

KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 47

2016 #4



Annual Training Guide

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From the Editor

Here's a bumper issue of KiwiFlyer for you. As well as all the usual content, this one includes our annual Guide to Aviation Training in New Zealand. The Guide is as much for licensed flyers as it is for beginners, with plenty of material related to specialist qualifications or extending your abilities – some advanced mountain flying, or a float-plane rating perhaps? The Guide profiles numerous training providers and covers everything from microlights and autogyros, through to advanced MEIFR and PBN training. It begins with a summary of a recent Air New Zealand seminar I attended aimed at those considering a career in airline flying. Judging by the age of most of them, I should have gone along about 30 years ago. To a degree I say that in jest, as an eyesight issue I had then precluded such a career option. Ironically, the same issue today isn't of any significance and I now hold a Class One medical with no limitations. Who knows what might have been, but perhaps then KiwiFlyer wouldn't have, so it's just as well did I hear you say?

Back to the subject, we'll post more than 1000 copies of this issue to Secondary School Careers Officers around the country, as well as deliver them to all Walsh, YouthGlide, and other keen young students of aviation. If you know someone interested in aviation training, pass your copy on or point them to our website where the Training Guide can be freely downloaded (along with all our back issues too).

There's plenty of other good things to read in this edition. We managed to get a seat on SOFIA for a trip from Christchurch to Antarctica and back, (alas just the one, and I wasn't in it), and Matt Hayes has written a great article about his trip of a lifetime.

Also writing about airborne times enjoyed is Gavin Conroy who photographed one of the NZ Spitfires together with the visiting Hispano Buchon at Wanaka earlier this year. When John Romain flew the Buchon in close enough to nearly reach out and touch, Gavin caught a beaming smile and has declared that image his 'photo of the year'.

Wintertime is also conference season and both Aviation NZ and Flying NZ have recently held theirs. We attended and have included a brief summary of some of the presentations given.

By the time this issue arrives in the post, Spring will have sprung. Recreational flyers will soon be able to indulge themselves in the cool and dense air of longer evenings. The best flights are always the ones which have no purpose at all.

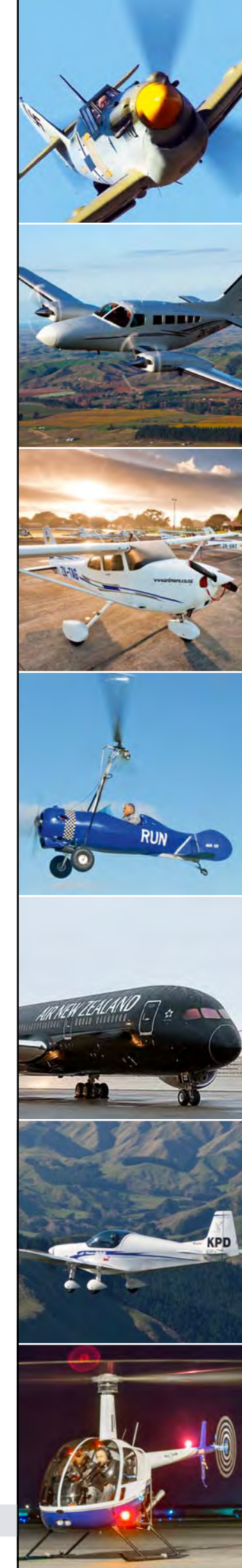
Enjoy your reading. Fly safe.

Michael Norton
Editor, KiwiFlyer Magazine

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There's an unusual looking gyro in our northern skies now. The Pitbull has a tractor configuration, arguably more 'conventional' in fact than its peers. Terry Johnson shares the build project.
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We've a couple of young Kiwis competing at the World Gliding Champs in Lithuania at the moment. Jill McCaw writes of their experiences.
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38. **Would you like to fly for Air New Zealand?**
Your Editor attended a recent careers seminar at Air NZ's Aviation Institute (about 30 years too late). Here's a summary of what was presented.
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26 pages of training information starts here and covers everything from microlight flying through to PPLs, commercial helicopter ops, and careers with the airlines.
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Front Cover: Sean Perrett in the Spitfire and John Romain in the Buchon formate for Gavin Conroy's camera at Wanaka





News Briefs

Part 145 EASA Certification for Oceania Aviation

Oceania Aviation recently announced their Part 145 EASA certification following intensive audits conducted in 2015 and 2016. This certification covers a range of company services including Blade and Composite Repair, Component Service and Overhaul, Turbine Service and Overhaul, plus NDT Eddy Current Testing. These capabilities have been added to Oceania Aviation's existing EASA certified services of Piston Engine Overhaul, Magnetic Particle Inspection and NDT Liquid Penetrant Testing.

Oceania Aviation CEO, Don McCracken commented: "EASA Certification was a goal we set ourselves as a company in 2014 and to have achieved it is a reflection of the quality of our team and the processes we have developed to ensure Oceania Aviation is globally competitive."

Being awarded EASA certification enables Oceania Aviation's Blade, Component and Turbine shops to issue EASA Part 145 Authorised Release Certificates (Form Ones) after the completion of maintenance services, which are recognised internationally and accepted by many civil aviation authorities and regulators around the world.

Garmin on Sale

If you need to upgrade to ADS-B and haven't already noticed the advert to your right, check out the sizeable rebates currently on offer from Garmin. The offer ends 15th September though, so don't spend too much time thinking about it.

11 seat Tecnam P2012 Traveller achieves first flight

The Tecnam P2012 Traveller achieved its maiden flight in front of a proud Tecnam workforce during July. Test Pilot Lorenzo De Stefano, flew a series of manoeuvres to which the aircraft performed as expected. Tecnam expects the 11 seat Traveller to ideally suit small airlines seeking to replace the many hundreds of 'heritage' aeroplanes in the FAR23/CS23 category currently in service around the world. Paolo Pascale, Tecnam's Managing Director called the flight the beginning of a new era for Tecnam and says the P2012 will first see service as a passenger aeroplane with US based Cape Air. It is also intended to be suitable for multi role opportunities including Hydro, VIP, cargo, parachuting and medevac services.

Dr. Dave Baldwin's New Book

The Flying Doctor – Dr. Dave Baldwin of Bulls Flying Doctor Service fame, has produced a new book aptly titled 'The Flying Doctor'. Dave also authored 'Healthy Bastards' back in 2009. The Flying Doctor is the story of Dave, from early years at school, learning to fly, studying medicine, joining the Air Force, practicing medicine, and setting up his general practice in Bulls. Those are the formal bits. Everything in-between is included too, making for some great tales having plenty of happiness, humour and at times, sadness within. Our review copy got borrowed by a visitor when it arrived and we've only just got it back and started reading. As you'd expect from Dave, it's engaging and entertaining. We'll include a review in the next issue in time for readers to arrange Christmas orders. If you can't wait, and there's no need to anyway, \$40 from all good bookstores.

Hawker Pacific completes Aeromil Pacific integration

Hawker Pacific has announced the successful integration of Aeromil Pacific into its group of companies. Purchased in 2015, Aeromil Pacific will now operate under the Hawker Pacific brand.

The acquisition contributes significantly to Hawker Pacific's product portfolio with the addition of Cessna Aircraft Sales, Spares Support and Authorised Citation Service Centres. The company now provides access to the range of Textron Aviation's iconic products including Beechcraft, Bell Helicopter and Cessna all under one banner. As part of the transition, Steve Padgett, Aeromil Pacific's Principal has been appointed to the role of Deputy Chairman, Hawker Pacific Australia.

Fuel and weather at Stratford Aerodrome

The Stratford Aero Club Sports Flyers Inc. have opened a new Avgas fuel facility at Stratford Aerodrome. The project was community funded project and Club president says thanks are due to TSB Community Trust, Taranaki Electricity Trust, Stratford District Council, Warner Construction, Ferndene Quarries and Gilbarco, to name a few. Note that fuel is available during daylight hours only with payment by Eftpos or Visa/Master card. Another development soon to be in place at Stratford is an aerodrome weather station. Nick also reminds readers of their 85th birthday celebrations on January 28th 2017.

Yealands Classic Fighters Omaka – Racing Through Time

Easter Weekend in 2017 is shaping up well for the biennial Classic Fighters Airshow at Omaka. Their first announcement is of a new naming rights sponsor, being Peter Yealands Wines who have signed on for 2019 as well. Yealands Classic Fighters Chairman Graham Orphan says, "The Classic Fighters Omaka airshow is renowned for its creativity and theatrical innovation. We couldn't think of a more exciting or appropriate partner, also known for innovation in their own field, to take the airshow to the next level. The fact that the event takes place amid the vineyards of Marlborough - pure magic."

Their second announcement is the theme of Racing Through Time. Leading the charge will be Steadfast, a Yak 3U-R2000, which first started its racing career at Reno in 2006 and holds nine world records. These include the under 3000 kg World Speed Record at 416 mph along with several 'time to climb' records. Omaka is sure to rumble as SteadFast reaches race speed around the hills of Marlborough. For lovers of smoke trails, SteadFast will also be sporting Sanders smoke generators that are guaranteed to impress. Of the airshow theme, Graham says, "This allows us to portray a number of significant eras of air racing through the 20th century, whilst maintaining an undercurrent of race related set-dressing; chequered flags, brightly coloured towers (pylons) and vehicles throughout the weekend". It's sounding like a great show is on the cards.

Supply and Maintenance Guide in next KiwiFlyer

The October issue of KiwiFlyer will contain our annual Supply and Maintenance Supplement. We'll feature plenty of editorial on matters of supply and maintenance, plus include numerous profiles of supply and maintenance providers across the NZ aviation spectrum. If you'd like to be included, send an email to michael@kiwiflyer.co.nz We can easily work with you to create content if required.

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Aviation NZ Annual Conference and Trade Expo

Aviation New Zealand's annual Leadership Week Conference and Trade Expo was held at the end of June in Wellington. More than 250 delegates attended the event which was also supported by 20 trade exhibitors from NZ and Australia.

The big picture theme this year was 'Meeting tomorrow's challenges and succeeding today'. Aviation NZ divisions (NZAAA, NZHA and Training and Development) had conference themes based around Resilience.

At the traditional conference Gala Awards ceremony and dinner, Aviation NZ awards went to Carol Thompson (Individual Award), Pacific Aerospace (Company Award), and Flightcell International (Richard Pearse Innovation Award). NZ Agricultural Aviation Association Awards went to Peter Moore and Dean Lithgow (Individual Awards) and Andy Stevenson (Special Award). NZAAA also presented an award for the best trade stand to Airwork Group. The NZ Helicopter Association awarded a Platinum Safety Recognition Award to Ian Wakeling.

The CAA presented their 'CAA Director' Awards, this year to Pete Dixon (Instructor Award), Skydiving Kiwis Limited (Award for an organisation) and Richard Rayward (Individual Award).

An excellent variety of speakers presented throughout the conference. Issues covered ranged from visualising the future in 20 years, back to dealing with immediate business issues such as SMS implementation and growing sales in the next 12 months.

Secretary of Transport Martin Matthews spoke of the challenge of building a regulatory environment that won't impede the development of ideas. This requires attempting to visualise the future – say to 2035 - including more RPAS which might by then carry freight, and speaking of freight give thought also to drone trucks which might operate on revised rail routes. Pricing incentives are a tool that could be used for encouraging development.

Minister of Transport, Simon Bridges spoke of the liberalisation of air services and encouraging more airlines to visit New Zealand. He also raised the CAA pricing review which is aimed to distribute costs more fairly – saying that Cabinet is aware of the concerns being expressed by industry. As well, the Minister commented on aviation innovators including RocketLab and RPAS developers.

CAA Chairman Nigel Gould took the audience through a recent history of CAA, leading to the fee changes and proposals going forward. CAA engagement to improve internationalisation through bilateral technical agreements was explained. CAA is also aiming to reduce red tape and has adopted seven safety areas for more focus.

SMS Implementation requirements are creeping up on industry fast, and an update was given by Steve Moore from CAA and Neil

Richardson from aviation safety consultants, Baines Simmons. Their statistics regarding the number of companies needing to submit SMS plans by set dates, and the number that have or haven't already suggest that (given plans must be approved before implementation) many operators should get a hurry on in order to avoid the last minute rush before deadlines arrive.

Also on the Health and Safety theme, Mike Impey from CAA and Brett Murray from Worksafe spoke of H&S legislation changes and introduced HUGO, CAA's new H&S initiative. HUGO is a free, cloud based app whereby operators input their own data to report notifiable events to CAA, and can see de-identified industry data to measure their own performance against.

It was good to hear presentations from some of our industry leaders, simply about their own successes. No doubt they were reluctant participants, but we don't celebrate success enough and there is often much to learn from the paths others have trodden. Sharon Cooke from Airways, Don McCracken from Oceania Aviation and Bruce Heesterman from ASPEQ spoke of what their companies are doing domestically and internationally. They talked about their vision, the importance of leadership, commitment for the long haul, and the challenges they are facing.

An update on the New Southern Skies modernisation of the aviation system was given by Steve Smyth from CAA and Ashok Poduval from Massey University. Enormous benefits in safety and efficiency are expected from the move toward Global Navigation Satellite System based navigation once RNAV and RNP enabled aircraft are operating directly between waypoints instead of ground based NAVAIDS. NSS System Safety Criteria have been delivered and work is now focused on a Concept of Operations (CONOPS).

Steve Jarvis from Jarvis Bagshaw (operational safety and human performance experts) spoke of applying human and safety science to flight operations. He investigates incidents for airlines as well as conducting research of critical risk judgments. Steve talked about what the brain does with diverse stimuli and the importance of managing distraction, fatigue and complacency. Research shows that we often over-attribute the reasons for actions to personal characteristics and under-attribute situational characteristics.

An interesting presentation was also given by David Talbot from UMR Research. David presented survey result charts all with clear correlations to national and political events at the times of survey. It was noticeable from David's charts that Governments generally change when the mood of the nation becomes negative – suggesting that voting at such times is simply against the incumbent rather than for the opposition. The next 12 months may well be a lucrative time for the pollsters.



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NZ Warbirds new nest at Ardmore

WHILE it may be winter and aircraft are cosy in their hangars, it hasn't been a quiet time at NZ Warbirds. Indeed the past few months have been somewhat hectic for the executive who have been involved with a major project to purchase a new facility for the Association.

The current 'Number 1' hangar was purchased by the Association about 1986 and the Visitor Centre developed in 2010. This hangar has served us well for 30 years and the Visitor Centre has proven its viability as an attraction and window to our scope of operations. However, we have found ourselves cramped for space and with 20 plus aircraft under the 'umbrella' at Ardmore, we had needed to take out a second hangar rental in an effort to keep our activities focused and our aircraft together.

The catalyst to the purchase of a new facility was advice from Ardmore Airport Ltd (AAL) some years ago that they wished us to consider moving from Ardmore's 'South East Apron'. The Airport Company has a desire to develop this area and having our hangar in the middle of the apron precluded this. To this end Warbirds and AAL have been in discussion for a number of years reviewing options and the Association has had a 'Task Force' looking at various development proposals.

Over the past five plus years we have considered all options; moving to another base, a greenfields development, various build and or purchase options. Location-wise, Ardmore always came out tops. It is Warbirds' historical home and a historical airfield in its own right. It is also within reach of over

35% of New Zealand's population. Within Ardmore we had settled on an option to develop new hangars on our existing tenancy as it has a good location on the airfield and an existing lease.

As we were developing draft plans, the hitherto Hawker Pacific hangar complex became an option to consider, and an initial analysis showed it had potential to meet our requirements.

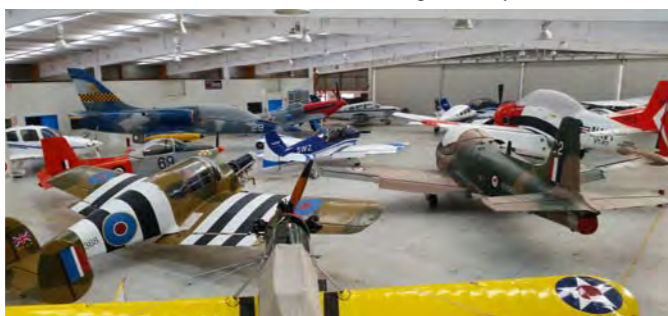
These requirements are varied and in general complementary. Firstly we have a requirement for members' aircraft hangarage. This complements the Visitor Centre's major requirement of aircraft exhibits, to go with with our extensive model collection and growing collection of memorabilia. We also have a requirement for an administrative base, and this is growing with development of the Visitor Centre and Adventure Aviation flights. Finally there is a requirement for members' facilities.

The more we looked at the Hawker Pacific site, the more it appealed. The next step was to contact the owners and discuss options. It is now a matter of record that the owners wished to sell, the Association wished to buy and a favourable deal was struck in principle late last year. That was the easy part. Since January the Warbirds Executive have been busy completing due diligence on the proposal and reviewing various finance options to achieve the purchase. Anyone who has bought

or sold a house will know these processes can be challenging and this was no exception, so my thanks to all those involved. Of note here, Warbirds are very fortunate to have a generous benefactor



The deal is done. L-R: Jim Evans (part owner), John Kelly (Warbirds VP), Frank Parker (Warbirds President), Doug Kertell (part owner).



It won't be long before the remaining GA planes get the message.



Airside at the new hangar. Warbirds current hangar is in the background.

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who has made a sizeable contribution to enable this purchase to proceed.

Looking ahead we now have a new house which we must turn into a new home. Starting immediately we will begin moving the aircraft and Visitor Centre to this new facility. It is estimated we will have at least 12 aircraft on display in a museum style setting. This will include the Skyhawk and Aermacchi static aircraft plus an operational Strikemaster and L-39 Albatros in 'Jet Alley'. Fighter Alley will include a P-40 Kittyhawk, P-51 Mustang and the occasional showing of a Spitfire Tr.IX. Trainer Row will include a Tiger Moth, Ryan PT-22, Chipmunk Airtrainer and of course Harvard. There should be a little space left for the deHavilland Beaver and Miles Messenger.

To add to this superb line-up we are in the process of procuring a number of TVAL WWI reproduction aircraft. However, more on this 'scoop' in the next issue! The mathematicians will note I can't count and am way past 12 aircraft so there will be scope to maintain a revolving display of aircraft - and a reason for the aficionados to make a return visit and a return visit...

However we are not only about unique aircraft. Warbirds has the largest model aircraft collection in the country. There were over 1250 1:72 scale at last count! These have been donated over many years from past members' collections and we have a dedicated team who ensure they are appropriately displayed. For example, like types together (over 15 Harvard liveries) RAF types, US types, Soviet types, Luftwaffe types, D-Day models in June, etc.

We also have a growing collection of memorabilia, all which tells a human story. We have the 'TT Bland' Memorial Library, a collection of history books, autobiographies, reference texts, and magazines. These treasures have also been donated over many years and it is the Associations duty as custodian to ensure they are displayed appropriately.

Additional to the above are a range of comprehensive history boards telling the story of New Zealand's WWII Squadrons that served overseas, the tragedy of Black Monday in the Pacific, the Skyhawk story and other events.

Back on the hangar floor we have a collection of aircraft engines including a deHavilland Gypsy Queen, Alvis Leonides, Bristol Hercules, RR Goblin, RR Dart, and RR Sapphire (Wright J65) -

an early turbojet cutaway. We are in the process of procuring an Allison V1710, a RR Merlin, plus other components to make a comprehensive display of aeronautical motivation. We also have space to develop a workshop area to complete some renovation work on these displays. We just need the volunteers to do the work.

While it will take six months or more to initially develop the new facility to where we want it, the plan is to migrate the aircraft,

Visitor Centre and shop over the next six to eight weeks for an opening before the end of October.

Looking ahead this new Hangar is an exciting development for the Association, one that cements our position at Ardmore for many years to come, an opportunity to develop our presence and become a destination of choice on the Auckland visitor scene. The challenge is there for the taking and I'm looking forward to an exciting future.

Volunteers are welcome Come join the fun

With all this action the Association is looking for volunteers to assist. We are open

to the public three days a week and would like to add to this. Some of the display items (engines for example) could do with some TLC and there are always some odd jobs in need. If you have an interest in aviation and history, or just want to get out of the kitchen, we would love to hear from you, and to make you part of our Team.

BATTLE OF BRITAIN CENOTAPH FLYPAST September 18th

The annual Battle of Britain Flypast at the Auckland Cenotaph (Museum) is scheduled for Sunday 18th September. This heralds the start of the new flying season for us and if the weather is kind, it is a popular event. This year we are hoping to have two extra Merlins involved. Can't say any more than that...

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Star Struck - by SOFIA

2016 marks SOFIA's third deployment down under to Christchurch. Previous successful visits here have led to the number of observation missions increasing each year, with one particular benefit being an increase in the opportunities for media to ride along – thanks to NASA's very welcoming approach towards sharing the information and experience of these missions to the stratosphere. This year, KiwiFlyer secured a spot and Matt Hayes went along for a 10 hour ride of a lifetime. [Why not your Editor you ask? Unfortunately we could only get one seat and well, he's a generous chap. Ed.]

SOFIA

SOFIA, or the Stratospheric Observatory for Infrared Astronomy, is operated by NASA in an 80/20 partnership with the German Aerospace Centre (DLR). At its (her?) heart in conjunction with an array of connected computer instrumentation is a German built telescope with an effective diameter of 2.5m making it the world's largest airborne astronomical observatory. Lifting the telescope and providing the airborne platform is a 1977 built Boeing 747 SP. During 1995 following passenger hauling stints with Pan American and then United Airlines, the SP made its way to the dry climate of the Nevada desert for open storage. Unlike the fate of many aircraft that head in that direction, N747NA as it is now applicably registered, was resurrected by NASA a few years later to begin another lease on life. An extensive modification process was carried out most noticeably including moving the rear pressure

bulkhead forward to create a unique unpressurised cavity in the rear aft fuselage which houses the very large 17 tonne telescope. When airborne a sliding door on the upper port side of the cavity is retracted exposing the telescope to the light of the universe. That allows a view into distant space unmatched by any Earth based observatory.

Christchurch

Why come to Christchurch? SOFIA Program Manager Eddie Zavala says that Christchurch offers spectacular upper atmospheric conditions to conduct science during New Zealand's long cool winter nights which have low water vapour content and also provide a better visual spectrum of the Magellanic Cloud galaxies (visible year round in the Southern Hemisphere orbiting the Milky Way). The large United States Antarctic Programme complex is also conveniently unoccupied in the winter months, acting as a perfect support facility. Also, in comparison to home base at Palmdale Southern California, traffic over the Southern Ocean is almost non-existent providing large flexibility in flight operations. These factors provide an attraction that will keep SOFIA returning Downunder hopefully for many years to come. In a city that has become somewhat accustomed to ground shaking, the serene thunder of SOFIA's old low by-pass engines at full noise on departure is a welcome rumble I must say!



The main deck or 'office' on SOFIA. Mission Director Jeff Cox (left) has overall control of the mission and works closely with all stations to ensure that systems function and observations are on schedule.



SOFIA at sunset ahead of another mission. Note the bulge in the aft fuselage housing the 17 tonne telescope.

Mission Day

It's fascinating to learn that planning for tonight's mission actually began many moons ago (sorry). Firstly, an invitation is issued for the scientific community to provide research proposals before being collaborated mathematically to produce an efficient flight plan that can incorporate multiple targets during set airborne legs. The flight plan is thus typically set three months in advance of departure date. Well prepared some might say!

T-minus 3 hrs 38 mins: Egress Training

As a civilian flying on board it is a mandatory requirement to undertake SOFIA Egress training before flight. This typically entails a 30-minute session on emergency procedure scenarios in



A NASA image taken during in-flight testing of the unique airflow around the open telescope.



The URD (Upper Rigid Door) is opened via the Cavity Door Drive System (CDDS).

relation to how and where SOFIA is operated. Apart from a small number of first class seats in the nose of the cabin, the interior of SOFIA has completely changed from its airline days, so it's important to become accustomed to the location and operation of equipment in an emergency - quite different to the usual airline presentation with cabin crew swinging arms in the direction of



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Adam Cavanagh Turbine's Manager

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the exits! I pay particular attention to the use of the EPOS kit (Emergency Passenger Oxygen System) that I will be strictly required to wear whilst moving about the cabin – there are no drop down oxygen masks to rely on in the event of an on-board fire or depressurisation. The briefing includes using the cockpit roof hatch with five individual ropes to descend down the side of the aircraft. Wouldn't that be an exciting experience! I remind myself to let go

of the cabin door handle if cracked in an emergency as once it opens past 20 degrees the automatic opening mechanism takes over with the power to fling a person a good few metres from the aircraft should they still be hanging on. Not ideal if the slide is still to inflate!

T-minus 2 hrs 8 mins: Mission Brief

With the Egress training providing the final tick in the box and having been deemed medically

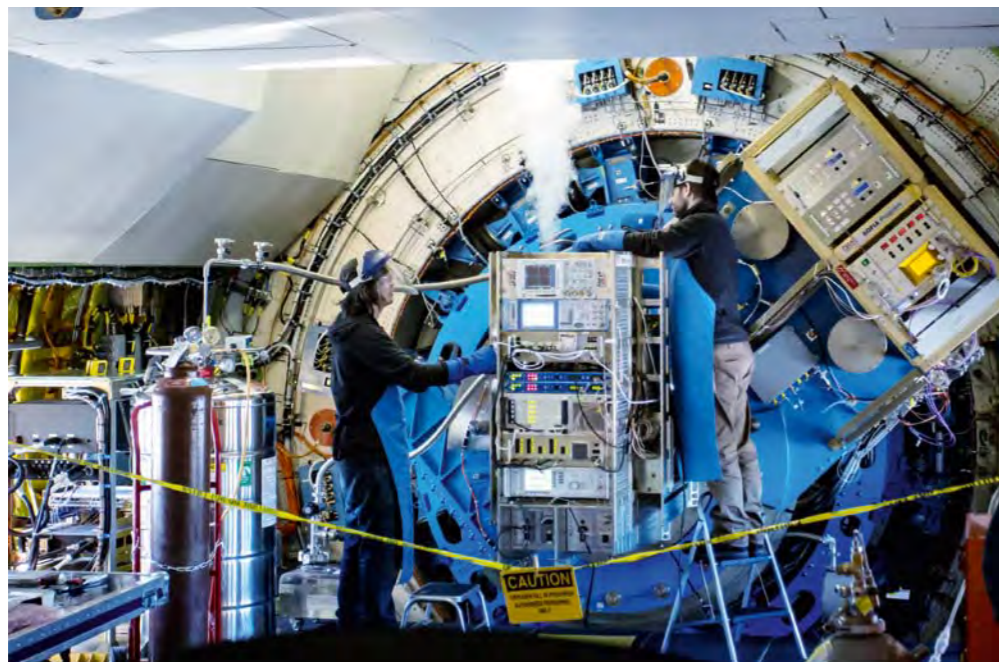
fit, the paperwork formalities are complete and it is soon into the mission brief attended by all crew relevant to the mission. Jeff Cox is this evening's Mission Director who leads the brief with a roll call. Aircraft condition is discussed including status of computer instrumentation. With a minor computer issue resolved it is go flight. Expected weather en-route indicates smooth conditions once clear of the Southern Alps. It's explained with a level of excitement that a target tonight relates to an attempt to measure the rate at which dust is produced in what's called the Fomalhaut Debris Disc, which surrounds the third brightest star in our sky. Comparisons will then be made to theoretical models on planet collisions - further working to understand the complexities of planet evolution. With a planned flight time of 9 hours 54 mins a final note is raised to caution fatigue, especially for the drive home after the flight, before confirming all systems are go.

Go Flight

Following the mission brief, it is a relatively short walk out past a USAF C-17 to spot Z7, where SOFIA lays appearing mystical as the sun sets in the west. Final pre-flight preparations are being carried out on the Christchurch ramp with doors soon closing on-time at 1640 (local). Before taking our seats a refresher safety brief is given to all crew situated on the main deck. I am humbled to be kindly

offered the jump seat for tonight's departure. Like any aviation fan, without question I happily jump(!) at the opportunity and proceed up the 70s era spiral staircase to the flight deck. Brian Elit is the Flight Engineer tonight and provides a warm welcome. With clear instructions and some humour, Brian points out the overhead escape hatch and ropes. As I put my head-set on I catch clearances being issued for our

flight plan. Ground Control subsequently issues our start clearance and with confirmation from ground crew that we're clear, the crew bring the four engines to life. With a little over 30 mins to wait until we taxi, there is little to do but marvel at the beauty of the upgraded glass flight deck and appreciate where I am currently sitting. Brian explains that we start engines early to ensure there are no surprises that may call for the mission to be potentially abandoned if we were to miss our calculated time of take-off. It is apparent that strict times need to be achieved at all waypoints in order to achieve the required trajectory for acquiring desired targets, not to mention the super-high heading accuracy also required (to one decimal point!). As we wait we are advised of two SIGMET's that have developed on our flight path that warn of embedded thunderstorms over the Tasman Sea and severe turbulence at our southernmost point near the Antarctic Circle with the secondary being forecast to an



It's important that the telescope itself doesn't emit infrared radiation to upset the measurements being taken. Thus it is cooled to a very low temperature using cryogenic liquid (mixed liquid nitrogen and liquid helium).

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upper limit of FL320. Although that's significantly lower than our planned level of FL430 at that point, it's acknowledged we still may get a few bumps and to exercise caution. The Flight Crew explain the altitude to which SOFIA operates generally places it well inside what's known as 'coffin corner', that being the narrow speed

envelope between high and low speed buffet. With less than a 10 knot speed margin at times, any turbulence that may penetrate the narrow cone is treated with caution for obvious reasons!

10 mins prior to lift off we begin a slow taxi heading for holding point A7 runway 02 which will provide maximum length available on Christchurch's northerly vector. With a gross weight of 652,400lb (296 tonne) combined with a relatively light 8 kt headwind we are going to need it.

Owing to light traffic ATC clears us to line up and wait with a request to advise when ready. 1 minute is the call to on-board stations who confirm ready to roll. With the runway lights glistening on sunset, the clock ticks over to read 1738 local time and call-sign NASA747 is cleared for take-off. Talk about an on-time departure! As the engine levers advance to take-off thrust the symphony of four Pratt and Whitney

JT9D-7J engines produce an intrinsic harmony of a time gone by. SOFIA flight 319 is underway.

Our northerly departure is followed by a left hand turn to intercept a south-west track toward Mount Cook, overflying the tall peaks of the Southern Alps before making a right turn to proceed west over the Tasman sea to an initial cruise altitude of FL360. A further right turn will take SOFIA east abeam the west coast beaches of Auckland before heading south-east overhead Wellington and after a number of hours to a latitude of 64 degrees south near Antarctica. We'll be very close to SOFIA's southern operational limit of 65 degrees south. As weight reduces through fuel burn a series of step climbs are planned to an altitude of FL430.



Turbulence is generally unable to upset the telescope focus thanks to vibration isolation systems that are the only physical connection between the aircraft and the instrument.

Very clever engineering

Shortly after levelling FL360 the checklist comes out to open the telescope cavity or URD (Upper Rigid Door). Brian talks me through the opening sequence on his panel pointing out the indications of door movement and signs of incoming data. Knowing very well the effects of flying with a door removed I'm

curious to know the effect this has on a large 747 compared to the average Cessna. Incredibly, it turns out I can only echo Dave's comments (see sidebar) in that the design team have excelled. Not even the slightest vibration is felt. Quite remarkable when you think about the effects of simply driving in a car and opening the window

such that high velocity external air meets static air inside producing an acoustic buffet. Increase the scale to a Boeing 747 flying at Mach .85 and suddenly it becomes a feat of engineering! This is clearly evident on SOFIA's rear aft fuselage with its noticeable bulge that has been designed with a forward lip ahead of the telescope cavity. This acts to increase boundary layer airflow that in turn detaches creating a shear layer mixing different air pressures in a vortex before reattaching smoothly again aft of the cavity at the trailing fairing. The result is a stable vibration frequency that allows the telescope to capture the light of the universe as it was intended.

As we proceed west out over the Tasman sea the crew monitors our position making slight adjustments in speed to ensure we reach the next waypoint exactly on time. With observing only possible from the port side of the aircraft the telescope incorporates an

ability to rotate vertically between 20° and 60° above the horizon. However, a challenge is faced as no ability exists to rotate in the horizontal plane, so every four minutes or so the Mission Director requests a heading correction 1° left or right to maintain the target. A comparative advantage operating nocturnally over the Southern

Ocean is the sparse (or complete) lack of traffic allowing a 20-mile flexibility being granted tonight to deviate either side of track.

Earlier in the flight while traversing over the Southern Alps we encountered light to moderate turbulence which raised thought to how the telescope handles being thrown about in such conditions. I descend onto the main deck and put that question to Mission Director Jeff Cox who proudly responds, "take a look," referring to the telescope at the rear of the aircraft.

Initially it appears there is movement in all directions however it soon becomes apparent that it is quite the opposite, I am actually witnessing the aircraft moving around the telescope. Fascinating to watch!

It's explained that a variety of impressive design features isolate the German built telescope from aircraft movement,



An image viewed on one of the many science screens showing a target in the Infrared (left) and visible light (right) spectrums.



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including balance plates and use of a spherical bearing that floats on a hydrostatic thin layer of low friction oil in the centre of the telescope that, when floating amazingly allows a person to move the entire telescope using only two fingers! Magnetic torque motors provide the required inputs in order to maintain alignment in space via signals sensed from a three-axis gyroscopic stabilisation system. A vibration isolation system represents the only physical connection between the telescope assembly and the aircraft rear bulkhead.

I'm told the orientation is so accurate that if a laser were attached to the telescope it will hold its diameter within a NZ \$1 coin at an incredible 300km! Jeff smiles and further illustrates the turbulence encountered was effectively nothing, having been designed to handle effectively 3 times the amount!

Into the Stratosphere

As SOFIA tracks to the south-east of New Zealand a further ascent is made to FL430. Given the tropopause reduces in height to an average of 30,000 ft over the South Pole, SOFIA is now truly living up to its name as a stratospheric observatory flying well high in the stratosphere. It's dry outside, very dry and my body agrees. Before flight an emphasis was placed on hydration owing to the extremely low humidity and with that I soon lose count of how many water bottles I have sunk from the well-stocked fridge - with each sip feeling like it was the first. Not only is it dry outside but it's also freezing, literally. As our track nears the Antarctic circle we encounter a Polar Jetstream which plummets the static OAT to a new record for SOFIA peaking at -78°C. Unfortunately for the observers on board that's too close to the certificated limit for the aircraft and a descent is therefore made to FL410 in search of 'warmer' air for fear of engine flame out (due to the possibility of ice beginning to form in the fuel). As undesirable as a descent is, it's obvious they accept perfectly that safety is always paramount over science.



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Doing 'The Science'

The science is mind-blowing with large computer screens providing out-of-this-world in-flight entertainment, literally! SOFIA senses data primarily in the infrared wavelength spectrum, between 0.3 and 1600 microns enabling it to see far more than any astronomy undertaken with visible light. Dr Andrew Dalton explains that given the speed of light and the distance at which tonight's celestial targets are being observed (many light years

from earth), the corresponding data that is captured is actually a representation of events that have taken place many years in the past. Meaning what is observed may have since changed or completely disappeared altogether. Still with me? Putting that into context, as light arrives from large distances scientists are given a glimpse into early star formation with the opportunity to better understand how the interstellar medium is created and evolves.

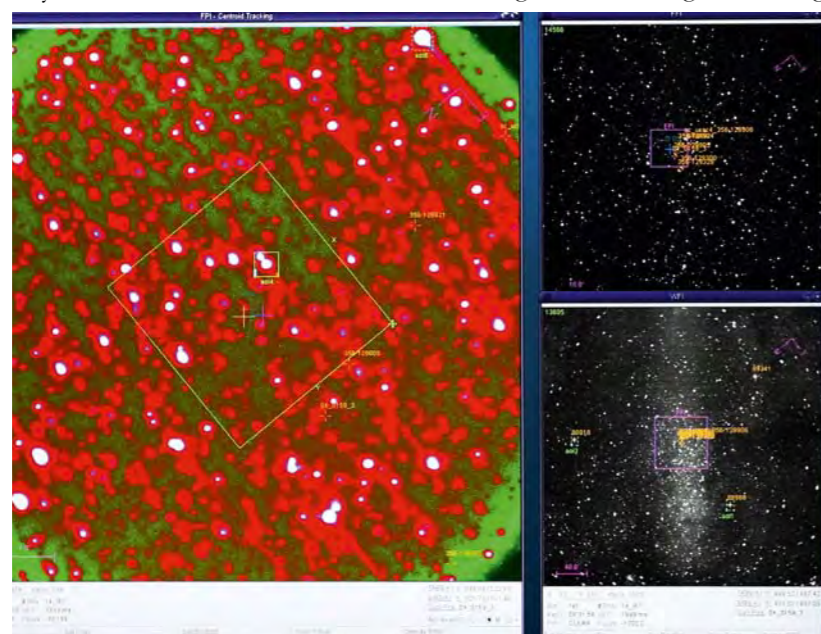
Infrared Radiation arriving from distant space is difficult to detect from the surface of the earth due to water vapour and other molecules in the atmosphere blocking its travel. That is where SOFIA comes

in, being able to fly above 99.8% of the earth's water vapour in this favourable region of the world. As the telescope itself emits infrared radiation it is cooled very close to absolute zero (-273°C!) using cryogenic liquid to allow detection of the weak radiation field from celestial objects. Even the on-board microwave cannot be used with certain instruments due to interference - so it turns out that Tim Tams are the biscuits of choice for dinner this evening.

As the mind boggles, the flight crew alert our attention to outside as nature has awoken with an intimate light show out to the left. The Aurora Australis or Southern Lights is in a display of dance - quite something to witness while airborne over such a remote and treacherous part of the world.

As we track north and approach New Zealand the lights of home come into view. Preparations are made for landing with the URD closing having collected terabytes of exciting data that will be eagerly processed. I am kindly invited to return to the jump seat for the arrival so head upstairs and buckle in once again. [You're just trying to make us even more envious now. Ed.] We've flown over 8500km tonight and crossed the international dateline twice meaning we have experienced three days in ten hours, all without involving a flux capacitor! It's a clear night at Christchurch and so the runway is comfortably in sight many miles from touchdown. Established on the ILS for Runway 02 Frank calls gear down and with that NASA747 is cleared to land. As we walk across the flight line at 4 am I can't help but take a moment to gaze up at the stars in awe, having been left immensely captivated as to the vacuum of space and what exists beyond Earth.

A sincere thanks to all those at NASA and SOFIA, in particular to Nick Veronico. I cannot commend the crew enough for the professionalism and teamwork that was displayed throughout all stages of the mission.
Matt Hayes

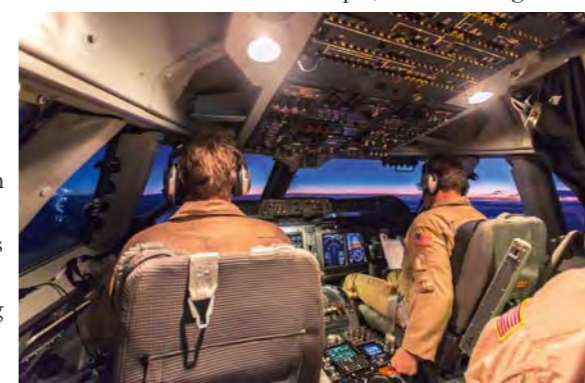


Looking into the past. Capturing data using infrared enables far more data to be extracted and analysed than by other available methods.

Our SOFIA Pilots

IN command this evening is David Fedors. Dave is SOFIA's Chief Pilot and has enough experience behind him to fill books, literally; Dave is the lead author of numerous Air Force Test Centre technical papers. His career has involved conducting flight tests on the KC-10 and 747 airborne laser aircraft to name a couple, along with eight years as a civilian test pilot with the 418th Flight Test Squadron at Edwards Air Force Base. Before that he was on active duty with the US Air Force based out of Beale and Edwards AFB respectively. Dave joined NASA's Armstrong Research Facility in 2013 as a research pilot which led to a conversion onto the -SP model of

the 747 that is SOFIA. With respect to training on SOFIA Dave says "it was quite straightforward having the advantage of prior experience on the larger 747-400 beforehand, though the general height of the 747 is always a bit of a challenging aspect mainly in terms of judging aircraft taxi speed - it's not too hard to blow a tyre from turning too fast!" I ask Dave what effect the large 17 tonne telescope has on C of G being mounted so far aft in the fuselage, as well as the flight dynamics in regard to the large open telescope cavity, to which he quickly replies, "Not much! Actually it's very much like a normal 747 - the guys in the design phase did a great job!" There is a flat tungsten counterweight mounted permanently in the floor of the main nose section which offsets the weight of the telescope to aid balance. Dave also flies the Gulfstream for NASA as well as the DC-8 which is utilised as an airborne science laboratory operating all over the world, including a flight to New Zealand in August.

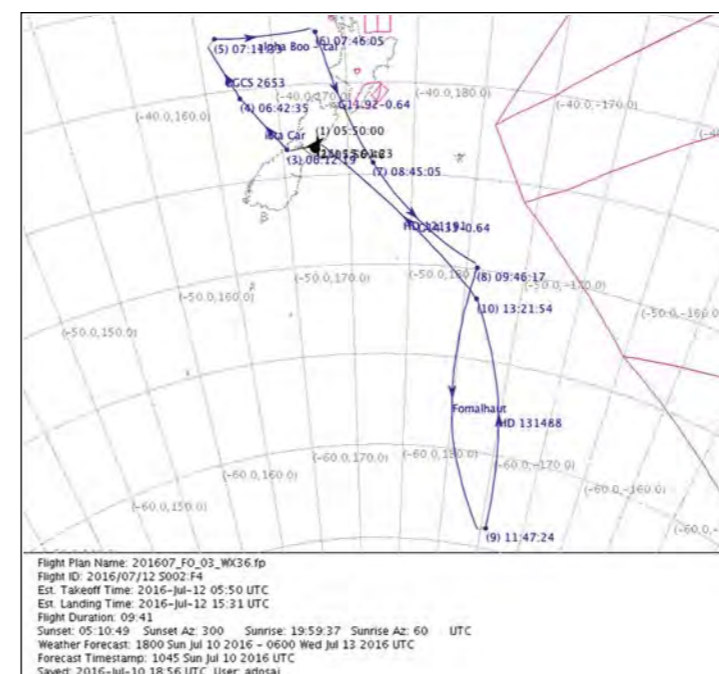


Into the sunset. The crew constantly monitor position to ensure targets are met on-time to obtain the related science.



Flight Engineer Brian Elit performing flight calculations.

bomber) systems testing and evaluation over a two-year period. His wealth of experience then led to him carrying out initial flight and telescope testing for the aircraft we are currently aboard, SOFIA. When Frank is not flying the 747, he still blasts along in the NASA F/A-18 and DC-8. What started with wanting to be an astronaut and a lot of hard work certainly puts weight to Norman Peale's famous quote "shoot for the moon - even if you miss you'll land among the stars", a place Frank finds himself very happy with.



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• **2009 ROBINSON R44 RAVEN II WITH AIR-CON:** TT: 800 Hrs (approx) White with Grey Leather, King KY196A VHF COM, King KT76C TXP/ Encoder, Bubble Windows, Garmin 495 GPS, Fuel Flow Meter, TC, Bendix/King NAV Receiver with G/S & KI209, Xenon Lights, 4 Point Harness (fwd seats), Bubble Cover. Maintained by Heliflite. AU\$420,000 +GST



• **2010 R44 RAVEN II WITH AIR-CON:** TT 500 Hrs (approx), Blue & White Astro Trim, Tan Leather, Bladder Tanks, Bubble Windows, Fire Ext., King KY196A, Garmin 695 GPS, Audio Panel, King KT76C TXP, Directional Gyro, NAT AA12 Audio, UHF Radio, Phone Kit, Cabin Heater, Bubble Cover, Based in Queensland. AU\$480,000 +GST



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The facts are that this may not be the case. Hangarkeepers Insurance only covers the negligence and legal liability of the hangar owner with regard to aircraft held in their care and custody. If your engineering organisation denies they are responsible or the circumstances of the loss won't stand up in court, then you can't expect any compensation from their insurers. It is very important then, that you maintain your own insurance even for a construction project or lengthy refurbishment programme.

Having clarified that, let's consider a couple of scenarios that might occur totally beyond your control ie, the hangar burns down, the aircraft (or parts) are stolen or during an engine run the apprentice taxies into something requiring a replacement prop and bulk strip (even worse if your engine is running on condition and you

have to overhaul the engine).

If you have your own hull insurance, you may be reluctant to claim under your own policy as there is the policy deductible to consider, loss of No Claims Bonus, a possible premium increase next renewal and a claim that you could be accountable for, for years to come. If the shop readily admits liability and their insurers step up to the mark then it could be convenient to let them get on and rectify the damage.

However, even if there is no dispute with the shop or their insurers denying liability it's always best to lodge a claim under your own policy and let your own insurers appoint a Loss Adjuster to sort out the mess. They will do the negotiations, pay any legal fees that arise and isolate you from the nitty gritty negotiations. By assigning the claim to your insurance company you will have an adjuster that will be on your side and like you will want your aircraft repaired quickly and properly. In addition, your insurance company will have every expectation of recovering all the costs from the negligent party.

Even though the loss will be a claim under your policy, a loss due to someone

else's negligence will not generally be considered adversely in future renewal evaluations. Your insurance adjuster will take charge and if necessary redirect repairs to an alternative repairer (only with your approval) who may be able to get the job done quicker. Your insurers will in turn pursue the negligent party and their insurers for full reimbursement and also assist in the recovery of the deductible and any other relevant expenses. Your insurance company assumes your Rights of Recovery when they pay the repair costs – this is called Subrogation.

Things naturally take an entirely different course if you or your repair shop are not insured. My best advice therefore is to firstly ascertain your maintenance provider has the necessary Hangarkeepers/ Products Liability Cover and their level of coverage is enough to cover the full value of your aircraft. Low cost maintenance is a bad option when it comes at the cost of no insurance back-up.

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

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Places to Go: Coromandel

WHEN Captain Cook visited in 1769, the Coromandel Peninsula was covered with the ancient forest, lush and thick right to the waters edge. While here, he witnessed the transit of Mercury across the face of the sun, hence the various names of bays and beaches around the area. The first Polynesian explorer was reputed to be Kupe, who arrived by mighty canoe from Polynesia, around 950 AD. Early Maori lived here in peace, until more aggressive marauding tribes arrived with the white men's muskets and almost wiped the locals out.

The Coromandel Peninsula was named after the British Navy ship HMS Coromandel which anchored off Colville in 1820. The area had already become famous for the harvesting of its lush Kauri and indeed the purpose of the Coromandel's visit was to take kauri spars back to England for boat building. Deforestation occurred quickly and within a few decades, a billion feet of timber had been taken, leaving the peninsula comparatively bare.

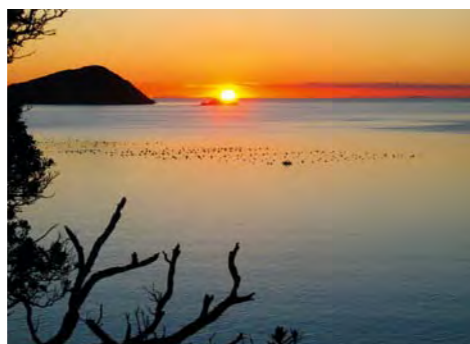
Gold was discovered at Driving Creek (near Coromandel Town) in 1852 with 72,000 ounces being mined over a 50-year period. Even after the gold rush was over, many heritage sites were left and still remain a feature in the township itself. One example is the School of Mining which opened in 1898. Now a tourist attraction, the school is open to the public 7 days a week during the summer (closed from June to Labour weekend but can open by



The historic Star and Garter Hotel.



Driving Creek Railway is a must-see attraction.



Mussel farming is a major local industry.



Kauri trees on the 309 Road to Whitianga.



Coromandel Harbour from the air.

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appointment) and holds a fascinating history of the area.

Flying into Coromandel airfield requires some precision due to rising ground, a narrow runway and short length. You can contact the club on 07 866 8845 for information and be aware you are flying within the Peninsula CFZ, unattended 124.50. The grass is soft after rain and aircraft parking is shown on the AIP plate.

Rental cars are available from the Coromandel Garage by phoning 07 866 8736 and a good place to stay is Anchor Lodge – a family run business, nestled in beautiful bush over looking Coromandel Harbour. They have a room to suit any budget and it is situated just 400m from the main centre. www.anchorlodgecoromandel.co.nz

A stroll down the main street reveals many buildings with their original facades and you would be forgiven in thinking you have stepped back into the 19th Century. You will find a myriad of art and culture shops and delightful eateries, bars and hotels such as the Star and Garter.

There are numerous nature walks and attractions including the Driving Creek Railway and the Waterworks on the 309 Road. The Driving Creek Railway was a single handed creation of one man, Barry Brickell. He started this inspiring project in 1973, building 3km of narrow gauge railway by hand, over 22 hectares of scrub covered hill country. Barry arrived in Coromandel from Auckland in 1961 and was the country's first Kiwi born potter. He says purchased the land with a loan from the bank and then largely forgot about the loan until 1990 when they wanted their money back. He thus opened the rail to the public, to raise the funds, which proved extremely popular. I went on a very rainy day in

winter and the train was full - an excellent experience for the whole family. The view from the top over Coromandel is breath taking.

A drive out to the Waterworks is also a great family day out with weird and wacky water powered displays nestled in a native park grown from cuttings of local plants, which began in 1989. As their excellent website states "Getting to the Waterworks is an experience in itself". www.thewaterworks.co.nz.

Some say the 309 Road was named after the bends, others say it is because it is how many minutes it took a horse drawn carriage to travel the 22km length along the high level backbone of the Peninsula. While out there, take a walk up to Castle Rock - a magnificent hilltop look out point. From the car park it is one hour to the top with a short scramble at the end but well within the realm of averagely fit adults and children.

Many people have moved to the Coromandel area, attracted by the nature and wholesome way of living. There is also a large aquaculture industry here, employing hundreds of people, who care for and harvest the internationally sought after shellfish.

A visit to the Coromandel Oyster Company is a 'sea to plate' experience whereby the freshly harvested seafood can be purchased in the shell, in pottles or to eat right away. Open every day from 8.30am, this shop and restaurant began in the 1960s, serving fresh mussels and oysters, along with hot food such as their famous seafood chowder.

When it is time to return back to the bustle of your everyday life, you may well cast your eye back over this fascinating area and suddenly find yourself planning a return trip to the Coromandel Peninsula. I know I did.



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Flying with Yellow 10

IT IS always very difficult to keep a secret in the airshow world. Warbirds Over Wanaka made it known they had an overseas based aircraft coming to the 2016 event but had kept the aircraft type quiet - it always being good for the airshow going public to be surprised every now and again.

When I was in the UK in 2015 I was keen to see the Hispano

Buchon pair fly as I had heard their display was something special and indeed it was!

I met a lot of people there that I had only ever been in contact with via email and one of them happened to say that 'Yellow 10' was soon to be heading over to Wanaka. That was exciting news for two reasons: Yellow 10 starred in the Battle of Britain movie and it would be displayed in New Zealand by John Romain, one of the best display pilots to be found anywhere in the world.

The Hispano HA-1112 Buchon is essentially a Messerschmitt Bf 109 with a Merlin engine installed up front. The type was operated by the Spanish who fitted Merlin engines as the DB601 and DB605 engines were in such high demand by the German war machine. So from the firewall back the aircraft is essentially a Bf 109 (often referred to as an Me 109).

Sssshhh, secret

Thus I headed back home with that little secret which I diligently kept until it was announced by the organisers. I was really looking forward to seeing it fly at Wanaka, and looking forward to meeting

one of my Warbird heros as I had been following John's career for many years.

To Wanaka

I headed for Wanaka on the Tuesday before the show, scheduled to complete some air to air photography during the event's lead-up. Needless to say Yellow 10 was high on my list to fly with.

Yellow 10 was assembled on Wednesday and although John was ready to fly, the weather was not playing the game. On Thursday following a shower or two, John took off and headed out to Lake Hawea to exercise the aeroplane and ensure all was well before the big weekend. Yellow 10 sounded great and

John really put it through its paces - at the end of the health check at altitude John put the machine into a steep dive and boy it was fast!

A few minutes later he was back over the field and put on one of those special displays where man and machine join together as one. It was just brilliant - I thought the best one he flew all week!

More bad weather passed and on Friday the weather turned perfect for a photo flight.

Brendon Deere's Spitfire was also displaying at the show which created the opportunity to fly both together. That sounds easy, but photo flights don't just happen by chance. It can sometimes take

John Romain in the Buchon and Sean Perrett in the Spitfire formate on a Southern Alps Air Cessna 206 camera plane piloted by Nick Wyngaarden.



The Hispano Buchon. Taken at Wanaka, but with the black & white image evoking a time long past.



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Gavin Conroy

It has a yellow nose, beady eyes, and a smiley mouth. (Apologies to the aficionados. One shouldn't let a 5-year-old help with captions. Ed.)

months to get everything together and that was indeed the case this time. I had first been in contact with Brendon a few months prior and he was very supportive of the idea if we could make it happen. I often fly with Phil Makanna at Wanaka and he knows John Romain well - so between us we had been working in the background along with the organisers to try and make it happen. With the weather also now on our side, it was time to fly!

Photo flights with aeroplanes like this are pretty much always flown around a display practice; Sean Perrett flies Brendon's Spitfire so he and John found a quiet corner to discuss what they were going to do during their display.

Once that was done John and Graeme Frew got together for a brief, as after the Spitfire vs. Buchon dogfight and solo displays, John and Graeme would fly a tail chase with the Yak 3 and Buchon.

Readers will appreciate by now that John had a lot to do. And that was before we could even brief him on the photo flight!

Our camera plane was a Cessna 206 operated by Southern Alps Air and piloted by Nick Wyngaarden. Antony Hansen was on board filming for the airshow DVD as well with Phil and I, so it was snug in the back - but as with occasions like this everyone works together to achieve the goal.

One of my jobs was to brief the pilots on what we wanted, call the formation changes and hand signal Sean and John in and out of position. I love that job even more than taking photos as the flying part always wins over pushing the button on the black box; the photos are the by-product really.

Time to fly

We had to take off 20 minutes before the fighters as we were going to be flying at 130 knots max and we had a way to go to get to the spot we had picked for the photos. Arriving there we loitered, flying slow at a slow cruise in circles to wait for the fighters.

A short time later Sean and John had finished their dogfight and Sean was now heading towards us. It sounds simple enough but the mountainous terrain around Wanaka make the join up very difficult and it proved so that day - spotting aircraft in the huge mountains is no easy task especially as we were flying below the peaks.

There were a few anxious minutes with everyone scanning before Sean spotted us

and joined up in his normal professional manner.

The pattern I always fly is a number of simple 360 degree orbits at about 15 degrees angle of bank. Aeroplanes like these already look great so it's a matter of making things as easy as possible for the pilots as we change formations and position for the hoped-for perfect shot.

Our top speed of 130 knots is very slow for these guys so they fly on the outside of the turn, thus requiring a higher airspeed than us and staying away from what I consider to be a danger zone.

I won't ask pilots flying the 'big bangers' to form up on the inside of a turn if the camera plane is only good for 130 knots - as for the subject pilot it means controls are sloppy, the flight can be hard on engines, and since we fly close enough to see facial expressions it is good not to make pilots grumpy by asking them to do things I already know are difficult. After all it needs to be fun as well!

We had a few minutes with the Spitfire alone which provided some time to just watch, admire and listen to that beautiful aeroplane. It seemed to be seconds rather

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than minutes however, before hearing a polite English voice on the radio asking "where are you guys?" I thought we might have to start looking for him but I reckon the Buchon sniffed the Spitfire out by itself, as soon enough John joined on the outside of Sean and we finally were able to take those photos we had spent months thinking about. In addition, Antony got some stunning footage for the airshow DVD.

We had the pair to ourselves for around 10 minutes. You need to be efficient in this business as flying is costly so being economical with time means future invites! I waved Sean off and he headed for home, then we had another five minutes with the Buchon by itself.

Alone with Yellow 10

Yellow 10 appears now as it did when starring in the Battle of Britain movie, so to be flying alongside this very aeroplane was something pretty special.

During those few minutes I had the chance to study the working aeroplane and you can tell this is a true fighter with no luxuries added for the sake of it. Every part is there for a reason, to fight. In fact compared to the attractive lines of the Spitfire, the Buchon almost has a mongrel feel about it.

Although the Spitfire was a great fighter so was the Bf 109 in the hands of a good pilot. I've previously spoken with the pilot of Jerry Yagen's Messerschmitt Bf 109G4, Rick Volker, who flies both aircraft and he says it is a match and some against the Spitfire - but that is another story for another day!

The unplanned image

The end of the flight was coming. I said to Nick over the radio that we had what we wanted and I was ready to head back to Wanaka. I had finished with hand signalling the positions and the formal flight was over. But John decided to hang around for a couple of minutes and what he did next was breath-taking! It was very smooth flying conditions so he came in amazingly close, just a few feet away with a wing under the fuselage. Air-to-air was more like eye-to-eye in one of the closest formations I have been in with a WWII era fighter. You could see the intense look of concentration on his face.

I could not help myself so got on the radio and asked Nick to ask John to smile. He said "What?" so I repeated myself. The camera plane pilot's job is to fly accurately and not look at the subject and he didn't know where John was - so he asked John to smile and that one photo has become my photo of the year!

As usual we had a debrief afterward which went well and everyone went away happy. That one smile from John a few thousand feet over Lake Wanaka is one I will never forget though, and another reason why I will not stop taking air to air photos anytime soon! [That's particularly good to hear. Ed.]

Once the show proper started, John and the Buchon thrilled the crowd a number of times over the weekend, sometimes in dogfights with the Spitfire, others in solo displays that will be long remembered by those watching. The organisers need to be congratulated for putting the time, effort, and resources into getting the Buchon shipped out from the UK for the show.

KiwiFlyer and I thank the airshow committee at Warbirds Over Wanaka, in particular John Coers as well as pilots John Romain, Sean Perrett, and Brendon Deere for making this flight possible and also Southern Alps Air for providing Nick and the camera plane for this memorable flight.

Gavin Conroy



When air-to-air becomes eye-to-eye. John Romain moves in extra close and smiles for the camera, making Gavin's 'Photo of the Year'.



The Hispano HA-1112 Buchon is essentially a Messerschmitt Bf 109 powered by a Rolls Royce Merlin engine.



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Returning to Active Flying

A couple of months back, this article arrived in the KiwiFlyer inbox from Kevin Dore who wondered if readers might be interested in his experience of 'getting back into flying'. Too right, said your Editor – it's exactly the sort of enthusiasm for aviation that we try to capture in every issue of the magazine. Welcome back into the air Kevin.

IT WAS the South Island Agricultural Fieldays at Kirwee in late March last year that really got me back into flying.

I had snuck away from the office around lunchtime and joined a friend to stroll around and take in the exhibits with little more than idle curiosity as an objective. After a spot of lunch on the go, my friend, who had arrived an hour or so before me said, "You're interested in planes. Did you see that plane down on the far row?" "Plane! What plane?" I asked in a tone of genuine excitement and anticipation.

I made a bee-line for the far row thinking that I was going to find a Cresco or something similar promoting fertiliser, but no, what I discovered was a brand spanking new Alpi Pioneer 300.

I was blown away by the design sophistication and equally impressed by the performance data it promised. You could say I was smitten. The man I spoke to on the stand was Ross Marfell, himself an Alpi Pioneer 300 owner, a very active flyer and glider pilot. Ross' enthusiasm for the Alpi was hard to conceal and somewhat infectious. I took away a brochure, quickly losing any interest in most of the other exhibits at the show.

Around a week after the Fieldays and with my Alpi Pioneer brochure by now looking rather worse for wear, I phoned Alpi Aviation NZ and spoke to their New Zealand agent, Logan McLean. Logan invited me to come out to Fernside and have a



Kevin and KPD. "I just can't believe how fortunate I am to have, just by chance found my way back into active flying," says Kevin.

test flight. I took up the offer, and really that was it; I started to believe it was all possible. After some months of 'due diligence' I eventually placed an order with Logan and I am now the very proud owner of ZK-KPD, an Alpi Pioneer 200 Hawk. As far as options go, the aeroplane I purchased is quite basic although finished beautifully to Hawk spec's with leather seating and the new moulded canopy, etc. KPD has fixed gear and a fixed-pitch prop. Other models in the Alpi stable offer retractable gear, constant speed props and more, depending on the depth of your pockets.

It was necessary of course

to get myself back up to speed with qualifications. For me that meant renewing my long lapsed PPL. A few hours with Nathan Clarke at Rangiora saw me pass a BFR and I sat an Aviation Law exam at the Canterbury Aero Club. I renewed my PPL and at age #@@ took the opportunity to apply for a Recreational Pilot Licence at the same time. It's important to mention that if you want to get into flying microlight aircraft, the simplest way is to obtain a Microlight Certificate. This will obviously involve training by a CAA approved organisation and you will be required to pass an aviation law examination and a fit & proper person test.

Where I began

I well remember my very first flying lessons in the late '60s at Rongotai in Wellington. I was doing harbour-entry circuits during the period after the Wahine ferry disaster had occurred and she was lying on her side in the harbour. The plane was a Victa 115.

I then did nothing more about learning to fly until I moved to Rockhampton, Queensland in 1973. I yearned to fly and this time I stuck at it, gained my PPL on Cessna 172s and did around 130 hours or so before moving back to New Zealand. I renewed my PPL back here but by then I was raising a family and buying a house - and spare money for luxuries like flying just wasn't available. Even today hiring a plane such as a 40 year old Cessna 172 or Piper Archer is a big outlay per hour. Then along came the advanced modern microlight which has put flying back on the agenda and made it much more accessible to everyone.

The revolution

It seems to me that there's a revolution going on in General Aviation. Today I can fly to Omapa in an hour and 20 minutes in my plane, around the same time as a Piper Archer. I would use less than 20 litres of Mogas to do that at around 14 litres per hour compared to using more than 50 litres of Avgas in the Archer. Yes the Archer can take four people but statistics would show that most flights are conducted with just one or two people.

Then there is the cost of maintenance. Within limitations, basic maintenance doesn't require a licenced engineer although there will of course always be some maintenance for microlights outside the skill-sets or approvals of the owner.

The Aero Clubs have to be looking hard at all this and I am sure they are. Some have already seen the economic benefit of operating microlights and light sport aircraft for ab-initio training. Chances are high that future airline pilots (assuming that drone airliners are still some time away) will have spent at least the first 50 or so hours of their training in a microlight / light sport category aircraft.

How fortunate I am

I am always amused at the reaction from non-aviators when you tell them you have just bought a microlight. The look you get back which says, "That's great but don't ask me to fly with you," soon disappears when you show them a photo of your pride and joy.

Insurance for KPD costs me around \$2,000 per year and then there is the cost of a hangar to consider. Subscriptions to clubs and AIPs are another cost but really that's about it. I am fortunate to have Logan look after my routine maintenance. He is a very capable and meticulous technician and a veteran microlight pilot.

Needless to say I haven't looked back since taking delivery of my Alpi Pioneer which has now clocked up in excess of 100 hours in little more than three months. I just can't believe how fortunate I am to have, just by chance found my way back into active flying.

I have another good friend, a Boeing 777 Captain and A-Cat Instructor who flies regularly with me and he says he is staggered at the performance and handling of the Alpi and he likes it more every time he climbs into it. He and I went to Wanaka for lunch with friends recently, down there at 8,500 ft and back at 9,500 ft and just 1 hour 35 minutes each way.

I'm sure there must be more than a few lapsed-licence flyers out there like I was, who are unaware of just how easy and affordable it is to return to the skies. Do them a favour and tell them.

A particularly special thanks of course goes to my friend Clem at the Kirwee Field Days who pointed me toward that far row.



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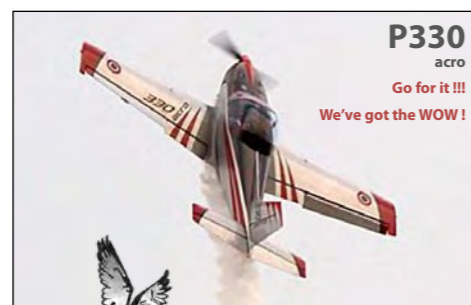
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I REMEMBER when I first laid eyes on it. NASA had just parachuted a couple of robot rovers onto Mars, and my friend Mike told me he'd bought a gyrocopter kitset. 'Crikey', I thought, and pondered the connection. After inviting myself around to look at it, I saw the bright blue Pitbull fuselage flashing its seductive and almost piscine¹ curves while sitting on its conventional undercarriage. It's hard to say though whether the design can currently be called conventional. I mean, it used to be, back in the '20s, that every gyro was built with the engine on the front and undercart like a Tiger Moth. But now they park the noisy bit back aft and typically have 4 wheels; the Cessna-ish tricycle plus many have a little tiny one under the tail boom that shouldn't really be needed - and we should pretend doesn't exist because needing a training wheel both fore and aft is endearing but a little bit embarrassing. The upshot being 'conventional' has become 'unconventional'. So, people stare at the Pitbull unsure if it is a contemporary of the Wright Brothers or the Dreamliner. Did I mention the curves?

Anyway, back in the garage among the bits, Mike was full of enthusiasm and it seemed that the build was straightforward enough that he would be airborne in no time at all. There was a Subaru motor, Dragon Wings rotor, prop, some instruments, and all the Pitbull bits. What could possibly go wrong? [Ummm, it was a kitset. Ed.]

Life for me took a few twists and by the time I caught up with Mike again about a decade later, I found the Pitbull hadn't got a lot further. It's one thing having a kit that is a tab-A-to-slot-B kind of

process, and another where you've got the bits but you didn't get quite enough instructions and the bits aren't quite fitting as they should and the motor needs work. Then there are employment and life issues and so on and so on. The statistic I've heard about home-builts is an average of ten years and three owners from concept to first flight. I don't know if that's the truth or just a vicious rumour started by a bitter spouse but it doesn't seem too wide of the mark to me. For another few years then I would sometimes look at that container at Mike's place and ponder the contents.

A few more twists had me living in Whangarei and joining the fine folk of the Whangarei Flying Club. One of the more prominent members there is Rusty Russell who has been instructing in gyro and fixed wing aircraft with much enthusiasm. He's been teaching in his own gyro and in the Dargaville Aero Club gyro, but the WFC didn't have any machine that a gyro tyro could wrangle for personal use. This prompted a discussion about the aforementioned container - and local pilot/engineer Brian Taylor was nominated as a top bloke to pester. He was duly pestered and

responded positively. Time to talk to Mike again.

Apparently closure is a good thing, and Mike wanted it bad. "Okay Mike, what bits have you got?" I asked. "Well," he said, "The rotor blades are worth something. The kit is all there. The motor exists but might be better as a mooring. No exhaust. No gearbox. Not many instruments. No radio." Doing some quick sums in my head I determined what these missing bits might cost - carry the 9, multiply by 3, add the 4, square the circle - about the GDP of Saudi Arabia before oil crashed. I might have been a bit out, but it did seem like the quick little build was going to be much more complicated and expensive than hoped. It wasn't looking so feasible anymore.

Brian was not one to be put off so easily. "I've got bits I can use. We can make it work," he declared confidently and with trailer in tow we went and visited the container of legend, bringing many bits of Pitbull back home. With Mike he worked through the stack of parts and found various things Mike had long forgotten. There were good surprises, like extra instruments, and bad ones, like the prop being a pusher instead of a puller. The rotors were in a long wooden crate that protected as well as a time capsule, or would have had a small piece not fallen off and allowed rats to live within. It look like things really had turned to poo but Brian courageously fought through the rodent residues and found serviceable blades beneath. His eyes still glaze and twitch slightly as he recalls the task.

Back at Brian's mountain lair (his 300m home strip has a 1:5 slope!) he set to work. This is where someone who has an eclectic collection of aviation detritus really shines. "No motor? No worries,



The first American designed Pitbull Gyro for the NZ Register



I've got this one from a powered parachute that has a gearbox and is about the right size." This motor could surely tell a sad tale - with its tightly wrapped chute cords around the shaft. You can just picture a despondent pilot staring at a pile of noisy thrashing laundry and slowly undoing the harness while a spouse rolls their eyes nearby. However this meant there was a Rotax 503 50hp engine for the asking. It also came with the remains of a Quicksilver microlight that yielded the seat cover, rudder cables and a selection of bolts.

Brian diligently got in touch with the designer and asked if 50hp would be enough. The reply was "Yes, if you're under 100kg and at sea level." So, not a lot to come and go on but it should work. The manual was terse but adequate for the build, and after constructing a fuel tank and making the rotor head fit the rotor blades, things came together fairly well. Engine start is by a lawnmower-style pull cord mounted on the mast. There are toe brakes on the pedals and fully steerable tail-wheel so ground handling is good. The electric pre-rotator will get the rotor up to about 50% of flying speed, so we're optimistic Brian will get to 100% before the end of his short home strip.

At this stage in the process we don't have a lot of hard data on performance. The general handling characteristics seem to be solid in all regards, except that yaw stability is somewhat lower than desired. It may be that the low-end engine power is a factor in this as it means reduced slipstream and flying speed. Most modern gyros with substantial enclosures have triple fins to enhance control authority and stability so they will be an addition here too. Comments on forums indicate this change will not be unique to RUN. Also the undercarriage poles on the side of the fuselage are aerodynamically disruptive and can be easily streamlined with fairings so that aft airflow is less turbulent. A larger engine may also be employed; Rotax donations are welcome.

Flying is underway however, and once everything has been tweaked to his satisfaction Brian intends to write a more technical report on this striking aircraft, and then he'll be stealing the show wherever he takes it.

¹ It means 'pertaining to fish'. Recall the very excellent book "The Life of Pi". The movie was ok, but as always, the book was better. Ed.



Rusty Russell at the controls. It's great to see a non-pusher configuration gyro flying in NZ. This is how they used to be, before Bensen popularised his basic and cheap-to-construct open frame version, necessarily thus powered by a pusher engine to avoid prop blast on the pilot. Subsequent 'copies' of his design stuck with the pusher theme and latterly added full enclosures - oblivious (in your Editor's opinion) to the facts that make a correctly configured tractor version a more stable, safe and efficient aircraft to fly if you're going to fully enclose it anyway. Why there aren't more such designs out there is a mystery.

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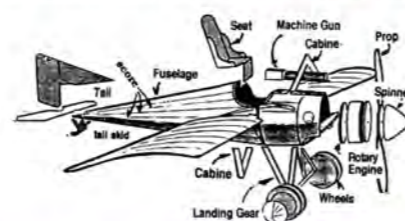
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contributed by Jill McCaw

KiwiFlyer

Kiwi Pilots Take on the World

I GIVE you fair warning, I'm playing the proud mother card in this column. My son Alex (24) is representing New Zealand, flying at the World Gliding Championships in Lithuania as I write this. Last December he flew at the World Junior Championships in Australia and did really well, looking set for a podium finish before a rough flight on Day Eight left him down the placings and finishing in 12th place. It was a fantastic effort for his first world level contest. This competition in Lithuania isn't just a step higher, it's more like the entire ladder. There are pilots at this contest who have been competing, not just flying, since before Alex and his team mate Nick Oakley were born.

Twenty-three-year-old Nick Oakley also competed at the Juniors in Australia with Alex. He has been in England since January and has flown there and in France in the build up to this contest, making him quite familiar with the European conditions. Nick is doing extremely well for a first "grown-up" World Class contest, currently sitting in 22nd place, roughly in the middle of the field.

Alex, sadly, isn't doing so well. He's sitting in 47th place out of a field of 49 with, weather depending, two more days of competition. But he's learning so much. He was very disappointed with his performance in the early days of the contest, but he determined to make the experience as valuable as he could. This seems to involve landing in paddocks and working on international relationships with the local farmers who have been very hospitable. He's learning a great deal about tactics from the old hands and familiarising himself with European conditions which will be useful if he decides to fly the next Junior Worlds next year (the last one he'll be eligible for before he turns 26). Alex is a mountain pilot who learnt to soar around the peaks and mountain waves of the Southern Alps. The Lithuanian flat, forested land with low cloud base is as foreign as the language.

National and World level gliding competitions aim for ten days of flying in a fortnight. In Lithuania the weather has been against them and they've managed only six flying days since the contest started twelve days ago.

The winner of each day is awarded 1000 points with everyone else's points scaled according to their speed, or if they don't make it home, distance, compared to the winner. The daily points are added up to find the eventual winner and it is possible to win a competition without actually winning a day. Consistent flying gives the best results. Gliders are handicapped to iron out the difference in performance between makes and models. There are also classes depending on wingspan, the presence of flaps, and at local level contests, there is often an unofficial class for newcomers to the sport. Alex and Nick are flying in the Club Class which is for 15m wingspan gliders with no flaps.

Gliders race around a course set each morning to utilise the

local weather conditions and the fastest home wins. Simple? Not really. To start with pilots can choose their own start time. The start gate opens fifteen minutes after the last glider in a class has been launched. This gives all pilots a chance to be established in lift before starting. It also allows for tactical timing as weather variables over the course, expected wind changes and so on can be used to

best advantage. With courses from between 150 km to over 500 km depending on weather and class, there are a huge number of variables that the racing pilot has to consider.

Tasks can be simple out and return or complicated courses with up to five or even more turnpoints. In the old days spotters used to go out to the turnpoints and visibly sight gliders passing over head. The advent of instamatic cameras meant that a photograph could

be used to verify a turnpoint had been rounded. It also meant that someone was up all night developing all the rolls of film before results could be finalised. Start and finish times were still done by teams of spotters with watches.

These days timing and turnpoint verification, precise position, height and speed along with unfortunate airspace infringements, is all recorded on loggers. A simple download at the end of the day and results can be finalised within a few hours of everyone landing back. If GPS units can take data and record it, they can also send it in real time and clever use of gizmos like SPOT trackers mean that the gliders' positions can be followed on the web. This means that the racing, happening miles from most onlookers, can be followed. It is exciting, immediate and for the first time since gliders became able to move away from the launch site, competitions are a spectator event. While we use this in all NZ contests and live tracking was used in Australia at the Juniors, unfortunately the technology seems beyond the organisers of the Lithuania contest.

Our boys may not win this competition but having them there competing at world level is still very beneficial for NZ gliding. Age is no barrier to the sport of gliding and these two young men may well be competing at the top level for the next fifty years. When they're 1st and 2nd on the podium at the Worlds in 2055 they'll still remember their first time at this contest.

For more information on gliding in NZ visit www.gliding.co.nz. For SoaringNZ subscriptions email: soaringnz@mccawmedia.co.nz



Above: Kiwi pilots Nick Oakley (left) and Alex McCaw (right), on the grid before launch at the World Gliding Champs. Right: Friendly Lithuanian locals help Alex after a land-out.



Growing the Pie

The 2016 Flying NZ Conference

THE Flying NZ AGM and Conference was held at the Hamilton Airport Conference Centre on July 8 and 9. We had 24 member clubs represented. The AGM was routine with the main remit creating an additional membership type to allow non-profit organisations which are not presently incorporated societies, to become members.

At the conference dinner, we acknowledged and honoured the efforts of individuals and organisations for their contribution to the success and development of sport and recreational aviation activity in New Zealand. The Bay of Islands Aero Club was awarded the Flying NZ 2016 Safety Award which was accepted by CFI John Nicholls. The Club Service Award was presented to the Waitomo Aero Club. Flying NZ Individual Service Awards were made to Daniel Campbell, Richard Small, Liz King, Roger Cruickshank and John Brunskill for their contribution to sport and recreational aviation and Flying NZ, over many years. After dinner, guest speaker David Bennett, Auckland Aero Club President and Air New Zealand Airbus A320 Fleet Manager, spoke about his current role activities including the focus airlines have on ensuring that aircrew candidates have a passion for the aviation industry. He also spoke about growth within the Asia-Pacific airline industry and the potential demand for aircrew and engineers in coming years.

The first presentation on conference day was from Wendy McPhail, a consultant with a focus on customer service. Consistent with the theme of 'Growing the Pie' she spoke of the paramount need to ensure great customer service. Wendy highlighted the potential to use more modern technology and terminology to help attract younger people into club membership. While several clubs do utilise some aspects of on-line bookings, text messaging and Facebook for communication, there are also many for which the concepts are new. Having secretly tested her local club's version of an Introductory Flight experience, Wendy also stressed the importance of giving new and prospective members a full explanation of things that established members may take for granted.

The CAA was well represented at conference. Rex Kenny explained how the system is moving away from Technical Standard Order / Certified equipment, towards more performance-based parameters which are opening up possibilities for new providers (Dynon Avionics being an example) to supply product into certified aircraft. Rex also spoke of Rule Part 61 changes, as well as Recreational Pilot Licence restrictions being lifted to allow helicopter flying and glider towing. Separately, CAA also gave an overview of the process of accident and incident investigation,



Flying NZ Individual Service Awards were presented by President Rob George to (top to bottom): Roger Cruickshank, Liz King, John Brunskill, Daniel Campbell and Richard Small.

and the need for organisations to maintain an up-to-date Emergency Plan which staff are familiar with. Safety Management Systems (SMS) were also discussed along with timeframes for implementation by certificated clubs.

Bill McGregor and Marc Brogan gave a presentation on 'The Aviator as a Professional', reinforcing the fact that instructing should be a worthy career (rather than a stepping stone) and that instructors must be professionals promoting aviation and safety in parallel, in the same manner as an airline pilot.

The new Chairman of the Flying NZ Instructor Council, Jeremy Ford, presented a very useful new 'Instructor Guide', to aid understanding of the requirements of the position for new (and existing) instructors. This is now available from the Flying NZ web site.

Arden Jennings, CEO of Aviation and Marine Underwriting Agency, spoke of the importance for all organisations to have adequate liability insurance cover (generally a minimum of \$1m) and the differences between New Zealand's Accident Compensation system versus the 'rest of the world'.

The Aviation Gateway Programme was promoted to clubs by Alan Moulai, Aviation Sector Advisor with ServiceIQ. This very successful programme helps to connect aero club activity with Year 12-13 school students who have expressed an interest in aviation.

Hawker Pacific gave a presentation on their aircraft and support offering, particularly outlining the advantages of operating modern aircraft with diesel (Jet A-1) powered piston engines.

A refreshing presentation was given by Peter Merwood, Secretary of Kapiti District Aero Club, who spoke of the club's restructuring and subsequent prosperity following a significant decline in activity. Working cooperatively with the local Council, the club moved to new buildings and undertook numerous new initiatives thanks to the hard work of members. The culture of the club changed dramatically, as did member participation, and the club is now achieving some 3000 flying hours per year.

The Flying NZ Conference was a nicely focussed event and covered numerous issues of importance for helping to keep sport and recreational aviation alive and well in New Zealand. Sincere thanks to all those who contributed and participated this year.

Paul Drake
Vice President, Flying NZ
www.flyingnz.co.nz

(Thanks to Ian Kirkpatrick for the images.)

NZ Recipients of FAI Air Sport Medals

THE Federation Aeronautique Internationale (FAI) was founded in 1905 and is now an organisation of more than 100 member countries. It is non-governmental and non-profit making, with the aim of furthering aeronautical and astronautical activities worldwide, ratifying international records and coordinating the organisation of international competitions. The FAI has a suite of international aviation awards that are presented annually to deserving aviators from all air sports disciplines. In New Zealand, Flying NZ, as the member organisation, calls for annual award nominations in April. These may be submitted by all affiliated Air Sport organisations in New Zealand and from Aero Clubs affiliated to Flying NZ.

An FAI Air Sport Medal can be awarded to individuals or groups for outstanding services in connection with air sport activities, training and educating new pilots, or for promoting aviation in general, especially with regard to young people. Four New Zealanders received the medal at the Flying NZ Conference Dinner held at Hamilton in July. A fifth NZ medal was presented to David Hamilton via a special private presentation at his home in England.

An abridged record of the 2016 recipients' contributions follows.

Pauline Hickey – Balloon Aviation Association NZ

Pauline has been involved in Ballooning in New Zealand for over 20 years. She has trained many pilots and ground crew, helping to increase the number of people involved in the sport. Pauline was the Balloons over Waikato NZ Champion in 2003 and took part in the 2010 World Hot Air Balloon Champs in Michigan USA, making her the first woman from New Zealand to compete at world level.

Pauline has also been involved with the Balloon Aviation Association of NZ as Treasurer and Secretary, and is a representative for the FAI Women in Aviation Association.

She is a founding and active member of the Waikato Balloon Club, and in April 2013 set the New Zealand Woman's Altitude record ascending to 11,409ft ASL.

Kevin Botherway – Model Flying NZ

Kevin Botherway has been a driving force in NZ aero-modelling for more than 25 years. He has served on club committees and as Captain and President, as well as being Competition Manager for over eight years at the national level. He is the longest serving national council member of The NZ Model Aeronautical Assn.

Having felt the need to arrange contests in NZ, particularly in Radio Controlled Soaring, Kevin has run over 100 contests, helping to make New Zealand very competitive on a world level. He has arranged trans-Tasman contests and encouraged local pilots to travel and compete in FAI contests worldwide.

Kevin has represented New Zealand on dozens of occasions at international aero-modelling competitions and has been a driving force in Gold and Silver medal teams on three occasions.

He has mentored and encouraged dozens of newer pilots by providing guidance along with infectious enthusiasm and humour.

Roger Cruickshank – Flying NZ

Roger Cruickshank was introduced to the Middle Districts Aero Club by his grandfather at a very young age. He developed a passion for flying and soloed at 16 years of age. Roger gained a PPL and built up hours by towing gliders and competing at club and RNZAC competitions.

Some years later Roger gained his CPL and attained B-Cat Instructor status with the Manawatu Aero Club. He was employed by the Waikato Aero Club in 2000 and became their CFI in 2004. In 2009 Roger achieved the ultimate in his flight instruction career by attaining his A-Cat rating. Roger enjoyed working with young pilots and watching them move into industry, and also recognised the need to foster the club's recreational and sport flying – actively encouraging pilots to participate in club and Flying NZ competitions. He has served as a Events Judge, Chief Air Judge and Officer in Charge of Flying at Flying NZ regional and national competitions. Roger has also served as Chairman of the Flying NZ Flight Instructor Council.



New Zealand's FAI Air Sport Medal recipients. Left to Right: Kevin Botherway, Stan Smith, Pauline Hickey, Roger Cruickshank.

Stan Smith – Flying NZ

Stan is a well-known identity on North Shore Airfield having been involved there from its inception. He invariably spends seven days a week at his hangars, busily rebuilding historic vintage aircraft or maintaining them for customers.

Stan gained his PPL at age 17, and his career includes work as an airline Flight Engineer, a Licenced Aircraft Engineer, Flying Instructor and 'go-to' guy for any information on vintage aircraft – especially de Havilland for which he is regarded as a worldwide authority. Much of his time now is given to the advancement of flying in general and the preservation of valuable aviation history.

Stan was one of the two founding members of the Amateur Aircraft Constructors Assn. (now the Sport Aircraft Assn.). He was also one of the founding members of the NZ Warbirds Association and carried out much Harvard 'civilianising' when they were released from the RNZAF. For a time he was the owner of ZK-WAR. Stan is actively involved with the RNZAF Historic Flight, in particular with their DH Tiger Moth.

Notably he rebuilt the only flying Avro 631 Cadet in the world which he delivered to the Irish Defence Force in 2007. There it was accepted by Brigadier General Ralph James and Stan gave Ralph his rating in the aircraft at Casement Military Aerodrome in Dublin.

David Hamilton – England

In 1987 David hosted and organised the World Precision Flying Championships in the UK. There was a NZ team competing, possibly for the first time, and it was here that a thirty year association with New Zealand began. Because it was not practical to send a NZ representative to CIAG (General Aviation) meetings in Europe, David offered to be that NZ delegate on the local representative's behalf and has remained in that role since.

David's FAI service has been extensive, including as President CIG 1997-2016, and becoming FAI CIG President of Honour 2016.



The PBY-5A Catalina overhead and then landing on Lake Wanaka - Favourite images from Warbirds Over Wanaka 2016.

John McCaw photographs.



Would you like to fly for Air New Zealand?

EVERY year towards the end of August the Air New Zealand Aviation Institute holds a 'Pilot Career Open Evening' for budding pilots and their families to attend. This year, two events were held a week apart at the Institute bases in Auckland and Christchurch. Also exhibiting at both events were the four Aviation Institute Training Partners, being Massey University School of Aviation (Palmerston

North), Southern Wings (Invercargill and Ardmore), Nelson Aviation College (Nelson), and the International Aviation Academy of New Zealand (Christchurch). KiwiFlyer went along to the Auckland event this year and came away impressed.

The first clue to the event's popularity was the considerable number of cars and buses parked on the roadside. Two sessions were run, one at 5pm and the other at 7pm. The 5pm one we attended contained at least 300 people, mostly teenagers learning about aviation as a career option, but also a good number of parents. I wondered how many of the parents might have been quietly wishing they'd attended something similar a few decades ago.

Chris Kriechbaum, Boeing 777 Captain and Manager Pilot Development Programmes led a presentation that covered all of the background information any potential airline pilot (or their parents) might have wanted to know. Of course much of the information is available online from the Aviation Institute's own website, but nothing beats hearing it presented in a personal manner from someone who has been there, done that, and is now at the peak of their career. The talk also provided for a good amount of interaction with numerous questions from the floor throughout.

Often, published material goes into plenty of detail about the requirements and process of achieving a qualification or career, assuming one has already decided that is indeed the career they seek. It was undoubtedly useful for many present to hear about the lifestyle that comes with an airline career, both the good and bad

aspects and the sacrifices and expectations within.

Given New Zealand has one national airline, and Air New Zealand is thus a preferred option for many pilot trainees,

it was also particularly useful to hear of their selection criteria, scale, pilot demand, and internal promotion processes. It was also very interesting to learn about the 'life of a domestic pilot' versus the 'life of

a long-haul jet pilot', and the opportunities to move within the ranks once accepted and on-board with the company.

In this short article we can't detail the entire presentations given, suffice to recommend anyone contemplating an airline career should attend an event like this when the next opportunity permits (keep an eye on the Aviation Institute website). However some of the numerous points of interest from the presentation are below and do offer a small insight into a flying career with Air New Zealand.

Things you might be interested to know

Air New Zealand currently employs close to 1500 pilots across three airlines.

Most people are aware of the 'experience gap', whereby having acquired your various licences you need to acquire experience before achieving the minimum Air New Zealand application lodgement criteria. This varies with demand for new pilots but is currently placarded on the careers.airnz.co.nz website at a very low 500 hours for a regional airline position. Minimum criteria also include respectable 'fit and proper person' requirements. Beware. There were some justifiably concerned questions asked about demerit points on your driving licence.

It's apparent that if you want to get to the top of the ladder you have to start early. Air New Zealand promotes only from within and your ability to 'bid' for an available position within any one of their airlines depends on your length of service. Of course you also then need, and are competing with others on 'merit', but if you want a seat at the table you'll have to

have the 'seniority' points to bid with first. And that clearly means getting your foot in the door as soon as you can, and bidding your time while experience (and length of service) accumulates. Staff movement between airlines however, is solely merit-based.

The lifestyle has good and not so good aspects, all depending on your perspective. A domestic pilot could be away from home every second night and will get 8 days off per 28 day roster. Starting salaries aren't too bad, currently between 53 and 73k for a Year 1 First Officer with Air Nelson or Mount Cook Airlines, depending on the airline and your ATPL qualifications.

Be warned that the airline market, although incredibly buoyant currently, is historically incredibly cyclical. In a downturn, promotions can stop for long durations and you could be stuck in the same role for perhaps 8 or 9 years, albeit with gradually increasing salary. Equally, in an upturn, there could be multiple promotions within that period - although there are rules about staying on type in a fleet for a time (two years for example) following a new type rating. And once you're flying that type, you're only flying that type until the next promotion.

A short-haul pilot flying an A320 domestically and through the Pacific can expect 7-10 overnights per 28 day roster, and 10 days off within. An A320 First Officer currently earns circa \$115k.

By comparison, a mid to long-haul pilot might have up to a 10 day stretch away from home on some routes. You'll be doing a lot of night flying which requires self-preparation to be ready for work (afternoon sleeping for example which sounds delightful but isn't). You'll get a minimum of 10 days off every 28. As a long-haul Second Officer (can fly above certain altitudes but not allowed to land or take off) you'll currently earn just over \$100k, moving to 150k+ as a First Officer. Chris wouldn't tell us what the Captains earn.

What are the current prospects? Airlines are growing like never before thanks to the burgeoning middle class in countries such as China and India. Boeing expect their world fleet and passenger numbers to double in the next 20 years. The bulk of this new demand is, lucky for us, in the Asia/Pacific region. CNN recently reported that if China employed 100 new pilots every week for five years they still

wouldn't have enough people to fly all the planes that will be there. So the future looks good, particularly if you also consider that due to long periods of nil employment in recent decades, Air NZ's current pilots are biased towards the retirement end of the spectrum. But how to make yourself stand out as an Air New Zealand candidate?

Chris took the audience through the stages of 'Student Pilot', 'Preferred Pilot', the 'Experience Gap', and then becoming an AirNZ turbo-prop Pilot. Three have obvious explanations. The 'Preferred Pilot' is one who has trained with one of Air New Zealand's 'Preferred' Flight Training Organisations. These partner organisations were mentioned at the start of this article. Of course, merit comes into the equation and arguably is the most important part of it, but all other things being equal, the preferred pilot at the time of selection will be as the term prescribes, and you'll get one of the earlier seats at the interview table. Just make sure you've got all your other necessary attributes aligned as well. These include: Passion, Stickability, Resilience, Determination, Responsibility, Discipline, ability to Learn, having a Steady Personality, ability to Communicate, and more. You also need a Class One medical and the right qualifications. The real message is that if you seek this career, you need to have already started applying these things in your life - now. They aren't attributes you can switch on for the job interview.

Chris then went through the various licences, qualifications, and experience requirements - all of which can be quickly found online, hence aren't repeated here. One thing is worthy of repeating however and that is the stickability word. It could easily take you five or even ten years to fill the 'experience gap' and you'll need to be prepared to leave home and work anywhere, doing nearly anything, for nearly nothing, to get those valuable hours into your logbook. That experience gap is almost a rite of passage in the commercial flying industry and certainly sorts the keen pilots out from those who aren't keen enough. It can be a hard time, but nearly every commercial pilot out there is sure to tell you the rewards have been worth it.

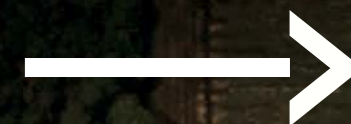
For more information on an Air NZ career, visit www.aviationinstitute.co.nz or www.careers.airnz.co.nz or speak to any of the aforementioned flight training providers - all of whom have content and contact details in the pages that follow.

The KiwiFlyer Guide to Aviation Training

Supplement Edition

September 2016

**Including
Fixed Wing
Helicopters
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About this Guide

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 an inspiring article by Mark Woodhouse reflecting on the gift of flight. There's also many snippets of wisdom amongst the various training provider profiles.

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. Aviation training is not 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. How about an aerobatic or floatplane rating to add some variety to your flying?

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: michael@kiwiflyer.co.nz with their details.



Thousands of professional pilots learned to fly at their local Aero Club. Recreational flyers are welcome too. Join others with a passion for aviation at any of these locations.

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Waikato Aero Club
Tokoroa Aero Club
Waitomo Aero Club
Taumarunui Aero Club
Hawera Aero Club
Wanganui Aero Club
Gisborne Aero Club
Hawke's Bay & East Coast Aero Club
Dannevirke Aero Club
Wairarapa Ruahine Aero Club
Kapiti Aero Club
Wellington Aero Club
Motueka Aero Club
Nelson Aero Club
Marlborough Aero Club
Kaikoura Aero Club
Canterbury Aero Club
Mid Canterbury Aero Club
South Canterbury Aero Club
North Otago Aero Club
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Omarama Aero Club
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South Otago Aero Club
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Fly for fun or fly for a career. Aero Clubs will assist you to achieve your aviation goals.

For more information visit: www.flyingnz.co.nz or phone Karen Groome on 0800 422 635

IAANZ Training from International Airport

WITHIN the purpose built flight training facility sited opposite the terminals at Christchurch International Airport, students with a career goal and passion to be a professional pilot study, fly and socialise in the environment that fired their ambitions.

The International Aviation Academy of New Zealand, IAANZ, has some exclusive benefits that help their students progress smoothly through their chosen courses. Training from an international airport is the obvious one, for multi-crew coordination IFR training in particular, but a wide range of experience is gained from also operating out of 500m runways as is the case at IAANZ's exclusive satellite airfield five minutes away at West Melton. Rangiora Airfield adds a third base to the mix and provides quick access to mountain flying terrain.

At Christchurch a team of engineers provide on demand service and expertise to maintain IAANZ's modern fleet of glass cockpit and analogue aircraft. Safety is their Number One priority. Soundproof air-conditioned lecture rooms, individual briefing rooms and flight planning areas are all under the same roof, not

to mention the lounge with an unparalleled view of the airport's runways. External ASL examinations are conducted on site.

As an Air New Zealand flight training partner, IAANZ offers an Airline Integrated Course run by the airline, which is part of the NZ Diploma in Aviation (Aeroplane) – airline preparation qualification run by the Academy. Along with Air NZ, IAANZ is well connected to other international airlines – a benefit for both domestic students seeking a career overseas and international students who have selected IAANZ because of its quality of training standards.

"We are always striving for the highest possible first time pass rate for all our students," says CFI/Head of Training Nathan Clarke. Frequent intakes means class sizes are small and an in-house mentoring programme gives one on one help to any student.

"The student is our customer, the customer comes first. Our course numbers are small enough to provide individual attention but large enough to respond to industry needs. It's a fine balancing act we're constantly attuned to," he says.

The Christchurch lifestyle, being part of the rebuild of a modern city, the proximity of mountains and sea all add up to a place of choice for trainee pilots at IAANZ.



Three A Cat Instructors at IAANZ are, from left, Nathan Clarke (CFI/Head of Training/Examiner), Jason Hobday (IFR Team Leader/Examiner), Jeremy Ford (Deputy CFI/Examiner).

Student Loans available Jan 2017

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Employment Outcomes is our Focus at Ardmore Flying School

WHEN training to enter the aviation industry as a pilot, what is always the biggest challenge for young graduates?

Your first job, right? Getting your first start. Unfortunately, the industry is littered with budding young pilots who struggle to find their first opportunity after completing their training, many of whom leave the industry. That's why it's very important to ensure your training provider is focused on employment outcomes.

A lot has happened in this regard over the last 12 months at Ardmore which is home base to Ardmore Flying School and its subsidiary company, Ardmore Helicopters.

Whilst maintaining its position as one of New Zealand's largest trainers of domestic students, Ardmore Flying School has also been very focused on international markets, particularly in the Asia/Pacific region. This focus has seen the number of international students training at Ardmore increase through the schools relationship with international partners. A significant upside of these new international relationships is an increase in aviation job opportunities for recently trained graduates.

As a result of this strategy, Ardmore Flying School CEO Mike Newman believes that in the foreseeable future, through its very successful internship programme, the school will be able to employ directly or facilitate the employment of many of its graduates either here in New Zealand, or at an overseas base. In fact, the school now encourages ALL its students to complete the double NZ Diploma in Aviation programme in both Airline Preparation and Flight Instruction. With this qualification, a graduate will be ideally positioned to take up one of the different opportunities available.

During the last six months, the number of internships available to suitably qualified graduates from Ardmore Flying School has been ramping up. With the national airline (as well as others) also now aggressively recruiting experienced instructors for their turbo-prop cockpits, the time is right to pursue a programme that will offer you a significant opportunity to build your aviation career.

Mike is very interested in talking to young, enthusiastic wannabe aviators who wish to consider the school's courses and discuss the employment opportunities becoming available in 2017/2018.



Our fixed wing fleet includes Cessna 172s and Beechcraft Duchess Be76s.



Helicopter training is carried out in robust and stable Schweizer 300CBs.

But wait, there's more?

Yes, these opportunities don't just happen in the fixed wing world. The helicopter industry is also seeing pressure coming to bear on pilot numbers, as industry growth and workforce retirements create employment vacancies.

The recent acquisition of Ardmore Helicopters Ltd. by Ardmore Flying School sees the same opportunities becoming available for rotary wing pilots. A recent deal between the Flying School and a leading South East Asian helicopter operator will create a number of graduate pilot opportunities from 2017 onwards. Ardmore Helicopters will also be seeking applications for helicopter instructors as the school seeks to fulfil new pilot training commitments made to international customers.

Courses & Qualifications

Ardmore Flying School delivers the New Zealand Diploma in Aviation programme for both fixed and rotary wing aircraft, including the following components:

- ➔ Private & Commercial Pilot Licences – Fixed & Rotary Wing
- ➔ Single & Multi-Engine Instrument Ratings
- ➔ New Zealand Diploma in Aviation (NZDipAv) in General Aviation (Level 5)
- ➔ C-Category Flight Instructor – New Zealand Diploma in Aviation – Flight Instruction (Level 6)
- ➔ Air Transport Pilots Licence Examination Credits – New Zealand Diploma in Aviation – Airline Preparation (Level 6)
- ➔ Multi-Crew Integration Course – MCIC - New Zealand Diploma in Aviation – Airline Preparation (Level 6)
- ➔ Basic Gas Turbine (BGT)
- ➔ GPS Ground Courses

More about Us

Ardmore Flying School and Ardmore Helicopters have more than 80 combined years of pilot training behind us. We pride ourselves on innovative thinking and an excellent reputation for providing well-trained graduates to airlines and the aviation industry. Our fully-integrated tailored flight-training programmes transform students into strong, decisive and skilled pilots, capable of operating at the highest levels in the ever-changing commercial

and corporate sectors.

We operate more than 20 aircraft including Garmin 1000 equipped Cessna 172s, Beechcraft Duchess Be76s, Schweizer 300 CBI helicopters, plus Frasca twin-engine and King Air Turboprop simulators. As well, we have access to numerous other aircraft for training and type ratings, including turbine powered helicopters.

Our briefing rooms and air-conditioned classrooms are equipped with the latest electronic teaching aids.

Obviously we're located at Ardmore Airport in South Auckland. You'll be training at the busiest airport in New Zealand which isn't at all as daunting as it might sound. In no time you'll become familiar with protocols and relaxed amongst traffic. Those are very important skills that might otherwise take years to develop. Weather conditions at Ardmore rank among the best in NZ with only the very odd day where operations have to be cancelled due to adverse weather. The local training area and surrounding districts offer diverse topographic and climatic conditions. Our helicopter students benefit from operating in the nearby Whitford Forest and Hunua Ranges, and for more mountainous terrain the Coromandel Ranges are only a short flight away.

Pilots trained by Ardmore Flying School and Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including airlines, charter, rescue, tourism, agriculture, commercial, corporate and utility operations.

We are NZQA approved and hold CAA Rule Part 141 approval for flight training. Student Loan funded training opportunities are available but are limited so early application is recommended for these sought after training positions.

Visit and Fly

If you have ever wondered about becoming a fixed wing or helicopter pilot then call in and enjoy 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 if you're trying your hand at helicopter flying, you'll also get some time hovering, as well as an auto-rotation demonstration. When we're back on the ground we'll debrief and answer any questions you have. Take some time to look around and meet our experienced and friendly team. You might like to also talk with other students already on their way toward a career in aviation..

For more information

For more information on our fixed wing or helicopter training and employment pathways:

- ➔ Visit www.ardmore.co.nz or look us up on social media
- ➔ Call 0800 Ardmore or email: info@ardmore.co.nz
- ➔ Or come in and chat with one of our friendly team members who will guide you on the path towards aviation success.




HELPING YOUR CAREER TAKE OFF



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"In today's aviation world we need to produce graduates who are well-skilled and have a disposition to succeed in team flying environments. Everything we do is focused on student achievement and your ability to succeed in your career as a pilot."

Phillip Bedford, CEO.

NZICPA is certificated to CAR Parts 141, 119/135, and registered with NZQA.



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Specialist MEIFR, RNAV and RNP Training available in Blenheim

BASED in Blenheim and flying out of Woodbourne Airport, RidgeAir specialises in advanced multi-engine flight training and CAR Part 135 charter operations.

Operating highly-equipped Piper Seneca IV and Cessna 402C aircraft, their niche market over the past six years has been IFR renewal and upgrade training, initial Multi-Engine Type Ratings and subsequent type training for pilots who are contemplating working overseas and see the benefits of travelling with a Cessna 400 series rating on their licence.

RidgeAir can also provide full training for initial Multi-Engine IFR ratings including NDB, VOR, ILS and RNAV applications. RNP training will soon be added to this list once a further avionics upgrade to Dual GPS Garmin 650 series units is completed.

RidgeAir's Seneca provides for an ideal and cost-effective training platform that allows trainees to gain experience utilising the full gambit of modern technology. The aircraft is fully de-iced with wing de-ice boots, prop heat, windshield heat, and radar. It is fully equipped with GPS RNAV dual left and right pilot/co-pilot instrumentation and also has factory installed oxygen for high altitude flight. Trainees gain additional experience operating with retractable undercarriage, constant speed propellers, and turbo charging which takes the piloting to the next level.

Chief Flying Instructor at RidgeAir, Ross McCullum has a wealth of experience in training and airline operations, having been the Head of Training and Standards for a major regional airline based in Queensland Australia. Ross says, "I like to keep it simple and practical and to encourage students to take a commercial approach to their flying." By 'commercial approach', Ross means that he provides and trains for the proper use of scan flows and checklists to streamline preparation and departure - so when the flying starts it is as close to a professional approach and flight as it can be. Ross explains: "I see other trainees spending 15-20 minutes on the ground with engines running prior to departure. It's a bit like watching paint by numbers. The student should have learned and been prepared to get in the plane and immediately complete an efficient scan flow and checklist process. Then be ready to go just as if it were a commercial charter." As a charter operator himself, he knows that is what employers are looking for. Ross says that when done correctly and efficiently, these skills will make the prospective employee pilot shine above the rest of the job candidates when they are having that all important job interview and check or sim ride.

Word gets around quickly. RidgeAir have trained nearly 50 students over the past six years, many of whom are now working full time as airline pilots or flying IFR Charter operations. To name a few, his prodigies include flight crew now working for Air New Zealand, Virgin, Air Asia India, Air Chathams, Air Rarotonga, Air



RidgeAir's Cessna 402C (above) and a Piper Seneca are both highly specified aircraft, used for training and charter duties.

Napier, Life Flight, Tasman Aviation, Air Milford, Sounds Air, and more.

RidgeAir can provide students with comfortable self-catering accommodation and transport during training in Blenheim. All charts, headsets, and landing and airways fees (aside from Wellington) are covered in the aircraft rate.

All training at RidgeAir is undertaken on a one-to-one basis. Students should allow 5-6 days or less for upgrade training, or 2-3 weeks if completing a full rating. For more information contact Ross directly on 021 246 2544.

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Cost-effective training with NZ Aviation

THE team at New Zealand Aviation take pride in their ability to offer airline quality training at a very cost-effective rate. This is achieved thanks to a combination of airline-experienced senior instructors dedicated to passing on their passion for flying, combined with operating from lower-cost airfields such as Matamata and Whakatane. These locations are only minutes from controlled airspace, yet have negligible taxi times, holding times, or landing fees. Training at Matamata and Whakatane is faster, safer, and more efficient than at big-city neighbours Hamilton or Tauranga.

Already operating a modern fleet of aircraft, New Zealand Aviation also has a significant expansion programme underway. Two Jet A-1 powered Cessna 172s are on the current flight line – one with a Garmin G1000 glass cockpit – and three more are on order for delivery over the next 20 months. There is also a Diamond DA42 on order to support their existing Tecnam P2006 on multi-engine training duties. A Victa Air Tourer completes the line-up, available primarily for aerobatic training.

As well as expanding the aircraft fleet, New Zealand Aviation is also expanding its footprint. In October 2016 an 'Advanced Flying

Centre' will open at Whakatane Airport. Approvals are being sought from NZQA to offer Diplomas in Aviation (Flight Instruction, Airline Preparation and General Aviation) at the Whakatane base, with the first course intake expected to occur in June 2017. The Advanced Flying Centre will handle all Multi-Engine IFR and

Instructor Rating Training, as well as catering to the local market of people wishing to gain their commercial pilot licence and onwards qualifications.

Student to instructor ratios are deliberately kept low at New Zealand Aviation, allowing plenty of time for one-on-one mentoring and tailoring training to suit each individual's requirements. New Zealand Aviation maintains a tradition of the company to teach flying in a hands-on, experiential manner,

so that students graduate not just with a freshly printed licence, but fully ready for the next step in their aviation career ladder.

For more information contact Mitchell Coombe on 021 453 410, email: admin@newzealandaviation.com, visit www.newzealandaviation.com, or call in to see us at Matamata for a tour of our facilities and an introductory flight. We look forward to meeting you and to helping launch your aviation career.



Individual support is always available at NZ Aviation. Flying Instructor Zarah Aranha is pictured at right working on navigation theory with a student.

Learn to fly at Matamata and Whakatane with New Zealand Aviation.
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 Based at Matamata ➤ Advanced Flying Centre at Whakatane opens 2016 ➤ Diploma in Aviation commencing in 2017

Mitchell: 021 453 410

E: admin@newzealandaviation.com

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Heliflite Charter and Training

TO BECOME great at anything you need to know your equipment inside and out. Based in 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 and NZQA.

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 and R44. We offer full training course packages in the R22 and R44 helicopters, as well as type ratings Bell 206 turbine machines.

We are also certificated by NZCAA to provide Robinson Safety Awareness training, mandatory for all new R22 and R44 pilots, and a requirement for existing pilots from either December 2016 or June 2017 depending on operations performed.

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 CPL 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 other 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 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 plus B 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 Victa Lane, Ardmore Airport.



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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 opportunity permits.

PilotBooks and eBooks

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.

Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. To date the Flight Training Manual and Volumes 1, 4, 5, 7 and 8 can be purchased through the iBookstore. See www.waypoints.co.nz for details. [KiwiFlyer has sampled these on an iPad. They are

easy to use, very elegantly presented, well-illustrated, and include interactive question and answer sessions for each chapter, as well as links to Waypoints mock exams. Considering these are textbook, they have a great deal of visual appeal - the layout, fonts, and use of imagery is very good. Tools to view the different layers in each book (chapters, sections, questions, etc.) are all user-friendly. Text is searchable, and you can add highlights and notes to it for your own reference. It's also of course much more portable than a textbook and easy to refer to whenever the opportunity permits. If you're an iPad using aviation student, this is probably a study option that's perfect for you. And if you haven't got an iPad it's potentially enough justification to buy one.]

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.

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) and (H) subjects, for CPL Air Law and for Poff, for BTK, and for four of the seven ATPL(A) subjects.

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.

For more information visit:
Facebook.com/WaypointsAviation
or waypoints.co.nz where there's also a lot of free material (pilot notes and articles) available to download.



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Instructor Rating
Aerobatic Rating
Mountain Flying Training
BFRs

Monthly Club Trips
Buddy Trips
Competition Flying
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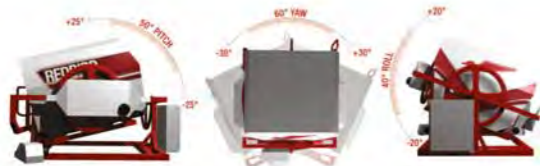
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NORTH SHORE

Helicopter Training & Flights

LOCATED JUST 20 minutes north of Auckland's CBD, North Shore Helicopter Training (NSHT) has a history as one of New Zealand's most respected helicopter training organisations. Student loan funding is available and the company has an enviable safety track record of training ab-initio through to instructor pilots. NSHT is approved by NZQA to offer the Diploma in Aviation to Levels 5 and 6, and are also certificated as a Part 141 Training Organisation by the CAA.

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's extensive domestic and international commercial and training experience is complemented by a team of instructing staff who are committed to excellence and training you to the highest standards.

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.

NSHT also offer a range of specialty courses for those who want to

Be awesome... Be a Helicopter Pilot

improve their overall flying skills or as an addition once a licence has been obtained.

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 encourages 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 5-7 day adventure packed NSHT heli-safari trips around our stunning country - so there really is something for everyone to scratch their aviation itch.

The team at NSHT look forward to welcoming you on the amazing, challenging and exhilarating journey of learning how to fly.



Student Loan funded NZ Diploma courses to Levels 5 and 6 • Contact us on 09 426 8748 or visit www.helittraining.co.nz

North Shore Aero Club

Auckland's Premier Flight Training Facility

Kick start your career with our NZQA Diploma in Aviation

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 two '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 it's 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.

Welcoming Friendly Environment

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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Reflections on the Gift of Flight

contributed by Mark Woodhouse

To quote an old Italian gent...

"When once you have tasted flight you will forever walk the earth with your eyes turned skywards, for there you have been and there you will long to return."

Leonardo da Vinci

MOST OF US vividly remember our first flight and our first solo, but there are always other flights we remember fondly.

I remember one night when I was flying solo in a Strikemaster jet, during my wings course training in the Air Force. I was authorised to 'generally' fly circuits, but we were permitted to vacate the circuit for rejoin practice. So after a couple of touch and goes away I went. The moon was full and the weather was fairly good, with about five eighths fair weather cumulus cloud (the cauliflower looking stuff). As I departed the circuit and climbed to visual conditions above the cloud the most spectacular conditions greeted me; the moon was illuminating the edges of the cloud - the

classic silver lining. I spent the rest of the sortie playing around the clouds having an absolute ball. Literally wheeling and soaring in the moonlit silence, and even did a few aeros. Magic! On landing my instructor debriefed me, and had a little glint in his eye as he noted that it had taken me a while to rejoin. I suspect he might have been watching on the ATC radar.

My first real IMC flight as PinC (that is on my own, solo, sans instructor) focused my mind big time. Again it was in the Strikemaster, which has no auto-pilot, and I worked on my scan so hard the VSI didn't move. I had only ever seen that when the instructor was flying. In fact for many months I honestly believed there was an instructor/student switch which caused the aircraft to deviate wildly when I took control.

While I was flying out of Wigram in Christchurch, both on the Iroquois and the Airtrainer, I had a number of flights into the high country, often on days that you have to see to believe. The snow covered land, on a calm day, is breathtakingly beautiful. It washes away all of the world's troubles. Very good for re-aligning perspective.

I was seriously fortunate to have had some excellent instructors

over the years. And if you can, I strongly suggest you find and invest in the best instructors available. They are worth their weight in gold. One of my early instructors encouraged me not to be afraid to carry out a go around if I wasn't absolutely comfortable with the approach. He used to say "It's okay to give it away". His other saying was "Listen to the whispers". His guidance undoubtedly saved my life. I was number two in a helicopter formation flying a 270 degree pitch and break. In the latter stages of the manoeuvre I lost sight of the lead helicopter, and in my head I heard his voice. I applied collective and went around. Observers on the ground say that my skids were mere feet from the rotor of the lead helicopter. Had I delayed my decision the outcome may have been disastrous.

I remember arranging a flight with my son. He had about 40 hours but hadn't flown in a while, and I felt like getting a bit of air under my ... When the next day dawned it was eight eighths DS, low cloud base and only average visibility. He expressed genuine

sadness that we wouldn't be able to fly. No no no, but we will. We departed the control zone Special VFR and flew along the coast to the low flying zone at 500 feet and in the bad weather configuration. It was legal, and I was very happy that the weather pattern was not going to deteriorate and embarrass me. He manoeuvred the aircraft around the area for 20 minutes or so, gaining a true appreciation of much that we learn from the textbooks. On our return to the circuit we did a couple of touch and goes, then called it quits. He claimed it was the best flight he had done, and I believe him. Real weather experience is invaluable.

My wife has not previously been altogether enthusiastic about flying in light aircraft with me - I can't really blame her. I once asked if she wanted to come up and her response was "Why, are there shops up there?" Which is not at all fair on her (don't tell), as she has a great sense of humour. One day at the Walsh the Met man put a quiz up on the Ops Room door - "Why is the sky blue?" My wife's answer - "Because if it were pink you guys wouldn't go flying!" Anyway, she did take up my offer, and we went for a short famil flight in a JF Tecnam. When I introduced her to the trim, she picked it up immediately. "Oh, just like an auto-pilot!". Okay, not

quite, but I can live with that.

This last story begins with me flying as co-pilot with the squadron boss. We were leading a three ship Iroquois formation, and I was unable to locate the highest feature within miles - on a gin clear day! I hadn't managed the transition from a 1:250,000 scale map, to an inch to the mile scale. Needless to say it was my round that evening, with me feeling pretty stupid but I resolved to improve my map reading skills.

Some months later I was the RNZAF search and rescue co-pilot in Christchurch and we were called to pick up an elderly North Canterbury farmer who had somehow become caught between his dozer bucket and a tree, disembowelling himself. The weather was terrible, with cloud down to between 50 and 100 feet above the ground. We flew gingerly just above the roof tops from Wigram out to the coast by New Brighton, then north up the coast at little more than wave height. I remember navigating past Goat Bay (Cheviot) and turning inland at the Conway River, with my previous performance very much in my mind.

I guided the Skipper inland at very low

level, telling him that when we flew over a spur line coming down from the left we would see the police cars with their lights on. Can you imagine my relief when - there they were!

We uplifted the farmer (who was holding his own entrails on a pad of cotton wool - they certainly breed 'em tough) and his wife, and flying them back to Hagley Park where they transferred to an ambulance and on to Christchurch hospital.

Six months later, on a Friday afternoon, the farmer walked into our crew room with a case of beer under his arm. "There you are chaps, thanks for coming and getting me."

For each of us our flying experiences will be different, often challenging, sometimes memorable but always real. I seldom meet another pilot who isn't passionate about their gift of flight.

This article was contributed by Mark Woodhouse (A-Cat Flight Instructor, GA Flight Examiner, CFI of the Walsh Memorial Scout Flying School, Boeing 787-900 First Officer, and owner of Waypoints Aviation).



Here's a picture of some of the Cumulus cloud Mark mentions, this image taken by your KiwiFlyer Editor at almost 10,000 feet approaching Great Barrier Island. Why would you fly a Robinson R22 that high for no reason? That was exactly the reason, and look at the view!

IT IS POSSIBLE TO FLY WITHOUT MOTORS, BUT NOT WITHOUT KNOWLEDGE & SKILL

- WILBUR WRIGHT



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A SKY HIGH CAREER STARTS HERE

ARE YOU OR DO YOU KNOW SOMEONE AT SECONDARY SCHOOL WHO DREAMS OF BECOMING A PILOT?

YOUR FLIGHT PATH

ServiceIQ's Aviation Gateway Flying Programme is a great way for students to get a feel for what it's like to be a pilot and work in the aviation industry before taking the next step and investing in full-time formal training. It also helps them gain acceptance into formal pilot training. On successful completion, students will have:

- ✓ achieved up to three flights towards a 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
- ✓ useful knowledge of the aviation sector.

GET YOUR GATEWAY BOARDING PASS!

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



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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 www.ServiceIQ.org.nz



Start your Flying Career at School !

FEW things capture people's imaginations like flying. Whether it's watching a jet race overhead, seeing hi-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. But 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 great reason why ServiceIQ's Aviation Gateway Flying Programme is 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 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 huge success, and a number of students who have attended our Gateway programme have gone on to complete tertiary training and achieved their dream to be a commercial pilot.

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.

Find out more

To get a student's career off to a flying start in 2017, and find out if your local aero club offers Aviation Gateway, talk to the team about ServiceIQ's Aviation Gateway Flying Programme, on 0800 863 693 or email: schools@ServiceIQ.org.nz

Waikato Aero Club 2017 NZDipAv positions now available

IF YOU join us at the Waikato Aero Club, you'll be training with one of New Zealand's oldest and most successful pilot trainers. Pilots who have trained with us are flying all over the world. At Waikato Aero Club, you'll be immersed in a friendly, professional aviation environment with excellent facilities and a range of aircraft.



Waikato Aero Club Graduate Profile

Greg van der Meulen
First Officer Cathay Pacific

Graduating from Waikato Aero Club with a CPL & MEIR, Greg says, "My time at Waikato Aero Club provided me with practical learning and training techniques which have allowed me to branch in to many areas of aviation including parachute dropping and bush flying, right through to my current role as First Officer at Cathay Pacific. There are many methods and environments in which to learn aviation theory and skills but I found that Waikato suited me perfectly - and they consistently turn out pilots of an extremely high calibre. An added bonus is that the friendly Club atmosphere allows newcomers to chat with industry veterans and form connections which can come in handy when you are looking for that all-important first job."

Waikato Aero Club is accredited by the New Zealand Qualifications Authority and offers Student Loans and Allowances. A limited number of positions are now available on our New Zealand Diploma in Aviation programme starting January 2017.

The NZDipAv is a full-time course lasting two years which is designed to take you from your first flight, right through to the Licences and Ratings you need for your first job.

Application forms and more information can be found on our website: www.flywaikato.co.nz

We welcome all enquiries and would be delighted to show you around our facilities at Hamilton Airport and to take you for an introductory flight.

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a variety of training conditions and are benefitting from our instructor's significant experience as an instructor and commercial pilot. Our Cabri G2 is also available for hire. Other type ratings are available by arrangement and include - AS350, Bell 206, MD500, R44 & R22.



Contact Matt (Director) on 027 266 5505 or Ross (Instructor) on 021 126 2661 to discuss your flight requirements.

Follow us on Facebook.com/TaurangaHelicopterTraining





If you want to be a Helicopter Pilot HeliSolutions can get your Career underway

IF you're reading this, you might have just started an exciting career in Aviation.

Do you **want** to become a Helicopter Pilot ... are you **up** for it?

It takes a lot of commitment to become a helicopter pilot. There are theory exams to pass, practical flight techniques to learn, flight tests to pass and then a job to get.

You must be committed to succeed and you will need a positive and professional approach to your training and ultimately your job. Aviation is no place for someone who tries to cut corners or who looks for shortcuts. Everything must be done properly and procedures must be followed.

If this sounds like you then a fun and rewarding career is ahead.

Choose wisely

The first step is to select a training provider that has a focus on doing things correctly. No Shortcuts! They should be able to provide you with practical work experience and assist you in getting a job. HeliSolutions instructors are also commercial pilots undertaking a wide range of commercial operations in both New Zealand and overseas. They have a wealth of practical industry experience and knowledge. At HeliSolutions, you'll receive a huge benefit from being immersed in a commercial helicopter business while you train, gaining valuable practical experience.

HeliSolutions can train you in both of the theory and practical flying skills required to achieve your Private Pilot Licence (PPL),

Commercial Pilot Licence (CPL), and Flight Instructor Rating (C-CAT). We also provide a range of advanced training options including basic gas turbine (BGT), mountain, sling, night cross

country, type ratings for a wide range of helicopter types - both single and multi-engine, and can provide winch operator training.

Our training is directly focused on giving you the skills required to gain employment. We will also assist you to get it. The team at

HeliSolutions has been

involved in training more than 250 helicopter pilots over the last decade. Every pilot we train goes out into the helicopter industry and adds to our extensive national and international network which is exceptionally useful when assisting you to find your first job. Where you go from there is over to you! Your professionalism, attitude and drive will be the ultimate determining factors of your success.

The next step is up to you... are you up for it? What are you waiting for? If you really want to be a helicopter pilot, give HeliSolutions a call and we **will** get your career underway.

Contact HeliSolutions

HeliSolutions is located at Palmerston North Airport. Palmerston North is a renowned student city, a low cost and fun place to live and train. Call us on 06 356 3230 or email: info@helisolutions.co.nz. Follow us on www.facebook.com/Helisolutions or visit www.helisolutions.co.nz



Winter is a perfect time for acquiring a night rating, and testing the operation of the cabin heater.

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Check & Training (BFR, FCCC, Instructor Renewals, Robinson Safety Awareness Training, Flight Testing)

www.helisolutions.co.nz, www.facebook.com/helisolutions.co.nz
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Experience the Thrill...

...are you up for it!?

The best of both worlds at Southern Wings

WITH bases in Auckland and Invercargill, we have the whole country covered for your flight training.

Southern Wings is interested in quality; we do not aspire to be the biggest, just the best. Our dedication to quality aviation training and safety earned us the CAA Directors Award for an Organisation in 2015. Our personalised service with deliberately small class sizes, and both practical and theory qualifications that are highly valued by those in the aviation industry are all features you'll enjoy when you land a place with Southern Wings.

Southern Wings is an Air New Zealand Preferred Flight Training Organisation (FTO). There are only four FTOs in New Zealand and Southern Wings is the only FTO with two bases. By choosing to train with Southern Wings as an Air NZ Preferred Flight Training Organisation, prospective pilots will be assured they are:

- Joining a flight training programme designed to produce commercial airline pilots;
- Likely to succeed as they have met airline styled entry criteria for programme selection;
- Going to be interacting with airline personnel;
- Air NZ's preferred low hour candidates for turboprop First Officer positions in times of high demand for new pilots.

There is a distinct advantage to being based at both ends of the country. Southern Wings students experience the opportunity

to fly and enjoy the variation of terrain, weather, controlled and uncontrolled airspace across New Zealand. Southern Wings boast highly experienced instructors who are passionate about flying and they want to share that passion and their experience with the next generation of professional pilots.

The New Zealand Diploma in Aviation at Southern Wings

provides training relevant to commercial considerations. From crew and passenger demands, or weather and air traffic disruptions, today's modern airline pilot needs the ability to manage all of these issues in addition to demonstrating well-honed flying skills and possessing an in-depth knowledge of modern aircraft systems. This course prepares you for the demanding and multi-faceted pilot role.

The New Zealand Diploma in Aviation course that Southern Wings provides has three streams; General Aviation, Instructor and Airline Preparation. All students of these streams will complete a Private Licence (PPL)

and Commercial Pilot Licence (CPL). After that the completion requirements depend on the stream chosen. For the Airline Preparation stream, students will complete a PPL, CPL, Multi-Engine Instrument Rating (MEIR) and all of their ATPL theory. Then they will undergo a secondary selection process for entry into the Airline Integration Course (AIC).

The New Zealand Diploma in Aviation is student loan funded.



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Microlight Academy

FlyWest Microlight Academy is one of the only flying schools in the Auckland area specifically catering to microlight flight training. Earlier this year we introduced trike flying into our training programme, achieving good growth in interest and student uptake. Offering a simple, yet safe way to learn to fly, trikes provide for excellent local flying in scenic areas such as Kaipara Harbour and Muriwai Beach in the West, and the areas around Orewa, Waiwera and Omaha on Auckland's East Coast.

We will be adding further to our aircraft fleet in the near future. Under consideration are the A22 Foxbat and the Quicksilver GT500. This plan will help free up the Tecnam to be more available for pilot rental.

FlyWest are the New Zealand agents for Quicksilver Aircraft who have been designing and manufacturing classic microlight aircraft for well over 30 years. They have recently achieved SLSA category approval for their iconic Sport 2S design and offer this as a factory produced option out of their kit aircraft range. The GT500 is their lead performer with classic yoke control, tandem seating and a viewing platform second to none due to the high wing, rear engine combination, while offering closed, partially closed and open cockpit flying in the same aircraft!



Based at West Auckland Airport Parakai, FlyWest is well situated for anyone in Auckland wanting to learn to fly for leisure. With new hangars in the offing this summer, leisure flying activity is set up for growth at Parakai which offers a relaxed and enjoyable social flying atmosphere. The airport is the closest airfield to some 250,000 residents of West Auckland, and it's not too far from other parts of Auckland either.

As well as flying for leisure, microlight flying is a very inexpensive way to get a 'taste' of aviation for anyone thinking about more advanced training or flying for a career.

We welcome all enquiries to Richard on:
0800 FLY WEST (359 9378)
or visit www.flywest.co.nz



WITH bases at Tauranga, Auckland (Parakai) and Dunedin, Gyrate is the professional option for anyone seeking the outstanding flight freedom and safety that modern gyroplanes provide.

Gyroplanes are now the fastest expanding sector of light aviation. 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



New gyroplanes for training look fantastic and fly better.

Home Delivery Gyroplanes and Training

AT Gyrate, we're now offering a service to come to you and instruct, wherever you are. There is an additional cost involved but accommodating an instructor and covering positioning costs could be preferable to breaking into your life pattern and having all those travel and accommodation charges away from home. If you don't have your own airstrip then look around. Is there a local operator or airfield with suitable space nearby for you to train? Maybe there is an option to share; could it be the start of a syndicate or maybe an expansion plan for an aero club? Experience shows that we can convert fixed wing instructors

the most discerning passenger. Modern Gyroplanes offer top quality VFR flying but avoid many of the operating costs associated with GA aircraft.

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 from each of the three Gyrate bases, it is possible to build confidence and develop students' abilities

to handle the wide variety of situations they are likely to encounter as a general aviation pilot in New Zealand.

Gyrate provides dual training on school aircraft but solo flying must be done in a student's own or syndicated machine. At their main base of Tauranga, Gyrate provides a one stop shop for everything to do with Gyroplanes.

to fly a modern gyroplane in five to ten hours. The differences are not as great as you might be thinking but the flying attributes are outstanding. The all-weather capability is the highest in the microlight class and the high wing loading provides a smoother ride than many heavier aircraft or helicopters.

So whether you want to purchase a new or pre-loved aircraft from us, or whether you're looking just for flying lessons in one of our factory-built two place machines, the option now exists for us to deliver training (and an aircraft) directly to you at your local airstrip (or paddock if suitable). Contact us anytime for more details.

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Real experience that counts when you train with Shoreline Helicopters

GETTING your first flying job won't be about how much you spent (or saved) while learning to fly. It will depend on the attitude you have developed and how much 'real' experience you have gained during training.

Training is our business at Shoreline Helicopters and we aim to produce above average private and commercial pilots. We offer one-on-one tuition from a very experienced instructor and are CAR Part 141 certificated for flight testing and competency checks. Company owner Rick Graham lives and breathes helicopters and aviation, and has thousands of hours experience with a vast knowledge to pass on to students.

Over the last 37 years Rick has been involved in deer recovery, air transport, spraying, topdressing, and more. Commercial operations have also included rescue and medevac, winching, rappelling and human sling loads, fire-fighting, and long-lining. Students gain a huge advantage by having the option to become involved in some of this commercial and agricultural flying, at the same time as undertaking training with us.

We operate in the sunny Hawke's Bay area in close proximity to 5500 foot mountains and control zones. We have very few delays due to poor weather and helicopter availability is high because we keep student numbers low by only those with suitable aptitude and motivation.

All training is undertaken on our Hughes

300C. This is a very stable, safe aircraft to learn to fly in. There is plenty of room in the cabin and when undertaking ag training we can carry a legal spray load of 100 litres with instructor and student on board – making for a very efficient classroom. Our ag training syllabus includes spraying, topdressing, seeding, mustering, VTA (Vertebrate Toxic Agent) and GPS navigation. Our sling load training is also comprehensive, starting with the basics then introducing long-line work and also practical farm and industrial applications of laying fence lines and concrete etc.

Our optional night flying training can include practical frost protection experience on some of the orchards we support. We'll also train you for remote (away from the airport) night operations.

Checks and Renewals

Aside from PPL and CPL training, we also offer Robinson Safety Awareness Training, Part 135 and 137 Competency checks, Instructor renewals including night privileges issue, and Human Sling training. There are several companies in both the North and South Islands that we undertake competency checks for.

For more information

Contact Rick Graham on 027 443 3537, email: shlineheli@xtra.co.nz or visit www.shorelinehelicopters.co.nz to find out more. We look forward to meeting you.

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Human Sling Training

Robinson Safety Awareness

Instructor Renewals

P135/137 Competency Checks

Students who are selected to train with us are exposed to a wealth of commercial experience and have the enviable option of becoming involved in some of the commercial and agricultural flying we do.



Contact: Rick Graham

P: 06 836 6798

M: 027 443 3537

E: shlineheli@xtra.co.nz

www.shorelinehelicopters.co.nz

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92% of Air Hawke's Bay Graduates have gained aviation employment

THE Air Hawke's Bay internship programme which has been operating since 2001, has been well received by the aviation industry and is the instrumental reason why our graduates are finding jobs.

The internship programme becomes available in the second year of the NZ Diploma in Aviation two-year programme and provides students with the opportunity to develop both technical and non-technical skills. This is a unique feature of our programme and has proven to be very successful and rewarding for our graduates.

The internship requires our students (Interns) to complete an Instructor Rating at the beginning of their second year of the Diploma course, which allows them to provide instruction services under direct supervision. This allows our Interns to log extra hours and simultaneously develop their soft skills which are viewed as important attributes for a professional pilot's career pathway. Furthermore, our students are provided with the additional opportunity to be introduced to air transport operations involving turbine engine aircraft. Having the scope to record additional flying hours as an instructor, together with sitting in the right-hand seat of turbine aircraft observing air transport operations, prepares our students extremely well to enter the aviation industry. Skills gained (technical and non-technical), coupled with increased flying hours, provides our graduates with a superior advantage to enter the aviation industry when they complete their two-year diploma programme.

Advanced Technology

Air Hawke's Bay continues to develop and invest in a vast range of technologies to assist our students with the delivery of programmes, and improve learning outcomes:

- i-Pads issued to all students to allow 24/7 access to relevant resources and documentation.
- Free unlimited fibre internet access for all students.
- Access to our custom built web based applications.
- A comprehensive e-learning system based on the Moodle platform, enabling our online distance learning capability, and

enhancing face-to-face delivery of 23 theory subjects (PPL, CPL, IR, ATPL) supported with a question bank of 5300 questions.

- Online booking and student management system including access to student training records, integrated with our accounting software.
- Go Pro cameras used as cockpit video/voice recorders to increase safety, improve flight instruction, and to enhance student debriefs and revision.
- In-flight footage of lessons being flown, including immersive 360 degree virtual reality – students can experience the manoeuvre before getting in an aircraft!
- Full Microsoft Office subscription available to students for their time studying with us.

We provide relevant technology that's useful to tomorrow's pilots. As industry demands it, we'll be ready to provide it with our own technology specialists.

Superior Course Outcomes

The New Zealand Diploma in Aviation is offered over two years, and students graduate with a range of outcomes. In addition to the standard CPL, Instrument Rating and ATPL theory courses, Air Hawke's Bay provides more value through programmes such as C- Cat Internship, Turbine Operation Experience, a full range of Instrument Ratings endorsements (glass and conventional), advanced aircraft type ratings, and the opportunity to build Pilot in Command IFR hours. With our additional support course for CV and Interview preparation, together with all of these additional course opportunities, our students are ensured of being industry-ready upon graduation.

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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.

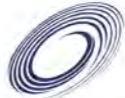
All training is undertaken using a Robinson R44 which means students achieve their licence with more time on type, a particular attraction for potential employers given that most first flying jobs will be as an R44 pilot.

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 three 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.

Based in Wakefield, Nelson P: 03 541 9530 E: admin@helicoptersnelson.co.nz www.helicoptersnelson.co.nz



Robinson Safety Awareness Course mandatory for all R22 & R44 pilots

NZCAA recently set a series of 'Director's Conditions' (effectively a fast-tracked rule), mandating specific safety awareness training for all Robinson R22 and R44 pilots. These conditions which are already in effect, were set to help reduce the accident rate of these prolific types in New Zealand, and to bring such requirements more in line with those made by the FAA. The implementation dates for compliance with the new Robinson Safety Course requirements are:

- From 1 July 2016; student pilots, plus instructors giving Robinson safety awareness training will do so in accordance with the Director's conditions.
- By 31 December 2016; pilots engaged on 'hire or reward' operations must complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- By 30 June 2017; pilots not engaged on hire or reward operations must complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- Thereafter, pilots are required to complete a CAA approved Robinson safety awareness course, or Robinson factory safety course, every 24 months.
- From 1 July 2016, existing type rated R22 pilots whose normal 24-month safety awareness training falls due, will be required to complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- From 1 July 2016, any pilot completing a new type rating on the R22 or R44 will be required to comply with the Director's conditions.

The prescribed Safety Awareness Course must be taught by a CAR Part 141 certificated organisation.

The Robinson Helicopter company have been very supportive of these new conditions. Earlier this year, as well as presenting a

factory safety course, owner Kurt Robinson and Chief Instructor at Robinson, Tim Tucker, along with two Robinson test pilots provided a full day of training in New Zealand for local Flight Examiners. Flight tests were then undertaken such that the Examiners present became accredited to examine in Robinson Safety Awareness under the new conditions.

Our NZ Examiners are subsequently creating their own courses using the base of knowledge circulated by CAA to meet their conditions. These courses must then be approved by CAA before being offered to local pilots by Part 141 certificated local organisations.

Courses now available

One such company is Flight Test New Zealand (FTNZ) who are now accredited to cover all training and examining requirements for the conditions, both for individuals and for instructors who need their own approvals. FTNZ recently held their first such course at Advanced Flight in Auckland for four of the company's R44 pilots.

The FTNZ course has been written by Robert Anderson and comprises half a day of theory and discussion, plus a minimum 1 hour flight (more for a low-hour or un-current pilots). Rob has a wealth of experience behind him. He originally trained in an R22 before moving on to instructing and a variety of commercial flying operations. Now an A-Cat instructor with GA flight examining privileges, he is currently an Auckland based Westpac rescue pilot, and still very current in small helicopters which he flies regularly.

Rob says his course is focused on practicality and is designed to engage with pilots. It includes numerous video clips including real accident footage and discussion. Theory components are specifically presented using easy to understand concepts. Rob says the flying component of the course is designed to support the theory and safety principles that are discussed. It includes low rotor rpm recognition and recovery in five different phases of flight, advanced auto-rotations (customised to the student's level), power management, avoiding low G, dynamic rollover and vortex ring state recovery – which he promotes as a great opportunity to practice the Vuichard recovery technique (this recently popularised technique formalises and simplifies recovery making it more intuitive and beneficial – google it if you're unfamiliar). The training and flight of course concentrates on higher risk activities that have been known to lead to accidents.

A pilot might typically combine the new Safety Awareness Course with a BFR which FTNZ can also conduct – Rob says to allow an extra half day and additional flight.

The FTNZ course is mobile and can be operated anywhere in NZ. Courses will be held regularly within the greater Auckland and upper North Island areas. A course can be run for an individual but is more ideally presented to small groups which helps promote discussion. Helicopters can be made available for hire if required.

Booking and contact details

A good idea is to contact Flight Test New Zealand now with your expiry and availability requirements, such that attendees can be grouped together to reduce cost. Contact Rob on 021 290 0999 or Steve Kingsbury on 07 866 5623, or for more information visit www.flighttestnz.co.nz

Robinson Helicopter Safety Awareness Training

CAA Approved Course

Examiner available for R22/R44 Instructor Training Approval

CPL (H) and PPL (H) compliance with CAA Directive for pilots of R22 and R44 helicopters
24 month Refresher and Competency Checks

Contact: Steve Kingsbury on 07 866 5623
or Rob Anderson on 021 290 0999



Training and Certification for UAV Operators

UAV, UAS, RPAS, and Drones all refer to the same thing, unmanned aircraft. This new aviation industry is growing rapidly and creating challenges for Pilots, UAV operators and CAA to keep up with the pace of change. KiwiFlyer asked Steve Kingsbury of Flight Test New Zealand to explain some of the new rules recently announced and the training regimes being put in place to meet them.

NOBODY really knows how many UAV's are in New Zealand as they can be purchased via traditional retail outlets or online directly from offshore suppliers. Most are used recreationally, however the professional industry is also growing apace with a wide variety of commercial uses for these versatile craft. The White House in USA has recently issued a statement which projects the UAV industry in the USA to be worth \$82b and 100,000 jobs by 2025. [Fact sheet dated 02 Aug 2016: New commitments to accelerate the safe integration of unmanned aircraft systems.]

How then do we incorporate these craft into the airspace traditionally used by larger fixed and rotary wing aircraft? CAA has published CAR Part 101 and Part 102 which covers the operational requirements for UAVs. Education of UAV operators is the key to ensuring that airspace is kept as safe as possible.

Part 101 covers the general procedures. A few of the common requirements are: a UAV must be kept in visual sight of the operator at all times, flights are not permitted beyond 400 ft AGL, night operations are limited shielded operations, operations within 4 km of the airfield boundary are not permitted unless the UAV operator has been trained or is accompanied by a fixed or rotary wing pilot and the airfield operator has been informed. There are also restrictions of flight over property with all flights needing

to have the permission of the property owner.

To operate outside of these general guidelines requires Part 102 certification, with each application assessed by CAA. This is similar in concept to an Air Operator Certificate and specifies that a written exposition must cover all aspects of the operation and have CAA approval.

Public awareness of these rules is gaining momentum. A number of commercial UAV operations working under Part 101 are finding that they are being required to achieve the higher standard of Part 102 to continue to their work with organisations such as Councils, Government departments, large companies, and port authorities.

Notification by NOTAM of UAV operations is increasing as is education of the UAV industry on the need to ensure that they do not come into conflict with other airspace users.

Flight Test NZ has partnered with Aviation Safety Management Systems to form UAV Training which provides training for UAV operators and consulting for Part 102 expositions. Training courses are conducted throughout New Zealand.

For more information

For more information contact UAV Training via www.uav-training.co.nz or Flight Test NZ via www.flighttestnz.co.nz

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After Graduation

What are some Massey students doing?

There are many students in aviation who find that their training was in fact the easy part. The bigger challenge arises when it is time to find their first aviation job. The success rate for Massey University students is consistently high, and here's a sample of what some of them are up to now.

Keagan Gaarkeuken

Degree: Bachelor of Aviation – ATP (graduated in 2011).

Current role: **First Officer Mount Cook Airlines (Air NZ).**

December 2010 - Completed a BAv degree including 'C' Cat Flight Instructor rating and then employed as a Graduate Flight Instructor at Massey University School of Aviation. By late 2011, offered a full-time Flight Instructor role at Massey University.

September 2012 – Hired as First Officer for Eagle Airways (Air New Zealand Link) Whangarei, Northland. At Eagle Airways, appointed as Pilot Representative for their Fatigue Risk Management System - Working Group.

May 2015 – Now located at Hamilton and attained the rank of Captain for Eagle Airways. Also appointed the Chairman of the FRMS Working Group – Regional Airlines.

March 2016 - Moved to Mount Cook Airlines flying the ATR72.

Keagan says, "It's how you conduct yourself and your attitude from day one that determines how well you'll go. Setting myself high standards of professionalism has made the journey a bit easier".



Jess Klitscher's Aviation Management degree helped her gain an Operations position at Hawker Pacific in Sydney.

Greg White

Degree: Bachelor of Aviation – ATP (graduated in 2014).

Current role: **First Officer Jetstar NZ.**

December 2013 - Completed BAv degree including 'C' Category Flight Instructor rating.

March 2014 - Worked as a commercial line pilot with Skydive Australia, based in Far North Queensland at 'Jump the Reef - Cairns'. During his time with Skydive Australia, Greg was also promoted to Senior Pilot for the Queensland and Northern NSW operations – a senior management role within the company.

October 2015 - Commenced ground training with Qantas Link in Sydney, completing his Dash 8 Q300 Type Rating.

December 2015 - Moved to Auckland, now flying the Jetstar regional routes around New Zealand.

Amber Brierly

Degree: Bachelor of Aviation Management (graduated in 2014).

Current Role: **Franchising and Licensing Development at Signature Flight Support, Florida, USA.**

December 2012 through June 2013 - As part of her degree, completed an internship project as an Airside Operations Intern at Auckland International Airport. Also undertook a research paper on performance measurement.

September 2013 - A semester as a Massey University exchange student at Embry Riddle Aeronautical University, Florida USA.

December 2013 - Completed degree.

February 2014 through April 2014 - Air Traffic Management Research Assistant at Embry–Riddle Aeronautical University.

September 2014 through July 2015 - Customer Services Representative at Signature Flight Support, Scottsdale, Arizona, USA.

A highlight there was scheduling and implementing a reservation and slot allocation system for the 2015 Superbowl.

October 2015 - Promoted to Franchising & Licensing Development, Signature Flight Support, Orlando, Florida in a role that includes assisting in expanding Signature's business portfolio.

2016 - Enrolled in Massey University Master of Aviation (Professional Practice) by distance learning.

Amber says, "I have always been fascinated by airplanes and wanted to study aviation since I was young. The Bachelor of Aviation Management gave me an insight into the aviation industry including hands-on experience within the industry".

Jess Klitscher

Degree: Bachelor of Aviation Management (graduated 2014).

Current Role: **Operations Coordinator at Hawker Pacific's FBO at Sydney (Kingsford Smith) Airport.**

November 2013 - Completed degree.

March through September 2014 - Ramp Agent and Customer Service Agent at Skippers Australia. Jess says she then understood "how ground operations work and all the behind-the-scenes work that goes into ensuring aircraft are ready for passengers on time."

March through September 2014 - Hawker Pacific Flight Centre Attendant (casual) based at Perth. Jess says of this time, "I was introduced to the wonderful world of corporate and VIP aviation and absolutely loved it!"

September 2014 - Promoted to Operations Coordinator, Hawker Pacific, Sydney, Australia.

2016 - Commenced Master in Aviation degree (distance learning).

Woody Andrew

Degree: Bachelor of Aviation Management (graduated 2016).

Current Role: **Aviation Consultant at AirBiz.**

February through August 2015 - During his degree, completed an internship project with Fieldair, Palmerston North in a project support role.

September 2015 - one semester as a Massey University exchange student at Embry-Riddle Aeronautical University Florida, USA.

December 2015 - Completed degree.

March through June 2016 - Intern at AirBiz (Auckland).

June 2016 - Full-time role as Aviation Consultant at AirBiz.

Woody says, "I love the aviation industry. I spent a few years working in operations at airports and wanted a clearer pathway to management and to move from day-to-day work to long term conceptual strategies. I love the challenge and variation at AirBiz - one day I'm working on planning for an airport, and the next I'm flying overseas for a workshop. And I have travelled to Australia, Tonga and Fiji since starting with Airbiz only four months ago!"

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I AM STUDYING A BACHELOR OF AVIATION I AM A HIGH FLYER



In every issue of KiwiFlyer, Penny Belworthy profiles a selection of new arrivals to the ZK Register. If you would like your aircraft to be featured here, send a note to editor@kiwiflyer.co.nz and we'll make it happen.

ZK-VIN and ZK-YAJ Rans S-6ES Coyote II



BOTH of these aircraft were recently imported to New Zealand from the UK. They recently received a detailed inspection and refurbishment and are for sale by New Zealand RANS specialists, East Canterbury Aviation Ltd at Rangitata Island Aerodrome.

The S-6ES went into production in 1990 and is the second generation of the original S-6 design. The ES denotes 'extended span' and this increased wingspan achieved with a fuselage redesign resulted in improved performance and appearance. They are considered ideal as training aircraft. Both are fitted with a Rotax 503 – 52 hp engine and have a fuel consumption of around 14 lph. Cruise speed is 80 mph. Take-off and landing requirements are in the order of 70 to 100 metres. All models of the S-6 feature a welded 4130 steel tube cockpit, with a bolted aluminium tube rear fuselage, and

wing and tail surfaces all covered in fabric. For builders of the initial S-6 and S-6ES, the fabric consists of pre-sewn Dacron envelopes, which noticeably shortens the construction time.

These aircraft are extremely popular with over 30 now flying in New Zealand. They are good all-rounders, described by Russell Brodie of East Canterbury Aviation as the Toyota Corolla of the sky; "They hold their value, need very little work, are easy to maintain and upgrade, and have a very good reputation."

ZK-WCB Aeroprakt Foxbat A32



ANOTHER Aeroprakt Foxbat appears on the register this issue, this time the new A32 model which has arrived for Warren Butler. Assembly, inspections, and the first flight by Jim Lyver at Mercer are already distant memories. Warren is in fact so enthused with his new aircraft that he is writing its story including planned trip reports for a coming issue of KiwiFlyer.

Some of the A32's specifications are impressive. Powered by Rotax 912ULS it will cruise at 115+ kts yet has a stall speed of just 27 kts. Compared to the

A22, some of the A32 changes include a raised cabin roof, improved windshield design, improved cowling and notably has exchanged the horizontal stabiliser for an all-flying tail-plane with servo trim. Range is in the order of 600 nm.

Look out for Warren's full report of his acquisition and adventures in the December issue of KiwiFlyer.

ZK-FSH Progressive Aerodyne Searey



THIS recently imported Searey aircraft actually appeared on the last issue's new registration list but is worth a report as there are only a few in the country. The appropriately registered ZK-FSH was imported by Craig Vickery. A Pitts Special pilot, Craig decided it was time for a change, "for something a little slower but still fun". As a very keen fisherman, the Searey ticked his boxes being able to fly onto lakes and rivers to go fishing or to fly into bays and visit friends. Craig's research led to the Searey, being of good reputation, value for money, and in the microlight category. The aircraft Craig found was in Florida and was owned by Josef Friend who happened to also be the CEO of

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ARRIVALS - May/June 2016

ASL	Auster J1	Tolaga Bay Trust	Tolaga Bay	Aeroplane
HCX	Kawasaki BK117 B-2	Oceania Aviation Limited	Papakura	Helicopter
HIB	Bell 212	Oceania Aviation Limited	Papakura	Helicopter
HKR	Airbus Helicopters MBB-BK117 D-2	Airbus Group Australia Pacific (NZ)	Papakura	Helicopter
HLS	Eurocopter AS 350B2	Phoenix Trading 2002 Limited	Christchurch	Helicopter
HON	Eurocopter AS 350B2	Reid Helicopters Nelson Limited	Wakefield	Helicopter
HPB	Airbus Helicopters MBB-BK117 D-2	Airbus Group Australia Pacific (NZ)	Papakura	Helicopter
ICI	Eurocopter AS 350BA	James Patrick Scott	Fox Glacier	Helicopter
IFA	Bell 206L-3	Oceania Aviation Limited	Papakura	Helicopter
IMP	Guimbal Cabri G2	Mr G A MacPhee	Marton	Helicopter
LSL	Titan T51 Mustang U/L	Mr M C Adams	Wanganui	Microlight Class 2
MVK	ATR-GIE ATR 72-212A	Mount Cook Airline Ltd	Christchurch	Aeroplane
MVL	ATR-GIE ATR 72-212A	Mount Cook Airline Ltd	Christchurch	Aeroplane
OXL	Airbus A320-23B	Air New Zealand Ltd	Auckland	Aeroplane
PSR	Mitsubishi MU-2B-60	Search And Rescue Services Limited	Taupo	Aeroplane
PXA	The Vintage Aviator BE2e-1	The Vintage Aviator Limited	Masterlton	Aeroplane
SMC	Beech 300LW	Total Entertainments Consultants Ltd	North Shore City	Aeroplane
VIN	Rans S-6ES Coyote II	Rans Vin Syndicate	Temuka	Microlight Class 2
WCB	Aeroprakt A-32	Foxbat Enterprises Limited	Pukekohe	Microlight Class 2
YAJ	Rans S-6ES Coyote II	Rans YAJ Syndicate	Temuka	Microlight Class 2

TRANSFERS - May/June 2016

BQG	Cessna 172	Mr R L Patchett	Blenheim	Aeroplane
BRY	Piper PA-18A-150	B B Aviation	Feilding	Aeroplane
BSU	Cessna 172	Alpine Aviation Ltd	Ashburton	Aeroplane
BZU	Cessna 172B	RNZAF Akl Aviation Sports Club Inc	Waitakere	Aeroplane
CBS	Cessna 185A	Windwhistle Syndicate	Darfield	Aeroplane
CDL	Tecnam P92 Echo Super	Aerodrome IT Systems Limited	Helensville	Microlight Class 2
CQV	Sunrise Ultralight Clipper SS	Mr K E Alexander	Okaihau	Microlight Class 1
CYP	Beagle B.121 Series 2	Mr P J Pont	Wanaka	Aeroplane
DAD	Cessna A152	Roc On Aviation Limited	Wellington	Aeroplane
DBX	Cessna 180H	DBX Limited	Tekapo	Aeroplane
DHQ	Cessna 172M	Long Spur Limited	Darfield	Aeroplane
DUJ	Cessna 172M	Mr R M Langslow	Otane	Aeroplane
DVC	Beech C23	DVC Flyers Syndicate	Nelson	Aeroplane
EAM	Raytheon 1900D	Kampala Executive Aviation (M) Ltd	Canada	Aeroplane
EAR	Raytheon 1900D	Trans Guyana Airways	Hamilton	Aeroplane
ECI	BA Jetstream Model 3201	Airwork Flight Operations Limited	Manukau	Aeroplane
EJO	Cessna 182P	Mr B C Johnston	Otorohanga	Aeroplane
ELS	Cessna A152	Kapiti Districts Aero Club (Inc)	Paraparaumu	Aeroplane
EWA	Cessna R172K	Europac XP Limited	Christchurch	Aeroplane
FDA	Flight Design CTLS	Mr S J J Hirsch	Christchurch	Microlight Class 2
FGV	Cessna 172M	Mr J R Lissington	Otorohanga	Aeroplane
FLF	Cessna A152	Palms on George Ltd	Pukekohe	Aeroplane
FLS	Thruster Aircraft Thruster Gemini	Mr M S Taylor	Mossburn	Microlight Class 2
FNT	Cessna 172E	Mr N B Gibb	Papakura	Aeroplane
FPG	Cessna 152	Tauranga Aero Club (Inc)	Mount Maunganui	Aeroplane
FTI	Micro Aviation B22 Bantam	Mr W T Morton	Moerewa	Microlight Class 2
FVS	Grumman American AA-1C	Mr D C Stringer	Porirua	Aeroplane
GHD	Schempp-Hirth Standard Cirrus	Mr N R Graves	Helensville	Glider
GNN	Schempp-Hirth Janus B	Taranaki Gliding Club (Inc)	New Plymouth	Glider
GOP	Schempp-Hirth Ventus ct	Mr A C L Campbell	Auckland	Power Glider
GPL	Glaser-Dirks DG-400	Mr Apas-Cree	Auckland	Power Glider
GTP	Rolladen-Schneider LS 3-a	GTP Syndicate	Omarama	Glider
GXA	Schempp-Hirth Standard Cirrus	GXA Syndicate	Drury	Glider
GYF	Schempp-Hirth Discus CS	Mr W J Kendall	Taupo	Glider
HBO	Bell 206B	South Pacific Helicopters (2016) Ltd	Kaikoura	Helicopter
HBV	Robinson R44	Heavy Jet Limited	Howick	Helicopter
HCE	Robinson R66	Skywork Limited	Westport	Helicopter
HDD	Robinson R44	RidgeAir Limited	Blenheim	Helicopter
HDK	Robinson R44	Wyndon Aviation Limited	Christchurch	Helicopter
HEK	Eurocopter EC 120 B	Helicopter Corporation Limited	Hamilton	Helicopter
HES	Robinson R44	Mr C P Hanley	Whitford	Helicopter
HGC	Robinson R22 Beta	Wanaka Helicopters Limited	Wanaka	Helicopter
HIS	Hughes 269C	Air Chathams Limited	Chatham Islands	Helicopter
HKR	Airbus Helicopters MBB-BK117 D-2	Pacific Helicopters Ltd (PNG)	Havelock North	Helicopter
HLA	Robinson R44 II	Mr D A Rivers	Apiti	Helicopter
HMD	Eurocopter AS 350B2	Amuri Helicopters Limited	Hammer Springs	Helicopter
HTG	Robinson R44 II	Mr K J Roberts	Foxton	Helicopter
HTK	Bell 206L-1	Highland Helicopters Limited	Dunedin	Helicopter
HTY	Robinson R44 II	High Country Helicopters Limited	Riversdale	Helicopter
HUH	Robinson R22 Alpha	Te Anau Downs Station	Te Anau	Helicopter
HVG	Guimbal Cabri G2	Mr B J Walker	Christchurch	Helicopter
HVV	Robinson R22 Beta	Mr R R Tapp	Rangiora	Helicopter
IDD	Hughes 369D	James Patrick Scott	Fox Glacier	Helicopter
IMX	Kawasaki BK117 C-1	Southern Lakes Helicopters Limited	Te Anau	Helicopter
INI	MBB MBB-BK117 B-2	Helilink Limited	Auckland	Helicopter
ITK	Bell 206L-1	Hopper Developments Limited	Orewa	Helicopter
IWS	Eurocopter EC 130 B4	Heletranz Limited	Auckland	Helicopter
JAE	Micro Aviation B22 Bantam	Mr M R Watson	Thames	Microlight Class 2
JDH	Piper PA-34-200T	I.W. Earthworks Limited	Auckland	Aeroplane
JES	Fly Synthesis Storch S	Mr T J Van Loggerenberg	Whangarei	Microlight Class 2
JFE	Piper PA-38-112	NZICPA	Feilding	Aeroplane
JMW	Aerochute Aerochute Dual Deluxe	Potters Hand Trust	Mosgiel	Microlight Class 2
JOZ	Airborne Windsports Edge X 582	Mr H B Crowe	Rangiora	Microlight Class 2
JRL	Zenith Zodiac CH 601-XL	Dr P Brydon	Hamilton	Microlight Class 2
JRP	Rans S-9 Chaos	Mr R A Askin	Reefton	Microlight Class 1

continued on next page

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General Engineering
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from previous page

JSH	BA Jetstream Model 3102	Inglis Aircraft Limited	Nelson	Aeroplane
KIG	Solo Wings Windlass Aquilla	Mr I Jansen Van Vuuren	Amberley	Microlight Class 2
LJI	Piper PA-28-181	NBR Holdings Limited	Palmerston North	Aeroplane
MAI	Best Off Skyranger Vmax	Mr M C Dimmock	Amberley	Microlight Class 2
MBF	Piper PA-28-161	Oceania Aviation Limited	Papakura	Aeroplane
MBH	Piper PA-28-161	Oceania Aviation Limited	Papakura	Aeroplane
MBJ	Piper PA-28-161	Palms on George Ltd	Pukekohe	Microlight Class 2
MCR	Cessna A185F	Mr R A Walker	Mosgiel	Microlight Class 1
MMK	Rand Kar Xair	Lucky Tiki Oil Co	Rangiora	Aeroplane
MPS	Maurice Paton Monoswift	Roc On Aviation Limited	Wellington	Aeroplane
NAN	Cessna 152	Aeromotive Limited	Hamilton	Aeroplane
NPA	Cessna 172R	Tauranga Aero Club (Inc)	Mount Maunganui	Aeroplane
NPD	Cessna 152	NPG Syndicate	Waiuku	Aeroplane
NPG	Cessna 152	Southbranch Farm Limited	New Zealand	Aeroplane
OAY	Cessna TU206F	Mr R K Sutherland	Waikari	Microlight Class 1
OLD	TEAM Hi-Max	Mr R L Patchett	Blenheim	Aeroplane
OMK	Cessna 172	Philip Milne Alpi 300 Syndicate	Paraparaumu	Microlight Class 2
PLH	Alpi Aviation Pioneer 300	Mr A J Jessop	Whangarei	Gyroplane
RCA	Magni Gyro M16	Mr C R Chalmers	Mosgiel	Microlight Class 2
RCW	RAF 2000 GTX SE	A.C.K Farming Limited	Kaipoi	Microlight Class 2
RET	Wittman Tailwind W.8UL	Mr E A Needham	Drury	Aeroplane
RFS	DHC-1 Chipmunk T10	Air Hawkes Bay Limited	Hastings	Aeroplane
ROC	Piper PA-34-200	Roc On Aviation Limited	Wellington	Aeroplane
RSQ	Piper PA-34-220T	Colville & Hofman Builders Limited	Greymouth	Microlight Class 2
SIT	ELA Aviacion ELA 07R	Kingpower New Zealand Limited	Richmond	Aeroplane
SKJ	Cessna 170B	Mr I G Win	Balclutha	Microlight Class 2
SKP	Just Aircraft Escapade	Mainline Holdings Limited	Bunnythorpe	Aeroplane
SSG	Cessna 152	Aerospecs Limited	Papakura	Aeroplane
TFS	Cessna 172P	Mr R G Alexander	Kaikohe	Microlight Class 2
THA	Tecnam P92 Echo Super	Mr W B Affleck	Microlight Class 2	Microlight Class 2
TPZ	Flight Design CT	Mr S A Hyde	Feilding	Microlight Class 2
TWO	Rand KR-2 UL	Mr M C Hopper	Orewa	Microlight Class 2
TXS	Fly Synthesis Texan Top Class	Mr B W Ford	Raglan	Microlight Class 2
UMC	Quicksilver MXII Sprint	Roc On Aviation Limited	Wellington	Aeroplane
UPX	Piper PA-34-220T	Mr R A Scott	Dunedin	Aeroplane
VBM	Piper PA-38-112	Mr J R Griffin	Palmerston North	Aeroplane
WPO	Cessna 172A	Private Owner		Aeroplane
XJE	Celiner Xenon	Mr R G Young	Auckland	Aeroplane
XSA	North American Harvard 3*	Hawkes Bay & East Coast Aero Club	Hastings	Aeroplane
ZZB	Tecnam P2008			

Progressive Aerodyne - so it came with a lot of little extras added on.

Progressive Aerodyne was founded in 1991 and by the end of 1992 had their first Searey flying. Powered by an 80hp Rotax, it has a high tapered wing and is of tail dragger configuration. The cabin has side-by-side seating with entry via a sliding canopy which can be left open in flight. For water landings the main undercarriage and tail wheel retract with a flick of a switch. It cruises at 85 mph using 20 lph of mogas. When the aircraft arrived at Tauranga it only required the wings and tail to be re-assembled although Craig of course carried out a full inspection as well. FSH has just passed its CAA inspection following which Craig flew it home to North Shore and now awaits suitable flying weather to go exploring.

By the way, the first aircraft to have the rego ZK-FSH was a Zenith Mono Z built by Hans Nagelkerke and Nev Read of Canterbury. After a major rebuild by Dave McDonald it was passed onto a group in Rangiora who are going to turn it into a glider tug for YouthGlide NZ, complete with automotive engine.



KiwiFlyer Events Guide

September 18th
NZ Warbirds Battle of Britain Day
Including Cenotaph Flypast. Possibly also including an extra two Merlins...
www.nzwarbirds.org.nz

September 30th - October 2nd
75 SQN ASSN of NZ Biennial Reunion
At Tauranga. Celebrating 100 years since 75(HD) SQN RFC was formed in 1916. Contact Glen Turner on 021 732 835 or email: 75sqn.assnz@windowslive.com

October 14th - 16th
South Island Akro Fest
At Omaka, Blenheim. Themed on 70 years of the DHC-1 Chipmunk. Recreational and intermediate known, unknown and free programmes plus freestyle routines. All DH types welcome. Contact Andrew Love by email: torque_roll@hotmail.com

October 14th - 15th
Tiger Moth Club Spring Fly-in
At Taumarunui. Annual return to the club's roots 47 years ago at magnificent grass aerodrome. Flying competitions. Contact Graeme Wood on 027 293 2318 E: woodsyclear.net.nz

Flying NZ Regional & National Competition Dates for 2016-2017
October 29th
Central Region at Hawera Airfield
November 5th
Cook Strait Region at Kapiti Coast Airport
November 12th
Alpine Region at Omaka Airfield
November 19th
Lake Region at Balclutha Airfield
November 26th
Northern Region at Mercer Airfield

January 11th - 25th
51st Walsh Memorial Scout Flying School
Annual two-week flying school for Scouts and other young people at Matamata Airfield. More information at www.scouts.org.nz/walsh email: walsh@scouts.org.nz or phone David Jupp on 021 476 676.

January 28th
Stratford Aero Club 85th Birthday
Contact details can be found on Stratford Aerodrome blog <http://blogspotbigsky.blogspot.co.nz/> Or contact Nick Fumage bigsky4394@gmail.com

January 28th - 29th
NZ Autogyro Association Fly-in
And AGM at Dannevirke. Details on www.autogyro.org.nz

February 4th - 6th
SAANZ Great Plains Fly-in Ashburton
Annual summer fly-in with competitions, AGM, annual dinner. Contact Gavin Magill on 027 291 0525 E: admin@saa.org.nz www.saa.org.nz

February 11th - 12th
Healthy Bastards Bush Pilot Champs
At Omaka, Blenheim. Contact Craig Anderson on 029 890 4910 or craig@soundsaero.co.nz

February 13th - 19th
2017 Flying NZ National Champs
at Taumarunui Airfield as follows:
Feb 13 Arrival
Feb 14 Practice
Feb 15 Aerobatics
Feb 16 Wildcard, Nav and Low level
Feb 17 National Championship Events
Feb 18 Professional Pilot Events
Feb 18 Microlight Events
More information at www.flyingnz.co.nz

February 24th - 26th
RNZAF Ohakea Airshow
A not-to-be-missed airshow celebrating 80 years of service to New Zealand by the RNZAF as an independent armed service. The three days will be jam-packed with displays from the RNZAF fleets, joined by several aircraft from international Air Force partners. More details to follow.

April 14th - 16th
Yealands Classic Fighters Airshow Omaka
At Blenheim. This year's theme is Racing Through Time. Includes displays by Reno racing champion Steadfast. www.omaka.org.nz

To add your event to this list, send an email to michael@kiwiflyer.co.nz or phone 09 279 9924

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side. Tenants in place for both lean-tos which pays all
outgoings. \$15,000 for POP, \$75,000 for Hangar.
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Bristol Hercules Engine



Bristol Hercules Engine ex SAFE Bristol Freighter.
History unknown. No data plate. No logbooks.
Suspect nil since overhaul. Located at Masterton.
Price negotiable.
Ph 0275 402 280 or bushtail10127@gmail.com

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Engine 1,153 TSO. Hangared. Cal. Insp.
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- 1976 PIPER ARROW II ZK-EKR**
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- PAPA 51 THUNDER MUSTANG**
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- 2011 TECNAM P2006T ZK-MTW**
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- 1985 PARTENAVIA P68C ZK-SMB**
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