and sling load ops as these opportunities arise.

Being based at Hamilton means that operating from controlled airspace will become second nature to students. There is also the advantage of several nearby

advanced training locations, including for mountain flying.

Creating careers for students

Dave says it is his goal to set students up for a career in aviation. A case in point is Nick Lane who undertook his training with NZ Helicopter Training. After completing his PPL in an R22, he transitioned to the R44 for his commercial training during which time he also became rated in HeliCorp's EC120. The company's contacts in the Waikato area meant that just three weeks later he was flying as a personal pilot for a local R44 owner. At the same time he was inducted into Air Transport ops for HeliCorp and four months later was conducting line operations in the EC120. This work allowed him to build his hours up (over 400 now) and he has since completed a C-Cat Instructor rating, thus becoming an Instructor for the company he trained with.

Training in the R44

NZ Helicopter Training are now conducting all training in their Garmin 500 equipped Robinson R44 at the very competitive rate of \$750 an hour (at time of print). With time in most two-seat helicopters at around \$600 an hour, the additional premium is a small price to pay for increased time on type which will help get that first job (inevitably involving R44 flying), not to mention the increased safety and reserves the larger helicopter provides. There are other advantages too. Cross



NZ Helicopter Training can provide ratings in a variety of types including this EC120.

country hour building can involve really 'going somewhere' with the extra speed and range offered. But a particular advantage is the opportunity for a student to sit in the back when appropriate during another student's training flight, receiving valuable additional learning by observation. The R44 also suits a very wide range of trainee pilots. Dave has taught from 16 to 60 year olds to fly in it, of all shapes and sizes.

For more information

NZ Helicopter Training is the only dedicated provider of helicopter training in the Hamilton region. To discuss starting your career in the best possible way, contact Dave Peel on 07 843 3447, email: info@nzhelitrain.co.nz www.nzhelitrain.co.nz



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NZ Aviation Innovation

This is the first in a series of regular contributions to KiwiFlyer from Aviation NZ, who "aim to lead, inspire and grow the New Zealand aviation industry through harnessing partnerships, focussing resources and reducing constraints". Various levels of membership to Aviation NZ are open to all persons and organisations involved in aviation in New Zealand. Visit www.aia.org.nz for more details. John Nicholson, General Manager of Aviation NZ starts the series off with an essay on Innovation.

INNOVATION: most countries and many companies claim to be innovative. The challenge is sorting out myth from reality. An added complication, at least in aviation, is regulation. So, is New Zealand innovative in aviation?

Historically, our distance from major markets meant we had to innovate and we had to be practical. If repairs and products didn't work, replacements could take a long time to get here. The world is now much more connected but that innovative ethos continues.

Internationally, a strong military involvement has influenced the way many countries have developed their aviation industries. This has not been the case in New Zealand. As a result, our early aviators, free from military disciplines, experimented; they tested boundaries and innovated.

But those early innovators were not mavericks. Concerned in part by practices in the aerial topdressing sector, the Aerial Work Operators Association was established in 1949. This resulted in the creation the following year of the Aviation Industry Association (now Aviation New Zealand) 'to encourage, promote and protect the development of the New Zealand aviation industry'.

An excellent example of a programme developed by industry for industry is the AIRCARE™ Accreditation Programme administered by Aviation New Zealand. This brings flight safety, environmental safety and other safety related functions together in

one integrated safety assurance programme. It rationalises many of the aviation compliance requirements.

New Zealand's first aviation exports occurred in 1912. Bertram Ogilvie of Hastings engineers Hawkins and Rome was experimenting on, of all things, aircraft ailerons. The company relocated to England on a promise from Lord Kitchener to provide them with assistance from the War Office! History doesn't record whether Ogilvie remained involved in the development of aileron technology through the First World War!

There was behavioural innovation too but it is hard to see this happening today. Many years ago, Don 'Goose' Erceg, with over 20,000 hours topdressing time behind him, was about to drop another load when he saw a Japanese mother ship a few kilometres off the Taranaki Coast. Its fish holds were open, taking fish from 14 small boats. Erceg swooped low and dropped ¾ of his fertiliser load into the holds! Oh that interception and justice was dispensed so quickly now!

There are many outstanding examples of innovation in the aerospace sector today. At the New Zealand Innovation Awards in October this year Rocket Lab won the Innovation in Design and Engineering Award for its carbon-composite electron launch vehicle (allows businesses to launch satellites into orbit more cost effectively than anywhere else in the world) and company CEO, Peter Beck, won the Most Inspiring Individual Award.

The Gallagher Group won the Sustained Innovation Excellence award for its Ring Top Post and T20 Access Control Reader (the reader is used in airports around the World) and the BCS Group won the Export Innovator of the year Award for its BAGgate Self Service Bag Drop. Other aviation related finalists included Pacific Aerospace for the P-750 XSTOL MkIII – the world's most versatile utility aircraft, and Spider Tracks for its light aircraft tracking system.

There are many other outstanding examples of New Zealand innovation and they really deserve stories in themselves. A few examples:

- The CAA relationship with the NZ Helicopter Association and the Training and Development Division of Aviation New Zealand which is seeing the launch of safety bulletins, using data over 13 years to address safety causal issues; and development of an integrated pilot training programme. Our CAA is highly regarded by its peers.

- The Northland Emergency Services Trust (NEST) has built its own helicopter flight simulator using the cockpit and fuselage of a Sikorsky S-76A. It is CAA NZ certified and used by NEST pilots and outside parties for training and pilot flight testing.

- Amuri Helicopters has developed precision bait dropping equipment and is involved in research projects to control aquatic weeds and wildling pines.

- Business software programmes developed by Merlot.aero to improve airline operational performance, and Serko to manage corporate travel programmes and improve business traveler experience. Both are used in a large number of countries.

So what distinguished innovation in New Zealand aviation? Mike Pervan, General Manager of Altitude Aerospace Interiors says: "We'll actually give you what you are wanting. We can give you the curvy-looking componentry... yes, we can still meet all the requirements of the safety rules, but we know we can do it differently".

The ability to meet customer requirements is repeated by Keith Fisk, MD of UTS/Geotech in Perth. In what is believed to be a world-first, Pacific Aerospace delivered a purpose-built geophysical surveillance aircraft, the P-750 XL187 directly from the production line in New Zealand to Western Australia. Fisk commented on "the flexibility that Pacific Aerospace offered and their willingness to incorporate our requirements into the build spec".

Fabrice Rochereau, the previous CEO of EADS Australia Pacific when looking at some companies for inclusion in their supply chains commented on the very good skills (high precision and engineering), on time delivery, quality and international competitiveness of New Zealand companies.

David Mallard, the Supply Chain Manager for German company Hydro Systems KG has commented on New Zealand's manufacturing skills, the quality and the price and, most importantly, the flexibility shown by companies to provide what is needed.

The Rochereau and Mallard comments are backed up by comments made by many customers of other NZ companies.

So, in our view, our industry is innovative. We are known in particular for our 'practical innovation'. With over 100 years of aviation innovation behind us, we're looking forward to the next century. We can expect more New Zealand companies to be working more effectively with more internationally aware research institutions, with more New Zealand developed technologies making it onto the world stage. Oh, and that innovation will be appreciated by a much broader audience!



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luggage from unprepared grass fields. In the last 20 years, Europa Aircraft has grown to be a very successful British kit plane suppliers, with over 1000 kits sold, and Europas (Classic and XS models) flying on 6 continents.

Wayne's Europa will be the first NZ Europa to be in the microlight category due to it being an early (and lighter) classic model. The build is basically finished and Wayne is now working through the list of ADs required before its CAA inspection. One of the last jobs is a new coat of paint. Power is by the 80hp 912 Rotax engine which should provide a cruise of around 130-140kts. It has a single retractable wheel in the centre of the fuselage and retractable outriggers on each wing – the purpose being to minimise drag to the advantage of speed and fuel economy.

ZK-LRA Tecnam P92 Echo Classic

The P92 Echo Classic (pictured at right) is a widely recognised and respected two-seat, single strut braced high wing aircraft. ZK-LRA was purchased by Russell Ainsworth late last year and at the time of writing he had completed 7 hours of enjoyable flying.



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DEPARTURES - July / August 2014

BHG	Fletcher FU24-950M	Super Air Limited	Hamilton	Aeroplane	W/d
BXS	Fletcher FU24-950M	Super Air Limited	Hamilton	Aeroplane	W/d
CCT	Fletcher FU24-950M	Super Air Limited	Hamilton	Aeroplane	W/d
CKA	Fletcher FU24-950M	Super Air Limited	Hamilton	Aeroplane	W/d
DUI	NZ Aerospace FU24-950	Super Air Limited	Hamilton	Aeroplane	W/d
EFM	NZ Aerospace FU24-950	Super Air Limited	Hamilton	Aeroplane	W/d
FGE	Cessna 152	Roc On Aviation Limited	Wellington	Aeroplane	W/d
HKR	Eurocopter AS 350BA	The Helicopter Line Limited	Queenstown	Helicopter	Dest
HLU	Robinson R22 Beta	Boutique Agistment Limited	Hamilton	Helicopter	Exp
HNB	Kawasaki BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter	Exp
HON	Schweizer 269C	Cloudy Bay Helicopters Limited	Blenheim	Helicopter	Dest
HPB	Robinson R44 II	Scobies Transport Limited	Wynndham	Helicopter	Dest
HQJ	MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter	Exp
HYO	Eurocopter AS 350B2	The Helicopter Line Limited	Queenstown	Helicopter	Dest
IPF	MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter	Exp
IRG	Robinson R22 Beta	Heliflite Charter & Training Limited	Papakura	Helicopter	Exp
ITE	Kawasaki BK117 B-1	Oceania Aviation Limited	Papakura	Helicopter	Exp
ITW	Eurocopter AS 350BA	Heli Support New Zealand Limited	Wanaka	Helicopter	W/d
IVZ	Eurocopter AS 350B2	HNZ New Zealand Limited	Nelson	Helicopter	Exp
IZY	Kawasaki BK117 B-2	Pacific Helicopters Ltd (PNG)	Havelock North	Helicopter	Exp
MAN	Beech B200	Corporate Aircraft Charter Pty Ltd	Australia	Aeroplane	Exp
NGD	Boeing 737-3U3	Air New Zealand Ltd	Auckland	Aeroplane	Exp
SLA	Boeing 737-377	Airwork Flight Operations Limited	Auckland	Aeroplane	Exp
SMJ	Rand KR-2	Mr S M Inness	Hamilton	A/B Aeroplane	W/d
SUH	Boeing 747-475	Air New Zealand Ltd	Auckland	Aeroplane	Exp
SWK	Seawind 3000	Mr C D Charles	Australia	A/B Aeroplane	Exp
TMA	Tecnam P2008	Tecnam Australasia Limited	Papakura	Aeroplane	Exp
WKU	Cessna 172P	North Shore Aero Club (Inc)	Albany	Aeroplane	W/d



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KiwiFlyer 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

November 23rd

NZ Warbirds "Salute to Military Aviation" Open Day

Commemorating the contribution made by military aircraft to preserve peace. A public Open Day to see and hear the Warbirds at their Ardmore home base. For more info call Chris 09 298 9207 or visit www.nzwarbirds.org.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 1st

Wings Over Woodville Fly-in

At Athbey Farm, Woodville. \$10 lunch. Contact Colin MacMillan. on 027 451 5817 or macmillan@inspire.co.nz
www.manawatumicroliteclub.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. See article in this issue or www.wings.org.nz

January 17th - 30th

Air Show Safety Seminars

A not to be missed opportunity to hear Des Barker (author of Zero Error Margin) speak at venues throughout NZ. See News Briefs this issue of KiwiFlyer.

January 24th - 25th

Autogyro Association Fly-in and AGM

At Dannevirke. Come and find out about this fast growing sport. autogyro.org.nz

January 31st

Healthy Bastards Bush Pilot Champs

At Omaka. Contact Craig Anderson 029 890 4910 or craig@soundsaero.co.nz

February 26th - March 1st

Flying NZ National Championships

At Whitianga, hosted by Auckland Aero Club. More info from www.flyingnz.co.nz

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NEW Robinson R22 Beta II



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



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NEW Robinson R66 Turbine



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4 PAX + Pilot, Cruise Speed 120 kts, 927 lb usable at max fuel. Contact Brett, Heliflite Pacific (NZ) Ltd,
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CAMERON N65 BALLOON

This is a great responsive balloon suited to either a novice or experienced Balloonist. At 65,000 cubic feet, it is easily managed by 3 - 4 people and can carry up to 3 people in the appropriate conditions. It has low hours of 33.0 tethered and 74.3 flying. Owned by the current owner since 1998 and now reluctantly for sale for \$25,000.

In very good condition, the balloon includes double Cameron Mark 4 Super Burners in excellent condition and 4 Worthington 4E240 cylinders with straps and covers. Raw hide trim on basket. Drop line, Cameron safety release and fuel cable included. Basket, envelope and inflation fan sit comfortably on a bespoke designed Briford Trailer with PVC trailer cover designed for perfect fit (including basket-only access for easy refuelling).

An annual review of airworthiness/100hr check has just been completed successfully. All equipment has been very well maintained and cared for, with annual review of airworthiness checks being carried out by Andy Nicholson, CAA approved LAME.

For genuine enquiries, contact Christine Parker. P: 03 467 5508
M: 021 167 7700 or email: davidandchristine@xtra.co.nz

AVAILABLE FOR HIRE FROM TAURANGA



Tecnam Sierra RG based at Tauranga is available for hire at \$165 per hour plus landing fees and Airways charges. Pilots need 100 hours and a NZ microlight licence - either RAANZ or SAC. Dynon Skyview glass cockpit with auto pilot and CSU. Email: daysbaynz@gmail.com or phone 022 601 1506. Ideal for cross country flying and extended trips.



AS355 F2 Helicopter ZK-IHF

Corporate configuration
6 passenger seats.

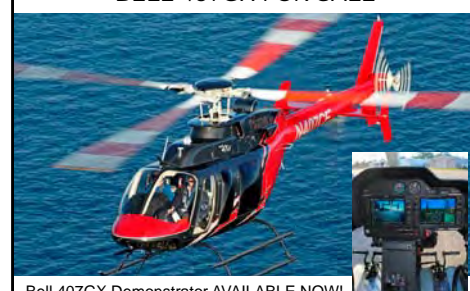
Full details available from
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Also available

AS350 FX2
For sale or lease

AS350 SD2
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BELL 407GX FOR SALE



Bell 407GX Demonstrator AVAILABLE NOW!
Only 115hrs. Garmin G1000 Avionics, TCAS, Tail Rotor Camera, Air-conditioning, VIP soundproofing, Corporate Interior, High Visibility Cabin & Crew Window Kit, Barrier Filter. Bell Factory & Rolls-Royce Warranty included. Contact Geoff Hards: P: +61 2 9708 8691 M: +61 478 306 327 email: geoff.hards@hawkerpacific.com

JABIRU SK80 FOR SALE



Jabiru SK80 for sale. Built 1998. New 85hp engine installed November 2005. Total hours 225, 170 on new engine. Garmin GPS40 and Icom radio fitted. Aircraft has current flight permit. Always hangared and maintained.
\$32,500 ono. For further details please contact Ruth Burke.
Ph. 07 308 7241 a/h or email: ruthyb@xtra.co.nz

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2007 EUROCOPTER EC130B4
USD \$1,925,000

1061hrs TTSN, Arriel 2B1 Engine, Pop-out Floats, 7place VIP Leather High-back Seats, Rotor-brake, Bose Headsets[7], Eurocopter VEMD, Garmin GNS-430 GPS, Hourmeter, Kannad ELT, PMA7000 Audio Panel, Freeflight TRI-40 Radar Altimeter, Garmin GMX-200 MF SI/HSI/ AH/T&B, Always Hangared



2001 EUROCOPTER EC120B
USD \$850,000

4363hrs TTSN, Arriel 2F Engine, Completely Refurbished 2012, Immaculate Paint, Leather Interior, Air Con, Pulse Light System, New VMED, King KMA24H, King KY-196A VHF, Garmin GNS430, King KT76A Trans, ELT, AH, DG, Turn & Bank, IVSI, Apical Floats Available by Negotiation



1989 EUROCOPTER AS350BA
USD \$845,000

7223hrs TTSN, Fresh 12yr Inspection Nearly Complete, New Paint (Your Choice), New Leather H/back Seats, R/H Sliding Door, Dual King KY-196A VHF, Altitude Ind, King KI-227 ADF, King KN-53 Nav Receiver, King KI-203 VOR / LOC Ind, King KN-63 DME - Ex Japan



1989 EUROCOPTER AS350FX2
USD \$1,650,000

0.0 TSO Honeywell LTS101-700D2, New Paint/Interior, New M/R+T/R Blades, Duals, H/Skids, Dart F/Steps, Load Cell, Sliding Door, Mirror, Garmin AERA-500 GPS, FX Digital Instruments, ELT, PMA8000C, Tait B200, FRESH OFF 12YR INSPECTION 2013



1989 EUROCOPTER AS350BA
USD \$1,150,000

5548hrs TTSN, Arriel 1B, WSPK, FDC Eng Inlet Filter, Aux A/F Fuel Filter, Bleed Air, H/Skids, Dart F/Steps, Dual Sliding Doors, Dual Front Seat, Dual King KY-196A, Garmin GTX-327 Transp, Garmin 296 GPS, Garmin Flightcell DZM2 Tracking System, Tait 2000 FM, NAT NPX138N VHF, NVG Cockpit, PAC-24 Audio Panel.



1989 EUROCOPTER BO105 CBS-4
USD \$POA

4443hrs TTSN, New Paint/ Leather Interior (Your Choice), AUX Fuel Tank, Byr Inspection Complete. Contact us for Full Details.



1991 KAWASAKI BK-117 B1
USD \$1,400,000

6234hrs TTSN, 1800hr LTS 101-750B1 Engines, Standard ENAC/ FAA IFR Configuration, Hook, Pilot/ Co-pilot Fully Adjustable Seats, Duals, Bendix IN 2025B Weather Radar, King KY-196A VHF-AM Comm, King KT-79 Transponder, Narco 910 ELT, Bendix KR87 ADF, Internal PA System, King KN63 DME



1992 MD 520N
USD \$739,500

6905hrs TTSN, Immaculate Condition, New Smoke Grey Leather, New Fan Straps, Recent M/R Overhaul, New K Shafts, Mirror, Bear Paws, Torque Gauge w/Load Cell, Hook, Duals, Ground Handling Wheels, 2x VHF, XPDR, Cargo Pod Available By Negotiation.



1987 MD530FF
USD \$1,425,000

2400hrs TTSN, Custom Metallic Paint, High Skid Gear, Duals, AUX Fuel Tank, WSPK, R/Brake, Hook, Paws, Mirror, Garmin GMA340 Audio Panel, Dual King KY-196A VHF, King KT-76C Transponder, AK350 Altitude Encoder



1979 MD500D
USD \$525,000

11694hrs TTSN, Superb Condition, Duals, Bear Paws, Gloss White with Grey Leather, High Skids, Bear Paws, Fresh ARA, M/R Re-grease, Dual King KY-96A VHF, King KMA-24H ICS, King KT-76A Transponder, Kannad 406 ELT, Tait 2020 FM, Garmin 495 GPS



1990 MD 500E
USD \$695,000

8412hrs TTSN, Allison C20B, Snow Shoes, Hook with Hydraulic Release, Load Cell, AFS Barrier Filter, Bleed Air, H/Skids, Garmin GPSMAP 295 GPS, KANNAD 406 AF ELT, Tait 2000 Radio



2002 CESSNA TURBO 206H STATIONAIR
USD \$299,000

1070hrs TTSN, Lycoming TIO 540 AJ1A, 6seater, Leather Interior, JPI Engine Monitor, Emergency Drop down Alternator, Flint Tip Tanks, Float Kit, Towbar, Stereo, 6 Place Factory Oxygen System, IFR, King NAV II Package, KMD-550 MFD, WX 500 Stormscope, KLN-94 IFR GPS, KAP-140 Autopilot



1983 BELL 206 L3
USD \$719,000

12415hrs TTSN, Upgraded L1/L3 C30P Engine, Hook, Bambi Bucket, Bleed Air Heater, Inlet Barrier System, Range Extender, WSPK, Folding Main Step, T/R Lockout Kit, AH, DG, IVSI, T&B, Hobbs Meter, Landing/Strobe Lights. Fully Spec'd Utility Aircraft with Nothing Spared during Recent O/H and Refurb.



1993 BELL 206L-3 LONGRANGER
AUD \$POA

6900hrs TTSN, Cargo Hook and Rail, Hoist and Fixed Provisions, High Skids, L/H Sliding Door with Long Boards, Wheels, Snow Deflectors, Rap Attack Grab Rail, Spectrolab Search Light, Dual Controls, Dual VHF Nav Comm, GPS, VOR, ADF, AH and HSI, VSI, Turn and Slip, Clock.



1997 BELL 407
AUD \$1,750,000

5134hrs TTSN, Very Tidy 407, RR C47 Engine, H/Skids, Flite Steps, Particle Separator, Hook, Digital Load Cell, Cargo Mirror, Wire Strike Kit, Sliding Windows, Pneumatic Door Openers, Black Leather, Spidertracks Tracking System.



1996 / 2006 SCHWEIZER 300CB1 PACKAGE | USD \$340,000

These aircraft will be Presented Ready For New Ownership Jan 2015 with Zero Time Flightline Factory Exchange Engines Ex-Lycoming USA, M/R Blades w/3100 / 1000 + hours, Other components approx. 50-60% min Time Remaining. Spares/Tooling Package Available by Negotiation. Contact us for complete details.



2002 CESSNA 172S SKYHAWK SP
USD \$130,000 Offers Considered

4763hrs TTSN, Wheel Fairings, McCauley FP Prop, Wing Ties, Lycoming IO-360-L2A Engine, Taxi/ Landing/Nav/Strobe and Beacon lights, Leather/Vinyl Interior, First Aid Kit, Fire Extinguisher, King KX-155A NAV/COMM, King TR76C XPDR Transponder, King KMA-28 Audio Panel/ICS, Artex ME406 ELT.



2003 CESSNA 172S SKYHAWK SP
USD \$165,000

3174hrs TTSN, Lycoming IO-360-L2A Engine, Cabin Cover, Leather/Vinyl Interior, Fire Extinguisher, Steering Bar, Axa, 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.



2009 ROBINSON R44 RAVEN II
NZD \$435,000

165hrs TTSN, Gloss Gunmetal Grey with Beige Leather Interior, Air Conditioning, 4-Point Harnesses, Extra Corrosion Proofing, Air Wolf Oil Separator, Vertical Card Compass, Tie Downs, Wheels, Dual Controls, Cabin Cover, King KT-76C Transponder, Garmin GNS430 GPS/Comm, Garmin 695 GPS, King KY196 Comm.



2011 ROBINSON R66
PRICE REDUCED! USD \$619,000

645hrs TTSN / 880 Starts, 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

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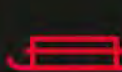
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