

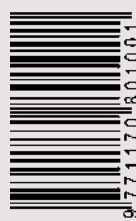
KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 53 2017 #4



\$6.90 inc GST
ISSN 1170-8018



Cirrus SR22 G6 Flight Review

Annual Guide to Aviation Training Opportunities for Young Flyers

Products, Services, News, Events, Warbirds, Recreation, Training and more.



Your Helicopter Rotables Solution



Tired of dealing with large inventories and high-dollar carrying costs? Aviall's new Helicopter Rotables Program can help! We offer a pool of outright and exchange components for the Bell 204, Bell 205, Bell 206, Bell 212, Bell 412, Bell 407, MD500, Airbus AS350 and Sikorsky S-76. Let us help manage your repairs more effectively, reduce your administrative costs and minimize your inventory investment. Contact an Aviall Sales representative today! Go with Aviall.

PROUDLY KEEPING THE WORLD IN FLIGHT

aviall.com/helicopter

AVIALL
A BOEING COMPANY

From the Editor

This issue of KiwiFlyer includes our Annual Guide to Aviation Training in New Zealand and is always a big one, but 80 pages sets a new record and is possibly an explanation for readers who may have been wondering when it would arrive. We'll have to claw some of the calendar back with the next edition. This year's Guide includes several articles that offer advice to young people seeking a career in aviation. In particular Mark Woodhouse has contributed a summary of the opportunities available from various organisations that exist to help young people start flying at very low cost whilst still at school. The Guide includes numerous profiles from training providers and is as much for licensed flyers as it is for beginners. There are plenty of companies that offer to extend the skills of existing pilots – perhaps it's time to do some refresher training, develop some mountain skills, get a new rating, learn about new navigation technology, and more. We'll be posting more than 1000 additional copies of this issue to all Secondary School Careers Officers around the country, as well as gifting them to all Walsh and Youth Glide participants, and other keen young students of aviation. If you know someone interested in aviation training, do pass your copy on or point them to our website where the content can be downloaded for free (along with all our back issues too).

Also featured in this issue is Grant Benn's flight review of the latest Cirrus SR22 G6, including a passenger review from myself and the kids, ensconced in the aircraft's rear seat luxury. The kids (4 & 6) were having their first ride around Auckland in a light plane and needless to say had a marvellous time. I've lost count of how many times they have wanted to go flying since.

Graeme Frew continues his series of three articles covering his Yak-3 to Reno adventure. In this edition, he's attended race school and the aircraft has just arrived at Chino Airport for assembly. As we go to print, qualifying has been going extra well, and the big race is just around the corner. Good luck Team! Readers can look forward to a feature story in our next issue.

Back on home ground, spring has arrived and although the weather is decidedly random, there are some great flying days happening. Enjoy.

Happy reading and safe aviating.

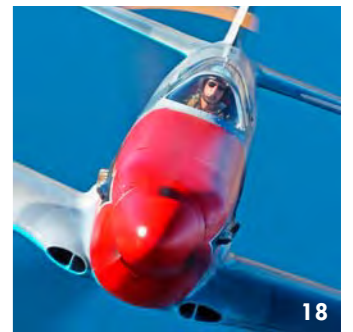
Michael Norton

Editor | Publisher
KiwiFlyer Magazine



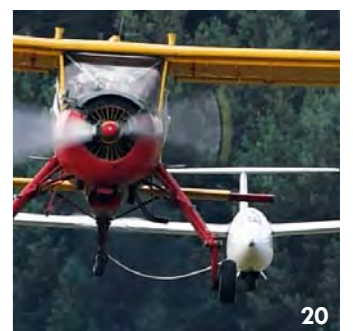
Features

- 10 **Technology meets Elegance**
Cirrus SR22 G6 Flight Review.
- 18 **Getting to Reno**
Graeme Frew's Yak-3 arrives in Reno and is ready to race.
- 23 **Annual Guide to Aviation Training**
Everything to know about training and providers in New Zealand.
- 24 **Asia Pacific Aviation Growth**
A bright future for our industry.
- 30 **Getting Started at School**
There are plenty of low cost options for young people learning to fly.
- 40 **Becoming a Helicopter Pilot**
How to maximise your chances.
- 54 **If you want to be a Heli-Ag Pilot**
Create a career path to Ag flying with these tips and insights.
- 62 **RIAT 2017**
Gavin Conroy's images from the Royal International Air Tattoo.
- 70 **Duxford Flying Legends**
The top Warbirds show in the U.K.



Regular

- 4 **News Briefs**
- 7 **Avsure Insurance Advice**
Commercial Drone Cover options.
- 20 **New Zealand Soaring**
Kiwis at the Junior Worlds.
- 60 **Places to Go**
Fly yourself to the Catlins.
- 66 **Interesting People in Aviation**
An Interview with John Funnell.
- 68 **NZ Warbirds**
Ardmore Hangar Happenings.
- 74 **ZK Register Review**
- 76 **Event Guide**
- 77 **Situations Vacant & Classifieds**



Cover

Bruce Brownlie formats his Cirrus SR22 G6 for Gavin Conroy's camera near Blenheim.

About Us

KiwiFlyer is for and about the New Zealand Aviation Community.

A printed copy is delivered free to every New Zealand aircraft operator and aviation business. The magazine is also on retail sale.

Back issues are available for free download from www.kiwiflyer.co.nz

KiwiFlyer is published every two months by Kiwi Flyer Ltd, edited by Michael Norton, and printed/distributed by PMP Ltd. ISSN 1170-8018

Advertise (next deadline 25 October)

Our comprehensive aviation-focused distribution and readership is the very best way to connect your business to the New Zealand Aviation Community.

Details of our cost-effective rates are available from our website, or call for details.

Creative work including graphic design and editorial preparation is free of charge.

Subscribe

Subscribe online or send us a cheque. Just \$34 for six issues over 12 months.

Contribute

Are you involved in an interesting aviation project? Have you got an interesting aviation story to share? Would you like to see something different in KiwiFlyer? Contributions are welcome. Please contact us for details.

Opinions expressed in this publication are not necessarily those of Kiwi Flyer Limited or the Editor. All rights reserved. KiwiFlyer contents are copyright and may not be reproduced in any form without written permission from the Editor.

We Appreciate

Thank you to our Advertisers who fund this publication. Please give them your support and let them know you saw them in KiwiFlyer.

Thank you to our regular Contributors: Ruth Allanson, Bill Beard, Penny Belworthy, Grant Benns, Gavin Conroy, Steve Engle, Chris Gee, Paul Le Roy, Jill McCaw, Murray Miskelly, Frank Parker, and others.

Proud to Support

KiwiFlyer is proud to support Walsh Memorial Scout Flying School, YouthGlide, and Flying NZ Young Eagles.

Contact Us

For all enquiries:
09 279 9924 or 021 667 866
michael@kiwiflyer.co.nz
PO Box 72841 Papakura 2244

kiwiflyer.co.nz

Des Lines honoured with award

Co-founder of the General Aviation Advocacy Group, Des Lines, has been honoured by the Waimakariri District Council with a Community Service Award for Services to Aviation and Education.

The awards are made to members of the community who volunteer their time and expertise for the benefit of their communities. Anyone who keeps an eye on www.caa.gen.nz will know how well deserved the award is. Congratulations Des, and by association, Brian as well.

Awards for Massey staff

Massey University School of Aviation's contribution to aviation in NZ has drawn some significant awards this year.

Two of the honours are CAA Director Awards. On behalf of the school, CEO Ashok Poduval accepted the 'Organisation' award, cited in recognition of "its unique profile, outstanding performance and significant contribution to aviation education and training"

In addition, Massey CFI Craig Whyte was awarded the 2017 Director's Award (Flight Instructor) in recognition of his decade in the role of CFI at Massey, a period that included the introduction of the School's fleet of Diamond aircraft. Craig was responsible for changing his team's training methodology and helping develop the school's scenario-based training syllabus.

The third honour, received at the start of September, is the Royal Aeronautical Society's E.A. Gibson Award, made to the Massey University Remote Piloted Aircraft System (RPAS) team for their efforts to enhance safety culture in the use of RPAS in the agricultural sector.

The E.A. Gibson Award was established in 1971 in recognition of E.A. Gibson (an early Director of Civil Aviation) to acknowledge a substantial achievement in the field of agricultural aviation. The team's work in this area has expanded rapidly to also include operators in many other sectors of the aviation industry, having now graduated in excess of 300 certified RPAS operators.

Congratulations to all these recipients.

Whitianga Airfield Café

Mercury Bay Aero Club advise the Departure Lounge café is currently on winter hours and closed Mondays and Tuesdays, but will be open 7 days a week during summer, from the start of December.

Oceania Aviation acquires Helicare

Oceania Aviation Limited have completed a 'mutually-beneficial' acquisition of Helicare Maintenance Limited in Nelson. This brings the number of Oceania controlled facilities throughout New Zealand to ten.

Founded in 1998, Helicare provides rotary and fixed wing maintenance services, is a Robinson Service Centre, and is Part 145 certificated by CAA. Oceania say they are "pleased and honoured to continue the good work carried out by Murray Wootton. Murray will continue to work within the business on projects where he has interest and available time. We are very pleased to have his support." This new Nelson operation for Oceania will continue with legacy staff at the helm, now with the added benefit of in-house access to the diverse range of services offered by the wider Oceania Group.

New name, brand, and plane at Waikato

Waikato Aero Club now has a new brand and a new aircraft, as they plan a move into the international student market. General Manager and CFI Peter Wilson explains, "Our new Waikato Aviation brand better represents the company's unique blend of recreational pilot training, full time professional pilot courses and commercial aviation services. Many members of the greater Waikato community have gained a pilot licence with us and we have a 90% success rate for our course graduates finding employment with in the aviation industry".

To support NZ Diploma in Aviation students with best in class multi engine experience, Waikato Aviation has also now acquired a Diamond DA42 with the latest instrumentation suite.

www.waikatoaviation.co.nz

AS350 / AS355 Cargo Pods

Oceania Aviation's manufacturing division, Airborne Systems has obtained a FAA STC for their Airbus H125, nee Eurocopter AS350 and AS355 series Cargo Pod. Dozens of Oceania's cargo pods have been operating in NZ and Canada for several years under local approvals, but Airborne Systems Managing Engineer Russell Goulden is of course delighted that the coveted FAA STC has finally been awarded.

The fully composite cargo pod mounts to the left side of the H125 series aircraft and carries a class leading 265 lbs with the highest internal capacity available. oceania-aviation.com/airborne-systems



Garmin Autopilot

NEW PRODUCT



GFC-500
Garmin's new Digital Autopilot for light single-engine GA aircraft.
List Price \$6995; Our Price \$6295*

GFC-600
New Digital Autopilot for single and twin-engine piston and turbine aircraft.
List Price \$19995; Our Price \$17995*

#1 for GTN installs 2016 and G500 installs 2017 to date. A big thanks to our Customers!

Thinking PBN / RNP ?

GTN-750

Garmin's all in one GPS/Nav/Com Transceiver with internal Datacard
List Price \$17200
Our Price \$15840*

GNS WAAS Upgrade
Upgrade existing GNS430/530 to WAAS.
List Price \$3995; Our Price \$3795*

GTN-650

Garmin's all in one GPS/Nav/Com Transceiver with internal Datacard
List Price \$11600; Our Price \$10440*



Maintenance and Avionics

TruTrak Autopilot

NEW PRODUCT

Now STC'd for Certified Aircraft

TruTrak Flight System's Vizion Autopilot for certified aircraft.
List Price \$5000; Our Price \$4750*



AVIONICS SALE ON NOW!

Thinking ADS-B ?

GTX-335 w/ GPS Promotional Kit

Upgrading to ADS-B is now more affordable than ever, thanks to Garmin's GTX335 with inbuilt WAAS GPS Receiver.

ADS-B Transponder, Inbuilt WAAS GPS and GPS Antenna.

List Price **\$3795**
Our Price **\$2995***



AOPA NZ Members

Call for your avionics installation discount !

We are New Zealand's Service Centre for Cirrus and Pilatus Aircraft

From a 50 hour inspection on a Cessna 150, to a KingAir Phase Inspection or a Pilatus PC-12 Annual, our experienced engineers have the skills, knowledge and tooling to assist you with all scheduled and unscheduled maintenance requirements. Plus: Aircraft recoveries, Insurance repairs, Rebuilds, Sheet metal work, Corrosion repairs, Paint refinishing, Fabric work, Maintenance Control, and Avionics.



We are here to help !
06 212 0920
mat@avcraft.co.nz or
avionics@avcraft.co.nz

www.avcraft.co.nz

*Please note all prices are in USD at time of Print, excluding GST, freight, Customs charges and installation costs unless otherwise specified.

Aviation NZ Conference success

This year's Aviation NZ conference in Hamilton at the end of July was considered very successful. Attendance (circa 200) was up on the 2016 event and feedback received post conference scored the event highly. Space in the conference trade hall was sold out well in advance. Numerous suggestions for plenary presentations and other content for next year have already been received, with organisation for 2018 now underway. Based on the Hamilton success, location is likely to be regional again with details expected to be finalised in November.

The conference highlight for many is always the gala dinner where, with food and entertainment, the annual Aviation NZ awards are presented. These are made for outstanding contributions to the development of aviation in New Zealand, this year as follows:

The award for an Individual went to John Sinclair who has been instrumental in the development of the agriculture and rotary industries in New Zealand during his more than 40 years of experience in the agricultural aviation industry. Through a variety of Association and Executive positions, John has willingly given back his personal experience to help the broader industry develop.

The award for a Company went to Advanced Flight Limited of Auckland. Established in 1998, Advanced Flight is now one of the country's largest helicopter charter services with nine luxury high performance helicopters. The company's heliport on the Onehunga waterfront has been recognised by the NZ Institute of Architects for design excellence. The company provides 'individualised' services for its customers, alongside a substantial commitment to their safety and comfort.

The Richard Pearse Innovation Award went to Aspeq. In 1992 as a newly established business, Aspeq took over responsibility for pilot examinations in New Zealand and also provided services into the South Pacific. Now, 75% of the company's income comes from exports. It has formed a relationship with the British Civil Aviation Authority which now sees it selling into a number of new markets where that authority is active. The company has offices in NZ, Australia and the UK, employs over 200 full and part-time staff and now delivers services to a number of regulatory authorities in a broad range of industries.

Congratulations to all recipients.

Review: Sky High by David Hill

Sky High – Jean Batten's Incredible Flying Adventures by David Hill and illustrated by Phoebe Morris begins thus: "The little plane has been flying across the sea for eight hours. Rain pours in. Wind slams. The aircraft is tossed around like a leaf... How much fuel is left? ... How long till she reaches land?" This beautiful children's book which presents the life of famous New Zealand aviatrix Jean Batten, is written and illustrated in a narrative format that will appeal to children ages five and up. The story begins by capturing children's attention with the drama and excitement of Jean Batten's record setting flight across the Tasman Sea. It goes on to outline Jean's



life and achievements in a manner that is suitable for children, without compromising on factual content. The story offers inspiration by particularly highlighting Jean's determination to succeed against all odds. It is the third in a series of three books telling the stories

of famous New Zealander's and their achievements (the other two books being on Burt Munro and Sir Edmund Hillary). These are books that offer young children a genuine NZ history lesson in storybook format with striking illustrations that capture interest and the essence of the adventures undertaken. Recommended. Published by Penguin Random House, 2017. RRP \$25.

New Premises for GCH Aviation



The parent company of Garden City Helicopters, GCH Aviation Group, has just completed construction of an expansive new aviation facility and group headquarters at Christchurch International Airport.

As well as providing a hub for their various air ambulance operations, the new premises allow GCH to maintain their fleet of aeroplanes and helicopters in one location. The company also now has the potential to more easily expand operations in response to requests associated with the opening of their FBO (fixed based operation) facility.

This new headquarters is a culmination of more than three decades of business growth and extensive aviation experience. Operating from six bases (four in New Zealand and two others based in Port Vila and Nadi) the company covers a range of private and commercial, helicopter and fixed wing operations.

The company has come a long way since 1983 when John Currie established Garden City Helicopters operating a Hughes 300 from New Brighton beach.

There are now 29 aircraft in a fleet that covers everything from tourism and charter, commercial work, flight training (including specialist ops such as human sling, winch, and NVG), plus air rescue and air ambulance operations (in Christchurch, Greymouth and Nelson).

Now at the helm of the company are John's sons, Andrew as CEO and fixed wing pilot for The NZ Flying Doctors Service, and Daniel as Chief Financial Officer and a commercial helicopter pilot.

The GCH Aviation Group today employs over 100 staff across the group. Andrews says that as a family owned and operated company, it's highly important to them that all staff collaborate and support each other in their operations – and that they want to be part of a team culture with a strong focus on safety. There is a strong 'no pressure to fly' culture which is lead from the top of the organisation. Testament to this, was an Aviation Industry Association award to GCH in 2017 for over 33 years of non-injury (to self, passengers or crew), accident-free flying. www.helicopters.net.nz

Cost effective Commercial Drone Insurance

The risks involved in operating RPAS/UAV/ Drones are much the same as with any aircraft and it therefore makes a lot of sense to ensure adequate insurance cover is in place. One option stands out in particular. Arden Jennings from Avsure explains:

Commercial RPAS / UAV / Drone numbers are increasing every day. You may be interested to learn that the first 'million dollar drone race' was carried out in Dubai in 2016. Called the World Drone Prix, the event included entries from 32 teams plus a few individuals. Drones in the electronically tracked race were allowed pit stops for battery/prop changes. Wearing a headset that gave him the same viewpoint as his drone, the pilot of the winning team was a 15 year old from the UK - Luke Bannister, who received a cheque for USD250,000. Estimates are that by 2020 drones will be four billion dollar industry.

Back to matters of insurance, as with any aircraft, the risks associated with public liability and of damage to the aircraft are

all too present, and the potential cost of mishap can be eye-watering. Thus the need for correct insurance cover for both machine and liability is essential.

There are a number of Insurer's offering various covers for both Commercial and Private operators, but there is one particular policy in the NZ market for commercial operators that stands out ahead of all others. This is called 'CoverDrone' which we recommend particularly for its flexibility of cover which can be configured as required to suit operational needs.

CoverDrone policy cover can include:

- Aviation Liability
- Equipment (new for old)
- Accidental loss or damage
- Transit loss or damage
- Operational loss or damage
- In training loss or damage
- High risk premises liability
- Professional indemnity
- Increased costs of working
- Reinstatement of data
- Hired-in (non-owned) equipment

It is important to note that under a CoverDrone policy, cover applies to the policy holder and not the individual machine. As well, there is:

- No restriction on flying hours
- No restriction on number of drones
- No restriction on number of operators
- A fast efficient claims service

There are of course some policy requirements, such as for operator training including knowledge of aviation rules, radio calls, weather, airspace, aviation law, etc. This required knowledge essentially corresponds to the rule parts (101 and 102) already put in place by CAA which help to connect drone operators with the rest of the aviation industry. To learn more about legal drone operations or for flight planning, go to the Airways UAV hub 'Airshare' at www.airshare.co.nz.

To obtain further information on the CoverDrone policy or discuss any matters relating to aviation insurance or quotations, contact Arden Jennings at Avsure on 0800 322 266 or email: arden@avsure.co.nz

Contact us
for a free
no-obligation
quotation on any
aviation insurance
requirements
that you have

Avsure provides the most competitive insurance programmes available in the Aviation Industry.

When considering your aircraft insurance, you definitely need the best ADVICE, EXPERIENCE and RESOURCES.

At Avsure, WE DELIVER.

Avsure - where aviation insurance isn't just a sideline, it's all we do!

P: 09 298 8206 or 0800 322 206 F: 09 298 8218
E: insure@avsure.co.nz www.avsure.co.nz
A division of Boston Marks Group Limited

AIRCRAFT

- Pleasure & Business Aircraft
- Charter
- Aircraft Sales
- Flying Schools
- Clubs
- Agricultural
- Helicopters

RPAS, UAVs, DRONES

- Commercial Operator Cover for: Hull & Liability or Liability only

AVIATION LIABILITY

- Premises
- Airports
- Products
- Chemical
- Hangar keepers

PROPERTY

- Hangars and Contents

PERSONAL

- Pilot Personal Accident
- Passengers
- Pilots term life



Flying NZ awards FAI Air Sport Medals

contributed by Liz King



The late John Brunskill



Liz King (Flying NZ), Trish Stephens, Arden Jennings, Ike Stephens, Kevin Vile, and Bob Henderson (FAI Board Member)

Back in July at their AGM and Conference, Flying New Zealand took the opportunity to again surprise four people with the prestigious FAI Air Sport Medal. A fifth medal was awarded earlier in April at a private presentation for John Brunskill. Sadly John passed away two weeks later.

The four recipients in July, for extraordinary service to general aviation, were Kevin Vile – retiring FNZ Executive Member & Central Regional Rep, Trish & Ike Stephens of Tauranga Aero Club and Arden Jennings of Auckland.

The FAI Air Sport Medal may be awarded, at any time, to individuals or groups for outstanding services in connection with air sport activities and for promoting aviation in general, especially with regard to young people. The NZ awards are made annually at the Flying NZ Conference. For further information contact Liz email: lizking@clear.net.nz

Congratulations to this year's five recipients whose citation summaries follow.

John Brunskill

John finished his PPL in 1995 and has since held many positions in the Recreational Aviation Industry including at Tauranga Aero Club (Treasurer, President, Club Captain and a life member), RNZAC Executive (previous President), World Air Games 2007 Committee, and more.

John was a regular competitor in regional and national competitions and was a member of the NZ Wings Team to compete against Australia from 2007 to 2015. He won five out of six available gold medals at the Australian Light Aircraft Champs and the Champion Pilot award.

John was a regular competitor in the World Precision Flying Championships and was NZ Precision Flying Champion in 2011 and Chairperson of the NZ Precision

and Rally Flying Association.

John was a very well-respected member of the aero club movement in NZ, encouraging young and old to have a go at all competition levels, and he particularly encouraged participation in local and national Young Eagle activities.

Kevin Vile

Kevin gained his PPL at the Waikato Flying School in 1971 and has subsequently been an active member of the Taumarunui Aero Club for some 46 years, serving as President since 1995.

A keen competitor, he has won the Sir Francis Boys Cup five times, the GM Spence Trophy twice, and the Wigram Challenge Cup four times, also Captaining the Flying NZ Wings Team. He received the Gold Award for Pilot Proficiency in Aeronautical Knowledge and Skill in Airmanship.

Kevin established a cattle scheme to ensure the financial sustainability of the Taumarunui Aero Club. He has hosted fly-ins, regional and national competitions, and established the Ross Harvey Memorial Scholarship which enables youth the opportunity to learn to fly. Kevin has mentored and encouraged local youth into aviation, some continuing on into commercial aviation careers.

Trish Stephens

Trish obtained her PPL in 1997 at Tauranga Aero Club and has since logged over 1000 hours flying time. She has been a committee member and served in many executive positions since 1996, and has been a Young Eagles commander for over 20 years. She has participated in every Flying NZ competition since 1999 and holds multiple national awards. Trish has represented NZ in the Flying NZ Wings

team and has travelled to many events over the years to support the team.

A keen aerobatics pilot, Trish is also an avid supporter of NZ Women in Aviation and always attends their annual rally.

Trish and her aviator husband Ike, have welcomed many young aviators into their home and encouraged and supported them throughout their career.

Ike Stephens

Ike obtained his PPL in 1995 and like Trish has also has since logged over 1000 hours flying time. He has served the Tauranga Aero Club as a Committee Member, Vice President and President. Also like Trish, Ike has been a Young Eagles Commander, regular competitor, NZ Wings team participant and supporter, and more.

Ike and Trish have been described as the heart and soul of Tauranga Aero Club and are great role models for the wider New Zealand flying community.

Arden Jennings

Arden Jennings has been a strong supporter of the aero club movement in New Zealand with involvement in Flying NZ dating back to the mid 1990s.

He has been a strong advocate for general aviation, working alongside CAA and Aviation NZ in areas of private aircraft ownership, flight training, RPAS activity and aero clubs – and is a regular speaker to groups of recreational pilots on matters ranging from aviation safety, to risk management and insurance markets.

Arden is a passionate supporter of Young Eagles, arranging and contributing towards the sponsorship of flying scholarships. He is a regular contributor to Conferences, Young Eagles presentations and the Annual Flying NZ Competitions.

YOUR VISION BEGINS HERE.
THE ALL NEW G6



 **CIRRUS**
AIRCRAFT

www.cirrusaircraft-aunz.info | Australia: 1300 204 170 | New Zealand: 0274 438 373

© Copyright 2017 Cirrus Design Corporation. All Rights Reserved.



Technology meets Elegance

The latest Cirrus SR22 G6 moves even closer to perfection

Cirrus New Zealand representative Bruce Brownlie pilots the Cirrus G6 along the coast near Blenheim. Gavin Conroy took the photograph.

A little over a year ago, Grant Benns flew the Cirrus SR22 G5 and wrote a glowing report of the experience in Issue 46 of KiwiFlyer. A new G6 is now domiciled in New Zealand. Of course Grant couldn't resist the offer of a test flight around his local Ardmore patch (me either, Ed.). Grant writes:

Modern society seems to have a general obsession with new things, ideas, products, and technology. This isn't to everyone's taste though. My father for example, loves 'old' and in the case of his cars preferably British with origins traceable to a 1940s tractor engine. Television remotes and smart-phones are a modern inconvenience to him, and a bit of mystery. Despite my Generation X love

of new technology, I empathise with that viewpoint; the user-friendliness of many so-called 'modern' devices leaves a lot to be desired. Operating a new phone should not require a three-day type-rating course!

Lust for tech

Technology should be implemented thoughtfully and to add value to a product. Arguably, a modern aircraft like the subject of this article could have been equipped with 'old-school', steam-driven gauges. If you just wanted to fly on nice days, low level, in the absence of other aircraft or air traffic control, you wouldn't need much - an airspeed indicator and altimeter, RPM, manifold pressure, oil pressure and temperature, maybe fuel flow, a couple of fuel gauges, and compass (because the rules say we need one of

those). A stripped-out, basic SR22 would surely be faster, carry more payload and be significantly cheaper to purchase. But it wouldn't satisfy the requirements of a core market of likely purchasers, nor safely execute the higher demands of those pilots who may operate it in the IFR environment or in busy airspace. And although it would look just as great from the outside and be just as comfortable from within, it wouldn't satisfy their lust for high-tech. That lust is well and truly satisfied with the Cirrus SR22 G6.

Evolution of the design

The Cirrus SR series of aircraft began in 1994 with the first flight of the SR20 being made in 1995. With a smaller 210 hp Continental and slightly different wing to latter models, the aircraft was a

quantum leap in construction, form and safety compared to legacy types from Cessna and Piper. It was the plane with the parachute, a feature Cirrus say has saved more than 125 lives to-date. With the introduction of the more powerful 310 hp SR22 in 2002, performance leaped and technology bristled - as it has with each 'Generation'. The G3 of 2007 introduced an enhanced wing design, there was no G4 (strangely), then the 2013 G5 added an extra seat and 200 lbs increased gross weight. 2016 saw the introduction of the current G6, with enhancements primarily in the Garmin Perspective+ avionics kit but a few other techy items too, as you will read below. Overall, the philosophy remains of producing an aircraft with great utility, good speed, safety features galore, and

utilising the latest technology sensibly to achieve those outcomes.

Ergonomics

Technology should be employed in the cockpit in a manner that utilises the science of human-machine interaction, i.e. ergonomics. A good example of this is the incorporation of a QWERTY keyboard for data entry. For some reason, earlier versions of the Garmin Perspective system used in the Cirrus have an A-Z keyboard, a logical but awful layout, particularly as many users are now so computer-savvy. Whilst this may seem trivial, it is surprising how little things like the layout of keyboards and radio/autopilot controls can improve the interaction with the machine, reducing time, frustration and possible data entry errors.

Examples of improved ergonomics are seen everywhere around the cockpit of the G6. As well as the keyboard, the general layout of the centre pedestal has been re-arranged and everything is more ergonomically placed. There is now a 'Home' button, which is the get-out-of-jail button for when you are having a 'senior moment' and just want to get back to the start screen. The angle of the control pedestal and the orientation of the large, high resolution display screens are perfectly set up and pilot-centric. As with previous Cirrus SR aircraft, controls are placed in a manner which reduces the movement of hands and risk of moving the wrong control. For example, on a go-around you push the throttle fully forward with your right hand and there, an inch or two in front of the throttle, is the



New QWERTY rather than ABC keyboard.



'Spectra' wingtips are a work of art.



If it all goes wrong, press the blue 'Level' button.



Note the LED underneath for tarmac ambience.



Leather wrapped side stick frees cabin space.

Performance at a Glance

Base weight	2270 lbs
Useful load	1330 lbs
Cabin load incl 3 hrs fuel+res	964 lbs
Wingspan	11.68 m
Length	7.92 m
Cabin width	1.24 m
Engine Continental IO-550-N	310 hp
Max Cruise	183 KTAS
Stall with flaps	60 KCAS
Climb rate	1270 fpm
Max operating altitude	17500 ft
Takeoff roll	330 m
Landing roll	359 m



three-position flap switch, allowing the identification and selection of go-around flap (from full to 50%) to be achieved seamlessly and with barely a move of the arm. Likewise, the placement and angle of the side-stick aligns perfectly with the natural fall of your hand, whilst freeing up space on the panel for better placement of switches and back-up instruments. The pilot's seat is a very comfortable place to be ensconced, the only drawback of the cockpit safety structure being the thick front door pillars which tend to restrict vision.

What hasn't changed

Many of the basics of the SR22 are unchanged - the same beautifully smooth 310 hp Continental IO-550, aerodynamics, clever 5-seat configuration, simple single-lever power control (no pitch lever), fixed-gear, lack of cowl-flaps etc. The simplicity of the design philosophy, including the composite construction, results in a rewarding ownership experience - something I have witnessed first-hand through 100+ hours helping a new owner learning to fly in his G3 model. The review I carried out on the G5 in the June 2016 KiwiFlyer edition version talks of my initial scepticism of using an aircraft like this for PPL training, putting aside the obvious costs issues, of course! However, another year down the track, I have been very impressed with the aircraft's abilities and reliability. Apart from adding oil, the only additional maintenance item has been a blown flap relay. My student has learned to harness the power and speed (and his instructor really enjoys that part too) and now enjoys flying the local area solo, as the final stages of his PPL training are completed. Various cross-country flights have also proven the comfort of the roomy, luxury SUV-feeling interior, and the air-conditioning was a Godsend over summer.

The Parachute

The Cirrus Airframe Parachute System (CAPS), deployable at up to 140 kts, is your first port-of-call should a sudden emergency present itself, provided you have achieved at least 600 feet of altitude. This requires quite a mind-shift from flying a 'chute-less aircraft', in that you are rather likely committing the airframe to damage in order to save your life, but the logic is sound - why

glide into a paddock at 80kts when you can gently descend onto it, drifting with the wind. Airframes can be replaced and lives can't, so I am sold.

Safety

Also built-in are aerodynamic features such as the NASA-developed cuffed outer sections of wing, which reduces the potential to spin should you stall. And the chance of even getting near the stall attitude is further reduced by a stick pusher, which adds a firm pitch-forward pressure on the stick before the stall occurs. As well, you would have to be totally overwhelmed to miss the audible 'Stall Stall' in your headset, or flashing red 'Stall' on the Primary Flight Display. But wait - there's more! If you are still confused which way is up or down, the blue Level Button is easy to find on the pedestal, which engages the autopilot to return the aircraft to straight-and-level. This is a fantastic safety feature which all aircraft great and small should have, potentially invaluable to the private IFR pilot flying with less than optimal currency.

More Safety

The pilot's situational awareness, particularly when flying in cloud or at night, is greatly enhanced through the amazing pictorial depiction of terrain (through a comprehensive terrain database), both in 3D behind the artificial horizon and also in plan view on either display screen. When the system determines terrain clearance is an issue, audible and visual warnings are as hard to miss as the stall warning, but these can be inhibited if you are purposely flying around amongst the hills.

Bling Bling

A demo flight out of Ardmore on a fine winter's day was a great chance to savour some of the new features and changes that have been made from the G3 and G5. Approaching the aircraft, the eye-catching colour scheme sets her out on the ramp. But, just in case there is a car-park full of identical G6 SR22s, you can push a button on the remote keyless entry control (a two-button remote - yay!) to electrically unlock the doors and illuminate the new wingtip identification 'halo' light band. The whole wingtip contains an array of LED lights, some pointing forward (high-

intensity, auto pulsing 'wigwag' landing lights), some pointing out or back (nav lights) and even some pointing down (night-time ambient/entry lighting), and the 'halo'. The whole wing-tip lighting system is called the Spectra wingtip and is probably the best way for plane-spotters to look at an SR22 and say "that's a G6". It is very slick.

The Back Row

In the back row for our flight are three-quarters of the clan-Norton - KiwiFlyer Editor Mike and his two enthusiastic children, Annah (6) and Finlay (4). Left behind was a slightly anxious Mrs Editor, as this was the Nortonlings first flight in a light aircraft which I find quite surprising and for somebody in Mike's position, almost akin to not providing the necessities for life! Pleasingly, the Mike-lets absolutely loved the flying experience, much to their Dad's relief, although I wonder if Mike has pondered the real long-term cost of this first flight... (Ed: It started the very next day: "We love Grant and Bruce." "When can we go in a plane again?" "Can you take us in a helicopter?" They're hooked. It's possibly genetic.)

Weight and Balance

Beside me was local agent Bruce Brownlie, who introduced me to the G5 a year earlier and is an enthusiastic enthusiast of anything with wings, particularly Cirrus products. Bruce stepped me through the differences between the G6 and earlier versions, including the very easy to use weight-and-balance calculator, graphically presented on the system screen prior to start up. Even though the G5 and G6 are legitimate five-seaters, the back row is really a 2+1 row, or in the case of this flight, a 1+2, which provided ample room for all. I don't think three full-sized adults would be very comfortable for very long, nor could the aircraft lift 5 adults and a full load of fuel, but then again not many GA aircraft can. So, she can be either a) a five seat, sight-seeing, short-hopper, or b) a four seat long-distance eater. The aircraft's smaller sibling, the SR20, has the same airframe and theoretically the same seating options, although a lower maximum take-off weight and less performance from the 210hp Lycoming IO-390 (new to the SR20 G6 model) means there will be more compromises than the big-brother SR22. Perhaps this is why the SR22 outsells the SR20 10:1, although the SR20 is a popular choice with airline flight training schools.

Zoom

Our take-off, at 3417 lbs (max 3600lbs) was typically brisk - their ain't no substitute for cubic inches! Storming out to the Hauraki Gulf at 160 kts and 65% power, Bruce demonstrated the ease of achieving lean-of-peak fuel flow using a new feature on the engine display. Keep pulling back the mixture lever to align the actual fuel-flow with a dynamic blue line and you're done. The reduction in fuel flow was significant, the power drop-off minimal, and of-course the operating temperatures of the engine were markedly less. Win-win! This is the recommended way to operate the big Continental when below around 70% power, percent being the primary indication of horsepower in the Cirrus with its single power-lever.

With the three kids(!) in the back lapping up the Gulf views, Bruce was able to demo some of the previously mentioned safety features to me - we even carried out some approach-to-stall manoeuvres, to demo the stick-pusher. At least two of the rear-seat kids where totally unaware of our play-time. (Ed: Actually Annah



Annah and Finlay are raring to go. And there's space for Dad in the middle too.





Power off, slowing and nose-up activates a stall warning and auto stick pusher.



TCAS in action. Traffic alert is clear and accurately represented.

did ask Daddy what they were doing as the view trended upwards and Stall Stall boomed through the headsets. Tempting as it was to say "trying to crash it", I resisted. Such humour is lost on a six year old, not to mention what Mummy would have said when the story was inevitably relayed later.)

Even more safety

One option fitted to this particular aircraft, and which should arguably become mandatory on all aircraft, is the Traffic Advisory System. Similar to an airliner, although missing the aircraft-to-aircraft Resolution Advisory function of the big jets, the system scans out to a distance of 22 nm and 10,000' vertical separation, searching for 'threats' (assuming they have their transponders on ALT), then presents these on the plan display and, if within the range of the artificial horizon display, also against the 3D terrain display with both a yellow warning tag and audible alerts. To test this out, a Cessna outbound from Ardmore appeared in the distance and was picked up by the system. As we approached closer to the Cessna, it was depicted on both displays and ultimately became such a perceived 'threat' the system started yelling at me. (Ed: As I recall, you started chasing it Grant.) As with all of these systems, it is only as good as the surrounding aircraft having their transponder on, so complacency could be an issue, and fear should still be the moderator to ensure a good visual scan.

Yaw damping

Our entire flight was typically Cirrus-delightful and I could detect no real difference in the handling or performance of the G6 from the G5, or G3 for that matter. That said, Bruce's

demo machine did have fitted an optional yaw damper, which automatically engages at 200' after take-off and then automatically disengages at 200' on descent. This device essentially means the aircraft is always in balance, negating the need for pilot rudder inputs in turns or turbulence, and/or rudder trim (which hasn't been fitted since the very first SR22 versions). It worked well, but it felt a bit odd not having to 'co-ordinate with rudder' in a light aircraft. It also makes side slipping during a high approach impossible, but it can be manually disabled. Anyway, grown-ups shouldn't be doing that in an elegant plane like the Cirrus!

Deep into Perspective+

I could, at this stage, go on and on about the Garmin Perspective+ flight management functions, if I knew what even 10% of them were. Like all GPS systems, the number of functions and pages of information, as well as the ability to remember it all, exceeds the typical pilot's capacity to absorb and retain it, unless it is your daily drive. A nice part about being very current on a particular aircraft/system is the fluency you do gain in its operation, a bit like speaking a language. Cirrus provide an excellent on-line training system to both teach and keep current pilots who need to know and understand the full functionality of the Perspective+ system. With regular use, your fingers would be dancing over the QWERTY-keys, releasing the full capability of the system. A couple of years ago I flew the G3 with an Australian Royal Flying Doctors Service pilot, who was very current in the operation of the G1000 system (which gets customised by Cirrus to become the Perspective), in the Beech King Air and I marvelled at what it was capable of. In the meantime, I fly GA aircraft VFR and look out the windows!



On approach to Ardmore.



Synthetic vision offers 3D virtual images of ground, obstacles and traffic.

SETTING THE STANDARD OF CUSTOMER SERVICE

Proudly Serving Asia Pacific
The ONLY Pratt & Whitney Canada PT6A Designated Overhaul Facility in the Asia Pacific region

Our reputation for superior customer service continues to grow at Vector Aerospace Australia.

Overhauls – Repairs – Accessories – Rental & Exchange Engines – Mobile Repair Team

24/7
READY TO SERVE
AROUND THE WORLD

**MAINTENANCE
REPAIR
OVERHAUL**

Tel: +61 (0) 7 3268 0000 AOG: Tel: +61 (0) 7 3268 0000 **VECTOR**
AEROSPACE WWW.VECTORAEROSPACE.COM

SUPERIOR We *want* you to *fly* when you *want* to fly

IN STOCK SOON!

TEMPEST SPIN-EZ
AA48109
FAA-PMA

Avoid frustration. Save time and money.
No more messy DC-4 compound.
No more stabbed cans. No more busted knuckles. No more bad words. At your next filter change, UPGRADE to state-of-the-art Tempest Spin-EZ oil filters - the filter that comes off without a fight!

PRECISION **TEMPEST** **SUPERIOR** **WELDON** **McFarlane**

Avstar **APS** **RAM** **Lamar** **ATS** **CHAMPION**

Powervamp **RAPCO, Inc.**

AUSTRALIA CONTACT
Superior Air Parts Pty Ltd
P: 07 3717 4600 F: 1800 044 855 M: 0448 127 574
E: rob@superiorairparts.com.au E: steve@superiorairparts.com.au
E: jonathan@superiorairparts.com.au

NEW ZEALAND CONTACT
Superior Air Parts NZ Ltd
P: 64 9 298 8992 F: 64 9 298 8994 M: 64 21 922 960
E: rob@superiorairparts.com.au E: james@superiorairparts.com.au
E: steve@superiorairparts.com.au

www.superiorairparts.com.au

HELIFLITE

Robinson Helicopter Sales ✨ Service ✨ Charter ✨ Training

NEW & PRE-OWNED ROBINSON HELICOPTERS

Aircraft marked • include a Pilot Training Package



2011 R66 TURBINE WITH AIR-CONDITIONING – AVAILABLE OCTOBER 2017: Volcano Red Pearl Metallic / Bright Silver Metallic Trim, Tan Leather, TT: 660 Hrs (approx.), King KY196A COM w/9 Mem Ch on Cyclic Grip, Garmin GTX327 Transponder w/Mode C Alt Encoder, ELT 406 Kannad, UHF Radio, Fire Extinguisher, NAT AA12S Audio Control Panel, ONE OWNER SINCE NEW. LOCATED AT HELIFLITE QLD. **AUS\$840,000 +GST**



• **NEW R44 CADET** - EST. LATE OCT 2017 RHC FACTORY COMPLETION: Dark Blue with White Trim, Tan Leather, 2 Seats, Rear Baggage Area, Bladder Tanks, Garmin GTR 225B VHF, Garmin Transponder/Encoder, Six Hole Panel, RHC Oil Filter Kit, Lycoming O-540-F1B5, 28V System, 2400 Hrs Between o/h on A/F, Cabin Heater & Defogger, Bubble Cover, RHC Limited Warranty 2 years / 1000 Hours, whichever first. **US\$370,730 +GST**



• **NEW R44 RAVEN I** – EST. NOVEMBER 2017 RHC FACTORY COMPLETION: White with Dark Blue Trim, Tan Leather, 4 x Bubble Windows, Garmin GTR225B VHF COM, Garmin GTX335 Mode S Transponder, Leather Seats, ELT 406 Kannad, HID Landing Lights, RHC Oil Filter Kit, Rotor Brake, Cabin Heater & Defogger, Extra Corrosion Protection. **US\$422,930 +GST**



• **NEW R44 RAVEN II WITH AIR-CON** – EST. MID JAN 2018 RHC FACTORY COMPLETION All-Over White with Black Logo (No Trim), Tan Leather, Bladder Tanks, Metallic Paint, 4 x Bubble Windows, Garmin GTR 225B VHF COM, Garmin GTX335 Transponder w/ ADS-B Out Encoder, ELT 406 Kannad, Extended Landing Gear, Extra Corrosion Protection, RHC Limited Warranty 2 years /1000 Hrs whichever occurs first. **US\$525,800 +GST**



• **NEW R44 CLIPPER II WITH AIR-CON** - EST. LATE JAN 2018 RHC FACTORY COMPLETION All Over White, Grey Leather, Fuel Bladder Tanks, 4 x Bubble Windows, Garmin GTR225B VHF COM, Garmin TP/Encoder, ELT 406 Kannad, Tie Downs, Wheels, Bubble Cover, RHC Limited Warranty 2 years /1000 Hrs whichever occurs first. **US\$557,800 +GST**



• **NEW R22 BETA II** – EST. MID OCT 2017 RHC FACTORY COMPLETION: White with Dark Blue Trim. Charcoal Velour. Equipped with New Six Hole Panel, Garmin GTR225B COM, Garmin TXP/Encoder, Fuel Bladder Tanks, 2 x Bubble Windows, Metalised Upper Sheave, RHC Oil Filter Kit, Tie Downs, Bubble Cover & Wheels, RHC Limited Warranty 2 years/ 1000 Hrs whichever occurs first. **US\$314,880 +GST**



2007 ROBINSON R44 RAVEN II WITH AIR-CON: Total Time: 900 Hrs (approx.), Calypso Metallic with White Trim, Tan Velour Seats, Bladder Tanks, King VHF Radio, King Transponder / Encoder, Seven Hole Panel, RHC Oil Filter Kit, Garmin 296 GPS, Cabin Heater & Defogger, Bubble Cover, ONE OWNER SINCE NEW – Maintained by Heliflite Bankstown. **AUS\$ 330,000 +GST**



1995 MD520N: TT 3200 Hrs, New Solid Colour Paint and Leather (both Purchaser's Choice), Engine: C20 R/2+. Fresh 100/300/12&24 month Inspection, All S/B & Engine CEB-A complied with, Enhanced Compressor & Turbine (Fresh HMI), New Notar T/T Fan Straps, New 500N5215N Kamatics Driveshaft, New AAI Fwd Windows, King KX155 & TXP + TSO GPS, Night VFR, High Skids, Duals, Air-Con. No Lifting History. Available ex. NSW. **US\$875,400 +GST**

PILOT TRAINING

Full Ground Courses

Robinson Safety Awareness Course

R22 - R44 - R66

PPL and CPL

Type Ratings

Instructor Ratings

Night Ratings (unlim)

HELI CHARTER

Scenic Flights

Heli Fishing

Proposal Flights

Hotel Transfers

Commercial Ops

Photography

Sales: Brett Sanders 021 748 984
brett@heliflitepacific.com

Service: Zack Erdos 021 748 608
zack@heliflitepacific.com

Parts: Sylvia Sanders 09 299 9442
sylvia@heliflitepacific.com

Training: Jon Keller 021 148 5855
jon@heliflitepacific.com

Charter: Nick Stevenson 09 299 9103
nick@heliflitepacific.com

www.heliflitecharter.com

Bouquets and Brickbats

The G5 introduced a much better system of closing the cabin doors, using over-centre interior latching handles - no more undignified slamming – which has been carried over into the G6. My only niggle relates to the sensitivity of the pitch trim, though I'm assured other pilots think it's perfectly fine as is. In any case, the plane will likely spend much of its life flying with the (standard) auto-pilot engaged. Nor has the slightly annoying trim switch itself changed, which integrates pitch and roll trim but without separate 'gates', and thus doesn't prevent you unintentionally feeding in a bit of aileron trim when pushing or pulling pitch trim. They're very small gripes, but when you are this close to perfection...

Itchy feet?

To sum up the latest and greatest SR22, the G6 is a fantastically designed and executed aircraft, with practical utility and load carrying capability, speed, comfort and great looks. Cirrus managed to build 318 of these last year and have now got their Vision 6-seat, single-engine jet certified and being delivered too. The business is going great; Cirrus is still the biggest producer of general aviation piston singles in the world, with over 6000 SR20/22s in service, and for good reason. Order one now and you will have to wait a year for delivery, and much longer for the jet, which has secured over 600 orders already. And you have been itching to know - a basic SR22 will cost a bit more than USD700k. You could always ask Bruce nicely if he will sell you his demo machine. You'd probably also like to know whether we'll be getting a Vision Jet in New Zealand anytime soon. Hmmmm... maybe.

For more information

New Zealand's Cirrus representative is Bruce Brownlie. Bruce welcomes the opportunity to 'talk Cirrus' at any time, whether the latest G6 model or any of the earlier models which he also has available to the NZ market. Contact Bruce on 027 443 8373, email: sales@cirrusaircraft.co.nz or visit www.cirrusaircraft.co.nz

Cirrus Aircraft For Sale

2006 Cirrus SR22 G2 GT. Twin Avidyne screens with TCAS Mode S ADSB transponder and 430 WAAS upgrade. A/C and with anti-ice. Only 750 hrs since new. NZ \$400000 +GST

2014 Cirrus SR22 G5 GTS – Yes the complete GTS package incl. A/C, TCAS, etc. Dual 12" screens. Under 300 hrs and just like new. Still under warranty. US \$625000 +GST

WE HAVE ACCESS TO OTHER CIRRUS FOR SALE WITHIN THE CIRRUS AUS/NZ NETWORK



Cirrus – the worlds best selling GA single

2017 Cirrus SR22 310 hp G6 Special edition. Latest Garmin Perspective Plus NXI package. A/C luxury GA flying. 165 kts @ 9000 ft on 50 lph. US \$711900 +GST less demo allowance.

Please contact Bruce Brownlie for more information sales@cirrusaircraft.co.nz 0274 438 371

The Passengers' Opinion

There's no question that Annah and Finlay loved their ride in the back. Dad in the middle has done plenty of flying and could afford to be more blasé about such things (particularly given it requires a runway to get off the ground – regular readers will understand). Blasé or not, it's difficult not to gush on about just how nice the Cirrus is. The three of us were very comfortable - although I admit that was the case only because I'm relatively lean and the kids are only six and four. However I'm also a bit more than six feet tall and enjoyed headroom to spare.

The aircraft is elegant from every angle and in every way you interact with it. The leather (everywhere) is beautifully trimmed, everything fits just as it should, plus all the interior finishes and componentry are of the highest quality and designed not only for ergonomics but also to look great. You could easily spend five minutes just playing with the air vents and perfectly recessed interior light switches in the back because they are so nicely designed (I know this because I did). This is a light aircraft that exudes luxury from the moment the doors open and the aroma of expensive leather wafts out to meet you on the tarmac. You really are getting the level of quality and experience that you're paying for.

It was also tolerably quiet in the back (I refer to the aircraft rather than children), and we could converse easily enough without headsets, not that you'd want to undertake a long flight that way.

Convincing Mum who (she won't mind me mentioning) isn't the most confident flyer, that we should all go for a joyride was made easier by a foundation of the Cirrus design: Safety. After all, the airframe has a parachute, the seatbelts have airbags, the wings have ice protection, the auto-pilot includes stability protection and auto-level features, there's traffic awareness, terrain awareness, and synthetic vision. And it's all presented in an uncomplicated manner specifically designed to avoid overwhelming the typical weekend private pilot.

Grant says there's a good reason why Cirrus is the biggest producer of General Aviation piston singles and he's not wrong. Having been founded on principles of safety and obviously elegance, plus performance, with cost arguably what it needs to be rather than minimised, Cirrus have found themselves in a prime market space. The demand for 'cheaper' GA aircraft has steadily migrated away from certified types towards the light sport category, leaving non-price sensitive buyers in the GA market looking for the best they can get. The huge demand for Cirrus' Vision Jet is more evidence that the strategy is a good one. There are three seats in the back of the Vision Jet too. We can hardly wait.



Number One for Robinson Helicopter Sales & Service



Graeme Frew at the controls of Full Noise 35, competing at Reno as this issue of KiwiFlyer goes to print.

Getting to Reno

Flying low, flying fast, turning left

In this instalment of Graeme Frew's huge adventure to race his Yak-3 at Reno, he updates us on getting the aircraft there and on getting qualified. Competitions are in fact underway right as this issue goes to print. In the latest Heat (3B) of the Unlimited Class, Graeme placed first with a speed of 8:09.937 minutes and a speed of 345.277 mph. Good luck Team! Readers can look forward to the full story of Full Noise 35 in the next edition of KiwiFlyer.

With the decision made to go to Reno, it was time to start planning. It was important to ensure we weren't too much like Burt Munro in turning up unannounced and unregistered in the expectation we would be allowed to compete. I'm probably not as charming as Burt and things have gotten a little less flexible in 50 years!

While it might sound straightforward, the realities of flying around 20 metre telephone poles, 30 metres off the deck, as fast as you are game to and with other aeroplanes in close proximity is somewhat different. Consequently the Air Race Association decided it was prudent to run a school for new pilots to experience racing 'Reno style'. Pylon Race School, or Rookie School, is run every June at Reno Stead airport and is compulsory for every new race pilot. The school starts with the unsung heroes of Reno, the countless volunteers, patiently herding the participants, none of whom have read the previously emailed instructions, to registration and photos. The rest of the day consists of generic

lectures for pilots of all classes, some of which seem designed to dissuade those who might be lacking the intestinal fortitude to go through with racing!

The wannabe race pilot is regaled with tales of engine failures, mechanical failures, forced landings and fires with typical American humour and not a little bit of drama. Quotes that remain with me are "your aeroplane hates you, get used to the idea" and Strega owner, Tiger Destefani "when you can make the threshold of runway 14 with the gear down, hey the Mayday is over, it's cocktail time". My favourite lecture was from Vampire pilot Pete Zaccagnino who won the Jet Gold in 2015, only to suffer a forced landing in the desert last year. After Pete successfully extricated himself from his jet he realised he was surrounded by rattlesnake holes!

Having negotiated the generic lectures it is time to split into race classes. Unlimited class President Sherman Smoot, ran our lectures. Sherm's opening line "we don't do what the rest of those guys do" set the tone.

After ground school the rest of the week is supposed to consist of multiple trips to train in formation, prove the ability to pass safely and be passed, to practice coming down the start chute and practice engine out forced landings. This culminates in a check ride with an FAA certified instructor. Practice and qualification must be done in the same class of aircraft you are racing in. Unfortunately this year there were no instructors or unlimited aircraft available so there will be a half dozen or so Unlimited

rookies who are all going to need to qualify in the week leading up to racing, no pressure!

With qualification ticked off as much as possible, thoughts turned to the logistics of shipping the Yak halfway around the World. Luckily I was able to call on the resources and expertise of Jay McIntyre and the boys at JEM Aviation and after a week of work the Yak was engineless and firmly strapped to the floor of a shipping container. 'Full Noise' was then destined for Long Beach where Jay, my nephew Daniel, Joe Yancey and I undertook reassembly at Chino Airport.

The next challenge to overcome was trying to make sure our race aeroplane is as fast as possible. Luckily the Yak 3 design came about through a desire to remove as much weight and drag from the airframe as they could. If you look at the two race Mustangs and the Bearcat Rare Bear you'll see they've clipped the wings and streamlined everything possible. Thanks to Alexander Yakovlev wanting to shoehorn a V-12 into the smallest aeroplane practical, this is our starting point.

The other part of the 'must go faster' equation is more horsepower. My brief to my engine builder and a major sponsor, Joe Yancey, was that I wanted his sponsored engine to go straight into the Yak, i.e. it had to be as close to standard as possible. I'm not about to modify the airframe or install Anti Detonation Injection as it is all too time consuming and expensive and I don't want my certifying engineer and other major sponsor Jay McIntyre, to have kinkipions! Allison were very clever as their engine technology matured and every improvement was able to be incorporated into earlier model engines. Consequently Joe has concentrated his efforts around the supercharger by putting in a later design supercharger impeller, changing the gearing ratios and the impeller diameter so our motor will be optimised to produce take off power at 7000 ft, this being the normal density altitude at Reno in September. Joe has also set up the carburettor to run fat, i.e. to supply enough fuel to keep things running cool while at full noise!

So provided the propeller can transmit the horsepower, that the engine is reliable, that we can keep everything cool and that I can find my way around the course we'll be fine.

I've really no idea how fast the Yak will go but my maths tells me that if we can indicate 350 mph at 7000 feet we should actually be doing a true airspeed close to 390 mph. It's going to be loads of fun finding out.

Join the fun at: Instagram: fullnoise35, Hashtag: #fullnoise35, Facebook: Fighter Flights, www.fighterflights.co.nz
Email: fighterflightsnz@gmail.com



We'll be ready in no time... Shortly after arriving at Chino Airport.

Have you got aircraft stuff that you don't need?

Or an aircraft?

Cleaning out the hangar?

Sell it for Free*

TradeAv.co.nz is a new online auction site just for aviators

Need something you can't find?

Wanted listings are Free* too



Join TradeAv now and list parts, aircraft, services, jobs, and anything that's aviation related.

* TradeAv is completely free to use for a limited time.

For Sale RidgeAir Limited

Twin Engine Aircraft Charter and Training Business based at Woodbourne Airport, Blenheim.



Currently operating two twin engine aircraft under IFR Part 135 AOC

Piper Seneca IV - Fully IFR Part 135 Maintained, Fully Deiced, G500 Glass Cockpit, PBN/RNP and RNAV Certified

Cessna 402C - Fully IFR Part 135 Maintained, RNAV equipped

View the aircraft at www.ridgeair.co.nz

Current Air Operator Certificate allows more than three aircraft on Part 135 Operations IFR or VFR

Experienced Chief Pilot who holds CAA B-Cat Multi Engine Training Approval

Plenty of potential to expand Customer Base will be discussed with serious buyers Contact the CEO on 021 224 9590





Alex McCaw and his crew man Mike Strathern are wished good luck by visiting World Record holder Terry Delore.

Kiwis at the Junior World's

In August this year, Alex McCaw and Nick Oakley, NZ's top junior glider pilots made a second attempt at a Junior Gliding title. They had flown in the previous 'Juniors' in Australia in 2014 and had both been resident in the UK for the past year. In August 2016 they flew at the 'Senior' Worlds, held at the same Lithuanian site as this year's contest and thus knew what to expect from the area. They hired good gliders with top instrumentation. Alex and Nick were as prepared as they could be. How would they stack up to the top class competition? John and I went to Lithuania to find out.



Opening ceremony L-R: Mike Strathern, John, Jill, Alex, Mike Oakley, Nick.

Junior glider pilots are those under 25 years old, and as I remarked after the last Junior Worlds, while they may be junior in age, these young people are anything but junior when it comes to flying skills. They are the world's best young pilots and many of them are champions regardless of age group.

The competition took place in the tiny village of Pociūnai, Lithuania, at the beginning of August. There seems to be some universal law of meteorology that says, whatever time of year you experience your best soaring weather, if you decide to hold a gliding competition during this period it will be the worst



Alex & Nick with medals for their day podium finishes.

soaring season ever. I've seen this happen many times here in New Zealand, and it's proven to be true right around the world and particularly the Junior World Gliding Championships in Lithuania. If you were thinking of the world's great gliding sites, Lithuania probably wouldn't cross your mind, but they have hosted several top-class competitions, including the Club and Standard Class Worlds last year. When the weather is good in Lithuania, it is spectacular gliding weather. Unfortunately, that wasn't the case while this contest was on.

Seventy pilots, from seventeen countries were competing in two classes in the contest which ran for two weeks. Eight flying days were achieved out of a possible fourteen. Tasks were set each morning to take advantage of weather conditions with task distances between 100 to 350 kilometres. The fastest pilot around the task gains 1000 points and the rest are scaled according to their handicapped speed. If a pilot lands out, that is, doesn't make it home, then he only receives points for distance flown. This was a contest of mass land-outs. There was one day where no-one made it home; 70(!) gliders settled in paddocks across Lithuania and the top of Poland. The scores were all over the place. Unfortunately for our team, the top pilots made it home often enough to put their scores well above those who rarely made it. Both Kiwis made it home once each although Nick actually completed the task twice. He managed to finish one day and still not get home, the finish ring being five kilometres short of the airfield. However, on the days our boys did get around the course, they did really well. Nick came home with a third placing on day one and Alex was delighted with a first place on day six. Podium finishes at this level of competition are a real achievement.



Nine Wilga towplanes launched the grid of 70 in 45 minutes.

This competition had a new level of technology with the compulsory, collision avoidance FLARM technology now allowing real-time, on-line, flight following, complete with details of a competitor's height, speed and climb rate, free for anyone to see. Pilots could actually access this information in their cockpits, paradoxically making them spend more time with their eyes in the cockpit and potentially increasing the danger of collisions. In the interests of safety, many teams set up a base with internet access and advised their pilots via the radio of how their competitors were doing and who, in their vicinity, was climbing best, vectoring them into the best climbs. It completely changes the game and not everyone is happy about it.

It is possible, via a simple website (live.glidernet.org) to see every FLARM fitted glider in the world (which is most of them),

What would you do with your Savannah?



This mighty Savannah S is a factory-built amphibian, yet another version of this versatile and remarkable ICP aircraft. Nothing beats it in its class.

Ready-to-build kits | Part/Fully assembled options | Build support | Over 300 sold in Australasia | Kits and support in New Zealand
Contact your NZ Savannah Agent Philip Seale at Westwind Aviation on 021 747 494 or philipseale@xtra.co.nz www.savannahnz.com

AIRBUS

AS350 B2
H125
H130
Airframe Training

Airbus Group Australia Pacific is presenting AS350 B2, H125 (AS350 B3e) and H130 (EC130 T2) Airframe training (theory only, excluding engine) during 2017.

You are invited to respond with an expression of interest to any of these courses. As an introductory offer, the training fee for these courses has been waived. (all travel and subsistence costs to be borne by attendees)

Seats are limited and will be allocated according to licence ratings and/or experience on Type. Please respond by email to confirm your preference and to receive an enrolment form.

Course	Location	Date
H125 Airframe	Bankstown, AU	11 Sep - 15 Sep
AS350 B2 Airframe	Bankstown, AU	9 Oct - 13 Oct
H125 Airframe	Ardmore/Wanaka, NZ	30 Oct - 3 Nov
H130 Airframe	Bankstown, AU	27 Nov - 1 Dec

EOI and enquiries to:

mro.training.airbusgroupap@airbus.com

fly in real time. One benefit of the flight following meant that fans in New Zealand could watch the boys fly in real-time, giving an exciting tie-in to the racing.

It was a great thrill to be part of the New Zealand team, to walk in to the opening ceremony waving the flag, and again, to be there at the closing. I was quite choked up the day Alex received his medal for his day win. Our guys may not have won the contest, but they did well. I'm so pleased we could be there to be part of it.

I'll just add a few more words about Lithuania, because it's not a country most people would think of visiting, and it's a great country. It has a long and interesting aviation history. Jurgis Kairys, the World Champion aerobatic pilot, well known at New Zealand air shows, hails from just down the road from Pociūnai, and helped develop the Sukhoi Su-26, -29, and -31 aerobatic aircraft, at the LAK factory, just across the road from the airfield. On a non-flying day John and I had a tour of the factory. It was closed down for the summer holidays, the 45 current staff all absent. These days they produce high quality, glass and carbon composite gliders, but in the Soviet era, a staff of around 600 were developing gliders, military aircraft, the Sukhoi aerobatic aircraft, and others, as well as refurbishing a huge number of a variety of aircraft. They created the very first composite glider, the LAK12, back in the '80s.

For a country that is only 20 years post a century of subjugation (Russian, German, Soviet – all of whom did their best to wipe out any spark of national identity, not to mention citizens) Lithuania is a surprisingly modern and friendly place to visit. Properties have been restored to rightful owners, churches are churches again, and a great many landmarks have been rebuilt. The old cities are scenic and lovely, plus they're remarkably free of the tourist numbers that plague similar sites throughout the rest of Europe. The summer climate was a pleasant 25° to just over 30°C, although it didn't drop much overnight. The Baltic sea coast was a surprise with sand dunes and white beaches making it something like a trip to Ruakaka on a windy day. The sea was warmer than Christchurch mid-summer. The country is predominantly agricultural with wheat and other crops stretching across a rolling landscape. There was a bizarre juxtaposition of brand new harvesters working in paddocks next door to ones being worked with horse drawn machinery.

I would happily go back to Lithuania, and if you find yourself in Europe and looking for a slightly different tourist experience, I thoroughly recommend it.

Check out the *Gliding NZ* website for details of your local club.
For subscriptions to *SoaringNZ*, see www.mccawmedia.co.nz.



Aircraft Control Cables Manufactured

Martin Aviation Services Ltd 19 Village Way
ARDMORE AIRPORT
PAPAKURĀ STH AUCKLAND
POBox 88067 Clendon Manurewa

CAA Approved - AM 36375
Part 148

For all swaged or nicopress cables from 1/16" to 3/16"
Cables and fittings in stock. Same day turnaround - Competitive prices

Hand splicing service available. Piper Cub trim cables a specialty.

Contact John Geary Ph 09 298 6698 Fax 09 298 5225
Email: johng@slingshot.co.nz

avplan efb

PLAN SMARTER, FLY SOONER

- Complete flight planning and navigation EFB
- One month free trial
- For all pilots, at all levels
- Innovative
- Customer focused

WWW.AVPLAN-EFB.COM • PHONE: 09 801 1084
Established 2011

The KiwiFlyer Guide to Aviation Training

September 2017 Supplement



ARTICLES

- 30 Get started at School
- 54 If you want to be a Heli-Ag Pilot
- 40 If you want to be a Helicopter Pilot
- 29 The Shiny CV Principle
- 56 Start an aviation career with Gliding
- 24 Training Opportunities for NZ

PROFILES

- 56 AeroHire
- 45 Air Hawke's Bay
- 34 Air NZ Aviation Institute
- 28 Ardmore Aviation Technical
- 26 Ardmore Flying School
- 57 Ardmore Helicopters
- 48 Ardmore MEIR Training
- 51 Auckland Aero Club
- 39 Canterbury Aero Club
- 48 Christchurch Helicopters
- 25 Flying New Zealand
- 46 GCH Aviation
- 58 Gyrate NZ 2017
- 53 Heli-Solutions
- 44 Heliflite Charter & Training
- 38 IAANZ
- 36 Massey University
- 31 Nelson Aviation College
- 50 NZICPA
- 32 North Shore Aero Club
- 50 North Shore Helicopter Training
- 49 Redbird FMX
- 42 Reid Helicopters
- 43 RidgeAir Flight Training
- 52 Service IQ
- 51 Shoreline Helicopters
- 35 Southern Wings
- 49 Waikato Aviation
- 33 Wanaka Helicopters
- 41 Warbirds Over Wanaka
- 47 Waypoints Aviation

Asia/Pacific Aviation Growth Presents Training Opportunities for New Zealand

A September 2017 statement from New Zealand's Aviation Industry Association, Aviation NZ, highlights the growth expected in the international aviation industry over the coming 20 years, and speaks to how NZ domiciled training organisations can participate and benefit. There is an equally significant parallel benefit for aviation trainees of course, who should find it progressively easier than their predecessors to acquire quality aviation employment here and overseas. Students of aviation in 2017 and beyond should study with enthusiasm. They can expect the world ahead to be full of opportunities. The Aviation NZ statement reads:

- Honeywell predicts good helicopter sales into the Asia/Pacific region.
- IATA predicts that global air traffic will double by 2036 with half this growth occurring in the Asia/Pacific region.

The major aviation countries in the Asia/Pacific region cannot meet their training needs locally. Several companies have set up or bought pilot training companies in Australia and South Africa.

Some Asian airlines have set up cadet programmes with trainers in Australia and the United States.

CTC Aviation, now L3 Airline Academy (NZ), is one example of an international company which has set up in NZ and is training pilots for a broad range of airline customers. Some other NZ trainers have now secured pilot training contracts with airlines. We are also seeing Asia/Pacific companies sending their engineers here for training.

A number of our trainers are now recognised by aviation regulators in several Asia/Pacific markets and several have been approved to train for specific markets.

A further positive development is occurring with some NZ companies providing training directly into international markets. This puts us closer to the customer. But it means we have to be more culturally aware and send our 'A Team' to provide the training. If we get this wrong, it can impact adversely on the reputation of the whole training sector.

Airways NZ has been providing English language training and air traffic control training in Asia/Pacific for a number of years. The organisation has met the challenge of providing training in-market as well as bringing students to New Zealand for training.

In 2016, our international competitiveness was improved when

NZCAA introduced a new Part 147 maintenance training organisation rule and a new integrated professional pilot training programme. These changes made us 'more relevant' to potential international customers.

In many cases, the ability to open and build markets works best when Government and Industry work collaboratively. Vietnam is a good case in point where a Government to Government aviation collaboration agreement was signed in 2015, with a technical agreement signed between our civil aviation authorities earlier this year. A good number of Vietnamese pilots and air traffic controllers are now being trained by NZ companies, both in Vietnam and here.

However, developing opportunities presented by recent announcements in the Asia/Pacific region is not for the faint hearted. It requires commitment and cultural empathy must be a given. This can be helped with collaboration between NZ companies, and can be accelerated where Industry and Government address one of the biggest challenges faced: 'Why New Zealand'. "Get things right and our aviation training industry has a very bright future," says John.

Did you know that aviation in NZ has had quite a bright past too? We were the first international customer for Boeing, started the first pilot training school in 1916, had the first airmail in 1919, were very early adopters of agricultural aviation, and with around 4700 aircraft, have one of the highest per capita ratios of aircraft to people in the world.

To contact Aviation NZ: officemanager@aviationnz.co.nz or visit www.aviationnz.co.nz



About this Guide

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

There are articles covering how to get a cost-effective start in aviation whilst still at school. There are articles of advice for setting up a best possible CV, and also for how to best pursue rotary winged careers. There are also many snippets of wisdom amongst the various training provider profiles.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every Secondary School in New Zealand and students interested in aviation will find plenty of options to consider from the information within. Aviation training is not limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level. How about an aerobatic or gyroplane rating to add some variety to your flying?

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

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

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

Finally, a message to experienced and wise readers who might look at the articles within and wonder that they should also share some of their accumulated wisdom with the upcoming generation of pilots. Please do. Contact us at KiwiFlyer and we'll be only too happy to work with you on future content.



A Passion for Aviation

Thousands of professional and recreational pilots have learnt to fly at their local Aero Club.

Earn as you Learn

An Aero Club is the perfect place to learn to fly outside your working hours, or just at your own pace. Full time courses are available as well.

Train to the Highest Level

From a first introductory flight, to private, commercial, multi-engine professional licences and instructor ratings. The choice is yours.

Share in the Benefits

As a club member, you're also an owner of the aircraft. Aero Club profits are put back into facilities and equipment and towards keeping costs to a minimum.

Become a Young Eagle

Flying NZ operates the Young Eagles programme that gives young people aged 12-17 the chance to experience flying and learn about aviation through organised events and activities. Costs are minimal and every year scholarships are awarded to help fund flying lessons.

Nationwide Locations

There's an Aero Club located near to you. Visit the Flying NZ website to find your nearest location. We look forward to seeing you soon.



Fly for fun or fly for a career. Aero Clubs will assist you to achieve your aviation goals.

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

Employment Outcomes are our Focus at Ardmore Flying School and Ardmore Aviation Technical

When training to enter the aviation industry as a pilot or technician, what is always the biggest challenge for young graduates? Your first job, right? Getting your first start. Unfortunately, the industry is littered with budding young pilots and technicians who struggle to find their first opportunity after completing their training, many of whom then leave the industry. That's why it's very important to ensure your training provider is focused on employment outcomes, and delivering a level of training that the industry's employers are wanting.

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

Ardmore Aviation Technical is the new Aeronautical Technician training facility based at Ardmore Flying School's Campus 2 - in a hangar they share with the NZ Warbirds Association at Ardmore.

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

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

During the past 12 months, the number of internships available to suitably qualified graduates from Ardmore Flying School has been ramping up. With the national airline (as well as others) also now aggressively recruiting experienced instructors for their turbo-



Our fixed wing Cessna 172 & Beechcraft Be76 fleet will soon include Diamond DA42s

prop cockpits, the time is right to pursue a programme that offers graduates a significant opportunity to build their aviation career.

Mike is very interested in talking to young, enthusiastic wannabe aviators and technicians who wish to consider the school's courses and discuss the employment opportunities becoming available in 2018/2019 and beyond.

But wait, there's more?

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

The expansion of Rotary Wing courses by Ardmore Flying School sees the same opportunities becoming available for future helicopter pilots. A recent deal between the Flying School and a leading South East Asian helicopter operator will create a number of graduate pilot opportunities from 2018 onwards. Ardmore Flying School will also be seeking applications for helicopter instructors as the school seeks to fulfil new pilot training commitments made to international customers.

More about Us

The senior management teams at Ardmore Flying School and Ardmore Aviation Technical have more than 100 combined years of pilot training and Aeronautical technical experience behind them. We pride ourselves on innovative thinking and an excellent reputation for providing well-trained graduates to airlines and

the aviation industry. Our fully-integrated tailored flight-training programmes transform students into strong, decisive and skilled pilots, capable of operating at the highest levels in the ever-changing commercial and corporate sectors.

We operate more than 20 aircraft including Garmin 1000 equipped Cessna 172s, Beechcraft Duchess Be76s, and Schweizer 300 CBI helicopters. We are also undergoing acquisition of Diamond DA42 multi engine trainers. On the simulator front, we are well equipped with Frasca twin and single engine simulators, as well as a King Air Turboprop simulator for advanced multi crew training. We also have access to numerous other aircraft for training and type ratings, including turbine powered helicopters.

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

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

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

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

Visit and Fly

If you have ever wondered about becoming a fixed wing or helicopter pilot then call in and enjoy an Introductory Flight Lesson. This is where you'll spend time on the ground learning about the aircraft, then take to the sky with an instructor for a local flight. Once airborne, the controls will be yours for some basic manoeuvres and if you're trying your hand at helicopter flying, you'll also get some time hovering, as well as an auto-rotation demonstration. When we're back on the ground we'll debrief and answer any questions you have. Take some time to look around and meet our experienced and friendly team You



Helicopter training is carried out in stable and robust Schweizer 300 CBis

might like to also talk with other students already on their way toward a career in aviation.

Courses & Qualifications

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

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

For more information

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

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



STUDENT LOAN FUNDING AVAILABLE!
Talk to our Enrolments team today to find out more

FIXED WING CAREERS TAKE OFF HERE



Phone: (09) 298 5055
Freephone: 0800 ARDMORE
Email: info@ardmore.co.nz
Website: www.ardmore.co.nz








STUDENT LOAN FUNDING AVAILABLE!
Talk to our Enrolments team today to find out more

HELICOPTER CAREERS TAKE OFF HERE



Phone: (09) 298 5055
Freephone: 0800 ARDMORE
Email: info@ardmore.co.nz
Website: www.ardmore.co.nz






Aviation Technician Training

now available at Ardmore Aviation Technical

Have you dreamed of working at the cutting edge of one of the world's fastest evolving industries? In response to industry concerns of a forecast worldwide shortage of aircraft engineers, Ardmore Aviation Technical (AAT) now offers a two-year aeronautical engineering training courses based at Ardmore Airport. This is a course designed to give graduates a distinct advantage over their peers by being able to present themselves to employers as genuinely 'work-ready'.

Programme Manager for Ardmore Aviation Technical is experienced engineer Peter McCarty. "Young people today are very good at Googling information," says Peter. "We hope to give them the ability to reason solutions to problems they will encounter. We aim to give students a broad foundation in hand skills as well as the theoretical knowledge that will equip them to think for themselves. Our course is designed to take young people who have an aviation interest, but not necessarily any practical knowledge or skills, and make them Safe, Knowledgeable and Useful on their first day of employment. The demonstrable knowledge, skills and experience they have when leaving here will make them shine at job interview time."

The Ardmore Aviation Technical two-year Aeronautical Engineering training course is focused on equipping students with fundamental skills and knowledge on which they can build their careers. A strong emphasis is placed on practical paperwork from the first day; the use of worksheets, time recording, parts tracking through release notes and requisition documentation. Demonstrating this approach, Peter explains that the current intake of students is building a Corby CM-2 Kestrel as their Year Two Project. The aircraft construction encompasses all of the syllabus requirements, honing practical skills while the systems dovetail into the textbook/classroom work to create an integrated learning environment.

The same integrated approach is taken in Year One where students develop skills with basic metalwork exercises. The series of projects follows the same format: Students first create a drawing that develops their technical drawing skills and interpretation ability, and then create the item - in most cases tooling or equipment which they keep and will use throughout their career.

Successful students graduate with the NZQA approved NZ Certificate in Aeronautical Engineering (Pre-Employment



Erwin and Ramith at work fabricating parts for the Corby Kestrel project.

Skills) (Level 3) and NZ Certificate in Aeronautical Engineering (Workplace Introductory Skills) (Level 4).

Wherever there is overlap between NZQA credit requirements and AME (Aircraft Maintenance Engineer) licence exams, students will also sit appropriate LAME papers, thus taking steps towards becoming a licensed engineer.

The course premises are located in the large NZ Warbirds' hangar at Ardmore. "It's quite symbiotic," says Peter. "In the Warbirds hangar we have aircraft types from WWI through to the A-4K Skyhawk. There are fabric covered and open cockpit aircraft, radial engines, liquid cooled engines, gas turbines from the early centrifugal compressors through to a high by-pass fan engine, and more. These 'training aids', along with the varied fleet of aircraft domiciled elsewhere at Ardmore make it easy to view in real life what is being discussed in the formal classroom. Walking from one aircraft to the next and physically seeing the developments, designs and various systems and features that have evolved through history certainly brings to life the learning experience".

AAT graduates will have the skills and knowledge to be employed as basic unlicensed aeronautical engineers in both the general aviation and airline industries. They will also be able to apply for AAT's Employment Pathway Programme as a trainee aircraft engineer potentially here in New Zealand or offshore.

Enquiries are welcome for the next Ardmore Aviation Technical course intake. Visit www.ardmore.co.nz for more information.

TECHNICAL
CAREERS
TAKE OFF
HERE

Phone: (09) 298 5055
Freephone: 0800 ARDMORE
Email: info@ardmore.co.nz
Website: www.ardmore.co.nz

The Shiny CV Principle

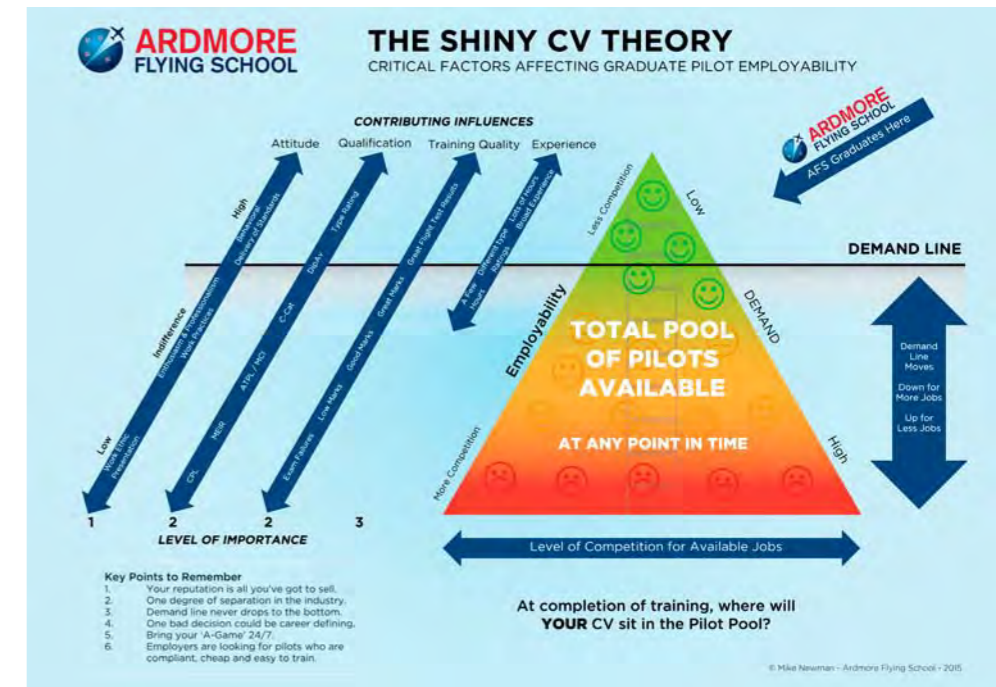
Don't Underestimate the Importance of Great Training Results

More than a summary of the qualifications you have earned, a good CV will show prospective employers how well you have earned them. Mike Newman, CEO of Ardmore Flying School calls this the 'Shiny CV Principle'. He explains:

A common mistake made by many young trainees (not only in our industry) is a lack of focus on the results they are achieving during their training. Sometimes, there's an attitude amongst students that "I only need to turn up occasionally to class and that is good enough". Unfortunately, these students will generally fail to meet the standards required of the industry, and will invariably find themselves unemployable in that industry, even if they do eventually pass the courses. So the message is... Exam and assessment/flight test failure as well as the quality of all the subsequent training does have a consequence in terms of later career options.

A potential airline or ATO employer is now becoming increasingly interested in looking at an applicant's exam transcript and detailed training records as an indicator of attitude and ability. And as exam failures are with the student for life, the quality of the preparation, approach to and execution of the training is now more important than ever.

At Ardmore Flying School and Ardmore Aviation Technical, we focus very heavily on our students training well and on employment outcomes for our graduates. We are not satisfied with just



passes, we want students to pass well.

We call this the "Shiny CV" principle.

Veterans of the industry all agree that the aviation industry has its unique ways of filtering out the people who it deems as not worthy, those who have not trained well enough, do not have the right attitude or the right level of skill. The best CVs always rise to the top of the pile, so the focus here at AFS/AAT is to ensure ALL our graduates have developed not only a very good quality training outcome, but their attitude and professionalism is apparent as well.

At Ardmore, we are in the business of producing aviation graduates whose CVs shine ahead of their employment competition, ensuring that they are more

than adequately prepared for the challenges ahead as they embark on their aviation careers. Graduates with the 'shiniest CVs' also get the opportunity to take advantage of the Employment Pathways Programmes available here at the school. This programme is a formal relationship with a number of employers who are positive about offering opportunities to the best aviation graduates that we can produce. These relationships allow us to present suitable graduates for employment with these partners.

So the message here is that current opportunities in the industry are strong for those graduates with the 'Shiniest CVs', i.e. those who have a demonstrable history of excellent attitude and performance. Contact us to find out more.

EMPLOYMENT
OUTCOMES
HAPPEN
HERE

Phone: (09) 298 5055
Freephone: 0800 ARDMORE
Email: info@ardmore.co.nz
Website: www.ardmore.co.nz

How to Get Started while you're still at School

contributed by Mark Woodhouse

Michael Norton image

New Zealand is well served by several organisations who make it their business to help develop interest from the next generation of aviation enthusiasts and professionals. Mostly volunteer based, these organisations offer a variety of ways a young person can become involved in aviation either for general interest, recreation, or with a career in mind. To help spread the word, this article was kindly contributed by Mark Woodhouse (A-Cat Flight Instructor, GA Flight Examiner, CFI of the Walsh Memorial Scout Flying School, Boeing 787-900 First Officer, and owner of Waypoints Aviation).

So, you like the idea of flying, but people have told you it is hard to get into and very expensive. Well to an extent it is, but you might be interested to hear that there are many individuals, organisations, programmes and events that will help you explore and progress your interest, some at little or no cost.

In this article I will tell you about opportunities that are

focused on helping you begin the process of learning to fly, such as, but not necessarily limited to:

- The Walsh;
- Youth Glide;
- Air Training Corp;
- ServiceIQ Aviation Gateway Training;
- Young Eagles; and,
- Aero Clubs.

The Walsh Memorial Scout Flying School

The Walsh is an annual two week tented flying camp held at Matamata in the Waikato for 16 to 20 year olds. The camp is a National School of Scouting NZ and is supported by The Royal Aeronautical Society and a number of major corporates such as Air New Zealand and Airways Corp, as well as many smaller companies, individuals and the local community.

The school is established for up to 44 Ab-Initio (which literally

If you want it - go for it.

And don't let set-backs along the way discourage you.

Persevere.

means "from the beginning") Students, 26 Returned Students and up to 4 Student Staff. Members of Scouting NZ have priority for places up to the end of August and then remaining places are open to all applicants. Overall about 40 to 50% of the students are from Scouting and about 25 to 30% are female, with that proportion growing. The school has been over-subscribed for many years now, so a ballot is run to determine which of the applicants is fortunate enough to gain a position. That said there are usually withdrawals for one reason or another, so the waiting list does get used.

All staff, instructors and controllers attend on a voluntary basis, with varying levels of support from their employers.

For more information go to www.scouts.org.nz then click on National Schools/Flying

Youth Glide

The Youth Glide Soaring Development Camp is a live-in event aimed at taking any gliding youngster, at any stage of flying, and helping them to develop further. These events are run by Youth Glide NZ which is a not-for-profit organisation providing education, tuition and training for all relevant skills necessary for gliding in NZ. Participating students range in ages from 14 to 24.

Instructors, tow pilots and other helpers give freely of their time and expertise, many of whom come back year after year. The programme is augmented by great educational and social events.

There is much more to Youth Glide than just getting young people into gliding; they benefit in many other ways such as providing positive interactions with adults and giving them goals for lifelong learning, recreation and careers. Over the years many great friendships have been cemented at these camps, with competition for places at future camps now becoming quite tough.

While Youth Glide began in Omarama and Canterbury a similar but separate camp is now being run at Greytown in the Wairarapa and Youth Glide groups are now active in most gliding clubs. There is actually an awful lot of effort, time and money going into helping young people fly gliders.

For more information see the separate article later in this issue.

The Air Training Corp (ATC) National Aviation Course

The Air Training Corp is part of the New Zealand Cadet Forces (NZCF) and is for both girls and boys aged 13 to 18. The NZCFs are a voluntary, disciplined, uniformed youth leadership training organisation and while they are not part of the New Zealand Defence Force (NZDF), they are directed by the Chief of Defence Force, on behalf of the Minister of Defence, and are supported in partnership by the NZDF and the community.

One of the major events within the ATC is the National Aviation Course, which is a week-long flying course held at RNZAF Base Woodbourne in January each year. While numbers are limited and students are picked from applicants around the country, in 2016 47 pilot and navigation cadets took part in this intensive flying course.

NELSON AVIATION COLLEGE



This is training beyond the standard.



www.nelson-aviation.co.nz



While their friends were hitting the beach over the summer break, these ATC students spent the week studying everything from aircraft maintenance, pre-flight checks and radio procedures, to flying with a general aviation flying instructor. By the end of the course the ATC cadets aim to pass their flight radio exam and get their wings by making their first solo flight. The weather at Woodbourne in 2016 was kind and a better than average number of solo flights were achieved.

In the words of one parent; “.... had an amazing time and came back so inspired and motivated. We were thrilled about her achievements, so whomever needs to hear ‘thanks’ we cannot say it enough!”

The National Aviation Course is now a well established and successful feature of the ATC annual calendar. The course enjoys a good level of financial support and awards from a number of very generous sponsors for which they are always most grateful.

For more information go to www.cadetforces.mil.nz/about/air-training-corps.htm

ServiceIQ Aviation Gateway Training

ServiceIQ is the Industry Training Organisation (ITO) for aviation (including pilots), travel, tourism, museums, hospitality and retail, and is committed to helping young New Zealanders make a start in their careers.

ServiceIQ offers a wide range of training opportunities including the Aviation Gateway programme. The purpose of this programme is to enable schools to provide senior students (year 11 and above) with access to structured workplace learning that helps

them to kick-start their aviation career by gaining foundation knowledge, skills and experience, and to gain unit standards while doing so.

A student's ultimate career role could be as a pilot, flight attendant, aeronautical engineer, airport operations manager, air traffic controller, academic, regulator, tourism operator, or many other related occupations. The Aviation Gateway programme can also help students make professional contacts that can open doors in the future.

There are two types of Gateway training programmes available, either a programme ready made by ServiceIQ, or a DIY programme, where your school's Gateway Coordinators select the best ServiceIQ products to create a tailor-made learning programme for you. Both programmes take place in the classroom and/or an industry workplace.

ServiceIQ's Aviation Gateway training programme is a fantastic way for you to get a feel for what it's like to fly an aircraft, plus gain insights about other aviation industry roles. If your passion is to be a pilot, this first-time flying experience helps you gain acceptance into full-time flight training when you leave school.

You will do your training flight with a CAA qualified flying instructor at a local aero club during term time. The programme usually takes about 10 weeks, and normally runs between 1.00pm and 3.30pm. Students who successfully complete the programme will have gained:

- Up to 18 credits towards a national qualification;
- Up to three flights towards their Private Pilot's Licence (PPL);
- Real skills and knowledge of the aviation industry; and,
- An insight into many different career options.

ServiceIQ also offers a Gateway “Flying NZ” Flight Training Scholarship to a stand-out student who has successfully completed the Gateway Aviation training.

While the ServiceIQ Aviation Gateway training programme is not offered in all schools, it may be available in yours, so ask your school Careers Advisor, and if its not, encourage them to explore setting it up.

For more information go to www.serviceiq.org.nz/schools/gateway-training/serviceiq-gateway-aviation-training/

Young Eagles

Young Eagles is an aviation immersion programme for young people between the ages of 12 and 17. It is offered by many aero clubs under the auspices of Flying New Zealand (the trading name of the Royal New Zealand Aero Clubs - RNZAC). Young Eagle members will get the opportunity to experience many different aspects of aviation, from visiting air traffic control units and maintenance organisations, through to flying in an aircraft, with an instructor of course. Young Eagles will have the opportunity to actually control the aircraft, experience how it works and to look down on the world from above.

Whether you are interested in aviation for a career or for recreation, or you are just curious to find out what it is all about, Young Eagles might just be the starting point for your aviation adventure. If you are interested contact your local aero club and see if they offer the Young Eagles programme. If the aero club in your area doesn't offer the Young Eagles programme, maybe your enthusiasm will encourage them to join.

For more information go to www.flyingnz.co.nz/young eagles

Aero Club Flying Days

In late 2016 the North Shore Aero Club held a Flying Day for disadvantaged kids which was funded by the club committee and a number of club members and other individuals, some of whom also gave their time and aircraft for free.

Participants were organised through Variety and Stand Children's Services and about 50 kids were taken on two or more flights each. Some wanted to fly the aircraft, some not, and a number of the flights required the accompanying parents/caregivers. It was a major logistics exercise to organise and despite some mildly challenging weather conditions, the day was an unmitigated success, with the group photo showing many beaming smiles. After certificates were handed out the kids treated those who had created their day to a “shy but sweet rendition of Leonard Cohen's ‘Hallelujah’ - priceless!” Well done NSAC !

To conclude

As you can see, there are opportunities out there which will help you learn about the aviation industry and help you take those first tentative steps toward either a career or a recreational interest in aviation. The opportunities I have touched on above may not be all that exist, and to the others I apologise for not mentioning you.

If you are interested, don't sit back and wait for it to come to you. My observation is that to be a professional in our industry takes a determined investment of effort, time and to some extent or other money. It is not easy, but there are those prepared to help you, and most aviation professionals I know are passionate about their chosen careers. If you want it - go for it. And don't let set-backs along the way discourage you. **Persevere.**





NORTH SHORE AERO CLUB PPL CPL INSTRUMENT + INSTRUCTOR RATINGS



DIPLOMA
IN AVIATION

Full or Part Time Study - CAA Approved - NZQA Accredited

CONTACT US ☎ 0800 4WINGS ✉ info@nsac.co.nz 🌐 www.nsac.co.nz



CAREER IN AVIATION

Flight training in Wanaka

Amongst New Zealand's Southern Alps

**NZ's largest and most experienced
Helicopter flight school**

- ADVANCED MOUNTAIN FLYING COURSES
- GOVERNMENT FUNDED STUDENT LOANS
- LIMITED SPOTS AVAILABLE FOR THE 2018 DIPLOMA IN AVIATION



**FACEBOOK.COM/
WANAKAHELICOPTERS**

0800 46 36 26

info@wanakahelicopters.co.nz



www.wanakahelicopters.co.nz

An Aviation Career with Air New Zealand

Choose Maintenance or Flying at the Air New Zealand Aviation Institute

The Aviation Industry is different - it gets in your blood.

It demands things from you that makes other careers feel ordinary. We get that. That's why we take a personal interest in each student, and don't just teach from a text book. It's why all of our teachers are aviation industry professionals; Masters at their art who will also become your mentors; People who can pass on years of experience, and have their finger on the pulse of what's happening in the industry right now.

We are not just a training institute, but an active part of one of the world's most innovative airlines – Air New Zealand, giving you hands-on access to innovative real world experiences and state of the art facilities. So if you have an interest in aviation, or a full blown passion - we'd love to talk with you!

In 2018 the Air NZ Aviation Institute and its preferred flight training organisations will induct the next generation of aviation industry professionals. Global aviation industry projections for staff in technical roles continue to be very strong particularly in the Asia Pacific region. A career as an aircraft maintenance engineer or pilot will be challenging, but you will be rewarded with a career of international opportunities, and changing technologies.

The Aviation Institute works closely with four flight training organisations across New Zealand to ensure a future supply of pilots is available to the airline industry. If your aspirations include becoming a commercial airline pilot, you should take the time to discuss your plans with one or all of the following organisations



- the International Aviation Academy of New Zealand, Massey University School of Aviation, Nelson Aviation College or Southern Wings.

If you are thinking even more hands on, then perhaps a career as an aircraft maintenance engineer is for you. The Aviation Institute's one year New Zealand Certificate in Aeronautical Engineering (Pre-employment Skills) – Level 3, is a prerequisite for a trainee or apprenticeship position at Air New Zealand Engineering & Maintenance. Graduates from this course also go on to start careers with other aviation and engineering companies and the RNZAF. Opportunities for further study are also available to diploma level with the Aviation Institute, including the internationally recognised EASA (European Aviation Safety Agency) qualification and to degree level via a pathway to one of two European universities.

For further information on any of these options, visit the Aviation Institute website at aviationinstitute.co.nz





Study with one of the world's most innovative airlines. Kick start your career in our basic aircraft engineering programme.

NEW ZEALAND CERTIFICATE IN AERONAUTICAL ENGINEERING (PRE-EMPLOYMENT SKILLS) – LEVEL 3

1 year/36 training weeks, Auckland or Christchurch Campus, NZQA Approved

aviationinstitute.co.nz

The best of both worlds at Southern Wings

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

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

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

- Joining a training programme designed to produce commercial airline pilots;
- Likely to succeed as they have met airline styled selection criteria;
- Going to interact with airline personnel;

Air NZ's preferred low hour candidates for turboprop First Officer positions in times of high demand for new pilots. There is a distinct advantage to being based at both ends of the country. Southern Wings students experience the opportunity to fly and enjoy the variation of terrain, weather, controlled and uncontrolled airspace across New Zealand. Southern Wings boast highly experienced instructors who are passionate about flying and they want to share that passion and their experience with the next generation of professional pilots.

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

The NZ DipAv course that Southern



A Southern Wings Alpha 160A

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

The NZ DipAv is student loan funded.

SOUTHERN WINGS



Take off

on a Commercial Pilots Career with a preferred training provider for the Air New Zealand Institute



Southern Wings - recognised by one of the worlds best airlines



For more information
E: info@southernwings.co.nz

Bases in Auckland and Invercargill

P: 0800 284 283 or 03 218 6171
W: www.southernwings.co.nz

"STUDENT LOAN FUNDING AVAILABLE"

Multiple options for aviation training and careers available from Massey University School of Aviation

From ab-initio through to cadet pilot training, and with academic programmes stretching from Bachelor degrees through to advanced Doctoral studies, Massey University School of Aviation has all the aviation educational bases covered. The School maintains outstanding student resources and is an Air NZ Preferred Flight Training Organisation.



Wings Ceremony 2016: BAv Graduates & Instructors



Diamond aircraft are approved for PBN operations.

Flying Programmes

The Bachelor of Aviation is an integrated degree aimed at preparing professional aviators for the fast expanding aviation industry. The programme carries an ISO-9008 certification and while predominantly training young NZ student pilots, the degree also includes among its current student body, aspiring pilots from Singapore, Thailand USA, and Korea.

Students relish the challenges of flying Massey's highly technologically advanced fleet of Diamond aircraft, equipped with full digital avionics approved for Performance Based Navigation operations. Massey University School of Aviation is the first flight training provider in NZ to carry this approval. Also differentiating the BAv from other flight training schools in NZ is Massey's scenario-based flight training methodology and use of Apple iPads as EFBs.

Students in the BAv see their practical training imbedded into their university papers, graduating with their degree as well as CPL/MEIR and a 'frozen ATPL'. In addition, there is the optional Flight Instructor Course for final year students, the successful completion of which culminates in a 'C' category flight instructor rating.

A special feature of the flight training programme in the School of Aviation is multi-crew training, designed to prepare students for functioning as flight crew members in air carrier operations.

In addition to the School's highly trained and experienced flight instructors, students are taught by a faculty of highly qualified academic researchers and teachers, whose extensive expertise garnered over many years in a wide variety of aviation environments is now translated into an academic framework.

The School also offers cadet pilot training for airlines, either as part of the

Bachelor of Aviation (ATP) degree course which includes an internship, or as a professional pilot training programme with no tertiary qualification.

Academic Programmes

Massey's aviation academic programmes are available both on campus and to overseas students through blended learning, using STREAM, the University's learning management system.

Those students not wanting to fly professionally as a career can study the aviation industry via Massey's business programme designed for the aviation industry. At bachelor level, this will lead to a Bachelor of Aviation Management (BAvMan). The qualification provides valuable and much needed specialist training in the aviation business sector for young school leavers, as well as providing a way for aviation industry professionals to improve their skills and knowledge to thereby further their aviation careers.

All the BAv Man courses (papers) are available as either internal options, or via Massey's well-established fully distance study option enabling full time work and part-time study.

BAvMan graduates can be found all over the world in roles as varied and exciting as the industry itself.

Those wanting a postgraduate aviation qualification can apply to enrol in the Master of Aviation programme which offers two distinct pathways; the Master of Aviation Research and the Master of Aviation Professional Practice. The MAV is also available by distance learning. Graduates of the MAV (who include members of the NZ and Australian Defence Forces) can be found working around the world - in Mongolia, the South Pacific, the UAE, and in a number of global airlines and airports.

The School's Doctoral (PhD)

programme in aviation involves full time study of three years or part time study of up to six years. Students are required to be on campus as a doctoral programme is not available through distance learning.

Massey School of Aviation faculty's research expertise includes areas such as;

- Application of biodiesel on aviation diesel engines
- Development of low cost RPAS
- Low cost force feedback flight control systems for use in flight simulation
- Aviation economics, including the Asia-Pacific airlines and the European airlines/airports
- Sustainable development in aviation
- Efficiency evaluation of banking and financial institutions
- Aviation, psychology & human factors
- Low cost PC based training devices

Short Courses

Massey University School of Aviation also provides short courses related to aviation studies. For example, the use of RPAS (UAV) continues to expand rapidly in NZ. To meet the demand for training non-aviators in the use of their RPAS units in an aviation environment, Massey has developed the very popular three day short RPAS course 'Introduction to Regulations and Operator Conduct'.

Massey offers two types of CAA approved RPAS practical assessments – the RPAS MultiRotor Manual Reversion Flight Test and the MultiRotor GNSS Only Flight Test. In addition Massey can offer current Part 102 operators a Part 102 MultiRotor Annual Operational Competency Assessment.

Graduates include members of the NZDF, NZ Police, NZ Fire Service, NZUSAR, a number of regional councils, as well as those working in the forestry, real estate, aerial mapping, oil and gas, and tourism industries.

MASSEY UNIVERSITY AVIATION DEGREES ENROLMENTS NOW OPEN.

WAKE UP! ...
BOARDING NÖW

- Bachelor of Aviation
- Bachelor of Aviation Management
- Master of Aviation
- PhD
- RPAS short courses

Call 0800 Massey or visit massey.ac.nz/aviation



IAANZ Training from International Airport

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

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

At Christchurch a team of engineers provide on demand service and expertise to maintain IAANZ's modern fleet of glass cockpit and analogue aircraft. Safety is their Number One priority.

Soundproof air-conditioned lecture rooms, individual briefing rooms and flight planning areas are all under the same roof, not to mention the lounge with an unparalleled view of the airport's runways. External ASL examinations are conducted on site.

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



training standards.

"We are always striving for the highest possible first time pass rate for all our students," says CFI/Head of Training Nathan Clarke. Frequent intakes mean class sizes are small and an in-house mentoring programme gives one-on-one help to any student. "The student is our customer, the customer comes first. Our course numbers are small enough to provide individual attention but large enough to respond to industry needs. It's a fine balancing act we're constantly attuned to," he says.

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

Join New Zealand's largest Aero Club and Grasp every chance to live an exceptional life

So when you were last watching or flying on a commercial airliner, were you wondering what it would be like to actually fly one yourself? It's an amazing dream that can be achieved with dedication and a team committed to your success. Words cannot explain the life changing feeling when after initial training you are allowed to fly the plane solo. The plane feels lighter and the only voice is your inner one. The world changes again when you pass your flight test and realise how you have reached a pinnacle. Your dream is a reality when you get your pilots licence card in the mail. You now have the opportunity to take your family and friends out for a flight and share your amazing accomplishment with loved ones.

The Canterbury Aero Club offers top tier flight instruction while providing exciting opportunities to explore our beautiful country and enjoy a club atmosphere. Whether in training or once you've achieved a Private Pilots Licence, you'll be exposed to club adventures including flights to Kaikoura, Wanaka, Cromwell, Mt. Cook and other locations for glacier exploration, fishing, tramping, jet boating, golf or car racing.

Our club atmosphere highlights the common love of flying with multiple generations happy to provide advice, interesting stories and congratulations.

As a Club member you can participate at the Flying New Zealand national competitions - an excellent way to hone your



skills while being around an even larger group of enthusiasts.

The opportunity has presented itself and the next step is challenging yourself to start. Grasp every chance to live an exceptional life. Visit www.cac.co.nz to find out more.



**INTERNATIONAL
AVIATION
ACADEMY
OF NEW ZEALAND**



**AIR NEW ZEALAND
AVIATION INSTITUTE
PREFERRED FTO**

Programmes designed to deliver 'airline ready' pilots heading towards an airline career

- ▶ Integrated professional flight training
- ▶ Train in an airline environment at a major international airport
- ▶ NZQA approved courses
- ▶ NZ Diploma options, with StudyLink loans available
- ▶ Student mentoring to optimise success in the aviation industry
- ▶ Training fleet of 30 aircraft & simulators
- ▶ Spectacular training terrain



flightraining.co.nz • Christchurch International Airport • Ph 03 358 0477

Why learn to fly with us?

We offer ...

- All Private & Commercial flying training
- Exhilarating Aerobatic training experiences
- Social gatherings including comedy nights, dinners and beverages
- Group instructed flights to remote air strips
- Regional & National Competition training
- Overnight stays in multiple scenic destinations
- Club events including helicopter hovering & exotic airplanes and car shows





**CANTERBURY
AERO CLUB**

Ph 03 359 2121 • www.cac.co.nz
25 Aviation Drive, Harewood Aviation Park





If you want to be a Helicopter Pilot

Good advice on getting a start from Toby Reid of Reid Helicopters Nelson

Reid Helicopters Nelson Limited's AS350 over the golden sands of Abel Tasman National Park

Gavin Conroy image

Gaining a commercial helicopter pilot licence and becoming a commercial helicopter pilot are not the same thing. The former is an exercise in ticking off theory subjects, flying lessons, and hours in your logbook. The latter is a completely different exercise in attitude, hard yards, experience building, professional relationships, and determination. Those who successfully complete both exercises are sure to enjoy very rewarding careers. But how to make sure you're not one of the many who never actually progress much beyond an initial (and very expensive) licence? Toby Reid, of Reid Helicopters Nelson Limited, contributed this article to KiwiFlyer offering valuable advice that all aspiring rotary wing pilots should consider:

How does a newly qualified helicopter pilot or someone interested in training know where to start if they have never had exposure to the industry? How hard is it to find your first job? What sort of qualities are operators looking for in new pilots? How do I get in contact with companies when I am job hunting? These are questions that some trainee pilots neither know the answers to, nor are they confident about where to start asking.

Trainees who know someone in the industry and make the right decisions often manage to get a start reasonably quickly. The ones that don't however, often struggle along until either paying to get their hours up, or by sacrificing years spent mostly on the ground waiting to build time from ferry flights.

In the current climate there are still plenty of opportunities for newly qualified pilots to get a start reasonably quickly however what we notice is that a lot of pilots coming through are not

prepared to fight hard for a few years to make this happen, or willing to travel long distances for an opportunity.

If you think you can train for your licence in your home town and then after completing your training, commence flying in the same area, you should probably reconsider. If you really want opportunities, you need to seek them out – and you may not be moving back home for another 5 to 10 years. We have people with young families and ties to a certain part of the country enquire about training and I always ask the question, what is your family going to do when you get your licence?

If you don't already have work lined up then I think the need to be ready to travel after you finish your licence is very important. Because this can be expensive, often students who finish their licence and are short on funds end up stuck working outside of the industry while they save to get away. In the past I have put opportunities in front of new pilots with jobs in Australia and they haven't been able to accept them because of either finances or family. You have to ask yourself, why spend the money to train if you won't be able to accept good jobs when they are offered? On this note I think it's important when budgeting for a licence that you also take into account what you are going to do at the end. Think about things such as airfares to Australia, accommodation for a month and even purchasing a car there to get around the big distances involved. My students have even found cars to be more expensive in Australia than in New Zealand so consider that too.

Here are some comments from a few other long standing NZ helicopter operators whom I asked to offer advice for trainees and also to tell of their experiences with new pilots over the last few years.

Dave Armstrong; Kaikoura Helicopters

"I always say; I can teach most people to fly, but I can't teach them to have the right attitude.

These days new pilots don't seem to have a fire in their belly. On the tourism front, we aren't just looking for a great pilot, we are also looking for a tour guide with great people skills. If they haven't got a personality, then they haven't got much to offer us. I also always use the word awareness and you can soon see if someone hasn't got it. Neat presentation, honesty, commitment and loyalty are also important. It's great when someone has the ability to sell a product, and computer skills in this day and age are a great added quality.

If someone calls looking for work, I always suggest they email a CV through with a photo of themselves on it. It is always good to put a face to a name when you have a file full of CV's.

If they take the time to call in, and keep in touch, that shows dedication and enthusiasm. They are always a stand out from the rest. We have seen a decline in applicants coming through in comparison to 3 or 4 years ago."

Michael Glynn; Mountain Helicopters

"Over the past 20 years Mountain Helicopters has employed many low hour helicopter pilots. Many have gone on to large companies in NZ or overseas and a few have started their own successful companies. The qualities we look for are a genuine enthusiasm for rotary aviation, personal discipline and a healthy work ethic. It goes without saying we look for a dedicated personable individual and a sense of humour whilst not a prerequisite is a useful attribute in a challenging industry such as ours."

Tim Barrow; Volcanic Air Safaris

"The attributes I look for in a pilot are someone with a strong work ethic who is a good team player. Young pilots wanting a break in the industry should have a picture of where they want to end up and a plan as to how they are going to get there. If they are honest about their end goals then companies such as ours can play a pivotal role in helping them achieve those goals. Also key is a great personality; without question you can teach someone to fly but you can't always teach them how to act and great client interaction is essential!"

To reiterate Dave's comments on sending CVs: If you really want a job with a company you need to show them how keen you are. Go and visit them with your CV. If they don't have a position at the time but want to keep in touch with you into the future, go and visit them again next time you are passing. Sitting in your lounge and sending CVs off to operators is not likely going to get you a job.

Since student funded training has become harder to get there have been less helicopter pilots being trained per year in New Zealand. This should start opening more opportunities for newer pilots to be trained up by local companies. In the past three years our own students have all gone into work within New Zealand whereas prior to this it was predominantly Australia. Australian operators are also still employing low hour / newly qualified pilots that have been trained in New Zealand as NZ students finish a licence with more hours than those with a standard Australian CPL.

The number of helicopter training schools in New Zealand has reduced and this means there are less low hour instructors coming through. This is a huge advantage to students training at the current time as most helicopter training schools in New Zealand now have much more experienced instructors on offer. These schools also generally have a commercial element to them so students can be exposed to real operations throughout their training and will learn additional skills to help them in the future.

Doing the right thing for your career isn't rocket science and from the comments above it is obvious that a good attitude, personality and work ethic are worth as much as, if not more than what your logbook has in it or what you think you can do in the air.

In summary, my advice to newly qualified helicopter pilots is to try and get involved with an operator, knuckle down and work hard, and to keep a positive attitude. Don't get involved with politics and keep an open mind for your future. If you work hard and keep positive there is no reason why you won't be able to enjoy a successful career and achieve the goals you set for yourself.

For more information

Toby can be contacted on 03 541 9530, email: toby@helicoptersnelson.co.nz or see overleaf for more information.





**WARBIRDS
OVER
WANAKA**

INTERNATIONAL AIRSHOW



30th Anniversary

AVIATION TRAINING MART

**Wanting to learn
to fly or be an
aircraft engineer?**

**Come to
Warbirds Over
Wanaka 2018
and talk to
the providers
all under one roof**

info@warbirdsoverwanaka.co.nz

0800 496 920

www.warbirdsoverwanaka.com



Operational experience and a Pilot Licence from Reid Helicopters in Nelson

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

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

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

remote area work, and more.

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

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

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

IF YOU ARE SELECTED TO TRAIN WITH US YOU'LL GET MUCH MORE THAN JUST A PILOT LICENCE



PRECISION LIFTING
FIRE FIGHTING
SURVEY
REMOTE OPS
CHARTER
CONSERVATION
FORESTRY
SEARCH & RESCUE



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

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

Specialist MEIFR, RNAV and RNP Training available from RidgeAir in Blenheim

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

Operating highly-equipped Piper Seneca IV and Cessna 402C aircraft, their niche market over the past seven years has been IFR renewal and upgrade training, initial Multi-Engine Type Ratings and subsequent type training for pilots who are contemplating working overseas and see the benefits of travelling with a Cessna 400 series rating on their licence. Full MEIFR training is available including NDB, VOR, ILS, and RNAV applications. RidgeAir's RNP certified Seneca has recently received an all-glass cockpit upgrade and now features Garmin G500, GTN650 and GNS530.

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

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

Word gets around quickly. RidgeAir have trained more than 50 students over the past seven years, many of whom are now working full time as airline pilots or flying IFR charter operations. These include flight crew now working for Air New Zealand, Virgin, Air Asia India, Air Chathams, Air Rarotonga, Air Napier, Life Flight, Tasman Aviation, Air Milford, Sounds Air, and more.

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

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



RidgeAir's Cessna 402C is used for training and charter duties.



RidgeAir's Piper Seneca panel with Garmin suite newly installed by Avcraft Engineering at Feilding. Ross says he was delighted with their work: “Avcraft were on time, on budget, kept me informed throughout, and of course are a Garmin authorised dealer and service centre. Anyone wanting to upgrade should talk to Jake and Matt at Avcraft. I can't recommend them highly enough.”

ADVANCED MULTI ENGINE IFR TRAINING

Training now available to meet new PBN/GPS CAA requirements

ADVANCED MULTI-ENGINE IFR TRAINING

- RENEW YOUR INSTRUMENT RATING NOW AND INCLUDE RNAV
- SINGLE PILOT IFR COMMAND RATINGS • MULTI-CREW TRAINING
- CERTIFIED PBN/GPS COURSES RUN REGULARLY
- INITIAL AND SUBSEQUENT TWIN TYPE RATINGS ON CESSNA 402C & PIPER SENECA IV

Train for an airline in one of the best equipped multi-engine turbo charged Senecas in the country, with highly experienced instructors that have actual airline experience.

Contact us now and get the edge at

RIDGEAIR
FLIGHT TRAINING

A: Woodbourne Airport, Blenheim Ph: 0800 743 432
www.ridgeair.co.nz

Heliflite Charter and Training at Ardmore

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

our students are able to learn about the maintenance that keeps them in the air, and our busy Part 135 charter operations also mean that students with us have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters includes the Robinson R22 and R44. We offer full training course packages in the R22 and R44 helicopters, as well as type ratings on Bell 206 turbine machines.

We are also certificated by NZCAA to provide Robinson Safety Awareness training, mandatory for all new and existing R22 and R44 pilots.

Our private pilot programme focuses on training pilots to operate light helicopters as safely as possible, and our commercial programme builds on this by adding practical skills that are highly valued by commercial operators.

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

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

We have a great team of experienced and highly qualified pilots that include IFR rated A-Cat plus B and C-Cat Instructors, as well as a professional group of ground staff to ensure that you are guided through your training safely, efficiently, and with the minimum of fuss. Once you have your licence and have been signed off by our Chief Pilot, we have a variety of helicopters available for private hire. This means that you can take a helicopter away for private use on your own time, be it a trip to the bach for the weekend or just a flight around the city with friends.

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights in either the R22 or R44. Our Instructors will give you a taste of everything, from pre-flight preparation through to the ultimate test of co-ordination - hovering! Our training rates are some of the best in New Zealand and we offer discounts for bulk training packages.

We welcome you to swing by to meet the team and enjoy a tour of our facilities at 57 Victa Lane, Ardmore Airport. For more information contact Sylvia on 09 299 9442 or visit our website www.heliflite.co.nz



PPL and CPL TRAINING
CAANZ & NZQA CERTIFICATED
ROBINSON R22 & R44
SAFETY AWARENESS COURSES
TYPE RATINGS
INSTRUCTOR RATINGS
NIGHT RATINGS (unlim)

SCENIC FLIGHTS
HELI CHARTER
HELI FISHING
PROPOSAL FLIGHTS
HOTEL TRANSFERS
COMMERCIAL OPS
PHOTOGRAPHY

09 299 9442 info@heliflite.co.nz www.heliflite.co.nz

Air Hawke's Bay Students are being provided with Career Pathway Opportunities with Employers

Recent developments have seen Air HB formalise arrangements with major GA employers to give students 'real time operational experience' during their training and identify possible employment opportunities after graduating.

A significant decrease of fixed-wing CPL issues and instrument ratings over the last three years (CAA stats), coupled with an increased demand for commercial pilots worldwide, is presenting a significant supply/demand challenge for the industry.

In response, Air HB is formalising career pathway opportunities as an 'added value' feature of its proven internship programme which is offered to students within the two-year NZ Diploma in Aviation course.

Over the past ten years, Air HB is proud to have seen 90% of its graduates gain employment in the aviation industry. With these recent 'real-time operational experience' initiatives, the company expects this percentage to increase.

It is acknowledged within the industry that the biggest hurdle for any student after completing training is finding their first job. Once past that major obstacle, other job opportunities and advancement become available.

To become a qualified commercial pilot requires a significant investment of time and money and the return does not eventuate until they find meaningful employment. So it is advisable for new trainees to understand the career pathway opportunities

and challenges before committing to such a large investment. (Compounding the problem, the industry has been fragmented in co-ordinating such pathways and greater collaboration between training providers and employers would be beneficial to new entrants.)

Before becoming a professional aviator, identifying employment prospects and understanding career pathways are key elements of this commitment.

In the past, many students have lacked an understanding of how and where they are going to get their first job as a commercial pilot or instructor.

Air HB's internship programme for NZ Diploma in Aviation Students, which has been operating since 2001, has been instrumental in graduates being successful in finding jobs after their training. The internship programme becomes available in the second year of the NZ Diploma in Aviation course. It requires students to complete an Instructor Rating at the beginning of their second year. This allows them to conduct instruction services and at the same time continue completing the diploma qualification. With the combination of diploma course hours and instruction hours, students can log up to 500 hours over the two-year programme.

To view these new 'real-time operational experience' initiatives, visit the Air HB home page at www.airhb.co.nz

Producing Industry-Ready Professional Pilots

**Air
Hawke's
Bay**

Flight Academy

Hastings Aerodrome
 1591 Maraekakaho Road
 Hastings

0800 359 242

www.airhb.co.nz



Diamond DA42 - The latest addition to the Air Hawke's Bay training fleet

Ask about our Internship Programme where Instructor-rated Diploma Graduates are achieving up to 500 hours only two years after enrolling.



Would you like to Live the Dream ?

"If you love your job, you never 'work' a day in your life". Have you ever wondered what it feels like to Live that Dream?

If you could imagine your dream job, what would it be? Would it be out and about, involving travel around our beautiful country? Would you describe it as challenging, but insanely exciting? Varied, with a different scene every day? Would you be helping people, whether it's saving lives, or helping them achieve their goals?

Many people think a career as a helicopter pilot is something that's out of reach - too hard to get into, not a 'realistic' goal. And for those who just want to take their family away on an aerial holiday, or maybe use a helicopter to help them get around, getting a licence can be a daunting prospect.

If the cost has stopped you from getting your helicopter licence, then we may be able to help with that...

Garden City Helicopters has been providing the Westpac Rescue Helicopter service for the Canterbury/West Coast region for the last 30+ years. We also provide the Nelson Marlborough Rescue Helicopter service. The majority of our Rescue helicopter pilots have Instructor ratings, so they pass that experience on to our students. You are in the best hands.

As part of our Civil Aviation Authority Part

141 Certification, we are authorised to provide Private and Commercial Licence training, as well as advanced training, including aircraft type ratings (R22, R44, EC120, EC130, BK117), Night Vision Goggle (NVG) ratings, Helicopter Underwater Escape Training (HUET), and more.

GCH Aviation's purpose built facility, adjacent to Christchurch International Airport, brings together all aspects of our operation. This allows our students to benefit from being surrounded by staff with extensive experience from different parts of the company - Garden City Helicopters Air Rescue, Commercial (lifting, powerline inspection, sluicing, firefighting, air charter flights and scenic tours), as well as our Flying Doctor service and fixed wing AirExec service. Our students have the opportunity to get involved in our operations, for amazing on-the-job experience. We also have our own team of aircraft engineers, giving students excellent exposure to the technical elements of aircraft maintenance.

Garden City Helicopters are the only helicopter company to hold the prestigious New Zealand Helicopter Association Diamond Safety Award. We are a family owned and operated business that adheres to and promotes the highest industry safety standards.

Our company, and therefore our students, benefit from the knowledge and wisdom of our Chief pilot Neil Scott, an A & E Cat Instructor and Flight Examiner, who with over 50 years flying experience is highly respected, and regarded as a leader in the industry. Neil is a recipient of the Aviation Industry Association's Lifetime Achievement Award, for his service to the industry.

Whether you want to take passengers for the trip of a lifetime on a Private Licence, or you want to get into that dream career, come and talk to us. We'll show you what we have to offer! We're now able to offer a private Flight Loan to suitable applicants. So if lack of funds has put you off in the past, ask us about our Flight Loans. Come and visit for a tour of our brand new facility, and have a look around our operation. Even if you're just wanting to chat about the training process, and how we can make it fit your needs - do give us a call or send an email. Let us help you Live the Dream!

"I think the most important thing is to be your own inspiration. People wait for something else or someone else to inspire them to take that first step. I am my own inspiration. I did it. I am my own hero. Once you become your own inspiration, it comes from within you." - Noel Ofa.

Live the dream Learn to fly HELICOPTERS

Nothing matches the exhilaration and satisfaction of piloting your own helicopter. Whether you want to become a commercial pilot, learn skills you can use in your business or fly simply for fun, GCH Aviation has the experience, team and facilities that can help you *live your dream*.

GCH Aviation have been operators of the Westpac Rescue Helicopter and associated air ambulance services for over two decades.

Most of our rescue pilots are instructors.

WE OFFER:

- Type ratings for R22, R44, AS350, EC120, EC130 and BK117
- NVG, HUET, Robinson Safety Awareness training
- An In-house Flight Examiner
- A brand new 9000 + sq metre purpose-built facility
- Training available at Christchurch & Nelson

FINANCE
OPTION
AVAILABLE*

*conditions apply

Enquire today Ph 0800 359 424

www.helicopters.net.nz



Flight Training

GCH AVIATION

All flight training operations are carried out by Garden City Helicopters, a member of GCH Aviation companies and a fully certified helicopter training provider under CAA rules Part 141.

Study Support from Waypoints Aviation Pilot Books - Ground Courses - Mock Exams - iBooks

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

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

PilotBooks and eBooks

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

Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. To date the Flight Training Manual and Volumes 1, 4, 5, 7, 8 and 11 can be purchased through the Apple iBookstore. See www.waypoints.co.nz for details. [KiwiFlyer has sampled these on an iPad: They are easy to use, very elegantly presented, well-illustrated, and include interactive question and answer sessions for each chapter, as well as links to Waypoints' mock exams. Considering these are textbooks, they have a great deal of visual appeal - the layout, fonts, and use of imagery is very good. Tools to view the different layers in each book (chapters, sections, questions, etc.) are all user-friendly. Text is searchable, and you can add highlights and notes to it for your own reference. It's also of course much more portable than a textbook and easy to

refer to whenever the opportunity permits. If you're an iPad using aviation student, this is probably a study option that's perfect for you. And if you haven't got an iPad it's potentially enough justification to buy one.]

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASL examination (similar to the old Sample Exams they used to make available). Question bank sets are available now for all of the PPL(A) and (H) subjects, for CPL Air Law, Nav and for Poff, for BTK, and for five of the seven ATPL(A) subjects. More mock exam question banks are under development, with priority going on the CPL(A) and ATPL(A) subjects.

Each mock exam you sit is unique, made up of a set number of multi-choice questions generated randomly from a large master question bank, covering the full syllabus of each subject. All content is modelled on the type of questions you may get in the real ASL examinations.

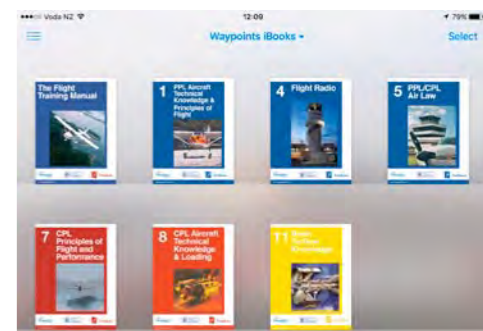
These mock exams are designed to fine tune and focus your knowledge in preparation for the real examination. Each multi-choice item comes with a syllabus reference and a study reference.

Ground Courses

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

iPhone Flashcard App

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



A screenshot of the Waypoints iBooks page

to reinforce previously learned knowledge in preparation for the ASL examination. Each Q&A item comes with a syllabus reference and a study reference.

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

Pilot Books - Ground Courses
Mock Exams - iBooks

Get it on
iBooks

Mock Exams

See our website for full information
www.waypoints.co.nz



**Multi Engine
Instrument Rating
Renewal**

Or initial issue

In a modern Twin

Ardmore based

P2006 Twin with

**Garmin G1000
including ADF**

\$450

per air switch hour

**Instructors and
Examiners Available**

Call 021 832 626

'Real World' flying exposure from Christchurch Helicopters



Christchurch Helicopters is based at the Christchurch International Airport Helicentre. Originally set up in 2001, the company grew to become one of New Zealand's largest helicopter flight training schools. Over the years we have trained many students, contributing to a large number of professional helicopter pilots flying in NZ today, with many others flying in places such as Canada, USA, Australia, Asia, PNG and even Antarctica.

Christchurch Helicopters is certificated by NZCAA under Part 135 (Commercial Air Transport Operations), Part 137 (Agricultural Operations) and Part 141 (Check & Training). We are also accredited by the New Zealand Qualifications Authority (NZQA), as a Private Training Establishment approved to deliver the Level 5 NZ Diploma in Aviation and approved for student funding by the Tertiary Education Commission (TEC) which allows a limited number of students to access student loan funding and allowances for the Diploma Programme.

When you commit to this qualification with Christchurch Helicopters, we work with you on a Career Pathway Plan with your goals in sight.

Our philosophy has always been to provide quality flight training to the highest level, in a safe and welcoming environment, and to exceed our client's expectations.

At Christchurch Helicopters, we will go the extra mile to support your career path. Yes, you will obtain a licence, but on leaving, you will have experienced much more and expanded your knowledge beyond just meeting the minimum standards set by CAA. We will arm you with the necessary skills to make you employable.

Commercial exposure including 'Ag'

As we run a busy commercial operation alongside our training division, there will be opportunities for you to observe and be involved in activities outside your 'normal' training such as on lifting jobs, frost protection and other commercial operations. Very few training schools in NZ can provide the kind of exposure to the 'Real World' of helicopter pilots that we are able to. We are also the only major flight training school in New Zealand that has an agricultural division with an E- Category instructor on staff. This provides further opportunities for students to experience the 'Ag' industry and particularly so for students who aspire towards a career in this sector.

Initially a ground based position is the most likely role a new pilot will attain with an aviation company. The additional knowledge and ground skills taught within our Diploma programme will allow the student to be well placed to secure this position ahead of other candidates.

So, it all starts here. When you commit to this training, and challenge yourself to achieve a career unlike any other, you will not regret the time and effort that is required. We will do everything we can to help you achieve your dream.

Applications for our next Diploma intake are welcome at any time. Student loan funded places are limited however, so do contact us as soon as possible.

Find out more by calling us on 0800-FLYHELI or 03 359 0470 or email: info@chchheli.nz



www.ChristchurchHelicopters.co.nz

MOTION FOR EVERYONE

ONE SIMULATOR, INTERCHANGEABLE AIRPLANES

IMMERSIVE VISUALS

Proudly Distributed by

REDBIRD FMX

An advanced simulation for flight schools

FOR MORE INFORMATION: MIKE FOSTER | +64 21 321 417 | MICHAELFFOSTER@MSN.COM

WWW.EXECUTIVEFLIGHT.CO.NZ

GET AIRBORNE

Get Airborne with Waikato Aviation and the New Zealand Diploma in Aviation

Student Loans and Allowances available

With intakes in 2018 the full time New Zealand Diploma in Aviation training programme will take you from dreaming to doing.

For more information visit our webpage.

WAIKATOAVIATION.CO.NZ

WAIKATO AVIATION

Go Beyond

Be awesome Be a Helicopter Pilot

NORTH SHORE HELICOPTER TRAINING ORBIT HELICOPTERS

Located just 20 minutes north of Auckland's CBD, North Shore Helicopter Training (NSHT) has a history as one of New Zealand's most respected helicopter training organisations. Offering the lowest fees in NZ to gain your commercial pilots licence through the Student loan funded Diploma in Aviation, it has never been easier or more affordable to follow your dream.

The company has an enviable safety track record of training ab-initio through to instructor pilots. NSHT ex-students can be found around the globe, either flying their own helicopters or working in diverse fields from Commercial Tourism, Search and Rescue, Oil and Gas and Agriculture to name a few. NSHT has also expanded this year and now offer successful graduates the opportunity to start their commercial career flying under their own charter brand - Orbit Helicopters. The fully operational charter company aims to showcase the very best of NZ, whether it's a scenic flight or taking guests on an adventure, or flying a VIP to their luxury retreat.

Based at North Shore Airport, excellent forestry, coastal and controlled zones are on NSHT's doorstep and with the Coromandel mountain ranges not far away, the company offers a comprehensive training environment for all levels of experience. Currently using R22s as their core trainer and with a full range of turbine machines at their disposal for endorsements, students are exposed to the real world of helicopter operations. NSHT have also designed a range of theory training modules including successful two-week PPL and six-week CPL theory courses to cater for those who need to study and pass their exams within a tight timescale or who struggle to find the time in their hectic lives. CEO and Airline Flight Examiner Roy Crane's extensive domestic and international

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

The company's philosophy is for every budding pilot to "Fly the Dream...". Gaining the licence is just the first step; enjoying the rewards of flying these great machines is quite another. The team proactively encourages students to hire helicopters to fly their friends or join in the annual 5-7 day adventure packed heli-safari trips around our stunning country - so there really is something for everyone to scratch their aviation itch.

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



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



We offer professional pilot training within a perfect flight training environment.

We are establishing purpose-built, world-class training and accommodation facilities at Whanganui, to be known as the airport and city campuses respectively. We are well-resourced and will operate from a Part 139 airport, having ready access to all ground-based navigation aids and modern GPS approaches. We are proud of our multi-cultural, female friendly, inclusive environment and have the flexibility to offer personal training to suit your individual needs. We look forward to flying with you. Follow us on Facebook.

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

Phillip Bedford, CEO.

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



New Zealand International
COMMERCIAL PILOT ACADEMY



Our new facilities at 25 Airport Road, Whanganui Airport.
PO Box 899, Whanganui 4541.

06 927 6332 enquiries@nzicpa.nz www.nzicpa.nz www.facebook.com/NZICPA

Real experience that counts when you train with Shoreline Helicopters

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

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

Over the last 38 years Rick has been involved in deer recovery, air transport, spraying, topdressing, and more. Commercial operations have also included rescue and medevac, winching, rappelling and human sling loads, fire-fighting, and long-lining. Students gain a huge advantage by having the option to become involved in some of this commercial and agricultural flying, at the same time as undertaking training with us.

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

All training is undertaken on our

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

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

Checks and Renewals

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

For more information

Contact Rick Graham on 027 4433537, email: admin@shorelinehelicopters.co.nz or visit www.shorelinehelicopters.co.nz to find out more. We look forward to meeting you.

Shoreline Helicopters Limited

Based in sunny Hawkes Bay

Part 141 certificated

Agriculture Ratings

Human Sling Training

Robinson Safety Awareness

Instructor Renewals

P135/137 Competency Checks

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



Contact: Rick Graham

P: 06 836 6798

M: 027 443 3537

E: admin@shorelinehelicopters.co.nz

www.shorelinehelicopters.co.nz



Operating seven days
Wide range of aircraft
Excellent facilities
Professional Instructors

Call about one of our Flying Packages to get you started:

Introductory Lessons | Aerobatics Introductory Lessons

Getting Airborne (first two flying lessons) | Flying Start (first four flying lessons)

Auckland Aero Club | Ardmore Airport, Papakura | 09 299 8590 | flightdesk@aac.org.nz | www.aac.org.nz



A SKY HIGH CAREER STARTS HERE

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

YOUR FLIGHT PATH

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

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

GET YOUR GATEWAY BOARDING PASS!

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



ServiceIQ
SMARTER PEOPLE FOR
SMARTER BUSINESSES

TALK TO US

For more information, plus a current list of participating aero clubs, please contact our team at ServiceIQ. 0800 863 693 or schools@ServiceIQ.org.nz or www.ServiceIQ.org.nz



Start your Flying Career at School !

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

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

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

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

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

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

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

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

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

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

The programme is a huge success, and a number of students who have attended our Gateway programme have gone on to complete tertiary training and achieved their dream to be a commercial pilot.

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

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

Find out more

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

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

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

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

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

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

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

Choose wisely

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

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

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

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

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

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

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

Contact HeliSolutions

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



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

HELI SOLUTIONS
Specialist Helicopter Solutions

Your Complete Helicopter Training Provider

A-CAT and B-CAT Instructors

Pilot Theory Ground School, Private Pilot Licence (PPL)
Commercial Pilot Licence (CPL), Instructor Rating (C-CAT, B-CAT)

Advanced Training (Type Ratings, Advanced Mountain Training / Long Line / Night Cross Country, Multi Engine Ratings AS355 / BO-105 / BK117, Winch Operator Training, Ground Courses)

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

www.helisolutions.co.nz, www.facebook.com/helisolutions.co.nz
www.instagram.com/helisolutions, ph.06 356 3230





If you want to be a Heli-Ag Pilot

A lot of people drawn towards ag flying were probably attracted to the idea before they even started flying, likely since the first time they watched topdressing in action and thought “I want to do that”. Just like for the airline industry, a wise student with their eye on an ag career will follow a particular training path in preference to a generic one. But what is that training path that offers the best chance of success? Or what if, CPL already in hand, the new and already debt laden commercial pilot decides to then pursue an ag rating and subsequent employment? With these questions in mind, KiwiFlyer spoke to Mark Williams, owner of Lakeview Helicopters. Mark runs a highly professional operation out of Taupo and with more than 20 years’ experience including new pilot training and nurturing behind him, his opinions are well worth sharing.

We want to talk about ag flying career paths and how a young pilot might best position themselves for success, but a good place to start is probably by identifying what a strong CV of an experienced pilot might look like. As an employer and assuming you had a vacancy available for an already capable and professional ag pilot, what sort of person might fit the bill?

Purely from an experience point of view, and there’s a lot more to it than that, a pilot would need 1000 hours if we were putting them in a turbine machine - a) to be insurable at all, and b) to keep the insurance rate tolerable. Insurance companies are wary of young or inexperienced ag pilots and will at the least apply very high policy excesses, perhaps 20% which you end up needing to insure separately.

As well, I’d look for ag experience flying a 300 or R44, as they both operate up against power limits and good skills will have been learned flying in that environment.

As much as anything though, I’d want to see a great attitude to work, with excellent presentation and people skills. I’d look at what they have done in their career to date, who they have worked for and what sort of experience and mentorship they have received.

However, everyone has to start somewhere. What are the minimum requirements of an ag rating and how do those first 1000 hours get achieved?

Minimum requirements are all summarised in Rule Part 61.701. There is a minimum requirement to commence ag training which is a PPL with 200 hours total time including 100 hours PIC. Once that is achieved, the minimums for a Grade 2 Ag Rating are essentially; a pilot chemical rating, completion of (minimum 76 hours) ag flight training, a rating in at least one of aerial topdressing, aerial spraying, or aerial VTA, and demonstration of competency in ag operations to a suitably qualified flight examiner.

It’s possible to acquire an ag rating from a training provider in much the same manner as acquiring a CPL. But it’s also possible to learn the ropes and become qualified largely on the job with somebody such as yourself. How do the methods compare in terms of timeframe, cost, and outcomes?

Both approaches work, but with different timeframes and costs. Someone who trains on the job with us will take longer and likely continue to work with us once rated, but there are definitely also jobs out there for those with a freshly minted ag rating from a training provider. When there is a shortage of pilots, operators do ask around if anybody knows someone who is good and ‘needs a go’. If a student goes down that track though, they really have to stay connected to the industry until their number comes up. They need to make themselves known but also be prepared to knuckle down and ground crew for two or three years if necessary while they wait for an opportunity.

Regarding the on-the-job option, I’ve taken on numerous students over the years who I’m sure have benefitted from the additional experience this approach can offer. I do it because I like to be able to help people. I recall doing my own Jet Ranger rating with Dennis Hartley years ago and being fortunate to spend a week staying with him and absorbing the wisdom of his vast

It’s all about coming home safely every day.

experience in Ohope. Dennis said “I’ll teach you some things if you promise to go out and pass the knowledge on.”

On the job training is good because every day will be different. And you won’t be spraying water, but real chemicals with the associated risks and costs. Students learn a lot about GPS management and a good student will also absorb a lot about what is being achieved by the business and how, including the infrastructure involved to do the job properly [trucks, equipment, maintenance, people, structure, etc.]. If they understand that, they won’t end up with the false impression that they can go out and buy an R44, then charge half the going rate and still be in business in two years’ time.

Most importantly I hope to be able to ingrain some professionalism. They should learn to enjoy simply flying the helicopter well. The job is not to beat up your mates on the way home, but to come home safely every day.

Training on the job puts instructor and student in the cockpit together for probably 12 months. It’s a golden opportunity to watch, talk and learn. You become very close to the trainee, and lifetime friendships easily result.

There’s no question that training on the job, in whatever circumstances apply on the day, is intense for a young pilot. When flying an ag job you can’t ever afford to lose concentration, so a trainee will often be exhausted from just half hour of stick time in the morning and another half hour in evening. Most would say the real-life experience is worth the extra time spent though, and the rating will come once the instructor feels they are safe and that they won’t go out and hurt themselves – not to mention the aircraft.

Considering the operational efficiency you must lose having a beginner on the controls, you’re really making quite a commitment to that person to take them on in the first place – not to mention you’re selecting a workmate for the next 12 months as well. Are your expectations always met?

Yes it is a big commitment but I enjoy giving something back. Not every relationship has gone perfectly but the ones that have, far outweigh the ones that haven’t. And you can’t let the occasional disappointment put you off the next opportunity.

If taking on a trainee, you would surely look to offset the cost and operational inefficiencies involved by way of fees or a loyalty bond. How is that managed? What should a trainee expect to get and what should they expect to give in return?

It surely does cost. Jobs can get stuffed up and productivity gets lost. Most students really have no idea of the cost incurred. There is a lot of lost efficiency in ground running, GPS training, slower and less accurate flying by the student, occasional errors, etc. Bringing somebody into the game literally costs a fortune. A rating can be had in 80-100 hours of training but typical students will take 300-500 hours to become good. It often depends on what earlier exposure to the industry they may have had.

Trainees do need to recognise that they need to pay or contribute in kind for their training, and as much as it is great being able to give somebody the skills, there has to be some certainty from my point of view that they won’t just accept the rating and then bugger off.

Traditionally I might have shaken hands and that was the deal, but it hasn’t always worked out. I moved onto having a written understanding which actually hasn’t always worked out either. In fact if you think about it too hard you despair at the loyalty of the younger generation. Nowadays I have to agree on a price for training and issue invoices, but I offer an agreement that the invoices are effectively paid by longevity of subsequent service on a pro-rata basis under an agreed time frame - which could be in the order of 5 years.

Most aspiring ag pilots probably imagine themselves on a big salary flying turbine machines the day after their licence is printed. What is a realistic expectation for a newly minted ag pilot to have, and over what time period?

I mentioned the insurance requirements earlier. I’d want to see 3 years and 1000 hours experience in something like an R44. If they’ve been doing a good job and making that work, then a turbine seat would follow.

There are good opportunities for young pilots with the right attitude and training and the rewards are there. A starting salary for somebody migrating from ground crew to piloting could be circa \$50k. At the other end of the skills ladder, a pro could be earning \$130k plus, but only if they operate efficiently, represent the company well, don’t damage aircraft and don’t get chemicals in the wrong place.

To return to the idea that a lot of ag pilots likely decided it was what they wanted to do before even commencing ab-initio training, it makes sense that they would tailor their training towards that goal right from the beginning. What are some of the better options they could pursue? When and how should they try to get involved in the industry?

I’m willing to accept candidates with a fresh CPL and minimum PIC time, but it depends entirely on if I like the person and what their background is, and whether their work and training history indicates the right sort of attitude and work ethic. I can tell a lot just by looking at and in the car they drive up in. I can also tell a lot by looking at what they’ve done since leaving school. Have they worked hard and how much have they paid their own way?

That said, the best way to get a start ag flying is to come and be ground crew and prove yourself. That’s not working for free either. Ground crew get paid well if they work hard.

If someone wants to set themselves up for career then the first thing to do is pass the medical, then get a CPL and get known. I receive a CV nearly every week and I reply to them all, but the memorable candidates are the guys that turn up personally, are well presented, introduce themselves and leave their CV behind.

A final thing I’d suggest is that anyone looking for their first commercial flying job should try to gain a position working for a medium sized operator – such that they will then be around experienced pilots and can continue to learn from them without taking personal risks on the job. For example if a young pilot working for me got to a farm and it was a bit windy or they were worried about wires everywhere and feeling inexperienced, then I could easily go and fly the job with them dual. They would learn from the experience, improve their confidence, and most importantly not be feeling that they were forced to fly or operate under pressure. It is all about coming home safely every day.

Thanks Mark. There’s plenty of wisdom in those words.

Contact Mark Williams’ on 07 378 3113 or 027 443 2766, email: info@lvheli.co.nz or visit www.lakeviewhelicopters.co.nz



Start an aviation career with Gliding

Available to youth of less than 19 years age, the mission of Youth Glide New Zealand is to use the sport of gliding to inspire and develop young peoples' imagination, character and self-determination with the excitement and possibilities of flight as a lifelong adventure sport or a fulfilling aviation related career prospect.

One of the aims of our organisation is to introduce young people to a possible career in:

- Aeronautical / Mechanical Engineering
- Aircraft / Engine Design
- Air Traffic Control
- Airline Piloting
- Adventure Aviation
- Glider Piloting and Engineering

Learning to Glide

We have many young pilots who have actually held their Glider Pilot Licence (GPL) before their car licence. They will have had lots of practice flying with highly qualified instructors who have assessed their flying skills, judgement, decision making skills, physical fitness and strength for performing all manipulative flying tasks, and overall maturity and attitudes that confirm they are safe to fly solo. The knowledge and skills gained while learning to fly gliders can be translated into NZQA Unit Standards for NCEA.

Once flying alone, the pilot is supervised and guided so as to make progress in a safe, structured way. Many of today's finest glider pilots started gliding at a very young age. The younger you start, within reason, the faster you learn and will have the highest likelihood of becoming a pilot able to fly further and faster and even win racing competitions. You could become a member of the New Zealand Team squad flying for your country, or perhaps, a future champion of the world.

New Zealander John Coutts started gliding at 16 and was World Champion 10 years later. Terry Delore from Christchurch started gliding at 14 and now holds numerous world records for speed and distance and was the personal glider pilot to acclaimed adventurer and record setter, Steve Fossett.

Alex McCaw and Nick Oakley soloed at 14, and now, in their early twenties compete internationally. Alex is also a gliding instructor, giving something back to his sport. Abbey Delore and

Enya McPherson, also in their early twenties, broke a NZ women's gliding speed record for a 100km course. Many Youth Glide alumni have moved into aviation related careers.

Youth Glide at Club Level

Youth Glide operations are incorporated within the parent organisation of the local gliding club or Soaring Centre. They are subject to club rules and regulations, and as members are entitled to free instructional training in gliders with trained instructors. Various clubs have their own arrangements, but all make at least one two-seater training glider available to Youth Glide members at no or reduced rates, and often have reduced rates for towing. Gliding New Zealand waives affiliation fees to the national body and pays the subscription of SoaringNZ, the national magazine.

Members are expected to 'do their bit' on the airfield, taking their turn at duty pilot, running wings, preparing aircraft and putting them away, and other tasks. There is a lot of co-operation involved in running a gliding club.

A benefit of belonging to Youth Glide, over and above belonging to the club, is the camaraderie of sharing experiences with other young pilots. Youth Glide ensures flights with 'youth compatible' instructors and extra assistance targeted specifically at young people.

Youth Glide groups are expected to have their own committee, made up of youth members who run their operations alongside the gliding club. They may fundraise to assist in the costs of their flying and organise social and other events. Many Youth Glide members enjoy skiing, waterskiing and other activities with each other when they are not gliding. Members may also take an active role on the National Youth Glide Committee, being mentored by older committee members and learning valuable life skills.

The Youth Glide programme includes:

- Air Experience
- Training to Solo and Post Solo consolidation
- NCEA credits
- FAI Task flying
- Gliding Instructor Ratings
- Youth Soaring Development Camps during school holidays

For more information see youthglide.org.nz

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

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

Why train with us

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

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

Courses Offered

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

We train in S300CBi helicopters which are well renowned for their safety record.

Why train at Ardmore

Ardmore Helicopters is based at Ardmore Airfield, South Auckland. Being based at New Zealand's busiest aerodrome gives our students the best situational awareness training possible. In addition, as we are just five minutes from Auckland Airport and the Hunua Ranges, so our students benefit from regular training in a variety of controlled and uncontrolled airspace, as well as mountainous terrain.

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

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

For more information

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

We look forward to meeting you.



Cirrus SR22 Type Ratings

made easy with Cirrus' online course

C-Cat Instructor Courses

Full time or Part time. Plenty of information, advice and prices at www.aerohire.co.nz/c-cat

We can also help you with your Pilot Certificate, PPL and CPL. Plus our Flight Simulator and other aircraft make Whakatane a great place to visit for a day or weekend of aviation entertainment.

Contact Peter email: fly@aerohire.co.nz hangar ph: 07 308 4222

www.aerohire.co.nz



0508 CHOPPER
info@chopper.co.nz
www.chopper.co.nz



Providing personalised training to Private and Commercial Pilots for over 20 years

Flight Training - Theory Courses - Type Ratings - Charter - Scenics - Photography

Expand Your Horizon - Fly a Gyro

If you want to acquire the most 'fun aviation licence' available, or seek a cost-effective introduction into the special joys of rotary wing aviation, or if you already fly other types of aircraft and want to extend your skills or expand your horizon (warning: it's addictive) then come and fly with Gyrate at Tauranga.

Gyrocopters (or gyros, gyroplanes or autogyros – you choose) are the fastest expanding sector of light aviation. European manufacturers such as Magni in Italy and Auto-Gyro in Germany are producing more than 500 new aircraft every year which take to the skies in countries all over the world. The performance, safety



Bruce Anderson in his Italian built Magni M24 Orion.



Professional GyroCopter Instruction
Trial Flights Tauranga
P: 0800 FLY A GYRO E: fly@gyrate.nz

and reliability of these modern designs, combined with simple handling, risk-free slow flight, short field operations, very low operating costs and microlight medical requirements, is making the gyrocopter a machine of choice for recreational aviators worldwide. They're not only perfect for recreational applications either. In many countries, gyrocopters also undertake commercial activities such as crop spraying in South Africa and mustering and patrol work in Australia.

Gyrate was formed in 2006 when Tony and Sue Unwin set up a gyro training school at Tauranga Airport. Many dozens of new gyros have since been added to those already on the NZ register, often imported by students of Gyrate who found and continue to enjoy the 'freedom of the sky' that gyro flying provides.

Students at Gyrate train on factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace. With many private strips and grass airfields easily accessible from Gyrate's Tauranga base, it is easy to build confidence and develop students' abilities to handle the wide variety of situations encountered as a general aviation pilot in New Zealand.

Gyrate provides a one stop shop for everything to do with gyros. Introductory and dual training is undertaken on school aircraft and solo flying can then be undertaken in a student's own or syndicated machine.

In 2017 Gyrate was taken over by Bruce Anderson (coincidentally President of the NZ Autogyro Association) and Elton Haakma with the intent to build and extend the business. Bruce summarises their motivation in one sentence; "This is a fantastic sector of the aviation community to be involved in and it really deserves a professional and specialist approach to training and up-skilling."

Elton is CFI at Gyrate. With commercial experience in both fixed wing and helicopter flying, he is undoubtedly New Zealand's most experienced gyro instructor. Elton's 2000+ logbook hours include more than 20 ratings and 900 hours of gyro time. It's fair to say he is 'sold' on the gyro as a great flying training aircraft.

Elton's experience enables him to also introduce current gyro pilots to 'advanced training' where skills and confidence can be developed in situations beyond the basic syllabus. "My goals," says Elton, "are to provide quality structured flight training and to instil safe operating practices in all gyrocopter pilots."

Bruce and Elton encourage cross-country and short strip training, and with plans afoot to develop an airshow demonstration flying team, they are looking forward to fostering more gyro interest, education and activity. Mountain flying is currently being added to the Gyrate training syllabus.

One critical area of training is 'rotor management'. In Bruce and Elton's view, it's an area that has caught out too many pilots (fortunately the related mishap is usually ground based and injury free, just expensive). A more stringent rotor management workshop is planned as an integral part of their training program, and will become mandatory before solo sign-off.

Bruce and Elton look forward to introducing new people to the world of gyrocopters via trial flights, training students through to their own full licence, helping flyers into aircraft ownership, and arranging flying activities to sharpen up pilot skills. Contact them on 0800 FLY A GYRO or fly@gyrate.nz. More information is available at www.gyrate.nz

P2002 Sierra MK II



Arriving in November
Contact Giovanni
to organise a
demonstration



LARGER CABIN
 MORE VISIBILITY
 NEW CANOPY DESIGN
 SAME EXCEPTIONAL
 FLYING QUALITIES
 SPECIAL LAUNCH PRICING
 CALL FOR MORE
 INFORMATION



09 298 9144 021 832 626 giovanni@tecnam.co.nz www.tecnam.co.nz

QUALITY AIRCRAFT SINCE 1948
TECNAM



Nugget Point and views beyond.

Fly yourself to the Catlins

The Catlins is a place I had often heard mentioned but had never had a chance to visit myself until recently due to its remoteness and lack of airfields in the area. Situated on the southeast coast of the South Island it is a touch of South Westland on the east coast.

Flying into this remote and magical region is possible if you know who to ask but for a multi day exploration the best option is to leave your aircraft at either Balclutha or Gore airfield. For a

rental car from Balclutha phone 03 4180034 or 03 2087268 for a car out of Gore. It is 18km from NZBL to the Catlins, entering at Port Molyneux, a vast golden beach that guides you to the very pretty town of Kaka Point. The Port is by name only, as the harbour disappeared when a massive flood from the mighty Clutha River changed the river mouth in 1878, leaving a huge sandbank where the ships once moored and the shops and hotels flourished.

The seaside town of Kaka Point has a wonderful native forest walk (that connects with the camping ground), a very nice restaurant, picturesque bay, and also motels, starting at \$115.

From here is an enjoyable 8km drive past several coves, to Nugget Point. If you have a picnic on board, call in to the last bay called the Fisherman's Landing before the climb up to the point.

Don't miss a spectacular 15 minute walk out to the lighthouse with wildlife everywhere and a 360 degree view that makes you realise you are on the edge of somewhere special. The point was named after the rocks below, resembling gold nuggets, which are uplifted and tilted ancient sedimentary rock. The whole of the Catlins is made up of this rock rather than the more common Otago schist. The rock has an unusual jutting appearance and interacts very attractively with water, creating cascading waterfalls.

There are two lighthouses, one at each end of the Catlins to help ships navigate past many reefs. This one was built in 1870 and is perched right on the end of the point with the light house keepers houses just above on a jagged outcrop. The frightening knife-edge track is still clearly seen where the lighthouse keeper would check his light (rather bravely on windy nights).

The Southern Lighthouse at Waipapa Point is home to the second worst shipwreck disaster in NZ. The SS Tararua, bound for Melbourne via Foveaux straight came to grief here with only 20 of the 151 passengers surviving - just three years before the lighthouse was built. Waipapa lighthouse was the last one in NZ to be built out of wood and both are now fully automated after beginning on oil, turning electric (with diesel generators) then later to grid power. They can be seen 35 km out on a clear night.

On your return from Nugget Point, go to The Point Café and Bar which is a welcoming restaurant as well as the local shop during the day. A locally caught seafood basket and chowder by the fire while chatting to the lovely locals is just the ticket after a big day of exploring.

Owaka, (the modest capital of the Catlins) is 20 minutes down the road. Just before this little town there is Tunnel Hill. Take the short walk to a hand-made (i.e. pick and shovel) tunnel that was part of the old railway that ran between Owaka and Balclutha.

We then stopped at the Catlins Café, which is in Owaka and a real find. The service was brilliant (a sign on the door said 'remove dirty boots and smelly socks') and coffee and food delightful. They also provide very nice accommodation if you find yourself delayed up the many side road attractions here.

The Catlins is named after Edward Catlin, a whaler. He purchased an extensive block of land from Chief Hone Tuhawaiki who was also known as 'bloody Jack'.

Jack's Blowhole is just past Owaka and takes a sweeping road down to a quiet seaside village and a 1-hour return wander over farmland. The impressive blowhole which is 200m inland and

caused by a limestone cave roof falling in is named after 'bloody Jack' himself. He was known to throw folk in that did not impress him and when peeking over the not so substantial barrier I was pleased not to be one of them!

Purakaunui Bay is worth visiting – peaceful, sheltered and ideal for camping. It's also a photographer and amateur geologists dream, with uplifted sandstone creating very interesting shapes in the reefs out to sea and at the cliffs that surround the northern end of the golden sands bay.

You are now about half way along the scenic route and at the Cathedral Caves. A junction in the road gives access to these limestone formations and also to McLean falls, the tallest at 22metres. There is the Whistling Frog Café to wet your whistle and also to check access for the caves. This revolves around the tides and time of year. www.cathedralcaves.co.nz

I landed on the beach here a few years ago. If you have a pilot friend in Southland who is familiar with the area and beach landings, then do call upon them, as the flying time is short from airfields such as Gore.


From the caves it is a 30-minute drive to Waikawa which has a museum and information centre as its hub. The museum is made up of hand written entries on display, by locals from around 1900 and it is a hands-on display rather than behind glass.

Porpoise Bay is just on from Waikawa and is home to a population of Hector's Dolphins. The (golden) sands were mined for gold during the 1800s and the harbour had a whaling base on the northern side from 1838 to 1845. The settlement today supports just 50 people.

Just around the corner is Curio Bay - the best place to view the Petrified Forest. When the limestone and mudstone was above sea level in the Jurassic age, big floods came. With ash mixed in from nearby volcanoes, the forest was covered so quickly that the trees were preserved whereby the wood is replaced by silica turning it to rock. At Curio Bay the forest can be seen at low tide, showing fossilised stumps, fern fronds and logs that floated in during the floods. These trees are 160 million years old. Known fossil forests such as these are very rare and this one is very undisturbed, stretching 20km along the coast to Slope Point.

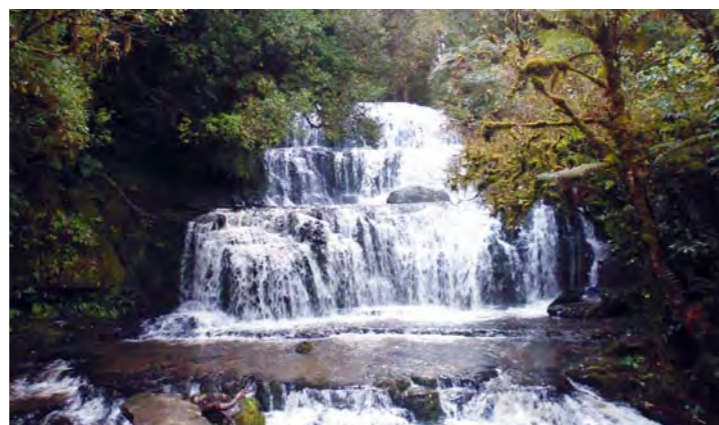
Slope Point is the southern most end of the South Island and is adjacent to Waipapa Point southern lighthouse. Walk time is 20 minutes to a magnificent view.

No matter what part of the Catlins you poke your nose into you will find a land of natural beauty, very friendly people and a down to earth atmosphere indicative of remote NZ.

Do make this one of your Places to Go. www.catlins.org.nz. 



Tunnel Hill on the road to Owaka.



Purakanui Falls.



The Petrified Forest at Curio Bay.



- Comprehensive stocks of Aircraft AN, MS, NAS Hardware
- US Industrial Tooling • Skytec Starters
- Aircraft Spruce (NZ) distributor (weekly delivery from USA)



Contact: Lianne Bergin
Email: sales@aparts.co.nz
Phone: 09 476 0984
www.aviationandperformance.co.nz
Fax: 09 476 0985



RIAT 2017

British Army Air Corps AH-64 Apache flew a nice display complete with some great pyros

One of the advantages of being at the top of your game as an aviation photographer, is that you get the best invitations. Such was the case this year for regular KiwiFlyer contributor Gavin Conroy who travelled to RIAT in the UK not just to see the show, but also as a guest air to air photographer. RIAT is one of the must-do international airshows for aviation enthusiasts. If you've been tempted but haven't got there yet, perhaps the following imagery will help make the decision for next year.

If you are into military aircraft the Royal International Air Tattoo held at RAF Fairford is the show for you. Billed as the largest military airshow in the world, the range of aircraft is huge.

Nations from all over the world bring aircraft for flying and static displays. You'll see aircraft that you never have before and can easily tick off many bucket list sights in just the one place. On the first day alone I walked 15 km just looking around. It takes a good amount of time to see everything.

More than 150,000 people visit over the three days and yes that is a big crowd but it never feels over crowded.

Some people say "seen one F-16 display, seen them all". That is far from true; Pilots have different displays and some are very comfortable flying near the boundaries of the aircraft's capability.

Several aerobatic teams display at RIAT. The best were the RAF Red Arrows. The USAF Thunderbirds were great but as the F-16 carries greater speed they are not in front of the crowd as often.

The solo displays seemed never to end (in a good way!); F-22, Tornado, Rafale, Mirage 2000, Sukhoi SU27, Eurofighter JAS Gripen, F-18 Hornet, several F-16s, then we get to the heavies like the A-400M, C-27 Spartan, and Osprey, then move to helicopters like the Apache and Sea King. During the USAF display there were also; B-2 Stealth Bomber, KC135 tanker, C-130 J Hercules,

F-15s and more F-16s. You really do get to see everything there in a 7+ hour display.

Tips if you want to go: Buy a FRIAT ticket to get a seat in the stand. Buy lunch when it isn't lunchtime. Get there early or you may be lining up behind 1000 others. Visit the static line up at the end of the day and stay until gates close before you attempt to leave. These are of course all issues you get at normal shows, just on a grander scale.

In the lead up to the show I was able to take air to air photos of more than 50 military aircraft as they made their way to RIAT, but more on that in the next KiwiFlyer issue!



It's history is chequered but it's easy to see potential in the V-22 Osprey



USAF Raptor was outstanding but the French Rafale put on a better display (apologies to our American friends)



USAF Thunderbirds synchro pair making the difficult look easy



The Swedish Gripen display was another favourite - the pilot's G tolerance was huge!

ARDMORE HANGARAGE

Full Service Hangarage available now at Ardmore Airport

- 20m x 5.5m Power Doors
- Large Apron
- Sealed Taxiway
- Long Term or Short Term

Corporate Jet Services Limited
P: (09) 298 6249

Meet Zulu.3

New Durable Kevlar Core Cabling

Modified Ear Seals for Better Comfort & Performance

Industry Best SEVEN Year Warranty

Plus ANR, Bluetooth, and stunning Front Row Centre Audio



Get Zulu.3

TRADE IN YOUR OLD SET*

Numerous brands / models accepted.

UPGRADE YOUR Zulu.2*

Includes ear seals, head pad, control box, cables and warranty extension.

US\$100 REBATE*

for Instructors and Professional Pilots.

*See website for details & conditions.

View the whole Lightspeed range at
www.lightspeedheadsets.nz
0800 116 741
phil@lightspeedheadsets.nz





'Solo Turk' gets airborne - my pick of the F-16 displays



The unmistakable Red Arrows, check out the intersecting lines off the wingtips!



The supersonic B-1 Lancer heavy bomber - beautiful and lethal in equal measures



Thunderbirds line abreast pass



Highlight of the entire show for me was the raw power of the Sukhoi SU-27 Flanker

For all Sports, Recreational and Aircraft Engineering

Solo Wings

Our TEAM is committed to provide Top Service with a Smile - every time

2 de Havilland Way, Tauranga Airport: Phone (07) 574 7973

ROTAX

- Aircraft Repairs
- Aircraft Restoration
- Paint & Fabric Work
- Dynamic Propeller Balancing
- NZ's only authorized Rotax Sales & Service Centre
- Sales & Spares
- Airworthiness Reviews
- Aircraft Annuals
- Managed Maintenance Plans

www.SoloWings.co.nz

FREEMAN FREIGHT

INTERNATIONAL & DOMESTIC
Specialising in Shipping

- HELICOPTERS
- FIXED WING
- ALL AIRCRAFT PARTS

100% NZ OWNED & OPERATED
24 hours / 7 days services

DAILY AUCKLAND COURIER

6a Kaha Street, Rangataua, Ohakune.
Phone Warwick on 0273 400 284 or a/h 06 212 8842
email: freemanfreight@xtra.co.nz

www.freemanfreight.co.nz

Maintenance for
amateur built aircraft, helicopters and autogyros.

Rotax servicing and repairs.

Hangar 1, Steele Road
Hamilton Airport

Phone Paul on 07 843 1200 or 021 743 033
Email: paul@centralaero.nz

www.centralaero.nz

aviation medicals
flyingmedicine.com

Medical Examinations at Ardmore.

NZ CAA and Australian CASA medicals
at Ardmore with **Dr Joanna Lapish**
at David Powell's on-airfield location:
125 Kittyhawk Lane Ardmore.

Book directly with Chris: (027) 276-5812
or joanna.lapish@hotmail.com

PreKote®

Use as a Surface Pre-Treatment Before Painting

Ideal for cleaning and deoxidizing surfaces to help paint bond to a metallic surface and avoid a coating failure. PreKote is ideal in the aviation industry because:

- PreKote is safe for your health and the environment**
Free of odors, ODS, CFCs, non-corrosive, non-flammable and non-toxic suitable for aluminum, composite, steel, magnesium and titanium.
- PreKote saves time and costly application protection equipment**
No acid deoxidizing required - just spray on, scrub, wash and dry.
- Proven performance by the US Military-contracted study**
Of all major pre-treatments PreKote achieved best overall results in terms of economic impact, time savings, health and safety, and performance.

KemTek

03 688 2160 www.kemtek.co.nz

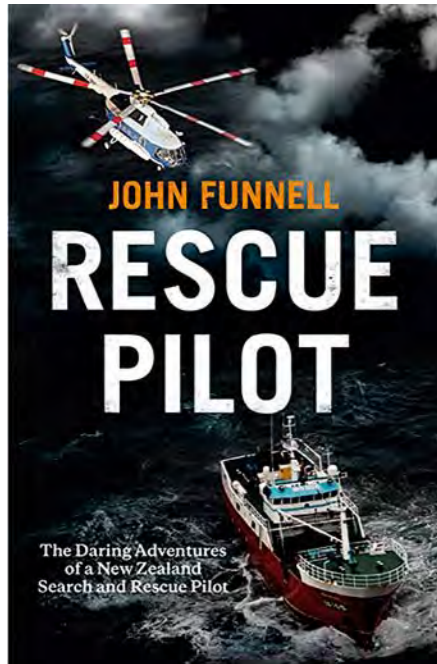
B-2 Stealth bomber making one of two passes on the Sunday of the show
It flew straight back to the USA afterwards

High Performance Aircraft Brakes & Wheels

Manufacturing wheel and
braking systems in the same spirit of quality and
performance since 1985.

Alan Thomson
021 221 3982
alan.thomson@oal.nz

OceaniaAviation
www.oceania-aviation.com



John Funnell - Rescue Pilot

These days we have television programmes showing the exploits of helicopter rescue teams around the country. The big red and yellow rescue helicopters are a common and welcome sight in the skies. Back in 1974, when agricultural helicopter pilot John Funnell got a call to help transfer an injured farmhand to the road-end to meet an ambulance, no-one had given much thought to using helicopters for rescue work.

On that first flight, there wasn't even room for the patient, who had a broken leg, to ride inside the tiny Hughes helicopter. He rode on "a makeshift platform we'd rigged up on the carrying cage that was bolted outside on the skid." It would have taken a day to carry the injured man out by foot but, by chopper, the ride to the ambulance at the homestead took five minutes. While this flight put the patient off helicopters for ever, and he refused an offer of a flight the rest of the way to the hospital that would have saved him a long bumpy ambulance ride, that flight showed John the possibilities of choppers for air rescue. It was the beginning of an extraordinary career.

John Funnell's book *Rescue Pilot*, the Daring Adventures of a New Zealand Search and Rescue Pilot is not just the story of John's career and some amazing flying exploits, it is also a record of the birth of air rescue services in New Zealand. The very self-deprecating John was the catalyst behind the services we have today.

Jill McCaw read the book and then spoke with John.

John's book drops us right into the thick of a rescue flight. "Somewhere, up ahead, someone is bleeding, but I have to put that out of my mind. My job is negotiating with time and space. I have my clock, they have theirs. And, in the end, whether the rate at which my clock is ticking matches his is out of my control. I'm just the taxi driver here." It is the story of one of several flights that

John made that pushed the very limits of helicopter endurance, the April 1992 flight to Campbell Island in the Southern Ocean, to rescue Mike Fraser who had been severely injured in a shark attack. In spite of fuel dumps set up on the Snares Islands 200 km south of Invercargill (that John and the Department of Conservation had actually placed there with just this sort of rescue in mind), the need for extra fuel meant a rapid build of a long-range fuel system that doubled the Squirrel's range. The passenger compartment was filled with fuel drums, and the patient, when rescued, had barely room to sit upright among them.

It was an extraordinary flight, over hundreds of kilometres of open ocean, to a tiny target, before the days of 24-hour GPS coverage and although the need for assistance was urgent, John's response was measured, precise and safe. He knew the variables and problems and with the Wellington Search and Rescue Centre, a vast team of assistants, engineers, other pilots and aircraft, the mission was safely completed.

By the time of this flight, John had twenty years of rescue pilot experience and helicopter rescues were well accepted and even expected. Over those twenty years, not every flight had been as successful. There had been mishaps. There had also been a lot of effort made to sell the concept to sponsors and people who could provide the funding to allow the helicopters to fly.

In the early days, John was 'simply' an agriculture pilot who would get a call about someone injured in an out of the way spot, an aircraft missing or someone stuck in a rapidly rising river, and he and his loader driver would drop everything and race to the rescue. He quickly realised the need for medical expertise and swapped the loader driver for a fireman or one of the nurses he'd collect from the local hospital. Callouts became more frequent and the local doctors decided they should be involved, starting a roster. But their regular work was suffering and about this time Pat Wynne, an ambulance officer stepped in. John and Pat made a very effective team and the

benefits of correct emergency treatment and rapid transport was making a real difference to patient's outcomes.

John was still only doing rescue work on the side of his day job. It was a small, one-man operation in the Waikato, Central North Island region, but the impact was growing. The hospitals were on board. It was becoming obvious that this could be a stand-alone service, if sponsorship and funding could be found. Philips electronics became an early sponsor. Then, as more and more hospital transfer work was being done to Waikato hospital, John and Dr Rowan Hyde started discussing setting up a dedicated rescue helicopter, based in Hamilton. Trust Bank Waikato eventually stepped up to provide funding. Through all of this, John kept refining the service and kept flying.

John has so many stories to tell that it was nearly inevitable that Random House would approach him and ask him to write a book. He worked with John McCrystal. "It was an absolute delight." John Funnell said. "We sat down with a tape recorder and I talked. Getting his perspective on things helped make the whole story more balanced. We were lucky too that my ex-wife Trish had kept good scrapbooks of our adventures.

"For me, the achievements and accolades are nice, but there is no greater reward than helping someone in desperate need. We put together a team and we got them out of extreme life-threatening situations and to somewhere quickly where they could get the proper help. That's why we did it.

"In the early days, we were pioneering but now it is mainstream and a lot of the fun has gone out of it. There's a lot of regulation and compliance issues now. When I talk about some of the marginal flights we had, people say to me, 'You're lucky to be alive' and I'll say, 'Well so are you.' But there was so much more to it than luck. It was the way we operated. We'd have a team discussion, often when we were on the way, working out what we were going to, how we were going to manage it, planning options the whole way so we'd be prepared for all eventualities. Of course, there'd still be scenarios you wouldn't be prepared for and that's when you'd have to fall back on training and skill. You could only push so far. We spared no expense on maintenance and training and there was a huge commitment from everyone involved but sometimes you might just have to wait out the weather, or carry more fuel, or reevaluate and change tack."

Rescue Pilot is a great read about the ordinary Kiwi bloke who loved flying and somehow became the instigator of the helicopter rescue service in New Zealand. As well as being John's story, the book provides a fascinating history of rotary wing aviation in New Zealand. If this very brief summary of John's book and the resulting chat we had about it feels like it's come up short and you want to read more, go buy the book – it's money well spent for any enthusiast of aviation and particularly helicopters, and also any enthusiast of the way things used to be when it was so much easier to simply make the best decision possible and then get on with it. RRP \$40 from good bookstores or online.



GA Electrical repairs & installations. MRO for Gypsy Major Magnetos, Actuators, Starter Generators, Strobos, Voltage Regulators & more.

CENTRAL AERO
ELECTRICAL
KEEPING YOU FLYING

Hangar 1, Steele Road
Hamilton Airport

Phone Martin on 07 843 2936 or 027 733 0208
Email: centralaero@clear.net.nz

AG NAV AIR SOLUTIONS GROUND SOLUTIONS AG SOFTWARE SOLUTIONS LIGHTBAR GUIDANCE FLOW CONTROL

WHAT'S NEW?

Guia Lite

All you can fly for under 5k.

The Guia Lite can fly all patterns and log data. The system consists of a compact, intelligent touch screen display, a sensitive built-in GNSS engine, a GPS antenna, 5 remote switches, a boom switch and a super bright lightbar that comes in two models for internal or external use.

Ag-Flow

Ag-Flow: Automatic liquid flow control.
Ag-Flow 1: Autonomous liquid flow control.
Ag-Flow H: Made for helicopters to disperse granular product.
Ag-Flow E: Electric motor flow control system.

The Ag-Flow systems are designed to ensure a steady distribution of product by automatically adjusting its flow. The simple and easy installation process guarantees that the Ag-Flow is ready to use within a short period of time.

Guia Platinum

With Ag-Nav's state-of-the-art aerial guidance, the Auto Booms technology within the Guia Platinum eliminates the worry and responsibility of the on/off spray. Auto Booms accommodates exclusion zones and variable rates within an area. With wireless, 3G and Bluetooth capabilities, file transfer is seamless with Ag-Nav's free cloud server, AG-LINK™.

For more information in NZ or AUS, please contact C.R. Kennedy

AG NAV
WWW.AGNAV.COM
+ 61 418 355353
dklease@crkennedy.com.au



NZ Warbirds Ardmore Hangar Happenings

A little over 12 months ago I wrote about the purchase of the ex Hawker Pacific Hangar facility for NZ Warbirds. It's hard to believe a year has passed as we continue to work towards turning the house into a home.

The major 'initial' works are nearing completion and as I write we are half way through painting the hangar floor. The simple reference 'initial works' belies a huge volunteer effort to transform a slightly tired commercial facility into a 'working museum'.

The works started with a complete repaint of the hangar walls, about 460 square meters plus annex areas, each the size of the average house.

The next major project has been the revamping of the mezzanine areas to turn them from casual storage to display areas. This work has included wall linings, painting and carpeting prior to installation of displays, models and memorabilia, no small task when approximately 1000 models housed in sixteen cabinets are involved, more so when the entire collection had to be relocated from one mezzanine on a second story to the other in a different building.

Up front we have remodelled the



Skyhawk and Sabre in the new NZ Warbirds Visitor Centre at Ardmore.

foyer area to create an entrance and retail facility. The office space in this area, currently surplus to our requirements has been tenanted providing an important income stream for the Association.

Our hangar floor painting effort is a major undertaking which we have entrusted to the professionals. With the floor-space involved and in an attempt to reduce the impact on operations we are doing this in two halves. Each final coat requires five days to cure and with the weather being uncooperative (too cold

and humid) progress is currently behind schedule.

On the hangar floor we have put a lot of effort into aircraft placement and producing some relevant aircraft information boards. The standard hangar inventory includes the A-4 Skyhawk, Aermacchi, a CAC 'Sabre', all three being static displays. Operational aircraft include a Harvard, Mustang, Kittyhawk, Beaver, Chipmunk, Ryan PT-22 and STM plus the occasional visitor.

In the 'Engine Annex' we have on



Newton Field in progress at Ardmore

Newton Field

75 Squadron RAAF occupied Newton Field in February 1944. During 1943 the airstrip was part of a major Japanese base which today is the site of the international

airport of Lae in northern Papua New Guinea. In September 1943 an airborne invasion by Allied troops took over the Japanese base in 12 hours. The No.4 airstrip was re-named Newton Field in memory of Flight Lieutenant Newton of 22 Squadron, RAAF who had won the Victoria Cross for his actions during March 1943. "On 18th March 1943 Flight Lieutenant Newton was pressing home his low-level attack on the Japanese base at Salamaua when his A-20 Boston bomber A28-3 was hit by accurate and heavy anti-aircraft fire". Flight Lieutenant Newton ditched his aircraft in the sea nearby and he and another crew member swam ashore. Both were captured and executed by the Japanese on 29th March 1943. Flight Lieutenant William (Bill) Ellis Newton was born in Melbourne, Australia and was 23 years old when he died.

display a PW R2800, a RR Goblin Jet, and the 'Lads' are working on an Alvis Leonides radial which we hope to restore to running order and a de Havilland Gypsy Queen, also planned to be a runner. In the wings we have an Allison V1710, RR Avon and a CFM56 from a 737 - something for everyone!

Kittyhawk Corner, AKA 'Newton Field' (see sidebar) is an initiative from member John Kelly and his team of volunteers; a diorama representative of a WWII satellite field in New Guinea, one with a full size Kittyhawk and a collection of period memorabilia, an insight to field conditions of the era.

While all this work has transformed the hangar, in the words of Sir Winston, 'It is the end of the beginning'. Once the floor is painted and mezzanine completed we will again have a fully functioning Visitor Centre to display the Association aircraft and assets. Next project on the list is to relocate our reference library and future plans in the 'pot' include developing conference and function facilities. What could be better than to hold your 'function' in the midst of our aviation history?

Warbirds is actually also involved in taking possession of an adjacent hangar to house the growing aircraft collection, however, that's another story for another day. Meanwhile check our website 'warbirds.org.nz' for the latest and do bring your friends and family to view our new facility.

Frankly@xtra.co.nz

Join the NZ Warbirds Association. Membership includes free access to the Visitor Centre and our weekly emailed 'Ops Orders' newsletter. 09 298 9207 www.nzwarbirds.org.nz

Fixed Wing and Helicopter

Maintenance Control for Air Transport
ARAs, W&B, Maintenance and Repair Services



Hangar 1, Steele Road Phone Paul on 07 843 1200 or 021 743 033
Hamilton Airport Email: paul@centralaero.nz www.centralaero.nz

New MGL Vega colour 2.1/4" instruments



Bright, daylight readable backlit colour display
8-30 VDC operation, with reverse and over-voltage protection
Standard 2.1/4" cut-out, front or rear mounting
User configurable - display, range, scale, units, alarms
Optional remote RDAC simplifies sensor wiring
**12 different instruments in range
5 released NOW**
• AHRS1/MAG1 - A/H and compass display
• FF4 - Fuel computer
• RPM1 - Dual engine/rotor tach
• TC4 - 4 channel CHT/EGT indicator

SPARXFLY AVIONICS

stuart@sparxfly.co.nz 021 076 3483 www.sparxfly.co.nz

KEEP YOUR BUSINESS FLYING...
• Maximise airframe protection • Optimise fuel burn

ZI-400
Certified Airframe Cleaner

ONE FREE 250ML CLEEN SCREEN WITH EVERY ZI-400 PURCHASE. SIMPLY MENTION THIS AD!

eco2000
eco2000.com.au

Call 03 572 8964 or 021 472 533
or email: sales@avclean.co.nz for more info!

Composites International Ltd
100% NZ Owned

CAA NZ 148 Approved Manufacturer of
Aircraft Transparencies and Aircraft Composites
Fibreglass and composite work to your specification
Pattern & mould development
Commercial work welcome

8 Vernon Street, PO Box 72-821, 2244 Papakura, Auckland, NZ
Ph: 09-298-5325 Fax: 09-297-7200
Email: cil@ihug.co.nz
www.compositesinternational.co.nz

Autoflight

Gear Reduction Drives
Subaru EA & EJ engines
Universal geared drive unit for airmotive engines up to 160hp
Choice of ratios
Offset up or down

Dominator Gyros & Components
Single and Tandem Autogyros
Centreline thrust
Dragon Wings Rotors
Autoflight engine options
Nose or instrument pods

Contact **Neil Hintz** Ph./Fax (07) 824 1978 email: nckm@wave.co.nz
Mob: 027 271 0602 www.autoflight.co.nz

VIVA L'ITALIA

FLY • with Style & Passion
• for fun on Windy Days
• the Original • Magni Gyro

For Magni Gyro Sales & Support call Leo Levine 021 0284 2049 leo@magnigyro.co.nz

Two more M24 Orions coming to NZ soon!

Produzione e Design Italiano
Visit us at Parakai or online
www.magnigyro.co.nz
Magni Gyro Italy now celebrating 1000 gyros produced!





Duxford Flying Legends

P-51 Mustangs - The Horseman team in action

If you're going to RIAT at Fairford (page 36), then at Duxford (two hours away) on the same weekend in 2018 will be Flying Legends. It's equally impressive and of course provides for a stark contrast in aviation technology. A day at each – what better way could there be to spend a weekend! Gavin Conroy visited the 2017 event and contributed the following to tempt readers there next year.

As I mentioned with RIAT, if a modern military show tickles your fancy then RIAT is for you. If it is a Warbirds show you want to go to that outclasses all others, then Flying Legends at Duxford is the place to be.

The show is a lot more than 'just' Spitfires. The Fighter Collection rolls out all of their big guns and many other aircraft from around the UK gather at Duxford for this amazing show.

This year's Flying Legends opened with a nine Spitfire

formation pass followed by a tail chase. If that was all we saw that day I would have gone home happy.

One of the highlights was the Horseman team comprised of three North American P-51 Mustangs flown by three American pilots, led by the one and only Steve Hinton. Watching Mustangs flying close formation aerobatics was simply breath taking.

A Sea Fury and Grumman Bearcat flew a great pairs display. Numerous aircraft flew solo displays including Corsair, P-40C Tomahawk, P-40F Kittyhawk, P-36, Wildcat, Catalina, Buchon, DC-3 and the list goes on.

A highlight for me at this year's show was seeing five Hurricanes, three Mk I Spitfires and the Bristol Blenheim together. It has been many years since that has happened and there was a Kiwi connection - Keith Skilling was flying one of the Hurricanes.

The show finished with a Balbo of around 20 fighters in formation, which topped the day off perfectly.



Catalina - Note the big non-standard blisters that offer an amazing view



Berlin Express flew from the USA just for the show



The Grumman Wildcat display was very energetic



Keith Skilling has been flying at Legends for years



Four Hurricanes flew on Saturday - then on Sunday there were five



Hawker Fury offers huge power and performance

THERE'S A NEW LEVEL OF
CUSTOMER FOCUSED MAINTENANCE
AT HASTINGS AERODROME



PLANE TORQUE LTD
AIRCRAFT MAINTENANCE SOLUTIONS

FIXED COST SERVICES
REPAIRS & RESTORATIONS
SCHEDULED MAINTENANCE
MODIFICATIONS

Bring your aircraft to Plane Torque Ltd and benefit from our co-operative approach to all your aircraft maintenance requirements.

Contact Nic Roberts on 021 068 2271
email: planetorque@gmail.com

KEEP YOUR BUSINESS FLYING...

• Maximise airframe protection • Optimise fuel burn



ONE FREE
250ML CLEEN SCREEN
WITH EVERY ZOK
PURCHASE. SIMPLY MENTION THIS AD!

Call 03 572 8964 or 021 472 533
or email: sales@avclean.co.nz for more info!





B-17 Sally B during a flypast - a nice salute to the USAFE



Bristol Blenheim air to air - another bucket list item ticked off!



Five Hurricanes, three Mk I Spitfires, and the Blenheim, enough said!



Another impressive Red Arrows display



The Fighter Collections Corsair



Beautifully polished DC-3



Grumman Bearcat makes a pass at not far off 400mph!



Mk I and Mk V Spitfire - LC was in the Dunkirk movie



Air to air with the Buchon wearing its temporary weathered scheme. A team of three painted it over the course of a week using washable paint. It looked amazing.



SPRATT

FINANCIAL SERVICES

Are your family and assets protected?

We are PILOT LIFE INSURANCE SPECIALISTS and can guide you through the process of **PROTECTING YOUR FAMILY AND BUSINESS** as well as **INSURING YOUR DEBTS**

Contact Craig Spratt
 Spratt Financial Services Limited
 Phone: 021 935 788 or 09 306 7250
 Email: craig@spratt.co.nz
www.spratt.co.nz

Independent brokers protecting pilots since 1992



Airlie Court, 320 Remuera Road, Remuera, Free Roof Top Parking
Hours: Monday-Friday 8am to 6pm
Late Night Thursday by appointment
reception@remueradoctors.co.nz
+64 9 524 6504

Are you fit for flying?

- ME 1 (New Zealand)
- U.K. and Europe (EASA)
- United States (FAA)

- Australia (CASA)
- AME (Canada)
- Fiji

Dr Anton Wiles & Dr Jon Nelson





Your Experienced Aviation Medical Services Team

www.remueradoctors.co.nz



HELI MAINTENANCE LTD

Owner & Chief Engineer: David Ives

Canterbury's first and only CAA Part 145 approved helicopter maintenance facility

We also offer the following local modifications:

- Snow Shoes for R44 & MD500
- EC120 Lead Acid Battery Installation
- R22/R44 Pitch Links Repair
- MD500 Collective Lock
- MD500 Hockey Stick Repair

R22 / R44 2200 hour Rebuild Kits, 12 year inspections and helicopter refurbishment. Let us provide a quote for your kit and / or rebuild.



Heli Maintenance Ltd, Harewood Aviation Park, 4/25 Aviation Drive, PO Box 39144, Christchurch 8051
03 359 1001 or 027 528 5121 info@helimaintenance.com www.helimaintenance.com

Beech V35B ZK-EDJ

Private Aircraft For Sale
A Really Nice Flying Platform
Always Hangared. Located Rangiora.

Built 1970. TTSN 3714 hrs.
Continental IO520 (1994) TSO 893 hrs.
McCauley prop (reman. 1983) TSO 1075 hrs.
King avionics: DME, NavCom 1&2,
VOR/ILS, VOR 2, ADF 1&2, AutoPilot.

Price: NZD130,000 or near offer

Ph. Keith: 021 323 798 or kjneylon@gmail.com



ZK EDJ has just come off a major maintenance overhaul and is in great shape for anyone who likes to fly a high performance, well built, low maintenance and comfortable aircraft. As a business commuter she has served me well flying in and out of most New Zealand airports in all sorts of weather conditions. I have no hesitation in recommending her to a discerning purchaser. AvTek in Timaru has taken care of her maintenance needs over the last number of years and are available to report on her overall condition.

Bede BD-5 For Sale



High performance experimental Bede BD-5, ZK-ZBD.
(As in James Bond movie Octopussy, but prop driven not jet). 230+ knots, +6g -6g. Retractable. Variable pitch prop. Fuel injected Hirth engine. Last flown 2010.
Location: New Plymouth. Price negotiable.
Contact: iangriffin@slingshot.co.nz

Safari Kit Helicopter



Fly a real helicopter without the high cost of a certified type.
Dependable O-360 Lycoming. Rugged design. 4130 chrome moly frame. Shaft driven tail rotor - no belts. Titanium spindles and transmission shafts. Chip detectors. High inertia composite main rotor blades. Titanium tail rotor blades. Governor. Cyclic trim. Cabin heat. Roomy cabin. Contact Bruce Belfield, AU and NZ Dealer. Hm 07 871 5699 Mb 027 696 5159
E: bruce@xtra.co.nz www.safarinz.com

DH82 Tiger Moth for Tender



Well known DH82 Tiger Moth ZK-BEF, owned by the CHB Aero club at Waipukurau since 1994, is reluctantly offered for sale by tender in 'As Is, Where Is' condition.
Details of tender may be obtained from Ross Macdonald, CFI, CHB Aero Club. ross.mac@xtra.co.nz

Scenic Flight and 'Self Fly' Aviation Business in beautiful Lake Wanaka for Sale as a Going Concern



U-FLY (2014) Ltd
(trading as U-FLY Wanaka)

Showing excellent growth

Part 115 certificated for scenic flights, self-fly option, aerobatic joyrides, aerobatic lessons.

Includes PA28-140 aircraft (plus options on 2x C172s), equipment, brand, contracts, hangar lease, and more.

Contact Kylie: 027 417 9003 or
kyliewakelin@yahoo.co.uk

R44 Raven II

70 hrs since first life o/h in Apr 2016

Total Time 2222 hrs since new

Full instrument panel

Clean history

Always hangared

Excellent condition

NZ\$455,000

Ph: 027 222 4233 or 027 418 0991

Email: kittoheli@xtra.co.nz



Magni M22 Gyro

Immaculate Condition

295 Hours

For specifications see:

<http://www.trademe.co.nz/Browse/Listing.aspx?id=1299735048>

\$89,800 +GST

or near offer

Contact Leo on 021 0284 2049



Magni M16 Gyro

As New condition.
Only 135 hours since new.

Rotax 914 engine.

Price Reduced.

Call for details.

Contact Ian Crook

P: 03 235 8371

M: 0274 324 273

Email: sonyacrook@xtra.co.nz



Aircraft Acquisitions Worldwide

With over 50 years Experience in Sourcing,
Delivering & Importing aircraft from
around the world we are well placed to
supply an aircraft to suit your requirements.

Call Dennis for a chat



1 1974 SCOTTISH AVIATION BULLDOG T1 MK-1

8190 hrs since new. Aerobatic. Lycoming 200 hp. 330 to run. Hartzell constant speed prop. Full Gyro panel. Complete records. Former RAF trainer. 40 LPH for 110-115 kts. No third seat fitted. Asking \$79,900 inc. GST (if any)

2 1980 CESSNA 172RG "CUTLASS" ZK-EWP

Only 2500 hrs since new. Engine 1425 hrs/4.5 years to run. Garmin GTN-650 touch screen GPS/COM. Autopilot with altitude hold. IFR. Brand new interior. \$110,500 +GST if sold in NZ

3 PAPA 51 THUNDER MUSTANG ZK-TMG

2005 model. 408 hrs TTSN. Hangared Ardmore. US\$275,000

4 1985 PARTENAVIA P68C ZK-SMB

Only 3350 hrs since new. Engines 910 TSO. High gross weight. \$299,900 +GST if sold in NZ.

5 de HAVILLAND CHIPMUNK ZK-JIT

Ex- R.A.F. DHC-1 Mk22 6,780 hrs since new. 1160 TSO on Gipsy Major 10 Mk-2. \$99,950 (incl GST if any)

1998 EAGLE 150-B ZK-EGL

Only 430 Hours SN. GPS / COM, Transponder, Intercom, Full Gyro Instruments. 120 Knot cruise at 23 litres per hour. Factory demonstrator. \$59,900 +GST if sold in NZ.

1977 Piper PA32-R Lance ZK-EIB

2820 hrs since new. Engine: 960 hrs/4 years to run. 6 Seats. L/R fuel. IFR. MFD. HF Com. \$155,000 incl GST (if any)

DENNIS THOMPSON
INTERNATIONAL LIMITED

Celebrating 50 Years of Aircraft Sales and Acquisitions

Contact Dennis: P. 09 298 6249 | M. 0294 923 160

E. dennis@dtiaircraftsales.com

Hangarage and Parking Available at Ardmore

Visit us at Harvard Lane,
Ardmore Airport, Papakura.

www.DtiAircraftSales.com

Advertising Index

	page
AeroHire	56
Ag-Nav	67
Air Hawke's Bay	45
Air NZ Aviation Institute	34
Airbus	22
Ardmore Aviation Technical	28
Ardmore Flying School	26, 29
Ardmore Helicopters	57
Ardmore Sky Station	77
Auckland Aero Club	51
Autoflight	69
Avclean	68, 71
Avcraft	5
Aviall	2
Aviation & Performance Parts	61
Aviation NZ	24
Aviation Safety Supplies	13
Avionics Canterbury Wide	76
Avplan EFB	22
Avsure	7
Beringer Aero / Oceania	65
Canterbury Aero Club	39, 77
Central Aero Electrical	67
Central Aero Engineering	64, 69
Christchurch Helicopters	48
Cirrus Aircraft NZ	17
Cirrus Corporation	9
Composites International	68
Corporate Jet Services	63
Dennis Thompson International	77, 78
ECO2000	68, 71
Fieldair Engineering	74
Flying Medicine	64
Flying NZ	25
Freeman Freight	65
Garden City Helicopters	46
GA Advocacy Group	5
Gyrat NZ	58
Hawker Pacific NZ	80
Heartland Helicopters	77
Heli Maintenance	73
Heli-Solutions	53
Heliflite	16
Heliflite Charter and Training	44
Hood Insurance Brokers	13
IAANZ	38
KemTek	64
Lakeview Helicopters	54
Lightspeed NZ	63
Liviu Avionics	77
Magni Gyro NZ	69
Martin Aviation Services	22
Massey University School of Aviation	36
Nelson Aviation College	31
NZ Autogyro Association	76
NZ Warbirds	69
NZICPA	50
North Shore Aero Club	32
North Shore Helicopter Training	50
Penguin Books	6
Plane Torque	71
Redbird FMX	49
Reid Helicopters	40, 42
Remuera Doctors	73
Ridge Air	19, 43
Service IQ	52
Shoreline Helicopters	51
Solo Wings	65
South Pacific Home Rotors	78
Souhair	77
Southern Wings	35
SparxFly	69
Spratt Financial Services	73
Superior Air Parts	15
Tecnam Australasia	59
Tecnam Training Ardmore	48
TradeAv	19
Vector Aerospace	15
Waikato Aviation	49
Wanaka Helicopters	33
Warbirds Over Wanaka	41
Waypoints Aviation	47
Westwind Aviation	21
Youth Glide NZ	56

The new Cessna Turbo Skyhawk®

The new Cessna Turbo Skyhawk® JT-A employs advanced diesel engine technology for improved performance, increased fuel efficiency and simplified power management.

Hawker Pacific Spare Parts



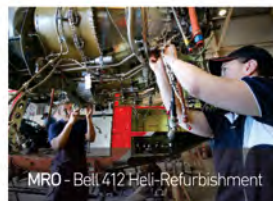
Beechcraft King Air 350



Bell 505 Jet Ranger X



MRO - Bell 412 Helicopter Refurbishment



Cessna Citation Latitude



PEOPLE WHO KNOW AVIATION TRUST **HAWKER PACIFIC**

Representing and Servicing the World's Finest Aircraft.

Beechcraft **Cessna** **Bell Helicopter**

For over 35 years, Hawker Pacific has been delivering a diverse range of integrated aviation solutions from aircraft sales, product support and flight services throughout Australia, Asia, the Pacific and Middle East.

Hawker Pacific are the local authorised dealer for Beechcraft Corporation, Cessna Aircraft and Bell Helicopter in New Zealand. With local representatives for new aircraft sales you'll work with someone who is experienced with the New Zealand Aviation market. With access to pre-owned aircraft on a global scale, your local Aircraft Sales team can trade, acquire and broker, pre-owned aircraft to suit your needs.

Hawker Pacific's team of aircraft spare parts experts provides technical advice and a range of solutions to meet the diverse needs of the New Zealand Aviation market. A vast array of aircraft spare parts, components, supplies, avionics and specialist equipment are available and accessed via our Ardmore facility, and supported by the Hawker Pacific distribution network.

Whether you want to buy aircraft or are seeking support services for your existing aircraft, Hawker Pacific's experienced and friendly New Zealand team are there to help.

Contact us today to discover how we can support you.

New Zealand Aircraft Spares: +64 295 1631

Email: nz.enquiries@hawkerpacific.com

New Zealand Aircraft Sales: +64 278 083 335

Email: chris.barry@hawkerpacific.com

HAWKER PACIFIC
Aviation's Trusted Choice