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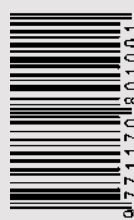
Magazine of the New Zealand Aviation Community

Issue 52 2017 #3

Flying the Spitfire

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Aviation NZ Conference Guide
Brent Thompson's Rans S-10 rebuild

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From the Editor

How lucky we are. That thought is at the front of my mind having just put the last few articles together on these pages within. Two of those last few were reports on fly-ins, one at Ivan and Sandy Campbell's Loburn Abbey strip and the other an autogyro gathering at Whanganui. The over-riding theme of both events was of a group of aviation enthusiasts getting together for little other reason than the sake of doing so, and enjoying a weekend of great fun, flying, and camaraderie.

Recreational aviation in New Zealand is not only full of opportunity, it's also full of great people who enjoy sharing their enthusiasm for flying just as much as the flying itself. I know several newcomers to the scene who have approached clubs with some trepidation only to be nearly overwhelmed by the welcome and quite surprised at what a good bunch of people they seem to have become involved with.

Fifteen or so years ago I was one of those people getting introduced to the NZ Autogyro Association and I never expected then, that several of those introductions would result in life-long friendships, but they have. I wonder if it's because some of our clubs do a great job of attracting people who are in it as much for each other as they are for themselves. This applies just as well across parts of the industry too - which brings me to the third reason for my opening sentence:

Something very exciting is underway in Blenheim as I write this. Jay McIntyre and his team at JEM Aviation are disassembling Graeme Frew's (Fighter Flights Limited) Yak-3 and loading it into a container to be shipped to, wait for it, Reno! Yes, New Zealand has its first Reno Air Races contestant. Graeme has kindly contributed an introduction to the project/adventure for this issue, and a feature article will surely follow in due course. My earlier statement is proven by the support Graeme started to receive the moment he floated the idea. Labour and other services were quickly offered free-of-charge and when enquiring with his engine builder how much manifold pressure he dare run without risking his engine, he was told not to worry, the engine builder would sponsor him one. What an adventure Graeme and his crew are about to embark upon. Good luck team!

There's only enough space left to wish you good reading, and if you're heading to the Aviation NZ Conference in Hamilton on 24th July then do look me up and say hello.

Michael Norton

Editor | Publisher
KiwiFlyer Magazine



Features

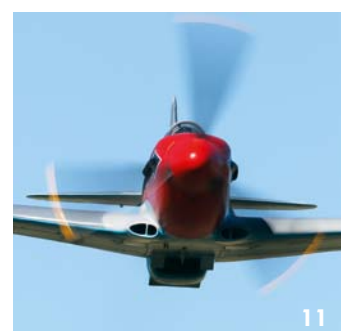
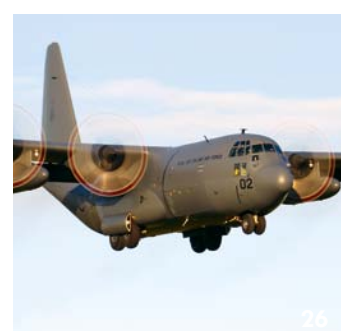
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Sean Perrett formates Brendon Deere's Mk IX Spitfire for Gavin Conroy's camera during an RNZAF ANZAC flight.



About Us

KiwiFlyer is for and about the New Zealand Aviation Community.

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RPAS/UAV/Drone Insurance now available from Avsure

A comprehensive and affordable aviation insurance package is now available for commercial operators of RPAS/UAV/Drones in New Zealand. Importantly, the insurance cover is attached to the operator and not individual aircraft, making it very cost efficient for operators of multiple UAVs to carry cover for their whole operation. New Zealand aviation insurance specialists, Avsure, welcome all enquiries to Arden Jennings or Bill Beard on 0800 322 206. KiwiFlyer will feature more details in a future issue.

New ways to get a Lightspeed Zulu.3 headset

NZ Lightspeed dealer Phil Jones has announced a first for the headset market, with two separate offers to convert your existing headset to the brand's new flagship Zulu.3 model. The first option is for Zulu.2 owners who can upgrade their existing headset to all Zulu.3 features (new ear seals, head pad, cables, control box) plus a 2-year warranty extension, all for a very moderate price. The second option is for other headset owners, not only of Lightspeed but also with models from Bose, Sennheiser, and David Clark, who can take advantage of fixed price trade-in offers - provided directly by Phil. Prices and conditions for both of these offers are available at: www.lightspeedheadsets.nz or contact Phil on 0800 116 741 or by email to phil@lightspeedheadsets.nz

Gyrat changes ownership

New Zealand's first commercially operated autogyro training school has a change of ownership. Bruce Anderson recently purchased Tauranga based Gyrat from Tony Unwin who formed the company more than a decade ago and was largely responsible for introducing significant numbers of Euro-style gyros to the New Zealand register.

A keen (Magni M24) gyro pilot, and also President of the NZ Autogyro Association, Bruce has appointed well-known commercial helicopter and gyro pilot Elton Haakma as CFI. Together they plan on developing new initiatives for gyro training as well as generating more activity within and around the growing Gyrat 'club'.

Bruce and Elton are both strong proponents of the fun and safety aspects

of modern gyros and want "to see gyro pilots excel in their abilities with the right training". Contact them on 0800 FLYAGYRO, bruce@gyrate.co.nz or elton@gyrate.co.nz or visit www.gyrate.co.nz

New harness systems, vests and dry suits from Aviation Safety Supplies Ltd.

A new range of human sling load harnesses and strops are now available from Aviation Safety Supplies Limited. Produced by LiteFlite Solutions in Denmark, the range also offers a stainless steel Quick Release Unit that the person on the wire can activate.

LiteFlite products include systems for lines inspection, ships pilot drop-off strops, SAR harnesses, adjustable lanyards and human slings. See www.lite-flite.aero for the full range.

Also available from Aviation Safety Supplies are an expanded range of Switlik constant-wear life vest and anti-exposure dry suit products lines. Switlik's new X-Back MOLLE+ life vest complies with ETSO-2C504 for use on helicopter operations to and from helidecks located in hostile sea areas. The vest includes an FR Nomex/Kevlar cover, dual-opening zipper closure, beaded inflation handle, MOLLE panels for mission customization and the X-Back adjustment system.

New ETSO Pilot and Passenger suits have an upgraded design based on the same U-Zip-It Anti-Exposure Dry Suit worn by USCG Helicopter Crews, offering a variety of features for comfort and protection, as well as zip-in liner options providing 6+ hours of survival.

Lastly, and also new from Switlik is a 5 year service interval TSO approved liferaft. Some of these ranges will be able to be viewed at Aviation Safety's booth at the Aviation NZ conference, Distinction Hotel, Hamilton, 24th and 25th July.

More information from www.aviationsafety.co.nz or contact Lloyd Klee on 07 543 0075, email: sales@aviationsafety.co.nz

Greg Vujcich Memorial Award

Massey University School of Aviation's Chief of Standards Paul Kearney was awarded the prestigious Greg Vujcich Memorial Award at the NZ Airline Pilots' Association (NZ ALPA) annual awards dinner in Christchurch during June. The award is presented by NZ ALPA to a Flight Instructor who has demonstrated outstanding involvement

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with aviation. Specific criteria include; accomplishment of a one-time act which has resulted in a significant advancement of instructional technique or methodology within aviation, and; accomplishment over a significant period of time demonstrating excellence in instructional techniques. The nominee also needs to have demonstrated a personal and conscious commitment to mentor others, and demonstrated effort to impart good aviation practice to others. Paul was nominated by Frank Sharp (Manager Professional Programmes at Massey) who says that Paul epitomises professionalism in all that he does - so is a most worthy recipient of this award.

Bush Pilot book author receives medal

Back in Issue 41 of KiwiFlyer we included an article on Mountain Flying Ops in Papua New Guinea, by Matt McLaughlin who had just self-published a book entitled 'Flying the Knife Edge - New Guinea Bush Pilot'. Matt's book has just won a silver medal in the Australia/New Zealand non-fiction category of the Independent Publisher Book Awards - an institution that has been running for over 20 years and in 2017 attracted some 5000+ entries from 14 countries. Matt travelled to New York to collect his award, the ceremony being held at The Copacabana in Times Square on the evening of May 30th. Congratulations Matt.

Matt's book has received a lot of praise from around the world, and is now sold out in New Zealand however the second edition is available from Amazon as a paperback or eBook.

Airflite Pty Ltd become Piper Aircraft dealers

Airflite Pty Ltd have become the Piper Aircraft dealers for Australia and New Zealand. Airflite is an Australian Company, founded in 1981 with capabilities including aircraft sales and brokerage, leasing, maintenance, parts, and training across fixed and rotary wing platforms. Airflite has been a Piper customer for many years. Nick Jones, Airflite's VP of Aircraft Sales says, "This agreement provides Airflite with the opportunity to communicate the benefits of Piper's wide range of products directly to our aircraft owners in Australia and New Zealand. As an example, we are looking forward to introducing the Piper M600 to the market through demonstration tours later in the year."

More information from www.airflite.com.au



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New Tecnam pre-loaded with local Jeppesen NavData

Pilots of new Tecnam aircraft will now be ready to fly with customised Jeppesen data at the time of delivery after an agreement was recently signed with Jeppesen to provide digital charts as part of the purchase process of new Tecnam aircraft. The pre-loaded data from Jeppesen will be selected by the owner/operator of the airplane to meet their individual flying needs, saving them from subsequently having to go through the data purchase and loading process on their own.

"This is a turn-key service that adds a personal touch and a high level of service provision for those who purchase new Tecnam aircraft," says Walter Da Costa, Global Sales & Marketing Director for Tecnam.

In addition to Jeppesen navigation data, Tecnam aircraft equipped with Garmin G1000 avionics will receive a PilotPak data bundle that includes supplemental databases, with obstacle, terrain, SafeTaxi and airport diagrams. See www.tecnam.co.nz for information and contact details in NZ.

Rare Warbirds Over Wanaka footage released

With the 30th anniversary of Warbirds Over Wanaka approaching (Easter 2018), it is timely that rare and historic footage from two of the very earliest Warbirds Over Wanaka International Airshows has been uncovered and now released on DVD for the first time.

The footage is of action from the 1992 and 1994 airshows and was shot by a team from Taylormade Productions in Dunedin. There was a limited release at the time on VHS but this is believed to be the first time in more than 20 years that people have been able to purchase the footage.

Warbirds Over Wanaka GM Ed Taylor says, "It's believed '92 and '94 were the first two airshows which had a dedicated film crew shooting the action with the intention of producing a video for sale. There are plenty of highlights on the DVDs that will delight Warbirds fans around the world. The 1992 version opens with footage of airshow founder Sir Tim Wallis flying his MK XVI Spitfire in the stunning Southern Alps up close to Mt Aspiring. It also features a dog fight between the Spitfire and Ray and Mark Hanna's Me-109. The 1994 video captured a lot of the work that goes into planning the airshow, including Sir Tim getting very excited about some ideas he had for flying displays, explosions and other acts to delight the crowd. This DVD also captures the first appearance at Wanaka of Sir Tim's Mark XIV Spitfire."

Ed says the DVDs will appeal to a wide audience. "The plane spotters will love seeing some of the old aircraft while others will enjoy seeing some of the personalities and the fashions that were around at the time." The DVDs are now available for sale on www.warbirdsoverwanaka.com

KiwiFlyer mailing list update

It's been a while since we have overhauled the KiwiFlyer mailing list, something we plan to do between now and the next issue. If you're on our current list but your address doesn't appear on the current ZK register, or your paid subscription has expired, we'll send you a note inviting you to subscribe before the price goes up a few dollars in September. There are thousands of entries on the list and the matching process can become complicated, so don't be offended if you receive a notice in error. Just let us know by return post or email and we'll make sure you don't miss an issue.

New Aviation Technician Training Courses underway at Ardmore Aviation Technical

In response to industry concerns of a forecast worldwide shortage of aircraft engineers as the present generation edges towards retirement, Ardmore Flying School has undertaken to provide a series of two-year aeronautical engineering training courses to be based at Ardmore Airport.

The new courses will be operated under the branding of Ardmore Aviation Technical. They are primarily aimed at the GA sector, with the first course having started already, early in July 2017.

Ardmore Flying School CEO Mike Newman says the idea was borne out of industry enquiries, noting that "the shortage of well-trained personnel across the aviation industry does not just apply to the population of aircraft drivers, but also extends to the fixers and the operational people."

Programme Manager for Ardmore Aviation Technical is experienced engineer Peter McCarty. "Youngsters these days are very good at googling for information," says Peter, "but they tend to be short on practical skills. We aim to give students a really good foundation with a big push on hand skills as well as maths, physics and technical drawing - and making them think for themselves."

The course will earn students their Level 3 and 4 NZQA certificate in aeronautical engineering, also sitting ASL exams towards their AME licences. The second-year course syllabus includes plans to build an aeroplane - not a kitset but from plans, to give students maximum exposure to the basics and practicalities of aircraft engineering.

Premises for the course are fortuitously available in the large Ardmore hangar previously occupied by Hawker Pacific and now NZ Warbirds' base. Ardmore Flying School already makes use of some offices and classrooms for its English Language school, and Peter welcomes the opportunities the site offers.

"It's quite symbiotic," he says. "The Warbirds hangar has everything from early WWI aeroplanes to an A-4K Skyhawk, the full gambit. We're also very lucky at Ardmore in being surrounded by lots of industry. Every possible element of GA aircraft engineering can be found on the airfield or a few minutes away in Papakura."

Enrol now for course beginning February 2018

Ardmore Aviation Technical is now recruiting for its next course starting in early February 2018. Enquiries are welcome. Phone 0800 ARDMORE or visit www.ardmore.co.nz



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f t i g

Robinson Helicopter Company Responding

The Robinson Helicopter Company has commenced a formal response to recent media reporting in New Zealand of opinion regarding the rotor head design of their helicopters. Various statements circulating have been damaging to the company, whose aircraft were placed on the NZ Transport Accident Investigation Commission (TAIC) 'watch-list' in October of 2016.

At the time, TAIC proposed that the regulatory environment must: support high quality training and improved pilot awareness of mast bumping risks, including in low-G conditions; require the manufacturer to clearly state the limitations of the helicopters; and encourage use of the helicopter as appropriate to the operating conditions. TAIC have also stated that further research should be undertaken into the factors that can lead to mast bumping, and stated that a requirement for cockpit video recorders and/or other means of data capture would provide useful data to investigations. The Commission concluded its recommendation by saying that "the Commission's recommendations are seeking concerted actions by regulatory authorities, the manufacturer, operators, instructors and pilots to promote the safe operation of Robinson helicopters in the New Zealand environment; and to better understand the helicopter's operating characteristics and the factors that can lead to mast bumping."

Many helicopter operators would agree that the TAIC recommendations aren't particularly unreasonable and could equally be applied to other helicopters having a two-bladed teetering rotor system. The debatable issue is more that the watch-list was the vehicle used for communication and this carries connotations that have been dramatised by media here.

Subsequently, the Department of Conservation and Ministry of Primary Industries have both restricted their staff from flying in Robinson helicopters – causing significant losses for commercial operators of these types.

Not surprisingly, the Robinson Helicopter Company, whilst supportive of any measure to improve training and safety surrounding the use of their aircraft,

also strongly refute statements that have simultaneously been made in New Zealand media regarding design aspects of their helicopters.

Whilst "respecting the TAIC decision", our NZCAA maintains its view that "Robinson helicopters are safe when flown within the manufacturer's recommended limits and safety can be increased through improved pilot training and increased experience." To this end, in late 2015 CAA mandated Robinson Special Awareness Training prescribing a new syllabus of R22/R44 ground and in-flight training, with pre-solo dual requirements raised from 10 to 20 hours and ongoing training required every 24 months. And earlier this year, CAA staff took part in meetings in the USA with the FAA and Robinson Helicopter Company which have resulted in significant changes to the limitations section of R22 and R44 flight manuals to improve safety. These changes will have safety benefits for Robinson pilots around the world. However the most memorable media coverage of this cooperation was that our CAA was too friendly with Robinson and by inference, not acting independently.

The need for a formal media response has been borne and towards the end of June this year, Robinson Chief Instructor Pilot Bob Muse, supported by local Robinson dealers Heliflite and Oceania Aviation, and accompanied by NZCAA's Andy McKay, held a series of meetings in New Zealand to speak with owners, operators, examiners, the aviation authority and other Government agencies. Aside from general communication and fact finding, Bob's message was that Robinson "absolutely cares about New Zealand operators and about the misinformation and sensationalisation of tragic accidents that have occurred". Bob's goal for this visit was to "reach out and engage with persons involved and the misconceptions that are circulating". Andy McKay noted the NZCAA's desire to see accident statistics improve and to work with the manufacturer and operators to achieve this, but also that our CAA is bound, not the least through resource limitation, to follow whatever lead is provided by the US FAA on the issues that have been raised.

Bob spoke at length about the need for education and training, and pilot responsibility, and particularly recurrent training.

Bob also took the opportunity to present accident statistics across numerous helicopter types, new and old, and with a variety of rotor systems. Those statistics essentially show Robinson helicopters, per hours flown, to have a fatal accident rate little different from any other make. One particular statistic is that New Zealand, since 2000, has recorded eight mast bumping incidents – the same number also recorded during that time in the USA, however there are nine times the number of Robinson helicopters on the US register compared to New Zealand.

In addition, Bob took his audiences through examples of 'unexplained' accidents that could, albeit not definitively, be explained as inadvertent entry to IMC, or other loss of control events that were very much in the control of the pilot.

Bob stressed that Robinson have already done everything on the TAIC list of recommendations except for providing on-board data recording which he says they are currently aggressively pursuing. Bob also quoted from various Safety Notices issued by the company which in his words are effectively "written in the blood of their pilots" and expressed frustration that these are not paid more attention by active pilots and training schools. Indeed, when is the last time most pilots read back through the Pilot Operating Handbook of the aircraft they fly? The company is presently moving towards releasing video presentations to try and improve the uptake of safety information.

Given that the New Zealand 'story' and various allegations have been widely circulated on social media, Robinson are also now preparing a social media based response to correct "misinformation" and to promote safe operation of their aircraft.

We can expect Bob to return to New Zealand in the near future for follow-up visits to engage with media and other organisations, and to further support local operators in regards to safety promotion and a more positive presentation of the brand to the general public.



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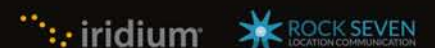
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Graeme Frew in his Yak-3 forming for Gavin Conroy's camera during Warbirds Over Wanaka 2012

Graeme Frew of Fighter Flights Limited is stoked to officially announce that he is taking the FFL Yak-3 to race in the Unlimited class at the 54th National Championship Air Races in Reno, Nevada. In Graeme's words, "It's mad, it's never been done before by a Kiwi and it will be amazing!" We absolutely agree! Graeme kindly put these words together to introduce KiwiFlyer readers to the plan. Of course, a feature story will follow.

There's a back story to this adventure and it is that the Yak has been a Reno racer before. It was originally owned by Tiger Destefani (who owns the race Mustang 'Strega') and raced on his behalf in 1996 by Sherman Smoot who is the current pilot of the Yak-11 giant killer 'Czech Mate'.

Sherman managed 325 mph in my Yak at the 1996 Reno races but in '97 the Yak was sold. The new owner managed to crash it in a take-off incident at Reno during qualifying in 1999. The accident fuselage was stitched onto a Yak-11 wing and then bought by me as a project in 2004.

I've been going to Reno for a number of years as a guest of well-known warbird stalwart Mike Barksdale and have always wanted to complete the circle so to speak and take the Yak back to race. I'm planning on doing a little better than the last owner.

A number of things tipped me over the edge into serious planning. Firstly in 2015 an R1830 powered Yak-11 came third in Unlimited Silver at 325 mph. This got me thinking about how fast my Yak was at climb power. Remember Reno is at a density altitude of about 7000 ft so when home I went for a test fly and achieved a level TAS (true airspeed) of 350 mph. Hmmm.... This led to a conversation with my engine builder Joe Yancey. It went something along the lines of "so Joe how much manifold pressure can I give my engine without risking blowing it up!" Answer in

a slow American drawl, "Graeme it'll take 60 inches." "50," says I, thinking I had misheard Joe. "No 60" - slight pause - "but why would you risk your own motor when I will sponsor you a motor?"!

This prompted a discussion with Jay McIntyre of JEM Aviation who built the Yak as to whether he would be interested in supporting my crazy idea of a Reno campaign. "Hell yes," he said, and thanks to his generous support I was now hooked on the idea.

I started quietly planning my trip then and there - when September 2017 seemed an age away. As you read this the Yak is being disassembled at JEM Aviation ready for loading in a container on the 14th of July. The plan is to have Jay McIntyre of JEM and 'The Nephew' Daniel Frew over at Chino Airport mid-August to reassemble and install the sponsored motor.

Initial flying will take place end of August out of Chino Airport in California with qualifying in Reno, Nevada the week before the races start in earnest from the 14th of September.

As far as I'm aware there has never been a Kiwi race team ever travel to Reno and I know there has never been a Kiwi in the Unlimited class. This class is for aircraft over 4500 lbs and they must be propeller driven and piston engine powered so it is pretty much the domain of WWII fighters such as the Mustang, Bearcat, P-40, Sea Fury and Yak.

I've always been inspired by the Burt Munro story and his quoting of Teddy Roosevelt has always resonated with me. "It is not the critic who counts, not the man who points out how the strong man stumbled, or where the doer of deeds could have done better. The credit belongs to the man who is actually in the arena..."

To this end I managed to secure the same race number as Burt had on his motorcycle (35) and we have used the same font and colours as a tilt to his inspirational story. Our race name is 'Full Noise' and you can follow our progress on Instagram #fullnoise35.

In September the Kiwis will be in the arena at Reno 2017. Come and support us when we show the world that Kiwis Can Fly!

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A Labour of Love

Brent Thompson's rebuilt Rans S-10 on the day of its first test flight. Andrew Love is at the controls.

The rebuild of Brent Thompson's Rans S-10 Sakota is an extraordinary labour of love. The test flight from Rangiora airfield, on 29th April, while not the end of the renovation process, was a moment of celebration and the culmination of a tremendous amount of gratefully received effort from the aviation community.

When Brent bought his American-designed aerobatic aircraft at the end of 2010 he was running Thompson Aeronautical Ltd, the country's leading builder of wooden, fixed pitch propellers. He'd grown up in an aviation family and had built and flown model planes through his childhood, twice winning National Junior Championship. He was a keen

aerobatics pilot and aviation was his life. He and his wife Jess were living on a rural property which had a large hangar on it, but little else. They set a corner of the hangar up as a temporary home while they worked on plans for a straw bale house.

Brent flew the Rans S-10 home from Hamilton, but it was obvious that it needed major work. After landing at Rangiora airfield, the plane was disassembled and transported to the home workshop. By August 2013 Brent had rebuilt and recovered the fuselage. He'd decided to upgrade the engine to a 90 hp Simonini engine and had made a new cowling to accommodate the larger engine and exhaust it needed, while the exhaust system itself needed to be extensively modified to fit within the cowl without

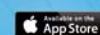
changing its tuned length. The wings were in the process of being rebuilt after stripping revealed damage to spars and ribs. More than half of all the components in the wings are now new. "I can't believe I flew it all the way from Hamilton with a creased main spar," Brent said. The previous owner confessed that at one time he had struck a fence post with the wing, but didn't record the fact or report it because there was no obvious external damage. "I think there's a lesson in that."

This is when the story really starts. In August of 2013, following investigation into feelings of clumsiness, Brent was diagnosed as suffering from Motor Neurone disease. The progressive neurological disease would eventually rob Brent of his ability to move, talk or eat.



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Brent at work, supervised by Isabel.



Room for two.



Composites Engineer Ann with a sample of her work.



Some of many helpers. This was the first engine run.



The S-10 leaves the hangar under tow.

After the initial shock wore off, Brent determined to do as much as he could physically, while he could. He focussed on flying, recognising that he would soon have to give it up. In 2014, he placed second in Aerobatics at the Flying NZ Nationals and was selected for the New Zealand Wings team, flying against Australia. Frustratingly, the aerobatics were called off at the last moment but the New Zealand team won the rest of the competition. Once the competitions were over, friends began offering help with the plane, turning up regularly to put in a day or half a day's work.

As well as this, Brent was selling the propeller business, organising and emptying the hangar and preparing to move his family into town. The family's dream of building a straw bale house on their property was gone. Also, another group of friends stepped in to help finish another project of Brent's, an old Honda City he was converting to electric.

When the property was sold, the parts were moved into Brent's old propeller building workshop at Rangiora Airfield where the entire aviation community stepped up to help complete the craft. Brent's mother Ann would collect Brent from home three days a week and bring him out to the airfield, initially in the electric Honda City, latterly in a van converted to take an electric wheelchair. Sometimes help was pre-arranged and at others they relied on people dropping in. Ann jokes that if somebody popped their head in to say hello they would often end up with a job. They knew the risk, but came anyway, sometimes staying for hours. Some helped on a regular basis for months, others on and off when they felt able to. Everything was gratefully appreciated and it was great for Brent to be around his flying mates to talk aviation or just chat and have a few laughs.

At first, Ann says, she was constantly worried about making a slip and damaging something, but she gained confidence. She learned the 'nuts and bolts language' and has become familiar with some essential, home-built aviation terms such as the expression TLAR (teelar) for example (That Looks About Right). Once she had seen the fuselage, wings and cowling painted by somebody who really did know what he was doing, she let Brent encourage her out of her comfort zone and learned to spray paint so that they could paint all the other bits and pieces themselves as needed without having to

call on others. She also ended up tackling a few trickier jobs, including a little fibre-glassing and carbon-fibre moulding.

Initially Brent could do a lot of the work himself but as his condition deteriorated everything became slower. He needed more and more help and had to explain to people what he wanted, which he did in precise detail, never giving up his exacting standards. As he found it increasingly difficult to make himself understood verbally, he resorted to his head-mouse operated tablet, the speech system with its random auto-corrections and intonation often providing a bit of impromptu entertainment!

The amount left to do gradually became smaller, but the time it took to do it seemed to grow. The plane always seemed to be '95% finished with 95% to go,' as is common in the home-built scene, but with lots of help, they finally got there.

On 29th April, Brent supervised as Andrew Love ran the engine up prior to the test flight. Wheelchair-bound communication, even with the tablet, had become painfully slow and difficult for Brent, but he managed to convey instructions to Andrew and the team. At Brent's behest, the tail of the plane was tied to a fencepost for the run up as he didn't feel the wheel brakes would be adequate to hold the craft at full revs. Smoke appeared under the cowling and it looked like the test flight might be off. Several people became involved in diagnosing the problem which turned out to be new paint burning off the exhaust system. The flight was back on. Finally, all the checks were done. Brent gave his go-ahead and Andrew taxied out to the strip.

The S-10 flew, a beautiful yellow/blue plane against a flawless blue autumn sky. The engine could be heard losing power momentarily on a couple of occasions and backfiring. But it was flying!, and when Andrew landed, he, Brent and Ann immediately discussed the flight and what work still needed to be done. Although the plane wasn't perfect yet, everyone was smiling. After hours and hours of effort, the aircraft had flown. It was a great day.

Brent and Ann and the family would sincerely like to thank everyone who has helped in the S-10 rebuild project. They don't want to name names for fear of leaving someone out, so if you've helped in any way, big or small, the clear message is 'Thank You. It was very much appreciated.'



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Wings & Wheels Tour departs September

Goodwood Revival - Duxford Airshow - and much more

A great tour for enthusiasts of aviation and automobiles departs for the UK in September. Travelling Cathay Pacific, and organised through Travel Managers (the people behind the near legendary Gaye Pardy Oshkosh Tours), the “packed but leisurely” 22-day Wings & Wheels Tour brings together the romance and glamour of classic motor racing with the very best of aviation.

A highlight of the tour is the Goodwood Revival - a return to the halcyon days of Goodwood as the spiritual home of British motor racing. This is the only historic race meeting to be staged entirely in period dress. With air displays and The Spirit of Aviation, Goodwood is a key event on the UK motorsport and aviation calendar.

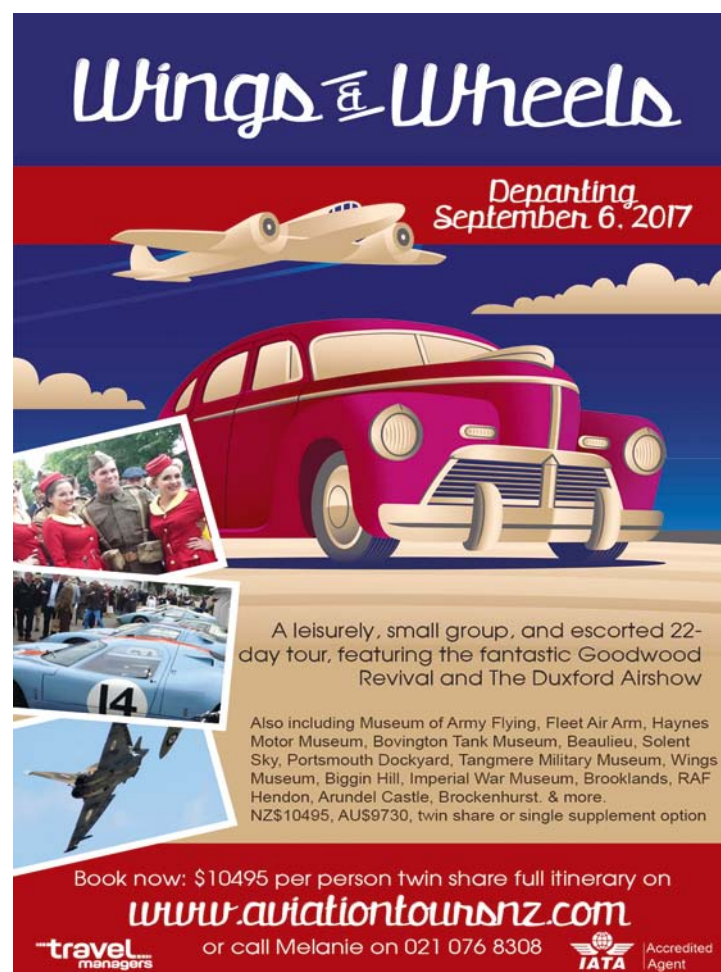
‘Wings & Wheels’ also includes Brooklands, Middle Wallop Army Flying Museum, Yeovilton Fleet Air Arm, Haynes International Motor Museum, Bovington Tank Museum, Beaulieu National Motor Museum, Solent Sky, Portsmouth Historic Dockyard, Tangmere, Arundel Castle, Bentley Wildfowl & Motor Museum, Wings Museum, Biggin Hill Heritage Hangar, Imperial War Museum, RAF Museum Hendon and more !! This is an outstanding itinerary for those who have a passion for aviation, classic cars, plus historic ships and tanks.

The tour ends with the Duxford Airshow. As always, the choice of aircraft reflects the theme for the year, this time the Battle of

Britain. Among many outstanding displays, visitors can expect a massed formation of Spitfires, recreating a familiar sight during WWII. “Come and share the excitement,” says tour organiser Melanie Salisbury.

When there is so much to see and do in a compact timeframe, being part of an organised tour group really delivers some advantages. Particularly for those who would otherwise have to travel to such events alone, being part of a group of course means there is always company to share the experience with. All travel and coordination is of course hassle free, and at the end of each day you can sit down at dinner with new friends that have exactly the same interests as yourself. Melanie emphasises that that the tour is equally for individuals (“we can make a great trip achievable for people who may not want to undertake a trip like this on their own”) as it is for couples, and most trips (this is their 8th year of aviation touring) usually have an equal mix of singles and couples. Incidentally, in just the last seven trips, some guests have travelled three times.

Melanie says that tour hosts are with, or available to guests almost 24/7, and (especially for couples where interests might not be exactly aligned) the ladies will be well looked after too. She also says that return schedules are flexible for those who might want to extend their travel plans. Contact Melanie on 07 5788759, 021 0768308, email: melanie@travelmanagers.co.nz or visit www.aviationtoursnz.com for the full itinerary, terms and options.



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Most aircraft owners will admit that it's not so much the cost of buying an aircraft that hurts, than it is the cost of maintaining it. When a microscopic spot leads to “sorry it's beyond corrosion limits”, it's too late to wish that more attention had earlier been given to airframe protection. And particularly where corrosion can matter so much, it can be well worth ensuring that cleaning and protection products used are aviation certified.

Corrosion Control NZ is better known as the New Zealand and Australian distributor of CorrosionX, having acquired the exclusive rights for CorrosionX distribution in Australasia and the West Pacific Islands (up to and including Indonesia) in 2013. Since then, the Whangarei based company has grown substantially and currently transacts some 6 tonnes of product through their warehouses each month with much of the repacking (from bulk supply) happening locally in New Zealand.

Director Tom Muller says they are now supplying a range of complementary cleaning and protection products, all from the same stable as CorrosionX and aimed at reducing the total cost of aircraft ownership. He also says the products are comfortably located in the ‘environmentally friendly corner’ with negligible health/safety/environmental management requirements, and that aircraft operators can feel secure with the various aviation and military certifications that the new products carry. And further, although aviation approved, the products aren't so expensive that they shouldn't be just as readily used beyond the aircraft wherever the need for cleaning /lubrication /protection arises.

Xhaust and Soot Remover

Xhaust and Soot Remover is a concentrated cleaner / degreaser specifically suitable for aircraft surfaces and compliant with Boeing D6-17487 Revision P. The product is formulated to “clean the toughest exhaust soot, belly grime and bug splats”. It is biodegradable, non-flammable, non-corrosive, non-toxic, water soluble, and can be used on metal, plastic and rubber components and surfaces. Tom says the product is great for use around exhaust outlets and all of the aircraft appendages that reside within the exhaust stream. It also dissolves bugs on leading edges.

Xhaust and Soot Remover can be applied by spray, brush or wiping. The product is left wet on the surface for up to 30 minutes, then agitated if necessary and rinsed off with water.

Aero-Glide

Aero-Glide is a one-step dry wash, polish, and friction reducer. The term dry wash refers to the product being sprayed (or wiped) on and wiped off the surface to be cleaned and protected. No water is necessary, although if there are sand, cement or other abrasive compounds present then it is of course recommended to wash the aircraft first. Aero-Glide removes light oxidation on most finishes, leaving a bright and lustrous shine, and providing 3-4 months protection against UV, exhaust soot and other grime. Aero-Glide meets numerous ASTM and Boeing airline certifications.

RejeX

Much more than a wax, RejeX is a polymer coating designed to seal surfaces against bug splats, exhaust stains (including turbine residue), bird droppings, oil, grease, and belly grime.

The product has a higher refractive index than waxes, so produces richer, deeper looking colours and a more lustrous, long-lasting finish than typical competing products. UV protection remains for up to nine months even in New Zealand's harsh climate. Treated surfaces (which can include paint, glass, acrylic, gel coat, fibreglass, glossy plastic, and polished metal) instantly become easy to clean. Tom says RejeX will also make ‘miliness’ and light scratching on Plexiglass/Perspex/plastic windows almost invisible. As with the other products, aviation applications are only one possible use. Try it out on the car, boat or motorhome too.

RejeX is wiped on and allowed to dry for around 20 minutes. It is then wiped off and (importantly) allowed to cure for 8-12 hours depending on humidity. Instructions say that curing is required to allow RejeX's polymer building blocks to attach to the surface being treated and to cross link into a crystal-clear, impervious film. RejeX can be applied in multiple coats, allowing 8 hours curing time between coats for deeper colour and greater depth of gloss.

Tom Muller can be contacted on 09 438 8800 or 021 469 972, email: tom@corrosionx.org or visit www.corrosionx.org



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Learn While You Earn

Gaining a tertiary qualification whilst working full-time can offer many advantages beyond the obvious benefit of maintaining income during study. For examples, real-world experiences can easily be applied to academic assignments, and the opportunity to network with peers also undertaking study in complementary industries can be very beneficial – as the following examples from Massey University's School of Aviation attest.



Woody Andrew

Aviation Consultant
- AirBiz (Auckland)

Woody – who says, “aviation fuel runs through my veins” graduated with his BAvMan degree in 2016 during which time he achieved places on the Dean's list at both Massey University and Embry-Riddle Aeronautical University (ERAU).

Woody said he chose to study aviation management at Massey University because “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”.

Massey University appealed “because the University has a more approachable vibe than other uni's. As the classes were smaller, I was able to interact a great deal with the lecturers, which is more conducive to learning and represents more what you would get in the real world.”

Highlights included the internship he undertook with Air Freight NZ and Fieldair leading to his assisting in the creation of a new cargo airline using jet aircraft.

A semester as a Massey University overseas exchange student to ERAU, Florida was also a highlight.

As an aviation consultant Woody's role is multifaceted incorporating tasks such as airport benchmarking, airport strategic planning, airfield planning, terminal functional planning, airport business development to name but a few. He is a member of the Aviation Business, Master Planning and Environment and Sustainability teams at Airbiz.

The strong business development focus at Airbiz is an attraction for Woody who says, “Airports have gone from a facility

provider to a responsible business in the recent past. We assist them to generate revenue, along with being more sustainable. The aviation industry is interconnected and impacted by so many external influences. Therefore aviation requires immense planning along with the ability to think on your feet. It is so hard to make money as an airline and the why I love the challenge.”

Woody says his undergraduate degree “enabled me to gain knowledge in many different areas within the aviation field, as opposed to only studying one aspect of business. I like to think of Aviation Management grad's as ‘Specialist Generalists’ and this broad knowledge is crucial in entering a dynamic and truly worldwide industry”.



Rohan Rastogi

Business Development
Manager - Expedia Travel
Agent Affiliate Program
with ‘Discover the World – Global’.

Australian Rohan Rastogi graduated with his Bachelor of Aviation

Management degree in 2014.

His working life to date has revolved around the travel and aviation industry. Rohan was able to combine working with studying via Massey's renowned distance learning facility during this period.

He says he chose to study a Bachelor of Aviation Management programme “because I've always had a passion for the airline and travel industry as a whole, I wanted to pursue a career within the commercial/business management space within this industry and the aviation management program at Massey University provided precisely what I needed.”

Woody was able to enrol in the degree's practicum papers, completing an internship with Fieldair Holdings – Palmerston North.

Rohan's current role is never dull; he says it is “a combination of sales, account management and market development”.

He attributes his academic experience with Massey during the BAvMan degree as having “taught me discipline, sales strategies and also how to be able to thrive within an aviation industry environment. Specific papers in airline marketing, airline review management and the aviation management introductory subjects were of special relevance and use in my current role.”

Rohan now plans to develop his career further in the aviation and travel industry – namely within the Business Development and Commercial Management sectors.



Sam Cubeles-Conway

Operations Agent/Load
Controller - Aerocare,
- focusing Qatar and
Hawaiian airlines.

Sam is currently completing his final year of study by distance in the Bachelor of Aviation

Management whilst working full time.

Sam commenced his studies in 2015 as a full time internal student at Massey's PNTH Campus, but when the opportunity presented to enrol in an internship paper with Aerocare in Auckland he jumped at it. He was then able to enrol in his final papers via distance study. Sam says, “There are so many more facets in getting an aircraft off the ground than people think. From load control to route planners, the aviation industry has so many different paths and the opportunity to determine the path I would like to take *before* I graduate is an opportunity I am deeply grateful for.”

As an operations agent, he is responsible for compiling information from multiple companies and contractors. It is then his responsibility to impart this information to the relevant parties, informing the Captain of any last minute changes to proceedings.

Sam says, “In my job I have the ability to work with multiple different national and international companies on a daily basis. This has allowed me to gain contacts and relationships all over the world, such as the Middle East with Qatar Airways or in Australia with Jetstar and Fiji Airways. Having every day be different is definitely one of the best parts of my job.”

Sam attributes his study as giving him “a deeper insight into management within the wider aviation industry, from how airports work to how airlines function and the differences and similarities they share.”

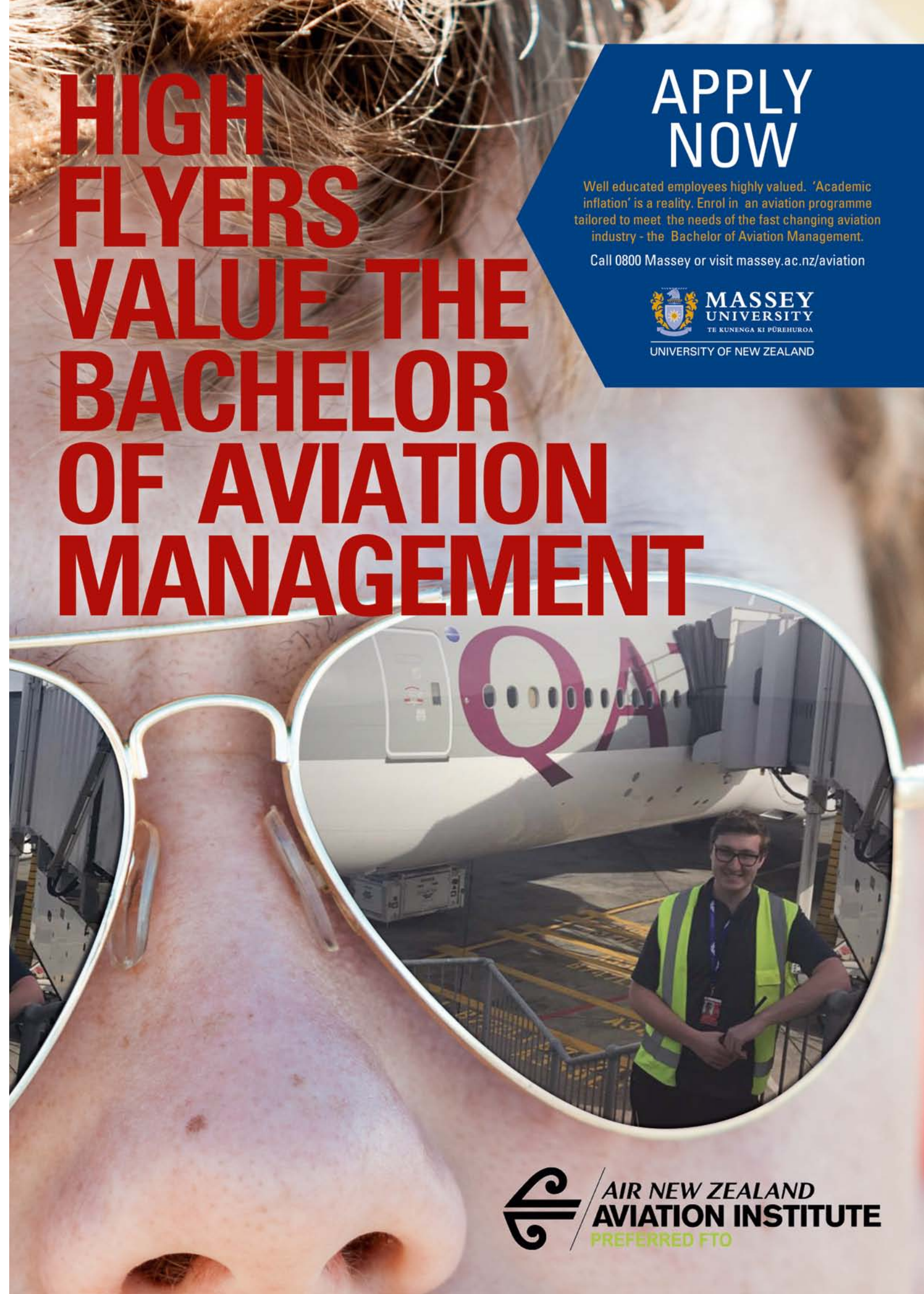
In the future Sam aspires to holding “a management position within an airline, specifically relating to the field of cargo and operations - focusing heavily on cargo and route optimisation. I thoroughly enjoy the operational and cargo fields within aviation and love working in a dynamic hands-on environment that offers different challenges every day,” he says.

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Pauanui Beach. Directly offshore is Shoe Island and to the right Slipper Island (previously owned by the Needham family and also a favourite aviators' destination).

Fly in to Pauanui

Pauanui is situated on the eastern side of the Coromandel Peninsula and at the mouth of the Tairua River. It has the Pacific Ocean on one side and the Pauanui-Tairua harbour on the other. Only a handful of farmers lived here at the turn of the century and now the village has about 750 permanent residents which can swell to a staggering 15,000 in the summer months. To help with access, the airfield was one of the first parts of the area to be developed.

The beginning of modern Pauanui is easily traced back to 1967 when the Hopper brothers purchased 256 acres of land from one of the local families. The opening of State Highway 25A improved access to the area and a very popular holiday destination was born.

Ian Hopper was born in 1929 and left to work on the family farm until the age of 13. He then gained experience in the timber industry and driving bulldozers, then later teamed up with his brother Tony in the '40s and '50s, earthmoving and being building supply merchants. In 1956 the 'Hopper Brothers' formed and they

began their first subdivision.

Flying into Pauanui is certainly a 'must do' for New Zealand pilots because of the location of the airfield right beside the beach and within an extensive housing area. My parents tell me the story of how they flew in to the field on their honeymoon in their 180, ZK-BMW. They were met by one of the Hopper brothers, keen to sign them up for a section, right by the field. In the photo album, the 180 is flanked by a lonely house and lots of clear land – dated August 1971.

The airfield has a grass strip of 850 x 60 metres and a taxi area on the southern side. Signposted aircraft parking areas are at either end of the airfield and a passenger pick-up and drop-off spot is on the western end at the airfield office. Parking fees for private aircraft are \$10 overnight or \$100 for a year.

Situated next to the airfield is a golf course, and nearby is the Pauanui village with cafes and retail stores. Please be aware, there

is no aircraft fuel available in Pauanui. Whitianga and Thames are nearby options.

Accommodation begins with the Pauanui Glade Holiday Park, developed by the Hopper Brothers in the '60s. It has campsites through to motels which start at \$102 for a one bedroom. www.pauanuiglade.co.nz.

If a luxury weekend away is what you are looking for, there is the Mercure Puka Park Resort. Purpose built tree house accommodation is set into the bush clad hills and the Miha restaurant is onsite. They offer a shuttle service to and from the town and airfield. www.pukapark.co.nz

Family activities are plentiful at Pauanui. There are also plenty of things for adults to be entertained by if relaxing amongst pristine scenery is not quite enough. There is an 18 hole golf course at the Lakes Resort and excellent surf for those so inclined. The beach is 3km long and is relatively safe for swimming. A 'Summer Series' of events happens between Boxing day and end of January which is a holiday programme for all to participate in. It includes things like mystery walks, mini golf and 9-hole courses, a talent quest, glow worm tours, mini bowls and much more.

Ask a local what they love about the place and they say Pauanui is all about relaxation, the walks and the beach, which is handy if you are flying with no vehicle on hand to use. The Pauanui Trail is a 4.2 kms (each way) and suitable for walking or biking. It will eventually connect to nearby Tairua which is across the water on State Highway 25A. For the more energetic there is Mount Pauanui which is 1200 feet high and takes 1.2 hours return. The view is well worth the effort.

The airfield is 100m from the shopping centre and also backs onto the Pauanui Sports and Recreation Club which has a refreshment area. In the shopping centre you will find a variety of places to eat and relax. For pizza lovers try the 'Kiwi Outdoor Oven Company', a nifty food caravan down by Pauanui Wharf, where you can relax and watch the boats come and go. For an evening out, the place to go is JKs Kitchen and Bar, their beer battered fries are some of the best with excellent choice of fish including delightful pan-seared sesame-crust salmon. Yum.

To sum up Pauanui; think BBQs at the beach, swimming with the dolphins, watching orca play, relaxing with awesome sunrises and sunsets as the back drop, knowing that your children or grandchildren are safe playing while you sit back. And most importantly, the people that live here are relaxed and welcoming - another top reason to put Pauanui high up on your 'Places to Go' list.

with thanks to Linley & Paul Schrader,
and Bruce Gordon for their assistance with this article.



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Aircraft Liability Insurance Explained

It is important for aircraft owners and pilots to understand the principles of liability and how these are covered by their insurance policy. Bill Beard from Avsure explains:

The most common form of aviation policies are divided into three main sections as follows.

SECTION 1: Loss of or accidental damage to the aircraft hull.

SECTION 2: Legal Liability to third party property and bodily injury or death other than for passengers.

SECTION 3: Legal Liability to passengers when entering, on board or alighting from the aircraft.

In general terms however all incidents resulting in death or injury to persons in New Zealand are covered under the ACC Legislation and as such there is no provision in NZ for anyone including aircraft passengers to issue proceedings in New Zealand courts seeking compensation for death or personal injury. The Law however does not prevent claims for mental shock, distress or trauma so you still need passenger liability cover.

The main liability risk for New Zealand aircraft owners therefore are claims for accidental damage to third party property and the associated legal fees.

The main events likely to result in a third party property claim are as follows.

- Taxiing into another aircraft (biggest risk in the vicinity of fuel pumps or in tight manoeuvring areas).
- Damage to other peoples property as a result of a forced landing.
- Loss of direction on take-off or landing and running into other aircraft, fences, hangars or whatever. There was a close call at Ardmore some time back when a landing aircraft lost directional control and crossed the adjacent taxiway at high speed just missing a highly valued brand new aircraft backtracking on the taxiway (it could have been a corporate jet!).
- Simple ground handling incidents such as pushing your aircraft into another aircraft or worse – a helicopter.
- The worst scenario – a mid-air collision where you may be found at fault.

If you damage another aircraft resulting in the owner of that aircraft having to make an insurance claim, it is the third

party insurance company which will look around to see who was responsible for the damage and they'll be on your case in a flash to recover their repair costs. You need to ensure the aircraft liability coverage or limit of liability is adequate to cover you for any negligent acts. Half a million dollars is not nearly enough in today's world. The absolute minimum industry standard would be NZ\$1m but with the price of aircraft and associated equipment on today's market, most operators are insuring for at least \$2m to \$5m.

In aviation circles the amounts awarded can be quite large, therefore it's important to carefully consider purchasing higher limits in order to have an adequate limit of liability to cover all possibilities.

All policies should include the "Pilot Indemnity Clause" which extends the policy to cover the pilot as if they were the insured. This gives the same protection to the pilot as to the policy holder but does not increase the liability of the insurers beyond the declared indemnity.

To discuss any matters relating to aviation insurance or for quotations, contact Bill Beard or Arden Jennings at Avsure on 0800 322 206.

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The Dynali Microlight Helicopter

There might soon be a new microlight helicopter type listed on the NZ aircraft register. Bruce Drake recently flew the Dynali H3 in Belgium and came away very impressed with the experience.

Three years ago, Belgium company Dynali introduced their H3 EasyFlyer microlight helicopter to the market. Since then, the company says more than 50 machines have been delivered to customers for private use, training, flying club activities, and (in China) crop spraying.

The company displayed at this year's Aero Friedrichshafen where Bruce Drake from Rangiora saw them for the first time. Bruce was so impressed that he subsequently made the 600 km trip from there to the Dynali factory in Brussels for a personalised tour and flight test. Bruce has an engineering background and says he is often critical of microlight build standards, but after viewing the factory

and all stages of the build process, couldn't fault the quality or design robustness that he saw at Dynali.

Dynali began producing fixed-wing microlights in the '80s, subsequently going on to develop a light helicopter with the introduction of the microlight helicopter category to the recreational flying scene in 2011.

Powered by Rotax, the Dynali H3 is specified with an empty weight of 280 kg and a useful load of 270 kg, achieving a cruise speed of around 80 kts with Vne at 85 kts. Engine options include 912ULS, a 912ULS-I (an injected Dynali adaptation of the 912ULS producing 110 hp), or the standard Rotax 115 hp 914UL.

At the factory, Dynali's Chief Pilot Patrick Gauquier took Bruce for a demonstration flight and then handed over the controls. Bruce says he hadn't flown a helicopter for some years and was delighted at how easy the H3 was to fly. The aircraft is also comfortable for two people, offering good visibility and a cabin



Visibility is very good. Note cyclic has adjustable arms.

slightly wider than an R22. Bruce left the factory so enthused about the experience that he later returned for a second visit, spending three days this time for an in-depth study and more flying. The weather for his second visit produced stronger winds and more turbulent conditions which Bruce says were handled well by the aircraft and demonstrated a definite potential for the type to be operated in New Zealand.

Bruce welcomes all enquiries.
Email: drakeaviation@hotmail.com
More information at www.dynali.com

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Exercise Skytrain 2017

contributed by Gavin Conroy

Aboard RNZAF C-130H Hercules 03 for a mission from Woodbourne to Kaikoura, Lake Station, Nelson, Marlborough Sounds, and return.

The annual Skytrain exercise was held at RNZAF Base Woodbourne at the end of April. This exercise puts 40 Sqn crews through all manner of activities from low level tactical flying, dropping heavy loads under parachute, NVG night flying, remote grass strip operations, operating as jump aircraft for NZ Army soldiers, and more. Regular KiwiFlyer contributor Gavin Conroy got to ride along on a Hercules mission and writes:

It was the first time for several years that Skytrain had been held at Woodbourne and the base was stretched with the 200 NZDF personnel and two 40 Sqn Lockheed C-130H Hercules that were part of the exercise.

Detachment Commander Squadron Leader Blaid Oldershaw explains, "Woodbourne is a great place to operate from. The local people enjoy seeing the aircraft and the weather is consistently good here which helps a lot as 50 percent of our flying is done at night which adds an extra challenge for the crews. Even with a base this size, fitting in 200 extra staff and all of our equipment is a challenge. We no longer run Skytrain at airfields using tented camps as the missions have grown a lot over the years so we need a lot more room and accommodation for everyone. Even so, we do have a few tents here to work out of as we still couldn't quite fit everyone in."

On April 26 I had the opportunity to fly in Hercules 03 for a two hour mission with a 6000 lb load on board. We were fuelled, an extensive briefing occurred, and then it was time to fly.


Our flight took us at low level (250 feet at 250 knots) through (not over!) the mountains south to Kaikoura. The pilots did a great

job fitting this large aeroplane through mountains and valleys at high angles of bank as they headed to the first waypoint which was Kaikoura.

Once there we headed over to the West Coast and up to Lake Station where the 6000 lb load was pushed out the back. We then headed over to Nelson Airport for a touch and go before going around the Marlborough Sounds the long way. This was a highlight, the water like glass as we blasted along at low level, scenic for me but no time to think about that for the crew! From there we conducted an approach and overshoot at Woodbourne, followed by a very short landing and we were done.

Missions vary in length from around 90 minutes through to 6 hours, the crew often doing several tasks during the flight. On one flight a Hercules took off, two groups of six skydivers left the aircraft, then the aircraft flew to several airfields in the South Island picking up and dropping off vehicles and loads before returning to Woodbourne. This exercise pushes crews and demonstrates the pressures they might be under during deployments around the world.

There were also two American Hercules aircraft operating in and out of Woodbourne over the same period but were not involved with Skytrain. These were the Lockheed MC-130H Hercules that are used for special operations. They had their own set of missions and worked with the NZDF at times but were essentially doing their own thing. Although not part of Skytrain, an image is included due to their unusual appearance and the fact we don't see them here very often.

KiwiFlyer thanks the RNZAF for our Skytrain invitation and 40 Sqn in particular for their hospitality. 



Ready to load. Note the shock absorbing layers between package and pallet.



6000 lb of cargo aboard for the mission.



The load was 'pushed out the back' overhead Lake Station.



RNZAF 40 Sqn C-130H Hercules on approach to Woodbourne.



Gavin enjoyed some great scenery while the RNZAF crew worked hard.



American MC-130H Hercules were also operating from Woodbourne.

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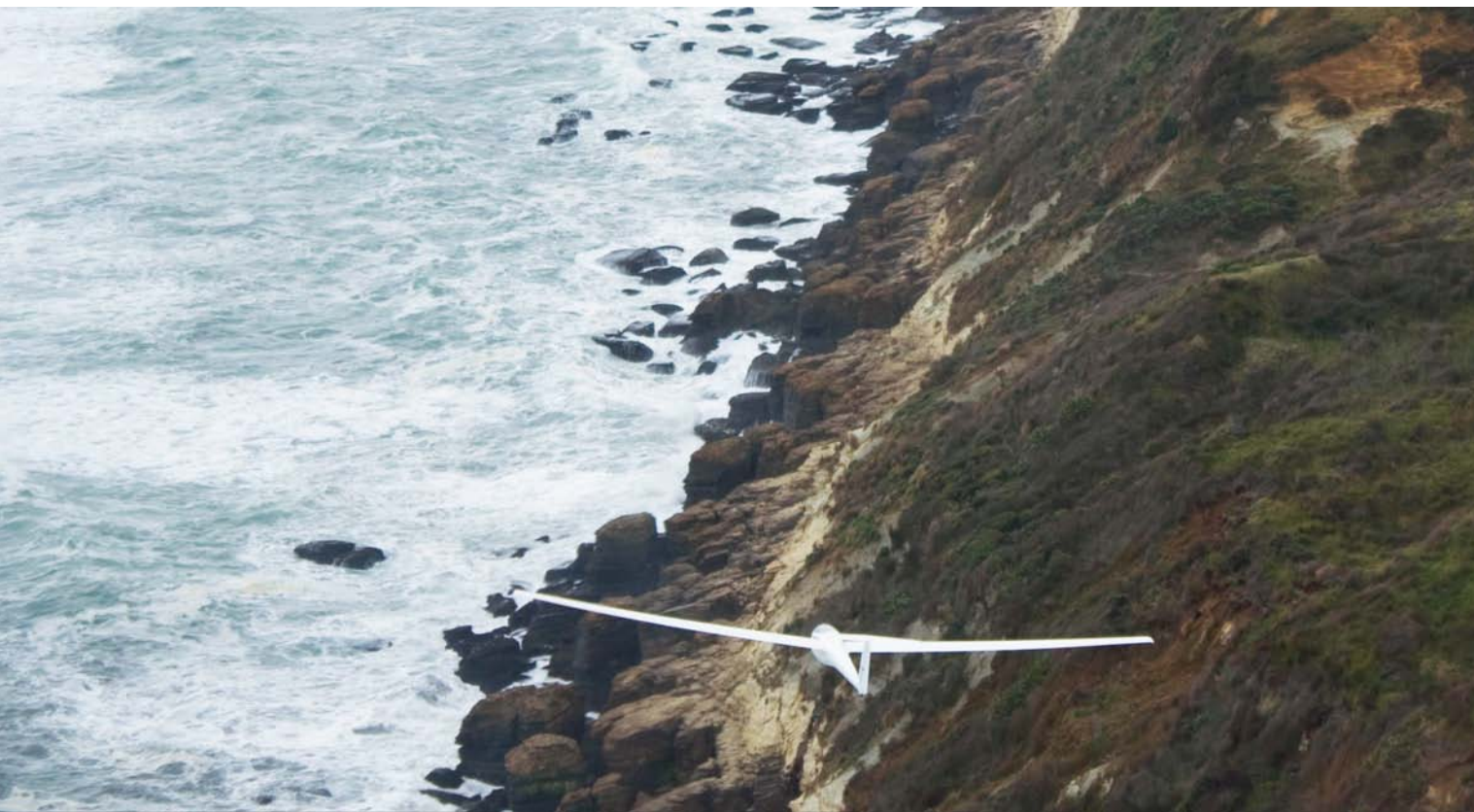
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West Coast soaring in ridge lift

Gliders can go places

There's a highly successful American glider pilot who has been flying in New Zealand the last few years. Keith Essex seemingly came from nowhere, entered our gliding contests, at regional and national level, and won them. It certainly shook things up a bit. But Keith's an affable, friendly bloke and he's just so excited about gliding that no-one could hold his successes against him. The whole country cheered when he flew two flights of over 1000km each, from the new Soaring Centre site at Greytown in January.

Keith is a helicopter pilot by trade with over 22,000 hours of rotary and fixed wing bush flying in the Alaskan wilderness behind him. His flying experiences would fill a book. The surprising thing is that Keith has only been flying gliders for four years. And that he almost didn't try the sport.

"I thought it was just old men in funny hats who released over the airfield

and came back and landed. From the outside, it looked very boring." But, every two years Keith set himself the challenge of gaining a different type rating for continuing education. And in 2013, while wondering what to try flying next, Keith and wife Deb attended an airshow and saw a dramatic gliding display. Keith spoke with the pilots and ended up learning to fly with them. He was only planning to add on a rating and was expecting it to take around five hours flight time, which it did.

"What caught my attention was one day, up against a ridge. I thought: Oh. I get it. You can actually go somewhere. It was an eye opener. I got my rating and a short time after that I bought a [top of the range, two-seater, cross-country glider] Duo XL. I started flying it with no idea what I was doing." But it didn't take him long to work it out. All those years as a bush pilot were almost certainly behind his rapid mastery of the skills required to fly gliders a long way fast.

Are you a pilot like Keith, with a wealth of air experience but looking for a challenge? Do you know that it is possible to make gliders go somewhere? Would you like to fly a long way fast without the benefit of an engine? Even now, in mid-winter, glider pilots around the country are doing cross country flights. Members of my local club, the Canterbury Gliding Club, flying out of Springfield, close against the foothills of the Southern Alps are routinely getting flights of over two hours duration and up to 300 km distance, most weekends. In Northland they fly the converging sea breeze fronts from the East and West Coasts. The Auckland clubs fly low and fast along the tops of the sandhills and cliffs of the West coast.

How do they do that?

Let's go back to Gliding 101. Without an engine, a glider is always descending relative to the surrounding air mass. Therefore, to gain height a glider pilot must fly in air that is rising faster than he

Are you a pilot like Keith, with a wealth of air experience but looking for a challenge?

is descending. Even in the winter the three basic lift sources can be working, it all depends on the weather conditions.

Thermals are rising air caused by the land heating. This is usually greatly reduced in winter but it does still happen. Winter thermals are usually weaker than their summer equivalents but are still useful to extend a flight. Hillsides facing into the sun are still great thermal producers while flat land is often damp and soggy and areas that might have worked as thermal producers in the summer shouldn't be relied upon. The pilot has to read the ground as well as the sky.

Ridge lift works, regardless of the season. This is air being forced up and over the obstacle of a ridge that lies across its path. Gliders beat across the into wind slope, climbing to the height of the ridge and above. The Kaimai ridge is great to fly and the Piako gliding club, based just north of Matamata at Waharoa make good use of it with flights of several hundred kilometres in a westerly wind. There are great views across the ranges to Tauranga

and out to sea. Auckland Gliding Club at Drury use their ridge for training flights and to get established before launching out into thermals. Many other clubs have 'nursery ridges', a nearly assured source of lift close to the field. Then of course there are the West Coast flights already mentioned, an entirely different and exciting experience.

At Canterbury Gliding Club we use the Springfield ridge, a spur that runs out from the Canterbury foothills near Porters Pass. It works in a couple of different wind directions and allows access to the mountains behind it. It would be very rare for a flight to be flown solely in ridge or solely in thermal.

And then there's another type of lift altogether. Lee waves are the giant ripples in the air caused by air passing over a topographical feature. The Nor West Arch that you see running the length of Canterbury is the leading edge of an enormous wave. Mountains are often seen capped with lenticulars and parallel bars of lenticulars lying across the wind are marking the tops of these waves in the sky. In very simplified terms, the air on the windward side of the cloud is rising, on the downwind side it's descending and in the middle it's rough and unstable and you really don't want to fly there, not even in a commercial jet.

It can be tricky to get into wave lift as the cloud markers can be a long way from the actual rising air, but it's a skill that can be learned. Once established in

wave the glider rises like it's on a silky smooth elevator and vast distances can be flown at speed. The Andes lee wave is now the site of major world gliding distance records and the limits are bound by the hours of daylight available to fly in and the pilot's endurance. The current longest glider flight on record of 3,008 kilometres by German pilot Klaus Ohlmann was set in the Andes in January 2003. Sadly, New Zealand isn't long enough to look at beating this phenomenal flight. In 2009 Terry Delore flew 2499 kilometres, up and down the length of New Zealand several times, from his launch point at Omarama, crossing Cook Strait twice and said that he thought that in the right conditions it would be possible to do 3000 km but you couldn't go much further.

But in January this year Keith Essex flew 1250 kilometres from Greymouth, using all three types of lift and had a great time, and last weekend the Canterbury Gliding Club saw 22 flights, many of them over an hour duration and using wave to take them into the mountains. Even in mid-winter, gliding really is about going somewhere.

If you'd like a go at gliding, please see the Gliding NZ website for information on your local club. For subscriptions of SoaringNZ see mccawmedia.co.nz.

If you'd like to have a go at gliding, check out the Gliding NZ website for details of your local club. For subscriptions to SoaringNZ, see www.mccawmedia.co.nz.



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Whanganui Gyros and Jets

Check out the smile on Richmond Harding's face as Tony Unwin takes him on his first gyro ride, from Richmond's home strip at Whanganui.

In 2016 the NZ Autogyro Association held an informal fly-in at Whanganui which was so successful that all attending proposed for organiser John O'Leary to repeat the exercise in 2017. And so it was that on the weekend of 4th June, the sky over Whanganui again reverberated to the sound of rotor-blades, propellers, and sometimes rather loud engines.

Then it was back to Whanganui for lunch put on by 'the ladies', and then everyone flew out to Richmond Harding's strip for afternoon tea and a look through his very interesting hangar, full of Wanganui Aero Work and ag. flying

memorabilia – as well as his Supermarine Mk26B Spitfire (90% scale of the original – see also Loburn Abbey Fly-in article later in this issue of KiwiFlyer). Richmond's hangar holds an outstanding collection of aviation memories and

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Richmond returned the favour with some flypasts in his Mk26B Spitfire.

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treasures, including a very poignant memorial to every ag. pilot who has lost his life on the job in New Zealand. There are a lot of names... Richmond's hangar well deserves to be the subject of a KiwiFlyer article in its own right in the not too distant future.

Everyone at Richmond's was treated to a short but exuberant Cresco display, then Garry Belton responded in kind using John O'Leary's Dominator gyro. Richmond then enjoyed his first ever gyro ride courtesy of Tony Unwin in his Kallithea. Big smiles resulted.

A few gyros visited Feilding on Sunday morning, then later on Sunday, Richmond brought his Spitfire to Whanganui for some display passes which looked and sounded magnificent. Equally magnificent were the passes put on by John Luff when he arrived and took his Venom out of the hangar, on his way to Ohakea. And almost before the discussions of how cool, albeit expensive, it would be to own a warbird jet subsided, a passing Srikemaster landed and parked up for the evening. On Queen's Birthday weekend, Whanganui was definitely the place to be.

What a magnificent weekend it was. Great fun, great camaraderie, and no incidents unless anyone counts the rumour of a small engine mishap for one pilot on the way back home. Only a gyro flyer would think to land alongside the road and then phone the AA to please bring a trailer.

On behalf of everyone who attended, Cheers John and helpers. Next year is already fixed in the calendar.



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Spitfire Flying

A pair of Mk I Spitfires approaching their 'home' ground of Duxford during an airshow in 2015.

In previous issues, NZ Warbirds President Frank Parker has written of flying the Harvard, P-40 Kittyhawk and Flug Werk FW 190. This time, Frank shares his experiences with the Spitfire. (*How do you get a job like this? Ed.*)

The Spitfire story is well known by any aviation buff, its heritage beginning with the 1931 Schneider Trophy winning Supermarine S6B, and subsequently becoming the symbol of the British Fighter. The Spitfire design 'genesis' is from 1934 with the first prototype flight in March 1936. It is an aircraft with a mixture of systems; pneumatics for flaps and brakes, hydraulics for chassis (undercarriage) and electrical controls for other systems. Typical of the era there is little thought to cockpit ergonomics which does interrupt the checklist flow.

The Spitfire has always been admired for its lines; sleek, in proportion, graceful, - the epitome of everything 'right'. Under

that beauty, the construction is somewhat complicated. The wing-ribs are built up of a riveted lattice work, the wing-spars a multi layered box section, with a small bend at the root end to complicate things. That beautiful elliptical wing plan comes at the expense of construction complexity with changing curve lines to be accommodated. Modern restorers equate her to a wooden aeroplane built of metal.

The cockpit is quintessentially British, almost a jumble of systems and controls. Flight instruments are in the standard six-pack arrangement with a turn-and-slip vs. the more common bat-and-ball. Engine instruments are less structured; an oil pressure gauge from a Tiger Moth and perhaps the most important gauge, the Boost (or manifold pressure) also being the smallest. Control-wise, the throttle quadrant is typical, though not the tidy unit in American aircraft. Flaps operate by an instrument mounted (pneumatic) switch, and undercarriage (or chassis as it is labelled) a somewhat clunky lever on

the right of the cockpit. Then there are the brakes, pneumatically operated and metered by a lever on the control column, controlled by the rudder pedals, typical of Brit aircraft of the era and initially a challenge to operate smoothly. The park brake is a toggle on the brake handle, definitely an afterthought and suspect to setting itself on during flight which makes for excitement on landing. Despite the jumble, once you feel at 'home' operation becomes straight forward.

Preflight

Preflight is typical for the class of aircraft; fuel, oil, coolant, pneumatics, airframe inspection, - nothing extra special. As you walk around the Spitfire the graceful lines remind you why this aircraft is adored by so many aficionados. It is strikingly beautiful.

Time to put the aircraft 'on' (i.e. get into the cockpit). It's a snug fit for this 180cm 80kg pilot. Maybe men were smaller back then. You are definitely

Playing in the Spitfire is a pleasant experience and it doesn't take too much imagination to conjure a Biggles moment.

seated 'in' this aircraft, ready to become part of it. As noted the cockpit flow is disjointed but the checks are straight forward and simple. A few 'primes' on the Kigas primer and it's time to start, which is relatively simple. Magnetos 'on', two fingers for the ignition booster and starter and the Merlin will spring into a silky smooth V12 idle. After start checks are simple; oil pressure, radios on, - time to taxi.

Taxi to line-up

The Spitfire has a castoring tail wheel so heading control is via brakes. As noted these are initially challenging which leads to some interesting taxi excursions until mastered.

The engine run-up is typical; propeller function, magnetos, system temps and pressures and idle. Importantly this is done 'on the brakes', such that if the tail lifts under power you can release the brakes to put it back down.

Take-off

For take-off, in fact for all aircraft in this class, it is essential to introduce the power gradually to ensure rudder control to counter torque effects. In this regard the Spitfire has plenty of control. As speed increases, it's tail 'up' - and a swing left with that P factor. Then at



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Supermarine Spitfire Mk XIVe belonging to the Chariots of Fire Fighter Collection based at Omaka.

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The Griffon powered Mk XIV



The majority of my Spitfire experience has been in the TR Mk IX and many aficionados will argue the Mk IX is the best of the best. I have recently had the opportunity to fly the Griffon powered Mk XIV, and while still a Spitfire, there is a difference. Firstly the Griffon lacks the smoothness of the Merlin - it is lumpier, definitely with more attitude under the cowl. Also the Griffon rotates in the opposite direction (must be a good reason?) which is no problem in itself except that years of right pedal over the top of a loop now has to be left pedal! Cockpit layout in the single seater is generally identical, however the electrical box has additional armament controls. The fuel system is less automatic - you must select the wing tanks individually (in fact you select the tank pressure valve which 'blows' the fuel to the main tank). At a pedestrian cruise power of 1800 RPM -2 lbs boost (26" MAP) the Mk XIV is good for 200 KIAS and at climb power 2400 RPM +6 lbs boost the Griffon 'throbs'. Manoeuvres are similar, however the aircraft has lost a little finesse. You have to drive it through a barrel roll rather than 'flying' the Mk IX. Once again, setup for the landing is similar, however with more weight there is no tendency to float, and the ground may rush up meet you. The Mk XIV is still a Spitfire, but definitely the big brother!

around 80 KIAS it will fly off. Post take-off the Spitfire is busy: Change hands on the 'spade grip' (whereupon a power reduction identifies the Rookie because he / she didn't check the throttle friction was tight) to free up the right hand to work the almost cumbersome undercarriage selector. Hands back to where they should be, once safely airborne, then set climb power (2600 rpm and 6 lbs of boost (42" MAP)) and trim - and you really are flying a Spitfire.

General Flying

This aircraft is a thoroughbred in its own right; the Merlin V12 just purrs. Overall engine handling is simple. There is automatic boost and mixture control, and power is set and forget. Flight controls are conventional although they lack the classic harmony between aileron, elevator and rudder forces of the P-40 or Mustang. The ailerons are slightly heavy with chains and cables in the control runs, while the elevator is finger light. Cruise power is 2000 rpm and zero boost (30" MAP) which gives a comfortable 185 KIAS.

Manoeuvres

The Spitfire is renowned for its handling. The stall is benign and in manoeuvre there is plenty of buffet to warn you're approaching that limit. Classical aerobatics are straight forward although the roll rate is pedestrian. You need to take care in pitch with those light elevators - it would be easy to 'snatch' out of a loop. Aerobatic power is 2400 rpm, + 4 lbs boost (38" MAP) or a bit more if you wish, rolls at 200 KIAS, vertical maneuvers from 250 KIAS plus. Playing in the Spitfire is a pleasant experience and it doesn't take too much imagination to conjure a Biggles moment.

Engine handling

These large capacity engines dislike large quick power changes or high RPM and low boost so there are considerations to engine handling. Otherwise nothing could be simpler, just throttle and RPM. The boost and mixture are automatically controlled for altitude, and radiator shutters are automatic. Just keep a wary eye on your 'T's and 'P's

Rejoin

Back to the field, I generally join overhead to get a good look at the slower

traffic and fit into the pattern. The Spitfire slows easily to the gear speed of 140 KIAS and it's downwind at 120, flaps on base (they are up or down) and slowing to 100 KIAS straight in reducing to 80 across the fence (78 KIAS for the experts).


Landing

The important bit!

Anyone who has flown tail-wheel aircraft will know the challenges. Indeed I'm convinced if you attempted to certify a tail-wheel aircraft in our modern PC world you would be sent back to the drawing board!

The Spitfire lands nicely, across the fence power off and that big wing floats you to a landing. Three pointer or wheeler, both are straight forward. Despite a narrow undercarriage, with a long wheelbase the aircraft tracks nicely. The only (slightly) tricky part is getting even braking with the spade grip brake handle and rudder control. Overall though, it's no more difficult than the venerable 'Chippy'.

Finally, taxi to dispersal, and there's no time to mess about as the coolant will quickly reach its maximum on the ground. Shutdown is standard, a short burst of power to clear the plugs (and it sounds cool), live mag check, mixture cutoff, that's it. Except for an inherent grin, you have just been flying a Spitfire.

Regards, Frankly@xtra.co.nz 



TR IX cockpit. Quintessentially British (i.e. jumbled).



Brendon Deere's Mk IX Spitfire leading the 2017 ANZAC Day Flypast at Ohakea, accompanied by new and old trainers; T-6C Texan II and freshly restored Harvard 15.



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Loburn Abbey Fly-in

A Moment In History - 'Spitfires at the Ready'.

On Saturday 22nd May, Ivan and Sandy Campbell hosted a fly-in at their Loburn Abbey Airfield in North Canterbury. History was created with the largest line-up of replica Supermarine Spitfires and Titan Mustangs ever seen in New Zealand - possibly in the world. Sandy Campbell tells the story of the day:

Four Supermarine Spitfires attended the first official Loburn Abbey Fly-in, and were joined by six Titan Mustangs. Many other aircraft also arrived from near and afar. The farthest flown were

Gary Marsh in his Titan Mustang 'Isobel' from Stratford and Don Boyd flying his Sonera, also from Stratford. Richmond Harding flew his Mk26B V8 powered Spitfire from Wanganui, making the trip down in an impressive 1 hour 20 minutes. Bill McWilliam had arrived the previous day from Masterton in his always immaculately shiny Titan Mustang 'MisStress'. The other Mustangs on the field were John Richards 'WUH' from Motueka; 'Linda Lovelace' - owned by Kerry Millar from Lincoln; 'Loburn Lady' - resident on the field; and a newly completed Mustang - 'Smoke and

Mirrors'. The Spitfire line up included Richmond's 'SPT', Ivan's 'CG', Gary Cottrell with his 80% flat 8 powered Spitfire - 'EFY' (both the aircraft and owner being recent new arrivals from the UK), and Spitfire 'MEB' a newly completed Mk26B.

Chipmunks, various other microlight, home-built, and light recreational aircraft were amongst the line-up. Two aircraft who announced their arrival with a distinctive engine sound were Grant Murdoch in his radial engine Nanchang and Brian Hall's stunning naval paint scheme Harvard.

The weather could not have been more perfect for the event: sunny blue skies, summer temperatures and just the slightest breeze. The day had a few surprises in store for the visitors, including a short aerobatic display by Andrew Love in his Pitts, a fly-by of 3 Spitfires, and the Titan Mustangs also showing off their style. John Williams, CEO and President of Titan Aircraft, USA was the special guest of honour. There was also a short but impressive display by Doug Anderson in a trike demonstrating the extreme versatility of these popular aircraft.

To add to the flavour of the day, a WWI presentation was given to a very interested audience by James Drewery of Amberley. James had been showing his presentation to many groups in the lead up to ANZAC Day. Loburn Abbey Hangar has a wall dedicated to the memory of ANZAC which became the perfect backdrop for the presentation, along with a larger than life soldier with all his memorabilia.

Another treat in store was a demonstration of Black Powder Shooting by a small contingent of the Christchurch based members of the West Coast Black Powder Shooting Club resplendent in their Northern Yanky uniforms which took place on the airfield range. A number of the spectators had their first shoot with a Black Powder rifle.

Pilots and visitors enjoyed a very convivial time in the sun, with a barbecue sizzling in the background for most of the day. The airfield was a sea of colour with

over 40 aircraft and from the enjoyment of the visitors it looks set to become an annual event on the aviation calendar. The day more than achieved its mission by having a wonderful collection of passionate grassroots aviators all in the same place for the same purpose.

For more information on Supermarine Spitfires, Titan Mustangs, or Campbell Aero Classic helmets, phone Ivan and Sandy Campbell on 03 312 8008, email: ivan@campbellaeroclassics.com or visit www.campbellaeroclassics.com



Richmond in his 'Dream Machine'.



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Veteran pilot Russell Troon (84) was the most senior pilot at the reunion. He looks pleased having just enjoyed a Dominie flight - his first since 1961 !

Queenstown Aviation Pioneers and Families Reunion

Several anniversaries of historic Southern NZ aviation milestones coincided in 2017, prompting the organisation of a reunion held in Queenstown during April and attended by more than 130 people. Well-known aviation historian Richard Waugh helped organise the event and contributed this report for KiwiFlyer readers.

50 years ago, I lived at Frankton, close to Queenstown aerodrome. I remember cycling past the pine trees to the Tourist Air Travel hangars to record the registration numbers of aircraft, including occasional visiting aircraft. Retired pilot Trevor Cheetham was in the office, young David Wilkes used to call around to our home, and my pilot father, Brian Waugh, frequently commented on Tex Smith's superior flying skills. Most of all, I remember manager Bill Davies coming to our front and telling Mum, "There's been a Dominie accident in the Shotover; Brian is injured but OK." The early work of the small post-war pioneering airlines of Queenstown and nearby districts included tough times and sometimes tragic loss of life.

The pioneering small airlines of the 1950s and 1960s, like Southern Scenic Air Services, West Coast Airways and Ritchie Air Services, run by wartime ex-servicemen like Bill Hewett, Fred 'Popeye' Lucas, Barry Topliss and Ian Ritchie, were colourful examples of post-war optimism and the 'can-do' attitude which helped New Zealand progress.

These were versatile airlines mainly flying Austers, Cessnas,

Dominies and Widgeons; opening up new scheduled air services (to Dunedin and Invercargill), pioneering tourist flying (establishing the Milford airstrip in the early 1950s), operating many air ambulance and other special charters, developing agricultural work, doing supply dropping in the era before helicopters, carrying freight and newspapers, and the airmail.

There were many challenges; raising sufficient capital, working with the political regulation and licensing bureaucracy of the time, flying obsolete aircraft, getting sufficient passengers, dealing with engine failures, overcoming accidents and sometimes their tragic outcomes, and always coping with the mountainous terrain and turbulent weather.

The first pioneering post-war airline at Queenstown was Southern Scenic Air Service in 1947. It became famous for versatile operations and was prominent in promoting local tourism. Its pioneering flying and landing at Milford Sound left an invaluable legacy that continues to this day. In 1961 floatplanes were based at Queenstown Bay. Southern Scenic pilots became an integral part of local life – legendary for their varied flying work and service to the community, amid some of the most magnificent scenery in the world.

West Coast Airways was a subsidiary of Southern Scenic and operated the historic South Westland Air Service from Hokitika – New Zealand's first scheduled airline service from the mid-1930s. The Dominies and Cessnas of West Coast Airways provided an essential service to isolated South Westland, before the Haast

Highway opened in late 1965. My late father, Brian Waugh, was the last of the pilots and I have youthful memories, of unforgettable Dominie flights to the glacier and Haast, with the Tasman Sea on one side and the towering Southern Alps on the other.

Ritchie Air Services was established in Southland by famous wartime Mosquito pilot, Ian Ritchie. Based at Gore and offering a multiplicity of services, including pilot training, operations were relocated to Te Anau in 1962. The small airline then specialised in scenic and other charter flying, with Dominies, Cessnas (including a new modern Cessna 206 floatplane) and a venerable Tiger Moth (ZK-BRC and still flying).

Tourist Air Travel had its origins in the North Island, but with its takeover of Amphibian Airways and merger with Ritchie Air Services had a strong South Island presence. In 1965 it merged again with Southern Scenic, and became the "the biggest little airline in New Zealand" with 21 aircraft and collectively providing over 100 passenger seats. Only NAC had a larger seating capacity.

Further change was not far away, with Mt. Cook and Southern Lakes Tourist Company making a successful takeover bid for TAT in late 1967. From 1 January 1968 Mt. Cook took over all operations at Queenstown, Te Anau, Invercargill and Auckland. A variety of roles continued, but as the 1970s progressed, the era of the small pioneering and colourful airlines was over.

Anniversaries Intersect

2017 provided a helpful intersection of anniversary dates; the 70th anniversary of

Southern Scenic Air Services establishment in 1947, the 60th anniversary of the beginning of Southern Scenic's subsidiary, West Coast Airways, the last South Westland airline, and the 50th anniversary since all the pioneering private enterprise airlines were amalgamated into Mount Cook Airlines. So a reunion gathering of former employees and their families was planned for 7-9 April at Queenstown. The airlines celebrated were; Southern Scenic Air Services, West Coast Airways, Ritchie Air Services, Tourist Air Travel and the early years of Mount Cook Airline general aviation at Queenstown up until the mid-1970s.

With me helping co-ordinate planning from Auckland, at the Queenstown end of things, Hank Sproull and his team at Air Milford hosted the event and did other local work. Hank carries the 'aviation memory' at Queenstown Airport, along with Brad Lynton, both having served there for more than 40 years.

The reunion was also sponsored by Queenstown Airport Corporation. CEO Colin Keel and communications manager Jen Andrews were both very supportive and provided funds for the return of DH89B Dominie ZK-AKY from nearby Croydon Aviation Trust at Mandeville.

Former veteran pilots Rex Dovey and Paddy Moxham worked with Hank Sproull and me as we tracked down former employees and families. Eventually, more than 130 people gathered. The reunion opened with a social night at the Air Milford hangar with Dominie ZK-AKY being centre-piece and with former Southern Scenic Cessna 180s ZK-BDE and ZK-BJY displayed. Mayor Jim Boulton, well

familiar with aviation, welcomed everyone back to Queenstown (some people had come from Australia and the United States).

On the Saturday a luncheon was held at the Gibbston Valley Winery with many a story shared about the remarkably versatile operations of the early post-war operators.

On Sunday, I led a church service at the Presbyterian Church at Frankton, very close to the runway. During the service I outlined some of the history and significance of the early airlines and veteran pilot, Paddy Moxham (82), shared about his Southern Scenic flying days and gave testimony to his growing Christian faith. During the service the congregation stood in silent prayer to remember pilots and passengers lost in early accidents; Tom Harris (West Coast Airways 29.10.57), Geoffrey Houston (West Coast Airways 7.2.64), Alan Nicholas (Southern Scenic Air Services 4.3.65 and passenger Robert Turner), Eion Buckham (Ritchie Air Services 12.3.65 and passengers: Robert Brown of England, Mary Duncan of Auckland and Pauline Jones of the United States). Also remembered were other pilots, with early Queenstown connections, who died in accidents; Brian Antill, Brian Chadwick, Brian Warren, Alistair Gibbons, Ken Leahy, Roger Poole, David Wilkes.

At the close of the church service, a large crowd gathered for a tribute fly-past, including a 'missing man' formation. The reunion gathering was a special time of reminiscing and paying tribute to the work of the early Queenstown aviation pioneers and the amazing legacy they have given us today.



Southern Scenic pioneers (from left) Barry Topliss, Fred 'Popeye' Lucas, Trevor Cheetham and Bill Hewett at Queenstown in 1948 with Proctor ZK-AJY.

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Event Guide

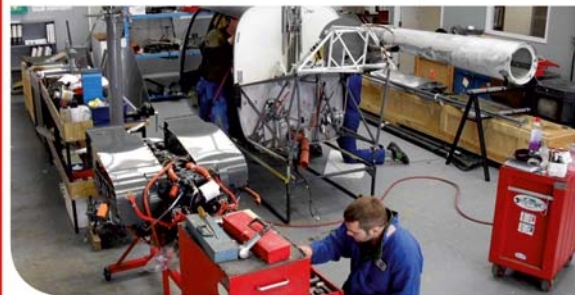
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Hamilton · 24th - 25th July 2017

Welcome Message

Welcome to everyone attending this year's aviation conference in Hamilton.

We've listened to what you've said, crunched down the conference to two days for most companies, lined up some top class speakers and workshops to tackle the big issues, to ensure that you don't spend too much time away from your own businesses.

This year's Conference theme is 'Improving performance'. This is a big topic and we're breaking it down into components - improving knowledge, improving performance, improving safety and saving money. At the end of the conference, you should have several personal insights into what you can do to be more effective in your business.

This year, divisions will be holding some afternoon sessions with other divisions. This recognises that the same topics are of considerable importance to more than one division. By tackling issues together, we can get industry understanding and solutions rather than just divisional approaches. Learning from incidents and accidents, from operator and maintenance viewpoints, is one such example.

Enjoy the socialising too, catching up with old mates and making new friends. It is often that informal talking that brings the real benefits of such conferences.

If you have questions or need help, just ask us. The three main contacts are Julia Fidorra, Andrew Nicholson (027 280 2008) or me (027 600 9156).

We all look forward to catching up with you during conference week.

John Nicholson
Chief Executive, Aviation NZ

Why Attend?

- **Get Insights**
into what the future holds and its implications for your business.
- **Understand**
how you can be more effective in your business.
- **Learn**
from industry experts who share practical knowledge.
- **Connect**
with people who can help improve the way you do business.
- **Meet**
new business prospects.
- **Share**
experiences with business people from New Zealand, Australia, Canada, and the United States.

GALA DINNER

The aviation industry will recognise its best and brightest at a Gala Dinner on Tuesday evening. This black tie event will be held at The Verandah Function Centre. CAA and Aviation NZ will make awards for outstanding performance. Book when you register to attend the 2017 Conference Week.

REGISTRATION

To register as a Delegate, visit www.aia.org.nz and follow the directions from the home page. The website also has information on accommodation in Hamilton and on sponsorship opportunities for various conference activities.

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Leadership Conference Keynote Speakers

Graeme Harris - Director, CAA

Graeme began his career in the RNZAF where he finished in the role of commanding officer, Avionics maintenance squadron. He joined Transpower for a time and took his first role with CAA in 1988 as Team Leader Airline Surveillance. In 2000 he was appointed Quality Assurance and Risk Manager at Mount Cook Airlines. Graeme returned to CAA in 2004 as General Manager Personal Licensing and Aviation Services. He has been Chief Executive and Director of CAA since 2012.

Sue Moroney - Labour List MP

Sue is a mum, a former journalist and a proud Hamiltonian. Sue has been an MP since 2005, she has held the roles of Junior Government Whip, Spokesperson for Education, Women's Affairs, Early Childhood Education, ACC and Aged Care at various times. She brings her experience as a trade unionist and health advocate with her to Parliament.

Harry Maher - Director Health & Safety, DoC

Following early working days as a ski patroller, heli-ski guide and white-water raft guide, Harry joined DoC in 1990 and spent the next 22 years in a variety of concessions and commercial roles. He recently was CEO of LandSAR and has returned this year to DoC as Director, Health & Safety. Harry's role is to build and maintain the systems and behaviours that keep DoC staff, contractors and volunteers safe from harm.

Neil Hygate - Pgm Director Air Domain, NZ Ministry of Defence

Neil has more than 35 years experience in management of aeronautical engineering and maintenance including ten years programme management experience for weapon system support. Skilled in business and strategic planning, Neil also has significant practical experience involving the selection, assessment, training and development of staff, particularly in technical environments.

Stephanie Dillon - Chief Advisor Industry & Govt. Engagement

Before taking up her current position with the Ministry of Defence in April 2016, Steph was Managing Director of International Systems in Wellington, a niche business development, relationship, marketing, strategy and sales consulting organisation. Clients at International Systems included Northrop Grumman, Thales, Airbus, Daimler Chrysler and EADS. Before that, Steph had been Country Manager for Thales. Banking and Finance are also in her background with previous employment at Westpac and The Treasury. Steph has a BA in Economics and Political Science and Masters papers in International Relations.

Martin Wouters - Managing Director, The Manage Company

The Manage Company looks after more than 2300 ACC accounts and impacts on many more through various stakeholders. One of Martin's goals is to add value to these businesses which he achieves in part by freely sharing knowledge and expertise in the wider ACC space through seminars, expos and newsletters.

Prof. Philippa Gander - Director Sleep/Wake Research Centre.

Phillipa's original research was in chronobiology. Following a Senior Fulbright Fellowship at Harvard Medical School, she joined the Fatigue Countermeasures Program at NASA, working on field studies of pilot fatigue in different aviation operations and on mathematical modelling of the human sleep/wake cycle. In 1996, she was awarded a Repatriation Fellowship by the Health Research Council and returned to New Zealand and established the Sleep/Wake Research Centre in 1998. Philippa has a particular interest in advancing and applying scientific knowledge to develop new solutions to the health and safety challenges generated by current trends to restrict sleep and increase 24/7 work and entertainment.

Capt. Simon Nicholson - Airbus Captain Air NZ

Simon is an Airbus Captain with Air New Zealand based in Auckland. He is currently serving as the NZ HIMS Advisory Group Chairman. In this capacity, he is leading a collaborative approach working with the Unions, Companies and the Regulator in helping those members of the aviation community in New Zealand who suffer from the disease of addiction. Simon also works one on one as a peer support pilot, supporting the aircrew through diagnosis, recovery and the re-certification process and is himself a pilot in recovery, having recently reached 10 years of sobriety.

Capt. Chris Mehlhopt - Airbus Captain Air NZ

Chris is an Airbus Captain with Air New Zealand based in Christchurch. Chris' aviation career started with the RNZAF in 1982 where he flew a variety of roles including helicopters, jets and transport aircraft. Since joining Air NZ in 1999 Chris has mainly been involved in domestic and regional ops on the Boeing 737 and Airbus A320. He also spent three years flying the Boeing 777 as a First Officer on the international routes and has served as the NZALPA Medical and Welfare Director from 2008 until 2013. In this role he helped to initiate the NZ HIMS programme in 2010.

Lesley Bird - Staff Welfare Officer, NZ Police Waikato District

Lesley Bird is a registered Nurse for PG Dip Health Sciences (Mental Health). Her main role is to provide support to police officers who have been involved in critical events or experienced the accumulation of stress over time. She also provides the organisation with feedback about general trends and looks for opportunities to build pathways for early recognition of potential problems.

Liz Wotherspoon - The Icehouse

Liz has spent most of her career contributing to the success of organisations through helping to develop their most important asset – people. Liz has held various management roles at a wide variety of organisations such as Grafton Consulting Group, TMP Worldwide and the NZ Institute of Management. These have all contributed to her extensive skillset as a consultant on organisation design and structure, role and competence profiling and performance management. Originally from New York City, Liz holds a B.A. in Psychology and Business from Bucknell University in Pennsylvania.

Arden Jennings - Account Manager, Avsure

Arden has been involved in Aviation insurance for 30 years and has gained valuable experience from many of the aviation underwriters at Lloyd's whom he visits every year. His position provides the ability to interface with many operators in the aviation industry, to understand their challenges, and to support their insurance requirements with appropriate cover at best cost.



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Hawker Pacific 23	v2track 13	
IMS 16	Vector Aerospace 12	
IMS 17		

(Current at time of print)

More Keynote Speakers

Louisa Patterson - Eye in the Sky

A pioneer of the air tourism industry, Louisa ("Choppy") Patterson has been flying for over 30 years. During this time, she has held roles throughout the industry from agricultural flying through to flying for airlines. Louisa formed Over The Top in 1986, utilising helicopters to showcase NZ's raw beauty to international guests. She has over 12,000 hours flying experience and holds an HAI Gold award and a NZHA Platinum award, reflecting more than 25 years and over 10,000 hours of safe flying. Louisa holds the roles of Chief Pilot, Standards Pilot and CEO of the company.

Tom McCready - Eye in the Sky

Retired Air Accident Investigator and engineer, Tom McCready will speak on the development of Eye in the Sky. This aircraft video, audio & data recording device will playback, in high definition, the view from the cockpit including the instrument panel, enabling data and actions to be analysed, theories to be proven, and safety to be improved. GPS and inertial data is also provided by this new device.

Chris Hinch - Chief Operating Officer, TracPlus

The founder of TracPlus, Chris has enjoyed a 33-year career in ICT from assembly level programming on Apple II computers to developing real-time air traffic control simulators. A private pilot, Chris has a passion for aviation and making meaningful changes to peoples' lives through the careful application of technology.

Dave Blackwell - CEO, Spidertracks

Dave is the CEO of Spidertracks. He has a strong background in the transport industry and holds a BE in Industrial Management completed with 1st class honours in 2012. Dave says Spidertracks is committed to aviation and aviation safety. "We know how demanding your business can be, and that's why we're here to be the easiest part of your operation."

Layout



What's happening at Conference

Conference Structure

This year's conference is being held 24-25 July inclusive with NZAAA members also attending training days over the prior weekend.

The duration reflects member wishes not to be away from work for too long, and to spend time with people from other divisions.

The theme of 'improving performance' runs through the plenary (mornings of 24-25 July) as well as through the NZAAA, NZHA, Supply Services Engineering, Training and Development and Tourist Flight Operators Conferences (afternoons of 24-25 July).

Breaks during the conference will be held in the trades hall which this year features a number of first-time exhibitors from New Zealand and Australia. These companies are generally well known and it will be great to see them in Hamilton.

For more information including the latest information and programme details as the conference date approaches, visit www.aia.org.nz

Highlights at Conference

There will be many including:

- Three case studies of technologies developed in NZ for a world market;
 - Louisa Patterson - Eye in the Sky
 - Chris Hinch - TracPlus
 - Todd O'Hara - Spidertracks
- Graeme Harris from the CAA will discuss the role of the regulator in aviation as well as future directions.
- Philippa Gander from the Sleep Wake Research Centre will address Fatigue Risk Management.
- Liz Wotherspoon from The Icehouse will be presenting on Improving performance: Working on the business not in it.
- Captain Simon Nicholson and Captain Chris Mehlhopt from HIMS will talk about Improving Safety - Reducing Risk through Just Culture, drugs and alcohol testing.
- Lesley Bird from NZ Police will explain processes and procedures to avoid accidents and the support available should one be experienced.

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Globally Connected Cockpit with TracPlus and RockAIR

Global tracking and messaging provider TracPlus Global has announced the RockAIR, a portable, glareshield mounted, satellite/cellular tracking and messaging device from their partner Rock Seven Mobile. When used with TracPlus' mission-critical platform, the RockAIR provides aviation operators with very cost-effective global connectivity.

The RockAIR is entirely self-contained and attaches securely and easily to the glare shield with an included quick release clip. Powered either via USB or aircraft power, it automatically switches between ground-based cellular data networks and Iridium's global satellite network to send and receive position reports, text messages and user-defined forms from anywhere in the world. Supported by comprehensive DO-160G testing documentation, the portable form factor allows for low-cost installation into most aircraft. (DO-160G refers to Environmental Conditions and Test Procedures for Airborne Equipment).

An NVG-compatible front panel provides temporary suspension of tracking in agricultural or on-station loiter operations, automated SAR monitoring, position marking and distress activation/cancellation.

The RockAIR includes multiple digital inputs to support engine and airborne sensors, allowing the automatic and accurate capture and transmission of take-offs, landings, engine starts/shutdown, as well as user-defined events from other sensors. In addition, a host of internal sensors allow the RockAIR to transmit flight operating conditions such as operating temperature or sudden impact events. An internal backup battery allows position and event reports to be transmitted after the aircraft has been shut down, allowing accurate flight and engine time reporting.

GPS, internal and external sensor information is logged onto a removable SD card every second, allowing the RockAIR to operate as a flight recorder for post flight or post incident analysis.

The RockAIR uses Bluetooth and the TracPlus Connect app to bring additional functionality to the cockpit. This includes sending and receiving text messages, configuring the device, and filling and sending user-defined forms anywhere in the world, regardless of cellular coverage.

Chris Hinch, Global Chief Innovation Officer for TracPlus, says that as this

is the first DO-160G-tested portable tracking device with both satellite and cellular capability, TracPlus is including unlimited 15-second cellular tracking with all airtime plans for the RockAIR. "We are very excited to bring Rock Sevens' latest product to our customers – this represents a tremendous step forward in global connectivity and capability, and we are delighted to be delivering a range of new and innovative services and plans that build upon this remarkably accessible and

powerful platform," says Chris.

The RockAIR is available from US\$1795, with a range of airtime plans to choose from. TracPlus is the exclusive provider of the RockAIR in Australia and New Zealand. Visit tracplus.com/rockair for more information or meet with Chris during the Aviation Leadership Conference at Hamilton. Chris can be contacted via chris.hinch@tracplus.com or 021 535 294. See also advert on page 9 of this issue of KiwiFlyer.

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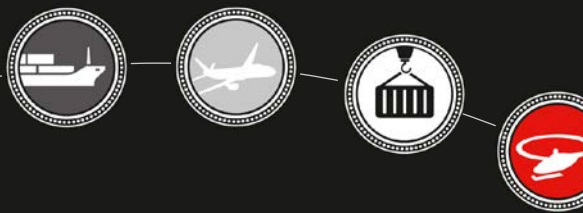
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Conference Programme

Monday 24th July			Plenary Session		Current at 10th July
0900 0930 1000	Welcome and comments about Aviation NZ Lloyd Matheson, President of Aviation NZ The Government as a future purchaser of aviation services Harry Maher, DoC. Neil Hygate & Stephanie Dillon, Ministry of Defence Improving Performance: Working on the business, not in it. Liz Wotherspoon, The Icehouse				
1030	Morning Tea in Trade Display area				
1100 1130 1200	Improving Performance: We did it - World Class NZ technology case studies from 3 SME companies Tom McCready and Louisa Patterson, Eye in the Sky; Chris Hinch, TracPlus; Dave Blackwell, Spidertracks Improving Knowledge: The role of the regulator, future directions Graeme Harris, CAA Improving Knowledge: The future importance of aviation Sue Moroney MP, Labour				
1230	Lunch in Trade Display area sponsored by Airfuels.com				
	NZAAA	NZHA	T&D	SSE	TFO
1330	TAIC Reports: what can we learn from them and implement? Workshop with TAIC				Technical Engineering Presentation
1415	Incident Safety Reporting: what have we learned as an industry from them, where are these reports heading, what will we do in future? Workshop with Joe Dewar, CAA				
1500	Afternoon Tea in Trade Display area				
1530	Issues with EPA Workshop with Dr Jacqueline Rowarth, Chief Scientist, EPA	Improving Safety in commercial helicopter operations Workshop with John McKinlay and Steve Moore, CAA	Instructor Training and Supervision Workshop with CAA		
1630	AGM		AGM		
1715	Welcome Cocktail Reception followed by dinner (own choice)				

Tuesday 25th July					Plenary Session	Current at 10th July
0900	Outlook for Aviation					Aviation NZ
0910	Saving money - the insurance risk					Arden Jennings, Avsure
0935	Improving safety - Fatigue Risk Management					Prof. Philippa Gander, Sleep Wake Research Centre, Massey University
1030	Morning Tea in Trade Display area					
1100	Improving safety - Reducing risk through Just Culture, Drug and alcohol testing, HIMS					Capt. Simon Nicholson and Capt. Chris Mehlhopt, ALPA
1150	Saving money - ACC levies					Martin Wouters, The Manage Company
1210	Planning for and recovering from an accident					Lesley Bird, New Zealand Police
1240	Aviation NZ AGM					
1300	Lunch in Trade Display area sponsored by ASPEQ					
	NZAAA	NZHA	T&D	SSE	TFO	
1400	Fatigue Risk Management. What are the implications for GA, NZAAA and NZHA operators? How do they fit into a wider FRMS framework? How can we be sure that what is developed in NZ is fit for purpose? Workshop with Prof. Philippa Gander, Sleep Wake Research Centre		Employers of low-hour pilots: relationship building, needs and expectations. Workshop (together with TFO)		With T&D	
1500	Afternoon Tea in Trade Display area					
1530	SPREADMARK review John Sinclair	Australian Helicopter Industry Association update Peter Crook, AHIA	What are we doing right, what are we doing wrong, challenges for our future. Workshop	Fatigue Risk Management for Engineering Workshop with Philippa Gander, Sleep Wake Research Centre		
1545		The benefits of hourly maintenance programs Richard Warren, JSSI				
1615		AGM		AGM (TBC)	AGM (TBC)	
1730	Buses to Gala Dinner					
1800	Cocktails followed by dinner at 1900					



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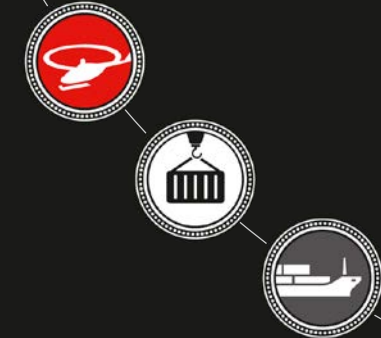
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John and his company Flightcell International produce a range of unique airborne solutions out of Nelson, NZ. Their products are designed, manufactured and integrated exclusively in the South Island between their Nelson operation and Christchurch manufacturers. This is unusual in today’s environment where it’s common to manufacture and integrate offshore. “We like to support Kiwis and we know we get a quality product,” says John.

Their flagship is the DZMx product platform. This is a lightweight and compact all-in-one unit that combines Iridium satellite communications, cellular communications and GPS tracking. It has a modular architecture which provides for over 40 product variants, allowing it to be tailored to specific customer requirements.

Flightcell is seeing two trends emerging with commercial helicopter and fixed wing turbo-prop operators. They want to connect their smart devices wirelessly and they want to send operational data off the aircraft. They are being empowered to use devices, surf the internet, make voice calls, text message, email and send operational data off the aircraft via technologies such as Iridium’s satellite network, the Global Positioning System (GPS), 3G & 4G cellular networks, WiFi, and Bluetooth.

Data throughput is restricted when using satellite bandwidth, however when in range of a cellular network pilots can expect broadband data capabilities, just like they get on terra firma. A common question is “why install a system, can’t I just use my cell

phone”. One answer is that an installed system includes a high-gain antenna that is mounted on the belly of the aircraft and isn’t shielded by the airframe. New Zealand operators are typically spending 80% - 95% of their airborne time within range of cellular networks when using an installed system.

For some time now, flight and location data has been sent off aircraft and recorded, to track assets and to enhance safety. However, in addition to this, there is now a real focus on data that helps a business and its bottom-line. Firefighting operations want to measure the amount of water uplifted, where it was sourced and where it was dropped and agriculture operations want to measure fertiliser load weights and send them back to base. “Apart from the obvious safety benefits, they are experiencing reduced pilot workload and receiving operational intelligence from the aircraft,” says John.

Flightcell’s latest technology-first, Cellular IP Tracking, uses cellular data and Internet Protocol (IP) to send high frequency 15 second position information over the internet. This technology is cheaper than Cellular SMS tracking and significantly cheaper than satellite only tracking. When using Cellular IP Tracking the switchover between satellite (when out of cellular network coverage) and cellular is automatic and seamless.

Flightcell equipment is now in over 40 countries and utilised by many high-profile customers, such as California Highway Patrol, Bristow Group, Texas Department of State, Royal Flying Doctors, and the U.S. Military.

Visit www.flightcell.com for more information or meet the team at Booth 8 during the Aviation Leadership Conference, Distinction Hotel, Hamilton, 24th-25th July.

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contributed by Gavin Conroy



Military Aviation Museum

Virginia Beach WWII Airshow 2017

Jerry Yagen's Bf-109 G4 complete with DB 605 engine is another rare aircraft in the USA.

The first de Havilland Mosquito produced by Avspecs at Ardmore, KA114, was commissioned by Jerry Yagen for his Military Aviation Museum at Virginia Beach, USA. Gavin Conroy travelled there to photograph it at the time and has remained friends with Jerry since, invited back each year to fly with some of his aircraft and add to their considerable photo library of great aircraft images. Having KA114 there makes this an airshow with a strong Kiwi connection, not to mention the grass strip and boutique nature of the event which would be equally at home on the New Zealand 'airshow circuit'. Gavin reports on his visit this year:

In May I made another trip to the Military Aviation Museum in the USA for their annual WWII airshow. At this show more than 30 aircraft owned by Jerry Yagen fly over three days with visitors coming from around the world to watch.

If you visit their website you can see the great range of aircraft they operate. In addition, this year the Commemorative Air Force brought a B-25 Mitchell, P-51D Mustang, and a recently restored Bell P-63 Kingcobra which added even more variety to the show.

The displays are structured in such a way to group up similar aircraft so you see a bunch of trainers, European aircraft, Russian Front, Pacific Theatre, German Fighters, etc. making their way around an oval shaped display line.

The show finished with a formation of Mosquito KA114, Spitfire, and Hurricane.

A ride in KA114

As the show was drawing to a close on the Sunday I got a tap on the shoulder by Chief Pilot Mike Spalding and he took me along for the display flight in KA114.

It was the first time I had sat in that aircraft for two years and was a real treat for the senses. Just sitting there before take-off looking at the attention to detail in the cockpit was quite something in itself - it is amazing how much you forget.

I had also forgotten how quickly that aeroplane gets up and goes as it thunders down the runway, and the lovely crackling sound as the throttles are closed on landing.

In the days leading up we conducted some photo flights and paired up aircraft we hadn't on previous visits.

We put Mosquito KA114 and the Spitfire together, Corsair and Wildcat looked great flying together, we also put the P-40 Kittyhawk and P-51 Mustang together.

The last flight was with a North American Texan and an SNJ-5 which is essentially a Harvard with a tail hook. They were flown by father and son team John and Johnny Mazza.

This flight was a good one as these guys have helped me out a lot with camera planes over the past few years so it was nice to be able to pay them back in a small way by getting a set of photos of them both flying.

Every time I'm at this event I run into another Kiwi. This year Brendon Deere had told me he was coming to check out the show and I took him to the Fighter Factory which runs alongside the museum. This hangar is where all of the maintenance work is done so Brendon was able to compare notes on the Avenger and Spitfire.

All too soon the trip was over. When I arrived on the Monday before the show I spent two days touring military units that are in the area. Flying schedules at the museum have prevented such visits in the past but this year I was able to the time to accept some invitations - and saw some amazing hardware. Look out for a page or two on that in the next issue of KiwiFlyer.

More images from Virginia Beach appear overleaf. Ed.





Mosquito KA114 & Spitfire MJ730. I'd wanted to get these two together for years.



John Mazza Jr. formates on his father John Mazza Sr. - Texan and SNJ-5.



Commemorative Air Force B-25 takes off on another flight filled with customers.



Kittyhawk and Mustang out together with great results from impressive flying.



Consolidated Catalina is always popular as not a lot are flying in the USA.



Curtiss C-46 Commando about to roll, soon after the 105mm howitzer was fired!



Wildcat (with Corsair) is probably the most authentic of the type flying today



The CAF's P-63 Kingcobra flew in 2017 for the first time in decades.

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beautifully crafted top and side panels, mainplane ribs and the top two wing spars. Unfortunately, his eyesight failed and he had to sell the project. Graham Orphan was, at the time, negotiating to buy a full scale Nieuport 11 and came across this project up for sale. He approached a group of enthusiasts at Omaka with the comment that the dimensions were almost identical to that of a full scale Nieuport 11 or 16 - and would they be interested as it could be transported in the same container as his. As Eric Driver stated "How could this be resisted?"

Having duly arrived, their intent was to complete it as planned and only later would they remove the curved side panels to give the correct N16 appearance. They also planned to finish it in the RFC camouflage colour scheme as if it had freshly arrived from France. However, chance had it that Blenheim was to host the Russian Rugby team for their training for the Rugby World Cup - so it was decided that they would use an Imperial Russian scheme decorated with their real (as opposed to cartoon style) artwork. One is of a mermaid and the other a copy of an Italian artwork entitled Sleeping Venus (both from Nieuport 17 aircraft).

It was also decided to fit dummy Le Prieur rockets to the interplane struts as an added point of difference. XVI is powered by a 110 hp Rotec radial engine, a similar horsepower to the original Gnome rotary engine. The final touches are being put into place by JEM Aviation at Omaka.

ZK-LOI McNair Mynah

At the recent Omaka Classic Fighters Airshow, this brand-new McNair Mynah aircraft was flown by young Louis McNair in the Pioneer race which included penny-

DEPARTURES - March/April 2017

CIT	American Champion 7GCBC	Professional Aviation Services Ltd	Papakura	Aeroplane	Exp
EMT	NZ Aerospace FU24-954	Aerospread Limited	Napier	Aeroplane	Exp
GZZ	Schleicher ASH 25 E	Mr T R Newfield		Power Glider	Exp
HCX	Kawasaki BK117 B-2	Oceania Aviation Limited	Papakura	Helicopter	Exp
HIX	Bell 206B	Heli Resources 2012 Limited	Rotorua	Helicopter	W/d
HIZ	Hughes 269C	Tow & Blow Limited	Hastings	Helicopter	Exp
HKW	Eurocopter AS 350 BA	Way To Go Heli Services Limited	RANGIORA	Helicopter	Dest
HRK	Hughes 369E	Hill Country Helicopters (1986) Ltd	Wanganui	Helicopter	Dest
HRX	Bell 412	Oceania Aviation Limited	Papakura	Helicopter	Exp
IGB	Robinson R22 Beta	Heli-Hire Limited	ROTORUA	Helicopter	Exp
IHA	Robinson R22	Grumbles Developments Ltd	Reefton	Helicopter	Dest
JPC	Gippsland GA200C	Cropdusters Ltd	Drury	Aeroplane	Dest
KDL	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KNK	Pacific Aerospace 750XL	SAS Nevers All Ways	Hamilton	Aeroplane	Exp
SMF	Titan T51 Mustang	Matamata Aviation Limited	Auckland	A/B Aeroplane	Dest
SNI	TVAL Sopwith 7F.1 Snipe	The Vintage Aviator Limited	Masterlon	Aeroplane	Exp
TCA	Cessna U206G	Oceania Aviation Limited	Papakura	Aeroplane	Exp
WRG	Zenith Zodiac CH 601-XL	Mr A J Warner	Waitara	Microlight C2	Dest



farthing bicycles, vintage cars and two 1909 Bleriot XI replicas.

The Mynah No. 1, ZK-FKI, was designed and built by Wallace and Robert McNair back in the 1980s, a first-generation microlight with tubular wing spas covered with dacron sailcloth. The concept of creating the Mynah combined aspects of the Lincoln's aerodynamics with the very early (1920) flying bicycle known as the Pischoff Avionette. In the late '80s four other Mynahs were built, two in Auckland and two in the Waikato. Robert set up a small production line of components and parts for the five aircraft that were produced.

The fifth set of parts went to Waikato and then was passed through various

owners without much progress until 2013 when Robert's son Louis tracked them down and the building of ZK-LOI commenced. This Mynah included same changes from the first four; the Dacron covering was replaced with Ceconite over built-up ribs mounted on the original wing structure. The wing now supported half span ailerons to replace the full span ones and the rudder surface was increased. Power for this aircraft is a 50hp Hirth, the 530cc engine driving a 72x36 propeller. The engine is started with a pull cord.

At Omaka we were lucky enough to spend some time with the McNair family; Wallace, Robert, Louis and Olivia - three generations of aircraft builders and flyers. Having recently completed his PPL and this fifth Mynah aircraft, Louis is also building a Cassutt Special which is a tiny single-seat racing aircraft designed in the United States in 1951 for Formula One air races. Olivia is completing her last year at high school down in Wanaka while learning to fly with Wanaka's Classic Flights and has soloed in their Citabria aircraft. I'm sure both of these two will have their sights on Dad Robert's Tiger Moth as the next rating to acquire.

Event Guide

July 22nd

Golden Bay Flying Club Dawn Fly-in Takaka

Cooked breakfast (gold coin donation), spot landing on arrival, landing fees \$6. Backup day July 23rd. Contact Ryley Fleming Ph: 027 417 9568

July 24th-25th

Aviation NZ Leadership Conference

Distinction Hotel, Hamilton. See feature in this issue of KiwiFlyer.

August 20th

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September 9th-10th

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October 13th-15th

Tiger Moth Club Fly-in at Taumarunui

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October 21st-22nd

Taupo Gliding Club 50th Anniversary at Centennial Park

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The NZ Warbirds Association is a non-profit organisation dedicated to preserving New Zealand's rich Aviation Heritage. We are an umbrella group representing the interests of the owners of many unique aircraft and have a focus on the operation and display of these aircraft. If you have an interest in history, heritage and aircraft, NZ Warbirds may be for you. We have a continuing requirement for volunteers to assist with our Visitors Centre, aircraft hangar, model displays and general activities. If you need an excuse to 'get out of house' (guys and girls) we would love to hear from you. Contact details are below.



JOIN OUR ASSOCIATION

Membership of NZ Warbirds includes free access to the Visitor Centre and our weekly emailed 'Ops Orders' newsletter.



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NEW Robinson R44 Raven I and II



New Robinson R44 Raven I and II. POA.
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Classified deadline for the next issue is 14th August.
Don't forget to include all of your contact details in your advertisement.



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