

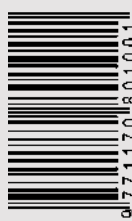
KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 58 2018 #3



\$6.90 inc GST
ISSN 1170-8018



Comper Swift Restored

Graham Bethell and his Mustang

Aviation NZ Conference Guide

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



When it Comes to Helicopters Aviall Offers More



Aviall offers a variety of services tailor-made for each helicopter customer. All services are designed to add value and reduce costs. The benefits include access to more than 250 product lines, local stocking of high-demand parts, inventory management, electronic ordering via the aviall.com website or EDI (electronic data interchange) and the support of local Aviall sales personnel. Go with Aviall.

PROUDLY KEEPING THE WORLD IN FLIGHT

aviall.com

AUCKLAND: 64-9-275-0571
BRISBANE: 61-7-3277-8322
MELBOURNE: 61-3-9339-3000

PERTH: 61-8-9332-7855
SYDNEY: 61-2-9791-0511

AVIALL
A BOEING COMPANY

From the Editor

Welcome to an appropriately themed winter issue of KiwiFlyer. What to do in winter when it's raining too much and then it isn't but the airfield is still too wet? Go somewhere warmer of course. Jill McCaw proposes just that in her regular soaring page this issue. There's no need to cease aviating if you head overseas for a winter escape. In fact it's an ideal opportunity to seek out aviation hospitality in other parts of the world. Jill easily recommends several locations where you could make friends with a local pilot and enjoy some stunning experiences that you won't find at home. Jill's son Alex is doing just that in Europe. He also noticed that the RNZAF were scheduled to display at Cosford in the UK for their 100th anniversary celebrations. So he went along and we have included a few images later in this issue. To help emphasise the fact that he was having a great time, he simultaneously happened to mention that he spent some of the weekend soaring in the French Alps and sent images of Mont Blanc in case that was interesting. Yes, we're slightly envious.

Staying closer to home, Ruth Allanson chose an appropriate Place to Go for her regular page this issue. It might still be winter at Hanmer Hot Springs, but it is at least warm. If you're looking for an easy escape to fly-in to then it sounds like a very good idea to me. Not that Ruth will have time for escaping, given she has recently signed on with Tecnam as their new NZ agent. Congratulations to Ruth for this and our best wishes for achieving success with her plans to revitalise the brand and provide best in class support to all existing and new Tecnam fliers.

Winter didn't get in the way for Graham Bethell recently, when he arranged the opportunity for himself to complete almost certainly the first flight of its kind in New Zealand. Fifty years to the day after his first solo in a Harvard, he took the very same aircraft up for a few circuits. Graham, perhaps best known for his P-51D Mustang displays, sent us a few notes about the experience. To complement that, Frank Parker has written about flying Graham's Mustang, and Gavin Conroy has produced a photo essay spanning fourteen years of photographing this aircraft.

Speaking of Gavin, anyone watching his Facebook page will know that he's presently overseas, engaged in air-to-air photography at RIAT in the UK. When one compares one's lot over the last fortnight to Gavin flying alongside RIAT display aircraft, or Alex orbiting Mont Blanc in a glider, one does look out the window at the rain and become a little tetchy. We can but live vicariously through their images – and readers can look forward to these in the next issue. In the meantime, enjoy this one.

Michael Norton

Editor | Publisher
KiwiFlyer Magazine

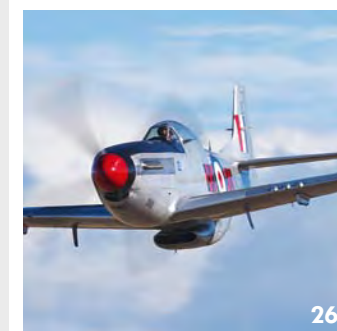


Features

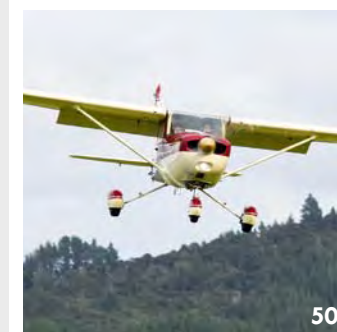
- 8 **Comper Swift Restored**
Jay McIntyre tells of a two year project and only the second Comper Swift to fly in New Zealand.
- 18 **Ruth's Tecnam Aircraft Sales**
A profile on Ruth Allanson, now appointed as a Tecnam agent in NZ.
- 24 **50 Years to the Day**
Fifty years after his first solo in Harvard 96, Graeme Bethell did it again in the very same aircraft.
- 26 **14 Years of Mustang Photography**
Gavin Conroy assembles a photo essay of his association with ZK-TAF.
- 37 **Aviation NZ Conference Guide**
Everything you need to know about the upcoming annual Aviation NZ Conference in Nelson.
- 50 **Airwomen Rally at Whitianga**
Jill McCaw reports on the NZAWA Rally, this year held at Whitianga.
- 56 **RNZAF Display at Cosford**
Our Air Force at the RAF's 100th.



8



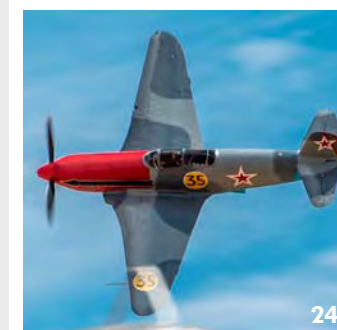
26



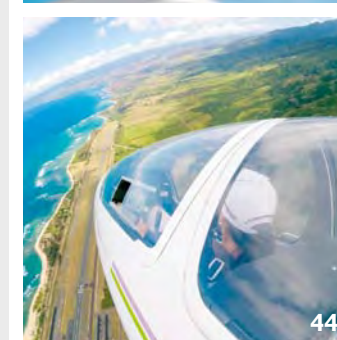
50



52



24



44

Regular

- 4 **Industry and Community News**
- 17 **Avsure Insurance Advice**
Insurance for on-condition engines.
- 20 **Aviation Training**
Massey University expands professional alliances.
- 34 **NZ Warbirds**
Flying the P-51 Mustang.
- 44 **New Zealand Soaring**
Soaring Overseas.
- 48 **Places to Go**
Flying to Hanmer Springs.
- 52 **Interesting People in Aviation**
An interview with Pip Schofield.
- 58 **ZK Register Review**
- 61 **Event Guide and Classifieds**

Cover

Ryan Southam in the freshly restored Comper Swift at Omaka.
Gavin Conroy took the image.

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 27th August)

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 \$40 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

2018 Warbirds Flying Scholarships

Introduced in 2016, the Warbirds Over Wanaka Flying Scholarships have so far seen four pilots receive \$5000 each to help towards their goal of being airshow display pilots.

One of New Zealand's most experienced Warbird display pilots describes the scholarships as vitally important to the future of airshow flying in this country. Keith Skilling has been displaying aircraft for more than 30 years and is nearing retirement. Keith points out the pool of display pilots in New Zealand is in general rapidly aging, and without financial help the next generation will find it almost impossible to gain the experience required to be able to participate.

"It is not just the ability to pilot an aircraft that is required, the display pilot must also gain experience in aerobatics, learn formation techniques, airshow protocol and display fundamentals. All this must be done in aircraft generally more powerful, larger, much more capable, more expensive and rarer than aircraft they have previously flown," says Keith.

If you're in a position to take advantage of a scholarship, apply before the end of August at www.warbirdsoverwanaka.com

Tecnam P2010 validated in NZ

Tecnam Aircraft have announced that both CASA and the CAA have validated the Tecnam P2010 four-seater for local operation based on its EASA type certificate, including the 215 hp version with the Lycoming power.

This news follows the establishment of a corporate presence in Australia last October (led by Bruce Stark) to better serve the Australasian community of pilots and owners. Ruth Allanson is now New Zealand's Tecnam representative (see article later in this issue of KiwiFlyer).

The P Twenty Ten is the first new single engine, high wing, four-seat aircraft from Tecnam that brings together an all carbon fibre fuselage with a metal wing and stabilator.

The Lycoming IO-390 enables the P2010 to climb at 1100 fpm and cruise on 75% power at 146 kts. In standard configuration the P2010 is powered by the renowned 180 hp Lycoming IO-360.

Both versions are equipped with Garmin's G1000 Nxi avionics platform which also offers wireless cockpit connectivity. We'll look forward to test flying the first on to arrive in NZ.

New Tauranga Aviation Centre owners

Recently changing hands is the Solo Wings Aviation Centre at Tauranga (not including the maintenance business), to owners associated with the Tauranga based autogyro flight training business, Gyrate (NZ). The Aviation Centre offers flight training in a variety of recreational and GA category aircraft plus state of the art flight simulators and accommodation for visitors or students.

The new owners' vision is for the Aviation Centre to become 'the destination' in Tauranga, offering access to gyros, fixed wing, helicopters, and some 'seriously good fun' flight simulation, all in a friendly environment that will appeal to everyone with even the slightest interest in flying. Located right at the airport entrance, the Centre is in the perfect location to tempt newcomers into the air. KiwiFlyer intends to visit soon and include an article on planned developments in our next issue.

Bell Jet Ranger X deliveries increasing

Bell helicopter distributors Hawker Pacific have now delivered six Bell 505 Jet Ranger X helicopters throughout Australasia and will have thirteen flying in the region by year end. The Jet Ranger X is the long-awaited evolution of the now 50 year old (and legendary) Jet Ranger range. The aircraft is designed as a value driven proposition, offering a cruise speed of 125 kts, 360 nm range and 1500 lb useful load. Other features includes Garmin G1000H avionics, five forward facing seats and 75/25 split clamshell doors. An example is planned to be available for viewing at the Aviation NZ conference in Nelson at the end of July.

Airways launches Drone Report

A new report released by Airways, based on a national survey of drone operators, reveals safety as a major concern. That would be unsurprising if the survey had been of GA operators, but this was the drone operators themselves either saying it or admitting to their own lack of safe practice.

Survey responses were gathered from 1460 drone pilots, including more than 500 drone service providers. The results provide a telling insight into the safety challenges facing the sector.

60% of respondents reported always ensuring strict compliance with civil aviation rules and regulations when they fly. Commercial operators reported being more stringent about following rules, with



Love flying

Love AeroShell

0800 42 83 83 • www.gofuel.co.nz

FLY ABOVE THE REST WITH PETROLEUM LOGISTICS - YOUR NEW ZEALAND AUTHORISED AEROSHELL DISTRIBUTOR

Be it aircraft piston engine oils, turbine engine oils, greases or hydraulic fluids, AeroShell has one of the most comprehensive and proven range of aviation lubricant products.

As the longest selling AeroShell aviation lubricant agent in NZ, Petroleum Logistics offer the most experienced team covering all of New Zealand, from Bluff to Kaitia.

Our Aviation Team:

-  Aviation Lubricant Orders:
James 0800 42 83 83 • orders@plpl.co.nz
-  South Island Aviation Lubes Manager:
Tommo 0276 677 106 • tommo@plpl.co.nz
-  North Island Area Aviation Lubes Manager:
Barry 0272 057 122 • barry@plpl.co.nz
-  North Island Area Aviation Lubes Manager:
Vik 0275 767 003 • vik@plpl.co.nz

'GOfuel', Petroleum Logistics' sister brand, offer you competitive discounts at Mobil, BP and Z service stations all on your one Petroleum Logistics account. GOfuel also have 18 marine sites around the country that accept discounted GOfuel cards. NO FEES and you can have as many fuelcards as you like on one account. To find out more about our fuelcards ask one of our team, email gofuel@gofuel.co.nz or go to www.gofuel.co.nz.



72% saying they always fully comply, compared with 51% of recreational users. Respondents appeared to be less concerned about abiding by privacy regulations, with less than half saying they always ensure they have all necessary land owner approvals for a flight.

Business confidence is high for commercial operators and they generally feel that the current regulatory environment supports their activities. However many operators also stated a belief that there should be stricter enforcement of rules and harsher penalties for those who don't comply – as well as freer access to airspace and a simpler process for gaining land owner approval. There is also a growing impatience with restrictions on beyond visual line of sight operations.

Airways, who are working towards the development of a nationwide drone traffic management system, will use the report as an ongoing monitor for the sector with continued surveys planned.

Qantas partners with Massey University

Students at Massey University's School of Aviation will be offered a pathway to fly for Jetstar New Zealand, thanks to a new partnership recently announced.

Massey University is the first tertiary institution outside of Australia to join the Qantas Group Future Pilot Program, which aims to recruit the best and brightest aviation students. The program will be open to graduates from the school's Bachelor of Aviation – Air Transport Pilot qualification.

The initiative will see successful students invited to complete an intensive 12-week Airline Transition Course during the last semester of their undergraduate degree programme. Once employed, graduates will complete their training under the supervision of experienced

Qantas Group pilots and become qualified as First Officers flying for Jetstar's regional operation in NZ on turboprop aircraft, sitting next to an experienced captain.

Jetstar Australia and New Zealand Chief Pilot, Jeremy Schmidt, said the airline was pleased to partner with Massey University to create opportunities for the next generation of pilots in New Zealand. "The students selected for this program will have an enormous head start to their career as a pilot. They will benefit from a direct pathway to Jetstar's regional operations in New Zealand and access to our experienced pilots throughout their studies," Captain Schmidt said.

Final-year Massey aviation students could begin the Airline Transition Course as early as the end of this year.

Saudi Arabian students graduate in NZ

A further group of 29 Saudi Arabian students have graduated from Airways' air traffic control training programme.

Their graduations marked the completion of a two-year scholarship from the General Authority of Civil Aviation of Saudi Arabia (GACA) – helping to fill a critical gap in the Middle East for the training of air traffic controllers.

The students arrived in August 2016 and spent their first year studying English with NMIT and Kaplan International College in Auckland. They then commenced a 12-month air traffic control (ATC) programme at the Airways Training facility in Palmerston North.

The latest cohort is the fourth group of GACA students to train in NZ, bringing the total number of graduates to 111 since 2010. To date, all trainees who have successfully completed the programme have become licensed air traffic controllers after on-the-job training back home.

Hot on their heels, a fifth group of Saudi Arabian students has recently

arrived to commence their training.

Students train in a 'total immersion' environment during their studies with Airways. They use state-of-the-art air traffic control simulators, providing a real world experience in an engaging learning environment. The students also stay with local homestay families where possible, where they are immersed in the Kiwi culture and lifestyle.

Warbirds Over Wanaka Book and DVD

As has become traditional with the world acclaimed airshow that is Warbirds Over Wanaka, an official book and DVD of the Easter 2018 event has recently been released. The book is a fraction less than an A4 format, soft bound, and contains 56 pages of very nicely printed full colour show imagery, along with aircraft details, show anecdotes, some history, an introduction, and due acknowledgement to all those who contribute to make the show so successful.

The DVD includes an hour of action packed footage plus commentary and interviews.

The photos and the video are both world class and testament to the skills of those who took them. A great many are poster quality. If there's to be a criticism it is that the book wants to be way bigger. Everything has been fitted in but at the expense of letting a lot of the images breathe on the pages. It's still a perfect gift book for anyone interested in NZ aviation however, regardless of whether they have seen the show at Wanaka or not.

What we'd really like to see is a big commemorative coffee table book to showcase the event and photography going back through the last 30 years. In the meantime, either for yourself or a friend, buy this current 'souvenir' edition of the 2018 event for \$25 or \$30 for the DVD from warbirdsoverwanaka.com



Cirrus Aircraft For Sale

2017 Cirrus SR22 G5
Special Edition with latest avionics, TCAS, etc. Dual 12" screens. Air Conditioning. Lux. interior. 165 kts @ 9000 ft on 50 lph. US \$7119. Enquire for next available. **SOLD**

2014 Cirrus SR22 G5 GTS
Yes the complete GTS package including A/C, TCAS, etc. Dual 12" screens. Under 300 hrs and just like new. **You will not be able to buy a cheaper Cirrus G5 with these hours anywhere in the world!** PRICE REDUCED NZ\$725000 +GST

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



YOUR VISION BEGINS HERE.
THE ALL NEW G6

CIRRUS
AIRCRAFT

www.cirrusaircraft-aunz.info

Australia: 1300 204 170

New Zealand: 0274 438 371



Gavin Conroy image

Comper Swift Restored

Ryan Southam test flying only the second Comper Swift to take to the skies in New Zealand. Note special x-ray goggles which provide forward visibility.

A particularly rare aircraft recently took to the skies at Omaka following a four year restoration project by Jay McIntyre and his team at JEM Aviation. Comper Swift VH-UVC was only the second ever such type to become airborne in New Zealand, following ZK-ACG which first flew here all the way back in 1931. ACG didn't survive past 1939, so with a 79 year gap between then and now, observers of UVC (and our cover photo) can well be forgiven for a "what is that?" reaction. Jay explains a very interesting story of the aircraft and her restoration:

Comper Swift CLA-7 VH-UVC (S/N S32/10) arrived in Nelson in January 2014 and was 'swiftly' transported to JEM Aviation Ltd at Omaka where assessment of the project began in earnest.

Work was focussed in two areas with the fuselage being attended to by Marty Nicoll and the engine tended to by Dick Veale. Ryan Southam joined the team and took on the wings. All areas of this diminutive little racer were to have their challenges over the next couple of years.

The structure of the aircraft was in very poor condition, not surprisingly.

Having not flown since 27/7/62 when a landing gear leg collapsed on landing at Bundeburg, Queensland, the aircraft had fallen into a state of disrepair and ultimately ended up in the care of Roy Fox in Sydney, Australia.

Inspection of the fuselage structure showed that all wooden components had suffered badly from compression damage, largely due to the fact that all the wooden members of the fuselage are held together by a myriad of bolted steel brackets. The story goes that Nicholas Comper designed the Swift with the SE.5a in mind, having

flown them whilst in the RFC. Certainly, when one looks at the structure it has a lot in common. Unlike the wood, most of the bracketry was in very good condition. Sand blasting, inspection and repaint saw these ready for continued service in no time. If this had not been the case, a significant amount of time would have been added to the project.

The existing fuselage woodwork provided a good many patterns and where these were not available a good selection of drawings generally filled in the blanks. In many regards the basic structure

of the fuselage came together quickly, particularly as Graham Orphan of Classic Aircraft Sales donated all the BA and BSF hardware from his extensive collection of new-old-stock ANA hardware. Having carted this from Australia many years ago he was very happy to see it used in such a deserving aircraft.

One of the early design features of the Swift was the 'Funk wire'. This arrangement, presumably named after its designer, saw a cable routed along the main spar of the wing, down each strut coming together under the pilot seat (or



JEM aviation
precision repair and maintenance

restoration specialists and more

info@jemaviation.co.nz | www.jemaviation.co.nz | +64 (0)3 578 3063



SOUTH AIR
LIMITED

For all your engine overhauls
Lycoming, Continental,
Gipsy, Rotax...
Part 145 approved
Call Bill O'Neill or Graeme Daniell
03 489 6870 or 027 307 5850
Taieri Airport, Mosgiel.

www.southair.co.nz



VH-UVC in an earlier life.



What lies beneath wings in storage.



Original fuselage structure.



Original wing structure.



Original wing forward centre section.



New wing components.



Freshly assembled wing.



Original tailplane being covered.



Rebuilt wing and aileron bellcrank.



First time outside on dummy wheels.

thereabouts). This circuitous 'belt and braces' cable effectively held the aircraft together and ultimately stopped the wings folding up!

Luckily in the 1930s a mod' came out which saw the incorporation of more conventional tie rods à la Tiger Moth and these were duly incorporated in the rebuild. A further advantage of these is that it makes folding the wings a very straight forward affair, not having to fiddle around undoing the Funk wire!

Other modifications incorporated including modern brakes and a self-centring tailwheel. These were incorporated as the aircraft will spend some time at Bankstown Airport where runway excursions due to lack of steering control will not be tolerated! Both mods proved very effective and added to the ease with which the aircraft can be operated. Radio and transponder were also added for this reason, a Trig TY-91 and TT-21 being supplied by Trig Australia as a form of sponsorship. Ryan Southam's installation proved to be perfect – no easy task when one considers the completely unshielded ignition system.

The wings proved to be relatively straight forward. Naively, we initially thought the spars might be usable, but on dismantling them the same issues with compression and associated cracking proved otherwise. New spars were duly sourced, and Ryan Southam assembled the wings with new ribs built by Marty Nicoll in his downtime while waiting for parts to turn up for the fuselage build.

While all this was going on Dick Veale had taken on the challenge of the Pobjoy radial engine. It is safe to say that having rebuilt many engines throughout his career, the Pobjoy and its complete 'Englishness' would take him to the edge and back! There was not a day went by where the progeny of the engine was not brought into question!

For an output of 90 hp, the diminutive engine designed by Douglas Pobjoy is in some respects an engineering marvel and a thing of beauty, whilst at the same time being devilishly fiendish in design and execution. Like many things designed and built in the 1920s, it almost defies logic to explain how they were manufactured with such precision. The helical tooth reduction gear is one such example.

The engine side of the project began with trying to figure out exactly what was in the cache of Pobjoy parts that Roy had managed to amass over the years. His collection of parts is such that we fielded

Avcraft ENGINEERING

Maintenance and Avionics

AOPA DISCOUNTS AVAILABLE

NOW OFFERING COMPETITIVE FINANCE IN CONJUNCTION WITH AIRLOANS. CALL US FOR MORE DETAILS.

Garmin Flight Decks

NEW PRODUCT



G600/ G500 TXi
Touchscreen Integrated Flight Display
G600 TXi 10.6" List Price \$24,995: Our Price \$21,870*
G600 TXi 7" List Price \$18,995: Our Price \$17,095*
G500 TXi 10.6" List Price \$15,995: Our Price \$14,395*
G500 TXi 7" List Price \$11,995: Our Price \$10,795*
EIS TXi Class 1, 2 & 3 From List Price \$4,595: Our Price \$4,250*



NEW PRODUCT



GARMIN G5
Electronic flight instrument for certificated aircraft
Priced from \$2,149*
ASPEN E5
Evolution E5 dual electronic flight instrument
Priced from \$4,745.25*

Thinking PBN / RNP?

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

GTN-750

Garmin's all in one GPS/Nav/Com Transceiver with internal Datacard
List Price \$17,200 Our Price \$15,840*

GTN-650

Garmin's all in one GPS/Nav/Com Transceiver with internal Datacard
List Price \$11,600 Our Price \$10,440*



GTX-335/345

Garmin's ADS-B Out Transponder non WAAS
From List Price \$2,995: Our Price \$2,770*
inbuilt WAAS
From List Price \$3,795: Our Price \$3,510*

Stratus ESG

Appareo ADS-B Out Transponder non WAAS List \$2,495: Our Price \$2,307*
inbuilt WAAS List \$2,995: Our Price \$2,770*

TT31

Trig ADS-B Out Transponder
Price \$2,695*

Thinking ADS-B?



NEW PRODUCT



Autopilots

GFC-600

Digital Autopilot for single & twin engine piston & turbine aircraft.
From List Price \$19,995: Our Price \$17,995*

GFC-500

Digital Autopilot for light single engine GA aircraft.
From List Price \$6,995: Our Price \$6,295*

TRIO PRO PILOT

Autopilot for certified aircraft. From \$5,995*

TRUTRAK VIZION

Autopilot for certified aircraft. From \$5,500*

Engine Monitors

CGR-30C

Cluster gauge. List Price from \$2,952 Our Price from \$2,804*

CGR-30P BASIC

Primary Engine Monitor. List Price from \$3,596 Our Price from \$3,416*

CGR-30P PREMIUM

Primary Engine Monitor. List Price from \$4,217 Our Price from \$4,006*



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.

The Comper Swift

The Comper Aircraft company was formed in 1929 by Flight Lieutenant Nicholas Comper when he left the Air Force to focus attention on building the aircraft he had designed. It wasn't an inexperienced beginning, Comper having previously designed and flown the C.L.A.2, C.L.A.3 and C.L.A.4 for the Cranwell Light Aeroplane Club.

Comper's new Swift was a small single-seat, braced high-wing monoplane constructed of fabric-covered spruce wood frames powered by a 40 hp ABC Scorpion piston engine. G-AARX had its maiden flight in January 1930 at Hooten Park.

After successful tests, seven more aircraft were built in 1930, powered by a 50 hp Salmson A.D.9 radial engine. Most subsequent aircraft (following air racing trials) were all powered by the 75 hp Pobjoy R.

Three final factory-built aircraft (sometimes called the Gipsy Swift) were fitted with more powerful de Havilland Gipsy engines. One of the Gipsy Swifts, owned by the then-Prince of Wales and future King Edward VIII and flown by his personal pilot, won second place in the 1932 King's Cup Race.

Following WWII, surviving Swifts continued to compete successfully in UK air races into the mid-1950s. With Pobjoy power, the Swift had a maximum speed of 140 mph and a range of 380 miles.

Comper Swifts in New Zealand

There's just one Comper Swift in the NZ aviation record books, ZK-ACG. Built as S/N S30/8, a UK C of A was issued on 10 January 1931 to H.L.D. West. Initially fitted with a 40hp ABC Scorpion it was later fitted with a Salmson A.D.9.



Registered ZK-ACG on 8 April 1931 (Certificate of Registration #94) to H.L.D. West of Whakatane, she was erected and test flown at Mangere (thought to be in 1932) and sometimes named "Kitten".

Ownership changed to R. Ferry, also of Whakatane in July 1933 but little is known of ACG's history until she was sold again in April 1937 to F.J. McDonald and J.S. Aitken of Christchurch. Delivered by air on 12 April 1937 her life in the South Island was short lived when ACG was stalled and crashed during a downwind landing at Wigram a few days later on 19 April, the pilot being J.S. Aitken. F.J. McDonald's comments are unrecorded. The wreck was sold to S.A. Tucker, J.D. Hurley & J. Mackintosh and rebuilt at Wigram but crashed on her first test flight! Repaired again by Tucker with new cowlings and low-pressure tyres, she was re-flown again on 23 July 1938 by Stan Tucker. Later, she was moved to RNZAF Hobsonville, but Tucker got lost in fog en-route from Christchurch to Auckland on 10 April 1939 and force landed, out of fuel, in a swamp near Huiakaka School, Te Wara, 20 miles east of Stratford.

Tucker was unhurt, but the aircraft was written off – finally perhaps. Her engine and propeller were later noted as sold to C.H.R. Liddell of Te Awamutu.

(History from <http://www.ab-ix.co.uk/comperswift.pdf>)

AVPARTS (NZ) LTD
Aviation Supplies

Proudly supporting New Zealand agricultural aviation with parts and raw materials.

AvParts (NZ) Ltd Phone: +64 7 843 3833
www.avparts.co.nz E-mail: avparts@avparts.co.nz

Gayin Canrey Photograph

Dance the Skies

Gyro Sales - Niki Rotors Kallithea
Propeller Sales - E-Props Helices

Personal Gyro Selection and Instruction
Any type Anywhere

Tony Unwin gyfly@aol.com +64 (0)21 038 0760

Gyrate International Ltd. Operating Worldwide

ICP Savannah S

Ready to build kits | Factory built aircraft options | 2018 manufactured kits arriving in March | Kits, spare parts and full support in New Zealand
Contact your NZ Savannah Agent Philip Seale at Westwind Aviation
P: 021 747 494 or philipseale@xtra.co.nz www.savannahnz.com

many calls over the past four years asking for parts for different projects. It turned out that there were actually examples of the Pobjoy Cataract, Pobjoy 'R' and Pobjoy Niagra in the collection of bits and it took some figuring out to separate the parts out from one another.

One of the engines had been put back together and run on a test stand by an automotive engineer in Australia (his surname being Pobjoy, freakishly!) and this formed the basis of the engine to be used in UVC. However, it was deemed prudent to strip the engine and start the 'overhaul' process from scratch. We salvaged all the engine casings (magnesium) and components we could and following non-destructive testing and pickling, everything was painted - resulting in a selection of parts for which up to 5 engines could potentially be completed. New pistons and rings were sourced from Ross Pistons in the USA. Cylinders were sent to Owaka (of all places!) for laser assisted precision honing. Final valve grinding and so forth was carried out by Marlborough Engine Reconditioners.

The final assembly phase took a while as every step forward seemed to result in a step backwards. What appeared to be the logical sequence in which to put the engine together seemed to consistently cause a problem two or three steps further along!

Right from the beginning Roy had wanted a more reliable ignition system as this area has always been the Achilles heel of the Pobjoy. The weakness is caused by a combination of the insane speed at which the magnetos rotate (double that of most engines) and the 'rubberised' drive couplings which it would seem were designed to cushion the drives. When we took on the project we thought that it should be a relatively straight forward process to come up with an electronic ignition system. Things got slightly more complicated when it was decided that a generator should be incorporated to aid

with charging the battery needed to run the radio and transponder.

While the engine issues were being worked through, final fabric covering, painting and fitting out of the airframe were completed. Period wheel pants were fabricated by Robin Officer, but these were to be left off for the initial test flying. The colour scheme was chosen to honour Arthur Butler's G-ABRE in which he made a record breaking 9-day flight from England to Australia in November 1931.

Once the first engine was nipped out and had completed 5 hours on the test bed with the original BTH magnetos, work began on the electronic ignition. A series of false starts meant that by the time the aircraft was ready to fly we had not been able to get the electronic ignition to function correctly. More correctly, while the engine had run perfectly on the test bed with the original BTH magnetos, we could not get the engine to run properly in the airframe. Additionally, the generator side of things was not playing the game with a number of different units being tried, each failing in quick succession (one in spectacular fashion!) due to the loads being placed on them.

By then the aircraft's planned debut at the 2017 Classic Fighters Airshow had come and gone and with time marching on the decision was made to shelve the electronic ignition and revert to the original BTH magnetos. Given that the aircraft will be pampered and won't be making intercontinental flights (as in 1931) this decision was deemed appropriate in order to return the aircraft to its craving owner. A concerted effort was made to get the Swift airborne as the ignition issues had kept her grounded for the best part of a year.

Once fitted with both magnetos the engine ran much better but there was still a considerable misfire / cough at mid-RPM. Initially we thought this was due to fuel flow issues but ultimately Ryan spent a concentrated amount of time playing

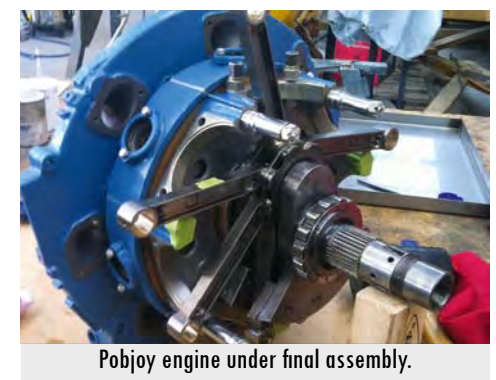
with the carb jetting before pronouncing he was happy to commit aviation. Having had the C of A issued some months beforehand we were able to jump straight in and get the test flying underway.

The first flight took place on 20 November 2017 in Ryan's hands. As usual it took longer to get things underway than planned, and as a luck would (or wouldn't) have it the wind came up quite significantly just after take-off. Ryan flew the aircraft overhead Omaka for about 15 minutes before putting her back on the ground in somewhat challenging conditions for a first flight! All was well, although initially Ryan thought the tailplane incidence might be incorrect as she tended to run out of elevator authority in the flare. We eventually worked out that all was correct however and Ryan adjusted his technique accordingly.

Just over five hours of test flying were carried out with no adjustments to rigging and the like. The wheel pants were fitted part way through this and while they certainly make her look better, they did reduce the cruise speed by about 5 mph! When one looks at their barrel-like profile, this is perhaps not surprising. At this time the propeller, manufactured by Invincible in Australia still needs final pitching and a reduction in diameter to achieve the desired maximum RPM of 3300. One could argue that the engine leaks a lot of oil, but that is just par for the course!

While the project certainly had its challenges, it was certainly a pleasure and a privilege to complete plus a source of much satisfaction to see it in the skies over Omaka. The Swift was dismantled in mid-June for shipping to Bankstown where she will join Roy's stable of eclectic European pre-war aircraft, including Gipsy powered Swift VH-ACG. For more information on Roy's collection and magnificent aviation-themed B&B, check out www.themissions1937.com.au

Jay McIntyre



Flying Comper's Swift

Any inquisitive aviator looking at our images of the Comper Swift will be wondering just what it's like to fly. Isn't there a wing somewhat directly in the field of view? As well as being a significant participant in the restoration, Ryan Southam also undertook the test flying duties. "Challenging," he says, "but I loved it." Ryan explains:

When first asked to test fly the Comper Swift the initial thought that sprang into my head was 'Yes' closely followed by another question; 'Will I even fit in it?'. That said, I was going to try and squeeze myself in no matter what - which was no mean feat given that I'm 6' 2".

Strangely, given its small stature, the Swift is surprisingly roomy in the leg department - unlike a lot of British designs, but is somewhat cramped in the upper half. However, I made it work.

After spending a lot of time working

on the restoration it was a privilege to do the test flight work, particularly as it was such a unique and rare machine.

The first flight was a little challenging given a sudden increase in wind and some rather awkward wind shear and turbulence. Also the early fitment of a full castoring tailwheel made it a little more difficult as the Swift was originally fitted with a skid. Over the following weeks I made several more flights on calmer days, after fitting a centring system for the tailwheel, and quickly found that I enjoyed the aeroplane immensely.

In the air the Swift is responsive with light positive controls and surprisingly can be flown essentially hands off. It was rigged very well indeed right from the start, which is a testament to the skill of the guys at JEM Aviation. Aside from that the design trims out extremely well even though there are no trim systems fitted.

The little Pobjoy Niagara engine sets up a satisfying sound, with an odd cyclic

rhythm. It is a little unusual in that the engine is turning at near to 3000 rpm with close to a 2:1 reduction on the propeller. This power setting in straight and level gives close to 100 kts cruise. There is room for a slight tweak of the propeller pitch, as ideally a little more RPM would be better - which should give close to 105-110 kts.

There is no stall to speak of. With the control stick fully back and airspeed off the clock it starts to develop a high rate of descent but still doesn't really stall. Even with power on it won't quite get there and would require quite substantial power to get the attitude higher and give the elevator authority needed.

Take-off and landing are a little different in that the Swift flies more like a higher performance aeroplane such as a Pitts Special or perhaps an RV (light on the controls) and if care is not exercised it is very easy to get pilot induced oscillations which can make for interesting

departures and arrivals. Once you get used to this it is fine but it is certainly not what you expect from a 1930s era aeroplane.

The question I get asked more than any other in relation to the Swift is "how do you see anything?". In reality it's not that bad as the wing is close to eye level and you tend to develop a 'look through' mentality, much like your nose in that it's always in your field of view but the brain tends to forget about it. The visibility from the aeroplane is really quite good as long as what you need to see isn't directly in front of you. As with a lot of taildraggers, particularly of the vintage variety, S turns on the ground and in the air are of great advantage and a curving approach or sideslip makes life much more enjoyable.

It was a sad day when we began to take the wings off and prep the Swift for its journey home to Australia. I'm sure it will get enjoyed a lot by the folk over there. I will miss it.

A final comment: From a pilot's perspective it is a challenging and quirky little aeroplane but I loved it. However from an engineer's perspective it's mostly just challenging!

Ryan Southam



"The visibility from the aeroplane is really quite good as long as what you need to see isn't directly in front of you."



"From a pilot's perspective it is a challenging and quirky little aeroplane and I loved it."

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

HELPING YOUR CAREER TAKE OFF

ARDMORE AVIATION TECHNICAL

ARDMORE FLYING SCHOOL

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

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

ICEA AVIONICS

CAA Part 145 Approved Parts Supply Installation & Repair
Ardmore based
Fully mobile

Representing
Advanced Flight
Appareo
Avidyne
David Clark
Dynon
Kannad
PS Engineering
Trig
Aeroshell (reseller)

23 Vicia Lane, Ardmore Airfield
www.icea.co **09 299 9289** **info@icea.co**



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

www.SoloWings.co.nz

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

Patented Kiwi Made Spray Nozzles

Improved Chemical Delivery
Better Spray Drift Control
Less Ground Time
Tried and Proven
Two Patterns




Contact Glenn · 027 473 1403 · GlennKeane@xtra.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

PRIMARY AVIONICS

- Delivering Avionics expertise to the greater Waikato and beyond
- New installations, biennial inspections, faults and maintenance
- Fixed wing and Rotary aircraft
- Avionics and Aircraft LAME
- Authorised inspector

Call us to discuss your Avionics requirements

Contact: Adam (Sammy) Seumanutafa
E: contact@primaryavionics.co.nz P: 022 636 6573
Steele Road, Hamilton Airport Smokefree Avionics Experts



HELIFLITE

CHARTER & TRAINING

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

SCENIC and CHARTER FLIGHTS
PHOTOGRAPHY • COMMERCIAL OPS
OCCASION and PROPOSAL FLIGHTS
HELI FISHING • HOTEL TRANSFERS

Sylvia or Nick welcome all enquiries
09 299 9442
sylvia@heliflitepacific.com



www.heliflite.co.nz

Insurance for engines run on-condition

If you have cause for an insurance claim against a time-expired engine, you are likely to find that whilst the insurance company will provide compensation for accident damage to the engine, additional overhaul costs to enable return to service will not form part of the claim. Bill Beard from Avsure explains:

One of the main provisions of an aircraft insurance policy is that operation and maintenance of the aircraft must be conducted in full compliance with the CAA Rules. Accordingly, aviation insurers accept the use of engines beyond the manufacturer recommended TBO (time between overhauls) subject to certain manufacturer recommendations and/or CAA approved programmes.

Under the policy terms and conditions, insurance companies will pay for, repair, or make good accidental damage to the insured aircraft. BUT in the case of repairs to an on-condition engine, though different insurance companies may have different views, generally the following

ground rules will be applied.

In the case of a total loss – no problem. The company will pay the agreed value including the engine, less the deductible. However, in the event of engine repairs even say following a prop strike, the normal procedure is that the Claims Adjuster will approve a bulk strip (paid for by the insurers). If any damage is found (i.e. crankshaft damage or the like) the insurers may provide for replacement of damaged part(s) caused directly as a result of the accident, subject to age and AD (airworthiness directive) status. If the crankshaft is on its second or third life or has been superseded then settlement may be subject to negotiation. However, as the engine is beyond its TBO it will not be approved for “return to service” without a complete overhaul. The cost of this will be to direct account of the insured/owner as the policy does not cover wear and tear or deterioration.

The long and short of it therefore is that if your time expired engine is damaged, the insurance company will compensate the insured for accident



related damage but the cost of the overhaul to enable it to return to service will not form part of the claim.

Likewise, with airframe damage, insurers will only pay for the accident damage. Additional rectification such as corrosion etc. identified during the repair process will be to the account of the insured.

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

AVSURE

SPECIALIST AVIATION INSURANCE BROKERS
A BOSTON MARKS COMPANY

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



Contact us at AVSURE for a free no-obligation quote on any aviation related insurance requirements that you have

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

Ruth Allanson revives NZ Tecnam Agency

Aside from her regular 'Places to Go' contributions to KiwiFlyer (54 issues worth and counting), readers may recall Ruth Allanson (nee Presland) flying around NZ skies for several years up until 2011, selling Tecnam aircraft and also offering advanced Southern Alps mountain flying training courses. Many readers and particularly Tecnam owners, will also be familiar with the closure of the NZ Tecnam agency last year. They will surely be pleased to hear that sales and support of Tecnam aircraft in New Zealand has now been reinstated with Ruth at the helm. KiwiFlyer welcomes Ruth back onto the aviation scene as a major participant, and it is with congratulations to Ruth and her business partners that we share with readers, the following introduction to Ruth and her new business.

Ruth appeared on New Zealand's flying scene in the late 1990s after gaining her CPL(A) with the late Jenny Frame in 1997. A keen member of the Airwomen's Association and AOPA, Ruth's upbringing on Lake Wanaka's remote Minaret Station offered her a unique appreciation of the advantages of aviation. Her father, Peter Presland, started flying in the 1950s after moving to Minaret as a young man. He realised that flying was a very effective way to access the high country farm that still remains without road access to this day. When Peter met his wife Anne, he said that she would need to learn to drive the both the barge - and the new helicopter they went on to purchase. It was a Brantley B2. They married and true to that declaration, Anne became the first female helicopter pilot in NZ (equal with Cathy Penny), in 1971.

Although small and underpowered, the Brantley B2 was an invaluable asset to life at Minaret and complemented the family Cessna 180 ZK-BMW. By 1979 it was time to expand and a C-206, ZK-DWV plus a Hughes 300C were purchased. Ruth began lessons in the plane from an early age (from the right hand seat) and

felt confident in flying by the age of 14! She soloed at Taieri on her 16th birthday and went on to gain valuable experience by flying both a C-172 and the family 206 around NZ, later completing her mountain flying course in the Southern Alps.

Peter and Anne spent a lot of time in the far north in the late '90s and met Bert Gregory of RAANZ (Recreational Aircraft Association of NZ) in Dargaville. They were so impressed by Bert's knowledge as a commercial GA pilot of both fixed and rotary wing, that they did type ratings under his recommendation in the club's P92 Tecnam Echo. They went home and told Ruth how much they loved this little 'microlight' and that they might sell the 206 and buy one. A young Ruth could not understand this and alarmed at the potential loss of the Cessna, travelled to Dargaville to see for herself. She was very impressed, finding the Tecnam to be a completely different experience from what she had envisaged microlights to be.

Representing Tecnam

The early 2000s saw Ruth dabbling in commercial GA, flying the Skydive Wanaka C-206 and also training for Milford flights. She knew that commercial flying was the direction she wanted to take but did not think tourist main trunk flying or airlines was for her. She began attending RAANZ meetings regularly and it was at one of these meetings she met Giovanni Nustrini, then the Tecnam Dealer for Australasia. After accompanying him on a national tour with two Tecnam aircraft she agreed to become the South Island representative for Giovanni and Tecnam. She soon found herself to be a very proud owner of a P96 Golf.

The next 12 months was a whirlwind of appointments and sales, totalling ten new aircraft in the first year of business.

Flight Training

Ruth started up flight training because of the demand from her new aircraft owners and through this she met Wayne



Ruth with daughter Aru.



Ruth & Wayne's other business.



Wayne and Tecnam P92 Tail Dragger.



On tour with Tecnam twelve years ago.

Ruth's TECNAM AIRCRAFT SALES & SERVICE

Allanson. He worked with her in flight training and flew the C-185 flying West Coast whitebait to Christchurch, plus other C-185 work based out of Makarora about the Southern Alps. Together they offered advanced flight training, instructor ratings and mountain flying courses. Their aircraft of choice was Tecnam - due to its "excellent design features and robustness" in their training environment.

By the mid-2000s both Ruth and Wayne became full-time NZCAA Rule Part 149 instructors and authorised testing officers (ATOs) with the Sport Aircraft Corporation, with Wayne also holding an Inspection Authority (IA) through RAANZ. (Wayne is currently also a CPL(A), MEIFR, D-Cat, and Part 149 Test Pilot).

They decided to start a commercial venture called U-FLY Wanaka, whereby overseas visitors to New Zealand were able to have a go at flying a plane while enjoying a scenic flight. U-FLY went on to become the first Part 115 (adventure aviation) microlight organisation in New Zealand.

Around this time Ruth started to move away from her Tecnam sales role due to issues with transparency and after-sales support. Without authority to make decisions on their behalf, she lost confidence that her clients would receive what they required. Her concerns could not be resolved and the association was terminated in 2011.

The following year an unexpected opportunity came along from a close friend, Neil Ross. Ruth had met Neil when she sold him an aircraft in 2008 - then Wayne had trained him to fly it. In 2012 Neil offered his business, Waitototo River Safaris in South Westland to Ruth and Wayne for purchase. They visited and saw a great opportunity, so decided to sell the U-FLY business in Wanaka and both focus on developing the jet boat business at Waitototo into a world-renowned tourism experience.

Six years on, the jet boat business is very successful. They have (of course) both kept their pilot licenses up to date and remained current. Enquiries for specialised

mountain flying, BFRs and instructor renewals are taken on a case by case basis.

Towards the end of 2017 Ruth was approached by some of her previous Tecnam clients regarding support issues they were having with their aircraft. She offered to help and contacted Bruce Stark, the newly appointed (Australasian) Tecnam agent in Australia for assistance. A temporary support solution was established and Bruce asked Ruth if she would consider acting as a Tecnam agent within New Zealand once again.

After agreeing on details of a relationship that Ruth considered important for her involvement, a new company Aircraft & Marine Limited was formed, trading as Ruth's Tecnam Aircraft Sales & Service. Ruth and Neil Ross are the Directors.

Tecnam today

The Tecnam range now comprises more than 33 aircraft models. These start with the P92 Echo Light advanced ultralight, and extend all the way through to next generation commercial general aviation with the eleven seat P2012 Traveller.

Ruth says that over the last 18 years she has watched Tecnam develop aircraft with amazing insight and innovation, and now there is a model to suit everyone. Ruth will present the range on offer in New Zealand in the next KiwiFlyer edition.

Aircraft arriving

Ruth and Neil already have their first two demonstrator aircraft on order, arriving at the end of this year. These are a P92 Tail Dragger and a P92 Eaglet G5. Ruth says they are "super-excited" and promise to offer exceptional service to the existing 80+ Tecnam owners in New Zealand and to bring the Tecnam name back to the forefront of people's minds in the NZ aviation community.

For more information

In the next KiwiFlyer, we'll cover the people in Ruth's team and her plans moving forward. In the meantime, contact Ruth on 03 750 0780 or email: ruth@tecnam.nz



Waypoints AVIATION

Pilot Books - Ground Courses
Mock Exams - iBooks



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

OceaniaAviation

UNDER CARRIAGE PISTON REPAIR

Talk to us about several of our approved repair schemes to ensure longer lasting aircraft components.

Craig Patterson
021 321 323 | craig.patterson@oal.nz



Talk To The Experts
www.oceania-aviation.com



Massey University School of Aviation expands its Professional Alliances

Massey University School of Aviation is pleased to be able to expand its industry pathway opportunities for both Bachelor of Aviation and Bachelor of Aviation Management students. These include major organisations in the Australasian aviation industry, - QantasLink, Jetstar New Zealand, Airways NZ, as well as Air New Zealand. Massey's Manager Business Development and International Programmes, Anke Smith explains:



Qantas Group began their recruitment process in May

Massey University School of Aviation congratulates B.Av. candidates Cameron Naylor, Vanessa Brill-Holland, Darcy Clure, and Chase McDonald on their successful applications to the Qantas Future Pilot Programme QFPP1.

Airline Alliances

In addition to training with one of the original Air NZ Preferred Flight Training Organisations (PFTO), Massey University School of Aviation's Bachelor of Aviation graduates can now aim for a direct pathway with QantasLink and Jetstar New Zealand. The School views this latest partnership as a game changer in the NZ aviation sector.

Massey University is the first tertiary institution outside of Australia to join the Qantas Future Pilot Programme (QFPP) which aims to recruit the best and brightest aviation students. The programme will be open to graduates from the School's Bachelor of Aviation - Air Transport Pilot qualification

QantasLink and Jetstar New Zealand first announced the collaboration in May 2018 and briefly met with staff and students at the School of Aviation. The announcement was met with many questions from Massey's students.

QantasLink and Jetstar then returned to Massey to conduct their first pilot recruitment sessions with selected candidates in late June.

School of Aviation staff and students were given an extensive introduction to Qantas Group by the team from Qantas Link, followed by an in-depth overview of the Qantas Future Pilot Programme. This includes extensive mentoring for all B.Av. students by experienced Qantas pilots throughout their degree period.

The Qantas/Jetstar team then conducted recruitment assessments and interviews for eligible candidates applying for the first Massey University 'Qantas

Future Pilot Programme' (QFPP1).

Prospective Bachelor of Aviation candidates who had met the required academic GPA standard, submitted their flight training records and a CV, followed by completing an online assessment. Successful candidates then presented in person at Massey University Palmerston North for a series of rigorous Qantas recruitment assessments and interviews. That group was further whittled down for the final cohort to complete their simulator assessments on 27 June.

Massey University School of Aviation is pleased to congratulate B.Av. candidates Cameron Naylor, Vanessa Brill-Holland, Darcy Clure, and Chase McDonald who were advised by QantasLink on 9th July that they were successful in their applications to QFPP1. They will proceed to undergo an intensive 12 week Airline Transition Course (ATC) later in 2018.

In addition Jacob Houghton and Grayden Ecklein were selected to commence their ATC training in cohort QFPP2, in early 2019.

Upon successful completion of the B.Av. ATP degree and the Qantas Airline Transition Course, graduates will complete their training with QantasLink or Jetstar New Zealand and become qualified as First Officers on Bombardier Dash 8 aircraft flying for Jetstar New Zealand. There could also be opportunities for employment with QantasLink, Australia.

Recruitment for the second cohort (QFPP2) will be conducted at Massey University, Palmerston North, later in 2018.

Such professional alliances reflect the international reputation for high-quality flight training offered by the School of Aviation to students wanting to train as professional pilots. Global demand has never been higher for well-trained pilots - and flight instructors - as evidenced by ongoing enquiries from prospective employers received by the School of Aviation for its graduates.

Air Traffic Control

In addition to the demand for pilots, the same can be seen in the Air Traffic Services sector. Airways NZ and Massey University School of Aviation have a long-standing collaboration for those students wishing to train as Air Traffic Controllers. Students selected for ATC training - but who may be still be under the age of 20 (the required minimum age for ATC training), may enrol in the Bachelor of Aviation Management and complete all the required academic courses in the first two years of this programme. They then proceed to complete the Air Traffic Control Programme with Airways NZ in their third year. Successful completion of both components will be recognised for meeting the regulations to be awarded the Bachelor of Aviation Management qualification.

School of Aviation Open Day

Representatives from Jetstar NZ and Airways NZ will attend the annual Massey University School of Aviation Open Day on Saturday 15 September. For more information contact the school on 0800 Massey - extension 84210, or visit www.massey.ac.nz/aviation

MASSEY UNIVERSITY'S

AVIATION INDUSTRY ALLIANCES OPEN DOORS

AVIATION INDUSTRY ALLIANCES

- Air NZ
- Qantas Link/Jetstar
- Airways NZ

The aviation industry awaits Massey's aviation graduates

- Bachelor of Aviation
- Bachelor of Aviation Management
- Master of Aviation

Find out more;
AVIATION OPEN DAY
15 SEPTEMBER 2018

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





Unfinished Business

Graeme flashing past a Reno pylon in 2017 during the Gold Final.

Regular KiwiFlyer readers will recall our 2017 articles covering the first ever New Zealand competitor at the Reno Air Races, Graeme Frew and the Full Noise Team. After such a successful debut, how could they not return... Graeme explains the build up for this year's event:

Team Full Noise is excited to announce that we will return to the World's Fastest Motorsport. Yes race fans we are going to the 55th National Championship Air Races in Reno this September. Plans are

well advanced to have the Yak 3 packed securely in a shipping container by the end of July.

Sponsor Jay McIntyre and his team at JEM Aviation have been tirelessly improving oil, electrical and cooling systems to aid our obsession for more speed. Sponsor V Events Management has been working hard to get the word out to one and all and to garner financial support for our tilt at another Gold final. Without these two generous companies on board there is no way we could return.

Flight testing has been encouraging and it is a great thrill to operate Full Noise

with the Throttle WFO. It is looking likely that we will be racing the stock engine as it is remarkable how quickly Reno 18 seems to have come around. That being said we never ran an entire race at full noise last year so we are convinced we have some surprises in store for a couple of other race planes. In short, we have unfinished business.

The intrigue around the starting line is palpable. Will Strega and Rare Bear make good on their promise to stay on the ground? Has Voodoo actually retired? Will the racing suffer if they don't show? Personally I think it'll be very exciting having five or six aircraft capable of winning, going hard at it around the poles.

We are very aware that the second year of anything can often be a leveller; there are no guarantees in racing and even less when that involves hurtling around pylons 20 metres off the deck at 600 km/hr. That being said we feel we have a real chance of making the 'Big Dance', a Gold Unlimited final.

We want to have as many Kiwis as possible along for the ride. Follow us on our Fighter Flights Facebook page or Instagram Fullnoise35. If you want to help us race then consider buying a team T-shirt or joining our closed Facebook group Friends of Full Noise. For a one off fee of \$100 you will get the inside oil on what we are doing to go faster at Reno. And what better way to support us than to book a ride in Full Noise: Your very own adrenaline rush starting at \$2000. Surely a case of win/win.

If you think you'd like to help sponsor us at a higher level we have just announced an exciting opportunity. Please see our advert for details and help us proudly represent New Zealand.

Graeme Frew 

Leadership of Good Safety Decisions Deriving the benefits of implementing SMS

By the time those at the helm of certificated aviation organisations are reading this, their Safety Management System Implementation Plans will most likely have been submitted (if not, better hurry...). Many certificated organisations will already be operating under the SMS regime. Those that are up and running will realise that good SMS leadership requires an ongoing process of enquiry, discovery, and improvement. Aaron Neighbours is the GM of Intesafety and in the following, he offers some insights into successful SMS – as well as a few useful self-checks to help consideration of whether SMS is currently delivering you the potential value that it promises.

Whether you're already up and running with SMS, or have an implementation plan ready but are yet to implement it, challenge yourself and ask in your business:

- Do we fully understand as a business what our principle safety risks are?
- Are we managing our safety risks as low as reasonably practicable?
- Is our SMS effective in managing our risks?
- As a leader – how am I contributing to the success of the SMS operating effectively?

A good SMS will be a structured and systematic approach for managing safety risks and will introduce good practice processes such as risk management, change management, detailed event analysis, safety and quality assurance, planning, accountabilities, policy and procedures etc. These are all great practices that can significantly benefit a business. Implementing and successfully leading SMS should deliver on all of them.

I'm fortunate in the role I have as a safety consultant; I work with many different types of organisations each presenting different risk profiles. Regardless of industry, a common theme is that good leaders positively influence good safety outcomes. To achieve this, they need to understand what safety means throughout their organisation, and understand how they can execute and continuously improve these outcomes.

In many years of working within the aviation industry, I have experienced how aviation operations - by their very nature - are technically complex, vulnerable to constant change, and of course present a potentially catastrophic event if things go wrong. Successfully meeting objectives and delivering safe outcomes depends largely on the skills and behaviours of the people on the front line.

However, safety leadership doesn't come easy. I have seen many cases of leaders who believe they do more than they need to and that either their SMS is world class, or they don't need one! Unfortunately, these believers haven't been exposed to what good practice looks like, or the benefits of it, and don't realise the enormous change that is required.

Consider these observations and test your organisation with a few quick self-checks:

- You need good safety leaders and lots of them. I don't just mean Safety Managers or consultants. I refer to Directors, CEOs,



Aaron Neighbours

GMs, Pilots, LAMEs, ramp staff, etc. Safety is a non-negotiable part of all these jobs and a particular responsibility of anyone in a position of influence. We all want safety conscious behaviours to be the norm resulting in "safety is the way we do business around here."

Self-check: Is this the case now and how can you be certain?

- You need a good SMS. A standardised method of work provides a baseline to deliver training, and to measure against. SMS will drive preventative safety measures that high-risk businesses must have. Good SMS implementations drive positive safety culture.

Self-check: Is your SMS operating effectively and how can you demonstrate this?

- Centralised safety data. Safety data is evidence of a SMS process occurring. Whether it be a lead or lag performance element of your SMS, you need a method of ensuring your SMS functions occur. This needs oversight to ensure important trends or hot spots are detected and acted on for everyone's benefit.

Self-check: Do you believe you are receiving all data relating to SMS functions and does it enable effective oversight?

Aviation is an industry I thoroughly enjoy; the commitment by workers to constantly deliver safety is nearly always a core value, something other industries need to learn from.

Things do break down however and the most common cause of incidents in any workplace is Human Error. We thus need to ensure our systems are error tolerant and that we have good detection systems in place. A good SMS will do this and form the pathway for exercising the due diligence obligations of any aviation business. For some businesses this may mean a step change in maturity is required, but life is a journey and so is your SMS.

If you would like a complimentary consultation, support to carry out your SMS implementation plan, or to get the best possible value out of the SMS system you're already operating with, then please contact myself, Aaron Neighbours, GM, Intesafety by email: aaron@intesafety.co.nz or look us up at

www.intesafety.co.nz

50 years to the day

Celebrating a first solo in Harvard 96 fifty years later

Graham Bethell's P-51D Mustang is a familiar sight to all New Zealand airshow visitors and also those near Ardmore where it is domiciled in the NZ Warbirds complex. Less familiar to readers perhaps, is Graham himself, who recently celebrated the 50 year anniversary of his first solo – in a very appropriate way. Here's the story of that event, followed by another interesting commentary from Gavin Conroy who credits an opportunity some 13 years ago to photograph Graham's Mustang as one of the catalysts that got him started in aviation photography. Later in this issue, Frank Parker relates his experience of flying Graham's Mustang which is currently online with NZ Warbirds at Ardmore for adventure flights.

On the 2nd of May 1968, Graham Bethell flew his first solo from RNZAF Base Wigram, Christchurch. The aircraft he flew that day was Harvard 1096. It's fair to say the Harvard was quite a handful for an 18 year old cadet pilot with no previous flying experience.

On the 2nd of May 2018 (exactly 50 years to the day later) Graham flew a circuit in the very same aircraft, Harvard 96. Has this ever been done before?

After his first solo (an event he says you never forget), Graham

completed his training on Harvards and twin-engined DH Devon aircraft, gaining his Pilots Wings in December 1968. Posted to Ohakea he flew jet aircraft in the strike role, Vampires and the (then new) A4 Skyhawks. After leaving the Air Force he joined Air NZ as a First Officer on DC8 and later the DC10 aircraft.

In 1979 Graham departed New Zealand for Hong Kong where he flew for Cathay Pacific for the next 20 years, initially on Boeing 707 aircraft, then B747s, later as a Training Captain.

Upon his return to NZ and a year away from the airlines, he was invited to join the fledgling Freedom Air as a B737 Training Captain.

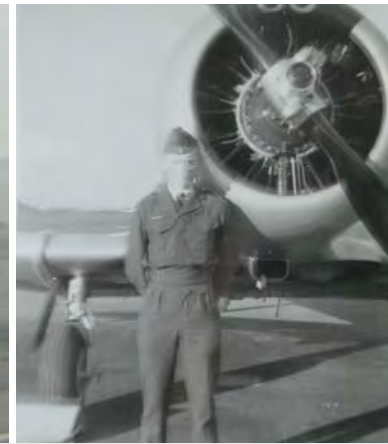
These days Graham is probably best known as an airshow display pilot in his P51D Mustang and he has also flown numerous aircraft types, including such warbirds as the Catalina, MiG 15 and Hawker Hunter.

He now lives on a farm near Christchurch with his patient and long-suffering (his words) wife Karyn, who he met in the 1970s when they both flew for Air NZ. Naturally the farm has an airfield, with a Glasair 3 in the hangar next to their house.

Graham gives thanks to Martin Burdan for lending his beautiful Harvard 96 to make his historic flight possible.



Graham Bethell on the 2nd day of May 1968 after his first solo in Harvard 96.



Fifty years to the day later, Graham flew a few circuits in the very same aircraft.

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

RIDGEAIRE
FLIGHT TRAINING

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

avplan efb

plan smarter, fly sooner

- Complete flight planning & moving-map navigation
- NZ Area Forecasts, plain-English TAFs & METARs
- IFIS flight plan filing, MetFlight & MetJet connected
- For all NZ pilots, at all levels
- Thirty day free trial

www.avplan-efb.com • 09 950 8801

Available on Google play and App Store

Avcraft ENGINEERING

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.

Avcraft Engineering NZ Ltd.
Feilding Aerodrome
06 212 0920
mat@avcraft.co.nz

www.avcraft.co.nz





Gavin Conroy image

Image 3: One of Gavin's first air to air photos, the occasion being of a friend's ride in Graham Bethell's P-51D Mustang at Omapa.

Gavin Conroy reflects on the ride that started him off on the path of professional aviation photography – and on the decade plus Mustang relationship since.

A short while prior to his 50th anniversary solo flight in Harvard 96, Graham Bethell called me to see if I could make it there on the day for the obligatory photographic record. Unfortunately, work commitments prevented me from doing so. Our discussion however, got me thinking back to when I first met Graham and on to other experiences we have had since. It seemed a great

opportunity to assemble a collection of the resulting images and share a few memories of Graham and his Mustang since the time I first properly met him.

I had said hi to Graham at air shows before 2005 but it wasn't until after Classic Fighters 2005 when I was first able to fly with him. That's when our relationship really started and I am still amazed at some of what we have done. I wasn't taking photos before 2005 and a lot has happened since.

Following are fourteen flying occasions spanning fourteen years. As time has gone on we regularly see new aircraft fly at air shows and are so spoilt that some may overlook the Mustang due to the

"After that experience I was hooked on air to air photography and have Graham to thank for giving me a go with his very precious aeroplane."

excitement of seeing new types. However the Mustang remains well worthy of our enduring attention! Long may we continue to be the beneficiaries of Graham's ownership of the aircraft and the great displays he flies.

Images 1 & 2: Rides in 2005

At the time I thought that Mustang ride will be the only time I would ever get to fly in such an aeroplane and it really was something special. I knew of a photographer by the name of Andrew Millard so I organised for him to photograph this occasion air to air from a Nanchang which Graham agreed to. The take-off was amazing; the sound of a Merlin V12 at 3000 rpm sounds so much different inside rather than out and in double quick time we were in the air and gaining on the Nanchang. After three or four minutes of having our photograph taken I called enough as I was there to experience the legend and not stooge around at 140 knots - so off we went with loops, rolls and a nice bit of low level flying. All too soon we were back on the ground. Graham signed a photo for me and following a chat and hand shake we said our farewells. I thought that would be the last time I would get up close to the Mustang. Life proved otherwise.

Image 3: May 2006 at Omapa

I started taking air to air photos in 2006. Graham was back at Omapa in May 2006 and a friend of mine, Mark O'Sullivan was keen for a fly. Graham agreed to take him up and Mark asked if I could take a few air to air photos of the occasion. I was still pretty new to photography and due to pilot availability there were no Nanchangs around so we arranged for Ray Patchett to fly his Cessna 180 as camera plane. We knew it was too slow for the job, so planned for Graham to make a couple of close passes as slow as he could - and I would try and take a photo out of the small side window. I messed the first attempt up badly but when Graham came around a second time we got the image. It was one of just six that I took but it worked, and the Mustang looked and sounded stunning!



Image 1: Gavin's 2005 Mustang ride.



Image 2: Andrew Millard recorded the occasion from a Nanchang.



**WARBIRDS
OVER
WANAKA**

COMMUNITY TRUST


**2018 WARBIRDS
FLYING SCHOLARSHIPS**



Open 2nd July, closing 31st August 2018
For information and application form please see
www.warbirdsoverwanaka.com



**Aerofix
FIORDLAND**



**Maintenance for Helicopters
and Fixed Wing Aircraft**


Paul: 0275394786
paul@aerofixfiordland.co.nz

Debbie: 0276022789
debbie@aerofixfiordland.co.nz

Located at Te Anau Airport, Manapouri

**Maintenance for
amateur built aircraft, helicopters and autogyros.**

Rotax servicing and repairs.



**CENTRAL AERO
ENGINEERING
KEEPING YOU FLYING**

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



Image 4: The photo flight that set Gavin on the path of pro air to air photography.

Image 4: December 2006 at Omake

Later in 2006 Graham was back at Omake for Christmas Wings. I had flown with around 30 subject aircraft by then and was ready to try it on with a fighter. Jay McIntyre would fly me in the Nanchang and I just had to muster up the courage to ask Graham. He asked me about my plan, and other safety orientated questions. Then he said, "okay let's do that during a flight in the morning". I had a restless night's sleep and the next day we flew the mission. Graham tucked in close for a few minutes before breaking away and continuing his flight. After that experience I was hooked on air to air photography and have Graham to thank for giving me a go with his very precious aeroplane.



Image 5: From the back of a Hercules at Warbirds Over Wanaka 2008.

Image 5: Wanaka 2008

We met up again in 2008 at Wanaka during a photo flight courtesy of RNZAF Hercules. Graham joined and put his aircraft in all the right places to show off the Mustang's beautiful lines.

Image 6: Wigram 2009

In February 2009 we flew one of our more significant flights. I had two aims. One was to fly with the Mustang one more time from Wigram before aircraft operations ceased as Graham used to hangar it there. Secondly it was the last airshow at Wigram with the RNZAF bringing their Historic Flight Harvard. I was keen to pair up these two historic North American designs over the birthplace of military flying in NZ. Jay McIntyre and I flew a Nanchang down from Omake and had to stop at Loburn due to average flying conditions in Christchurch but fortunately it cleared, and we were able to conduct the flight.



Images 7 & 8: Classic Fighters 2011 at Omake.

Images 7 - 9: Omake 2011

At Classic Fighters 2011 we put the Spitfire Tr.9, P-40E Kittyhawk, and P-51D Mustang 15 up for a photo flight using a Sounds Air Caravan so we could take a load of media people along. Graham helped with the planning for this. The weather chased us away from the site we wanted to fly but we ended up with a few nice photos of the three-ship.

Another memorable photo (#9) was when I bumped the camera whilst standing on a tower and wound the shutter speed right back by mistake. The result was a low pass with a huge amount of blur in the background and a bit of steam off the wings. It's a nice photo but I cannot say it was planned! Sometimes you do just get lucky.



Image 6: A historic day, when aircraft operations at Wigram ceased.



Image 9: Only Gavin Conroy would accidentally bump the camera and end up with a shot like this. Sometimes luck does play a part.

**Pattershall Oil is now the
Authorised Aeroshell Distributor
for New Zealand**



Pattershall Oil
SPECIALISING IN AVIATION LUBRICANTS & PARTS

Order online at www.pattershall.co.nz

Contact us: 0800 722 362 or admin@pattershall.co.nz

Shell Aviation

**AUTHORISED AEROSHELL
DISTRIBUTOR CERTIFICATE**

No. 20170824

This is to certify

PATTERSHALL OIL

as authorised distributor of Shell Aviation,
AeroShell Lubricants and specialities for

NEW ZEALAND

Certificate valid until 31 December 2018

Kelvin See

Kelvin See
Regional Sales Manager –
Asia Pacific, Shell Aviation



(Business Reg No. 52871244) A Business owned by Shell Eastern Petroleum (Pvt) Ltd



Image 10: The 'other side' of Warbirds Over Wanaka 2012.



Image 11: An appreciative Wanaka crowd as Graham taxis in from his display.

Images 10 & 11: Wanaka 2012

At the last few Warbirds Over Wanaka shows I have been able to take photos from the other side of the airfield where you do get to see things differently. The first shot shows the beautiful Mustang roaring into the air for another memorable display. The second one shows the reaction from the crowd. Graham's displays are complex and require a lot of skill and concentration to fly well.



Image 12: When planning, coordination and piloting come together perfectly.



Image 13: Dave Brown, Keith Skilling, Liz Needham, Graham Bethell, Rob Silich.

Images 12 & 13: Ardmore 2012

We all remember that six-month period when we had Mosquito KA114 performing displays in New Zealand. I thought it would be nice to fly the Mossie with some other fighters and had pilots and owners willing to take part. It was great to have all the aircraft wearing roundels. We arranged for them to join us after the display in a formation led by Keith Skilling. The plan was to fly orbits for no more than ten minutes to try and get a good 'stack'. Due to timing and traffic at Ardmore we had four minutes but still nailed it. Pilots are all seen in the photo: from left Dave Brown (Spitfire), Keith Skilling (KA114), Liz Needham (Kittyhawk), Graham Bethell (Mustang), and Rob Silich who flew the T-28 as camera plan. Hats off to these people; what we expected was far from easy, but we got the shot!

OceaniaAviation

2010 BELL 429

SHE COULD BE YOURS

Luxury Lifestyle | Fantastic Performance
Modern Cockpit | VIP Leather Interior

Stephen Green
stephen.green@oal.nz | +64 21 280 3951

www.oceania-aviation.com



Gavin Conroy image

Image 14: Stunning Wings Over Wairarapa flypast of Mosquito, Kittyhawks, Spitfires, Mustang and Corsair.

Images 14 & 15: Masterton 2013

This is one of the more impressive formations we have seen in New Zealand. KA114 leads a large formation at Wings Over Wairarapa 2013. Graham was in the thick of it. Just magic to watch and Graham's (and everyone's) elation at the end of the flight was obvious!

Helicopter Maintenance

Robinson Service Centre
R22 – R44 – R66

Single engine helicopter
routine inspections

CAA Part 145 approved

Component Overhaul

Central North Island
Location at Taupo

Established maintenance
provider since 1980

(07) 378 8688
rotorandwing@xtra.co.nz
1175 Anzac Memorial Drive, Taupo Airport

rotor & wing
www.rotorandwing.co.nz

Safety

Performance

Reliability

Tail Wheel Ratings
Aerobatic Ratings
PPL - CPL - BFRs



Friendly atmosphere
Regular club activities
Competitive Rates



Very experienced B-Cat MEIR
Commercial Pilot-Instructor

Wanganui Aero Club

06 345 0914

WanganuiAeroClub.co.nz
or look us up on Facebook

Image 16: Omake 2013

This photo shows part of the WWII fighter and bomber line up at Classic Fighters 2013. Graham allowed organisers to put temporary markings on the Mustang to coincide with the Airshow theme. At that show 15 was known as 'Elly May'.

Image 17: Napier 2014

The photo included here was a pure fluke! I was in a RNZAF Iroquois at Art Deco 2014 and three WWII fighters made a mock attack on a Navy ship. It was most impressive to watch as you can see here by one of Graham's runs!

Image 18: Wanaka 2014

There is no question that Graham's Mustang displays are a highlight at every show where he performs. Here he is fast and low opening Warbirds Over Wanaka 2014.

Image 19: Wanaka 2016

Wind the clock forward to Warbirds Over Wanaka 2016 and Graham is back turning the world upside down.

Image 20: Wanaka 2018

This photo was taken at Warbirds Over Wanaka 2018. Graham and I had planned our first formal photo flight since 2012 but things conspired against us. At our first attempt Graham had a small technical issue which meant he could not fly. On the second attempt the camera plane had a technical issue in flight before we joined up so again it did not happen. But that is the nature of the beast and there is always another day. Meanwhile, thanks for so many great memories Graham!

Gavin Conroy



Image 16: WWII fighters lined up at Classic Fighters 2013.



Image 18: Opening the show at Warbirds Over Wanaka 2014.



Image 19: Back at Wanaka in 2016.



Image 20: And once again at Wanaka for the 30th Anniversary 2018 Air Show.



Gavin Conroy image

Image 17: Running a mock attack on a Navy ship off the coast of Napier during Art Deco 2014. Gavin took the photograph from a RNZAF Iroquois.

Gyrate NZ
2017 Limited

www.gyrate.nz

this can be you

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

SOUTHERN WINGS

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

Bases in Auckland and Invercargill

Southern Wings - recognised by one of the world's best airlines

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

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

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: nic@planetorque.co.nz



P-51D Mustang

The Pony

With something of a Mustang focus to this issue of KiwiFlyer, it seemed opportune to ask regular KiwiFlyer Warbirds Contributor Frank Parker to write a few words about flying one. And who better (in fact is there anyone else?) to include some comparisons to the Kittyhawk, Spitfire, and Yak 3. Hands up everyone who would like to have a logbook as interesting as Frank has.

A couple of years back I had the opportunity to complete a P-51 Mustang rating with Graham Bethell in his well-known 'mount' ZK-TAF; an opportunity taken in half a heartbeat.

My WWII Heavy Metal experience had included the P-40 Kittyhawk, one of my favourite aircraft; the Spitfire, what can one say; and Yak 3, also a favourite best described as a 'scooter', small nimble and a goer.

It was going to be interesting to see how the Mustang compared to this line-up, each with its own personality.

I've always considered the P-40, a pre WWII design as a 'big Harvard' for its cockpit ergonomics (or lack of) and handling. While maligned in Europe this sturdy aircraft saw active service throughout most theatres of the war and along with the Grumman Wildcat 'blunted' the Japanese attack in the Pacific.

By contrast the Spitfire (which as a kid I was led to believe was the aircraft - with Douglas Bader - that beat the Nazis), is the

epitome of everything English. The Mk.9 which I often have the pleasure of flying exceeds the P-40 on most counts, except control harmony and roll rate. The Spit is indeed a thoroughbred albeit with the idiosyncrasies of the 'Motherland'.

The Yak 3, a mid-war Soviet design is 'different' to the others. The cockpit is spartan, almost agricultural but nonetheless functional. It is a small aircraft, 2/3 the weight of the P-40 or Spitfire. Its handling is superb; light on the controls, good rate of roll, lovely balance - trim and forget - and it's a performer with as much 'zip' as the Mk.XIV Spitfire - and that's a lot of Zip!

I have also flown the FlugWerk FW 190 which with its big radial up front is so different that it hardly compares.

So how was the Mustang going to rate with this line-up? It is obviously a design generation ahead of the others. Conceived in 1940 to a British requirement, the design although conventional had two major innovations; a laminar flow wing section which gave low drag at high speed and a unique radiator and oil cooler design which reduced 'cooling drag' significantly.

As with most aircraft it went through a genesis of development and the P-51 D became the most produced with over 8200 built.

At first look the Mustang is a sleek aircraft. It has minimal cross section, unlike the P-40 and Spitfire no big cooling air scoops on the fuselage or wings -and it looks 'fast' standing on the tarmac.

To the cockpit: While this aircraft was modified post-war with

modern (well 1960s) radios and instruments, the basics are true to type. The main and ancillary controls have been designed into the cockpit. The right switch or control is in the right place. You don't have to 'change hands' at low level (Spitfire) to raise the gear, nor work the cooler shutters (P-40) to control temperatures. All this leads to a simple checklist flow; generally left to right - and Harvard like, i.e. easy.

Starting is straight forward - as much it can be for one of these engines - and the Merlin settles to a smooth idle. This aircraft has short exhaust stacks so there is more of a 'note' than the Spitfire or P-40. After start is also straight forward; warm up, check systems, radio, taxi. The aircraft has a steerable lockable tail wheel and effective hydraulic toe brakes. Again, Harvard like - and easy!

To the run-up: Once again it's fairly standard. However as noted above, there are short exhaust stacks, and they create a heart throbbing crackle! Run up complete, DVAs and ready for action.

The take-off is standard for the category of aircraft: Line up, tail wheel locked and feed on the power - carefully, 30" initially to get rolling and as you get the 'feel' all the way to take-off power, 60 knots 'tail up', 100 knots take-off. We use a little more power than the Spitfire with the same engine, 50-55" MAP (compared with 6-8 lbs [42-46"]), however we have a heavier aircraft so take-off is similar.

Once airborne, brakes, gear up - with a simple selection of the single control lever, climb power (2700 RPM, 46" MAP) and you're on your way!

Overhead the field, an orbit to ensure all is as it should be (T's & P's stable) and off to the training area for some air work. As noted we use higher powers for most phases of flight than for the Spitfire so performance is better. For example a cruise speed of 230 knots verses 180 for the Spit. This speed is not all power; with a cleaner airframe the aircraft wants to go.

The controls are comfortable - not too light, or heavy, nicely harmonised and responsive. A few lazy wingovers to get the feel then an aileron roll - nice. Not as quick as the P-40 but nice! Next a barrel roll; entry 270 knots, plenty of energy, then a loop; also 270 knots, a good bit of 'G' in the pull up and over the top - nice, again!

All too soon it's back to the field. An overhead re-join is standard practice, both to fit in with slower traffic and also to reign in the aircraft. You can take the first selection of flap (flaps 10 - it's actually manoeuvre flap - limit 350 knots) around 200 knots to slow down for the downwind, then gear at 140 knots, flaps 20 and you're on base.

Minimum speed around base is 120 knots, flap as required to 30, then straight in, full flap and over the fence at 100 knots.

We land on the seal with a tail low wheeler then it's 'keep straight - keep straight - keep straight'. Despite the wide track undercarriage, the Mustang is surprisingly lively on the roll-out, again just like the Harvard so it's full attention until the tail is down and you're back to taxi speed. The Mustang benefit is having nice toe brakes, unlike the Spitfire which is change hands - pneumatic hand brake lever controlled with rudders!

Taxi to dispersal, standard shut down, smile.

There's a reason why this aircraft is referred to as 'The Cadillac of the Sky'. It is nice in all respects which is probably the reason Mustang pilots have that little swagger, and that knowing smile!

Frankly@xtra.co.nz



Graham Bethell (L) with freshly checked out Mustang pilots Liz Needham and Frank Parker in December 2015. As well as enjoying the flight (of course), Liz looks happiest because she was first.

HoodInsuranceBrokers

Public Liability Insurance

Business Protection Insurance

General Insurance



Offering the best possible solutions to protect you business and yourself.

09 489 9650 val@hoodbrokers.com www.hoodinsurance.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



Produzione e Design Italiano
Visit us at Parakai or online
www.magnigyro.co.nz

Magni Gyro Italy now celebrating 1000 gyros produced !





Leadership Conference
Nelson · 30th - 31st July 2018

Welcome Message

Welcome to everyone attending this year's Aviation Conference in Nelson.

We are bringing the Conference to the South Island for the first time since 2015. We have again kept the Conference to two days for most companies but are providing workshops and training days on the Sunday and Wednesday.

Themed 'The Big Challenges Facing Aviation', we're approaching this in three ways: regulation, future staff and the integration of manned/unmanned flight. We are supplementing this with some extremely good technical workshops to help you improve the way you operate.

Speakers include: Politicians (Minister Twyford and Jami-Lee Ross), multi-nationals (Airbus and Boeing), NZ agencies (CAA, Airways, Worksafe, EPA, RNZAF), several NZ companies, and some members who know what it is like working in small businesses. The exhibitors' area is full with companies from Australia, Canada, the United States and New Zealand. There are several first time exhibitors from Australia and Canada.

We'll be recognising some of our best and brightest at the Awards Dinner on Tuesday and offering visits to companies at Nelson Airport (the Bell 505 will be present) on the Wednesday.

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

If you have questions or need help, just ask us: Andrew Nicholson (027 280 2008) or myself (027 600 9156). We look forward to catching up with you.

John Nicholson, Chief Executive, Aviation NZ.

Why Attend?

Get Insights

into what the future holds and its implications for your business.

Understand

how you can be more effective in your business.

Learn

from industry experts who share practical knowledge.

Connect

with people who can help improve the way you do business.

Meet

new business prospects.

Share

experiences with business people from New Zealand, Australia, Canada, and the United States.

GALA DINNER

The aviation industry will recognise its best and brightest at a Gala Dinner on Tuesday evening. This black tie event (medals should be worn) will be held at the Trafalgar Centre. CAA and Aviation NZ will make awards for outstanding performance. The Gala Dinner is free with full conference registration.

REGISTRATION

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


Making the aviation community a safer place in 2018.

With new investments and development in our core services — this year is about making the aviation community a safer place to live and operate in.

 Economical flat-rate data plans with no capital outlay

spidertracks
time to save lives

 Dedicated New Zealand and HBT Australia Territory Manager

 3x Increase in headcount to development team

Visit us at the **Aviation NZ Conference** in Nelson for new features & releases, and free product training.

Experience
Expertise
Trustworthiness
Integrity
Innovation
Communication

redfort
Aviation Logistics

Our clients enjoy a business relationship with us based on trust and integrity

Redfort identify your specific needs and provide the best freight logistics solution to ensure you achieve the most positive end result - including financial

- International & Domestic Air & Sea Logistics
- Land, Sea & Air Transport
- Special Requirement / Complex Logistics
- On-site Project Management
- Specialist Aviation Freight Services
- Logistic & System Consultancy
- Couriers
- Customs Brokerage / Logistics Insurance
- Global Warehouse Sourcing & Management

As a client of Redfort you will see how we have earned our reputation of excellence - providing complete worldwide logistical solutions tailored specifically to you

Book your next air or sea freight shipment with us by the end of August 2018 and receive a free Bunnings voucher to the value of \$100
(T&C apply)

Come and see Michelle at the Aviation NZ Conference for details

www.redfortgroup.com

Leadership Conference

Keynote Speakers

Graeme Harris Director, CAA

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

Marilyn Andre Senior Manager, Boeing Flight Services

Ms. Marilyn Andre is the Senior Manager Campus Operations of Boeing Flight Services Australia (BFS). BFS is a strategically located network of campuses providing training and support services to customers on a global scale.

Marilyn is responsible for leading the overall campus' performance to provide flight-crew and maintenance training services to aircraft operators in the region.

Nicole Rosie Chief Executive, Worksafe NZ

Nicole is an experienced executive who joined WorkSafe in December 2016 from Fonterra where she was leading a major shareholder value project. She has led health and safety, and major change programmes; she has worked in ACC and injury management, forestry, transport infrastructure and energy; and has managed relationships with industry in her transport and energy roles, and at Fonterra where she was also acting General Manager for Risk.

Graeme Sumner Chief Executive Officer, Airways

Graeme joined Airways as CEO in October 2017 bringing 27 years' experience from the energy, transport, telecommunications, mining services and medical technology industries.

Prior to this he led ASX listed organisations in services and manufacturing environments focussed on technology innovation and development. His roles included the Managing Director of Service Stream, based in Melbourne, as well as the CEO of Transfield Services New Zealand and Siemens New Zealand. Graeme retains his role of Chairman of NCI Packaging, a major trans-Tasman provider of packaging solutions.

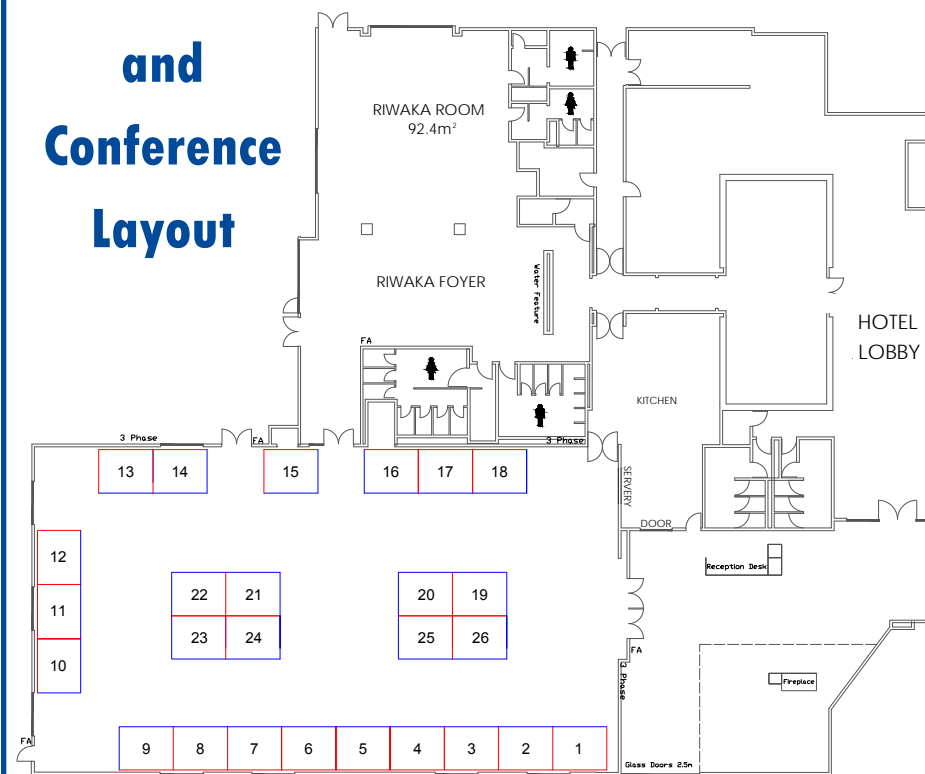
Graeme is recognised for his commercial experience and extensive expertise in leadership, technology, and change management.

Georgina Steadman-Adams Safety Manager, Helicopters, Airwork Holdings

Georgina has twelve years' experience in aviation, nine in Safety and Quality Assurance positions. Her employment history includes Air New Zealand and current employer Airwork Holdings Limited. Georgina holds a Diploma in Occupational Health and Safety, SMS Certificate, Aviation Incident Investigations Certificate and Internal Audit Certificate.

Georgina has successfully implemented SMS in the following organisations: Airwork Fixed Wing Limited, (Part 121/Part 125 Flight Operations and Part 145 Maintenance Organisation) and Airwork NZ Limited (Helicopter Part 145 Maintenance Organisation, Part 146 Design Organisation and Part 148 Manufacturing Organisation). A third SMS implementation is scheduled in September 2018 for Helilink Limited (Part 135 Helicopter Operations).

Trades Hall and Conference Layout



KiwiFlyer

**Put your business in front
of the entire New Zealand
Aviation Community**

KiwiFlyer is posted free of
charge to all aircraft operators
and aviation businesses in New
Zealand, plus downloadable,
plus sold on retail shelves and
by subscription.

**Find out more
from Michael
during Conference**

021 667866
michael@kiwiflyer.co.nz

Trade Exhibitor Directory

	Booth		Booth
Aerial Toolbox	15	Flightcell	19 / 20
Aeroparts Australia	1	Hawker Pacific	17 / 18
Aerosafe Risk Management	24	KiwiFlyer	L
Aerospace Maritime Defence and Security Foundation of Australia	9	Oceania Aviation	13 / 14
Airwork (NZ)	22 / 23	Pacific Turbine	21
Air Tractor	4	Petroleum Logistics	10
Aviation Safety Supplies	11	PolyWest	26
Boeing Global Services and Aviall	2 / 3	Pratt & Whitney Canada	7
CAA	8	Spidertracks	16
Eye in the Sky	12	TracMap	5 / 6
		TracPlus Global	25

(Current at time of print)

AEROSAFE
RISK MANAGEMENT

IRIS™
RECORD, REPORT, REVIEW.

Your online integrated risk and safety management information system... Keep it simple and stored on one platform!

For information on IRIS™ visit us at the Aviation New Zealand Conference.

For your free IRIS™ demonstration...

BOOTH #24

www.aerosafe.com.au

**FLY ABOVE
THE REST**

with

PETROLEUM LOGISTICS

AeroShell

**PETROLEUM LOGISTICS -
YOUR NEW ZEALAND AUTHORISED
AEROSHELL DISTRIBUTOR**

Be it aircraft piston engine oils, turbine engine oils, greases or hydraulic fluids, AeroShell has one of the most comprehensive and proven range of aviation lubricant products.

As the longest selling AeroShell aviation lubricant agent in NZ, Petroleum Logistics offer the most experienced team covering all of New Zealand, from Bluff to Kaitiaki.

**Come see the AeroShell
and Petroleum Logistics
team on Stand 10.**

GO fuel

0800 42 83 83
www.gofuel.co.nz

PETROLEUM LOGISTICS

Safety At Every Turn

AT-402B



AT-504



See us at Booth 4 during the
Aviation NZ Conference
Rutherford Hotel, Nelson
30th and 31st July



+61 437 394 272

www.fieldair.com.au

What's happening at Conference

Conference Structure

The theme of Major Challenges Facing Aviation: Regulation, Staff and the Integration of manned and unmanned flight - runs through the plenary (mornings of 30-31 July) as well as through the NZAAA, NZHA, Supply Services & Engineering, Training and Development and UAVNZ Conferences (afternoons of 30-31 July).

This year, we also have a very good range of practical workshops and training programmes.

Breaks during the conference will be held in the trades hall which this year features a number of exhibitors from New Zealand, Australia and Canada.

Specialised training will be available on Sunday and Wednesday when visits to some aviation sites at the airport will also be offered.

For more information as the conference approaches including new programme details, see www.aia.org.nz

Crew Resource Management Course

This course will be delivered by John Fogden from 09:00 to 15:00 on the 1st of August after the conference.

It is a requirement to win contracts for Transpower, NASO, Fire and Emergency NZ, Australian Fire and Emergency etc. John is the only person delivering the course in New Zealand

The course is 50% on wire avoidance and 50% on single pilot cockpit resource management and decision making. Participants receive a logbook sticker at the end of the course.

The course costs \$440 inc GST if you've been to the conference, or \$440 +GST if you are just coming to this workshop.

Educhem chemical rating update course

This will take place on Sunday 29 July before the conference. Bookings should be made directly with Educhem on 09 238 8090.

Highlights at Conference

There will be many, including: the number of interactive discussions, the constructive and practical advice being provided by a number of speakers and insights into global developments being provided by Airbus and Boeing.

We look forward to seeing you there.



AERIAL TOOLBOX

Saves Time and Time is Money

Find out more from our stand at the Aviation NZ Conference. We look forward to meeting you there.

Beautiful in its Simplicity

- ✦ Flight Data Recorder, Reporter, Cloud Based
- ✦ iPad is the pilot's "mobile" Aerial Toolbox
- ✦ Clever, Simple, Accurate & Productive for: Pilots, Customers, Administrators, Management, Regulators.
- ✦ Sign Flight declarations on iPad in the field
- ✦ Generates & Exports Invoices
- ✦ Risk Management, SMS
- ✦ Reporting: Productivity, Aircraft Flights, Pilot Flight & Duty
- ✦ Aircraft Maintenance Module. See at a glance Aircraft inspections due, Maintenance required
- ✦ Weight & Balance

Anywhere, Anytime - No need to be On-line



Aerialtoolbox.com
sales@aerialtoolbox.com

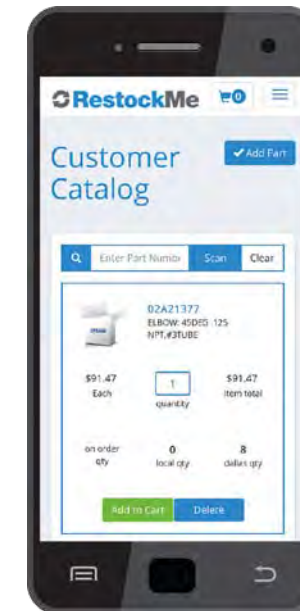
Aviall RestockMe

Inventory Replenishment as an App.

Aviall have released a free application that allows customers to efficiently place orders using their mobile device. Operating on smart phones, tablets or personal computers, the system which is named RestockMe, provides access to Aviall's entire product portfolio of more than two million listed catalogue items, while still providing all necessary documentation and traceability records.

RestockMe has been optimised for managing and replenishing fast-moving inventory items, and enables placement of an order in as little as ten seconds. Customers who have beta tested the new system have reported up to 40% increases in their ordering efficiency.

The system offers numerous benefits to any organisation managing an inventory of aviation parts, especially for control of fast turn, lower value 'consumable' items which will often not be managed by ERP systems. RestockMe helps to increase control of



non-managed inventory thus potentially also saving storage space and improving cash flow.

The system is downloadable as an app from the Apple and Google stores, and can be set up on all common devices in minutes. Users simply need a current aviall.com account and password.

Once logged in to their Aviall account, RestockMe users can load the system with their selection of part numbers (up to 2000) and print bin box code labels for use throughout their inventory. With RestockMe running, their device can then be used to read the labels for a near instant re-ordering process.

All normal shipping options available on Aviall.com are available on RestockMe.

For more information go to www.Aviall.com/aviallstorefront/restockme.

Product demonstration videos are available online or visit the Boeing Global Services and Aviall stand at this year's Aviation NZ Trade Expo.

KiwiFlyer

Aviation marketing
made easy

and inexpensive
and fun
and successful

By Aviators
for Aviators

We fly
We run businesses
We speak your language

Unconditional Support
for your business

Free of charge design & artwork
Free of charge editorial creation
Best in market rates

Find out more
from Michael
during Conference

021 667866
michael@kiwiflyer.co.nz

PT6A TPE331

| OVERHAUL | REPAIRS | FINANCING | EXCHANGE | LEASING |
| INFIELD SUPPORT | PARTS SALES | PARTS SOURCING |
| ENGINE MANAGEMENT PLANS |

Visit us at Booth #21, Aviation NZ conference



pacificturbine



22 Orient Ave, Pinkenba, QLD, 4008, Australia P: +61 7 3637 7000 E:sales@pacificturbine.com.au

Magnetic Chip

Aviation NZ Leadership Conference Programme

Monday 30th July		Plenary Session			Current at 15th July	
0900	Welcome Lloyd Matheson , President of Aviation NZ.					
0905	Future challenges for aviation, especially General Aviation: Regulation. A Panel discussion with: Graeme Harris (Director CAA), Graeme Sumner (CEO Airways NZ), Chaired by Paul Le Gros , Chairman, Aspeq.				Integrating an Effective SMS for GA Operators. A workshop for QA & Safety Mgrs, and small business CEOs. Facilitated by John Sinclair and Penny Mackay . IRD in small businesses - payroll and depreciation. (from 1200) Rata Kamau , BT Account Manager IRD.	
1015	Morning Tea in Trade Display area					
1045	Future challenges for aviation: Staff. Marilyn Andre , Senior Manager Campus, Boeing Flight Services, Australia.					
1130	Future challenges for aviation: Staff - The Instructor as a Professional. Marc Brogan , Aviation Examiner, CAA.					
1200	The future of aviation. A conversation with Jami-Lee Ross , National, Transport and Infrastructure spokesman.					
1230	Lunch in Trade Display area					
	NZAAA	NZHA	Engineering	T&D		
1330	Welcome. Tony Michelle .	Welcome. Pete Turnbull .	Divisional Workshop	Welcome. Gordon Alexander .	Loader drivers and ground crew training. Land transport issues. CVIU . Hazmat issues. Murray Beare . Fatigue management for all staff. Company/WorkSafe incident reporting.	
1340	Dr. Doug Edmeades , Soil Scientist .	Design certification and Test Flying (Pilots/P146). CAA .		Boeing insights to customer staff requirements. Marilyn Andre , Boeing Flight Services Australia.		
1435	Euroagri (Pattern Testing). Product placement, Facilities distribution.					
1500	Afternoon Tea in Trade Display area					
1530	Hazardous goods regulations update. Murray Beare .	Robinson helicopter Vuichard vortex ring state recovery.	The future of lubricants and fuels. Speaker TBA .	How do we retain Flight Instructors? ASPEQ led workshop .		
1550	WorkSafe Issues: Tank wagons. Revised Airstrip Guidelines.		Engineering AGM.	Skilled personnel. How do we attract and retain them for future growth?		
1600						
1630	NZAAA AGM.					
1715	Arrangements TBA					

Tuesday 31st July		Plenary Session		Current at 15th July	
0845	Welcome. John Nicholson , Chief Executive of Aviation NZ.				
0850	Health and Safety at work. Nicole Rosie , CEO Worksafe & Graeme Harris , Director CAA.				
0920	The Government's views on the future importance of aviation. Hon. Phil Twyford , Minister of Transport.				
0945	Future challenges for aviation: Manned and unmanned flight. Matthias Seifert , Account Manager, Airbus Defence and Space.				
1015	Morning Tea in Trade Display area				
1045	Aviation NZ AGM				
1130	Finance and asset planning. IRD, Parts Provision. Simon Webster , MD, Finance NZ & Rata Kamau , BT Account Manager, IRD.				
	NZAAA	NZHA	Engineering		T&D
1210	Industry wire strike and safety report. Joe Dewar , CAA.		Trade Display		
1230	Lunch in Trade Display area				
1330	Low level threats / risks. Civil aircraft, military aircraft, UAVs and solutions. SQNLDR Richard Beaton , RNZAF.	Design certification & test flying (LAME/P146), CAA .			With NZAAA.
1430	Implementing SMS - The naked truth. Georgina Steadman-Adams , Airwork Group.				
1500	Afternoon Tea in Trade Display area				
1530	Panel/floor discussion on environmental issues, Fish & Game , EPA, NMDC ENviro, Riki Tahau (HSE unit CAA).	Robinson Helicopter's future directions. Bob Muse , Director, Flight Safety RHC.			Flight Instructor Training Review, David Harrison .
1600		Bell 505 presentation.			
1630	NZHA AGM.			T&D AGM	
1815	Assemble 1815 for 1900 Awards Dinner. Black Tie and Medals.				

Aviation NZ sincerely thanks these Conference Sponsors



(Current at time of print)

SWITLIK

Protecting Aviators, Mariners
and Soldiers Since 1920.



The complete range of Switlik products
is available from Aviation Safety
Supplies Limited, including:

10 year service Lifejackets
UZIP Suits as used by NZ Defence
5 year service TSO Liferrafts



www.aviationsafety.co.nz

Phone 07 543 0075
Email: sales@aviationsafety.co.nz

Vale Walter Wagtendonk

It's a couple of months ago now, but just after our previous issue of KiwiFlyer went to print, a great contributor to the New Zealand aviation community, Walter Wagtendonk OBE, passed away peacefully. It was the 18th of May 2018 and Walter was 88 years of age.

KiwiFlyer contributors Mark Woodhouse and Brian Mackie both offered to write obituaries for Walter. Brian particularly mentioned how much Walter was a watchful and active champion of General Aviation.

My only association was via Walter's comprehensive theory book Principles of Helicopter Flight which at the time I was learning was (and remains) standard reading for all prospective helicopter pilots. The book itself was always affectionately referred to as 'Wally' by all the students and instructors I was around.

It is clear we have lost a very highly respected member of the aviation community. Mark, who was a close friend of Walter, writes:

It is with sadness and great respect that we acknowledge the passing of Walter Wagtendonk OBE. Walter ("Wal" or "Wally" to all who knew him) passed away peacefully at the Waipuna Hospice, in the Tauranga area, in the early hours of the 18th of May 2018, he was 88 years of age.

Wal was born in The Netherlands in 1929 and emigrated to New Zealand at about 20 years of age. Shortly after arrival Wal was selected for pilot training in the Royal New Zealand Air Force in which he served for 8 years, mainly on instructional duties. He retired from the RNZAF as an A2 instructor in 1960 with the rank of Flight Lieutenant.

When Wal's Service contract finished, instead of entering the airlines, he chose to stay with instructing and he and his family moved to Nelson where he joined the Nelson Aero Club staff, first as manager, and later chief flight instructor. Wal held a civil A-Category Instructor rating (the highest possible) and an Instrument rating.

In 1978, Wal and his wife Ann formed the Nelson Aviation College in Motueka (near Nelson), which grew into one of New Zealand's best known theory and flight training schools, and became the first CAA Approved School to conduct both fixed-wing and helicopter courses.

After their retirement in the early '90s, Wal and Ann moved to the Bay of Plenty, to be closer to their son John and daughter Jan. However Wal continued to be actively involved in the flight training industry, writing aviation text books covering Private Pilot, Commercial Pilot and Instrument Rating subjects. Under the brand name PilotBooks, he authored seven manuals including Principles of Helicopter Flight which is currently published in the USA and is used worldwide as an official reference. He also co-authored, with Stewart Boys and his son John, five other training manuals.

Wal also became involved (and was still active until his death) in exposition manual-writing for aviation companies seeking General Aviation Air Operator Certificates.

In 1994 Wal was awarded the OBE for services to aviation and specifically for his work towards flight safety.

Many experienced and successful pilots currently flying in various parts of the world started their basic training under Wal's careful and caring instruction. To quote from an earlier article about one such pilot, Roger Cruickshank, "...so it was off to the Commercial Pilot School at Motueka, run by Walter Wagtendonk. Roger feels that Wally's teaching style really clicked with him. "I learned a hell of a lot from Wally and I owe him huge thanks."

Wal was the loving husband of the late Ann, loved father and father-in-law of John and Margarita, and loving grandad to their children, Elizabeth and Bruce (all of Rangiora). He was also the cherished Dad and best friend to "his Jan" (Katikati). He was proud to be second dad and close friend of Steve and Robin, and loved friend of Carol.

Walter dedicated his life to the education and training of pilots in New Zealand and around the world. A legend. Rest easy Sir.

Mark Woodhouse

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!**



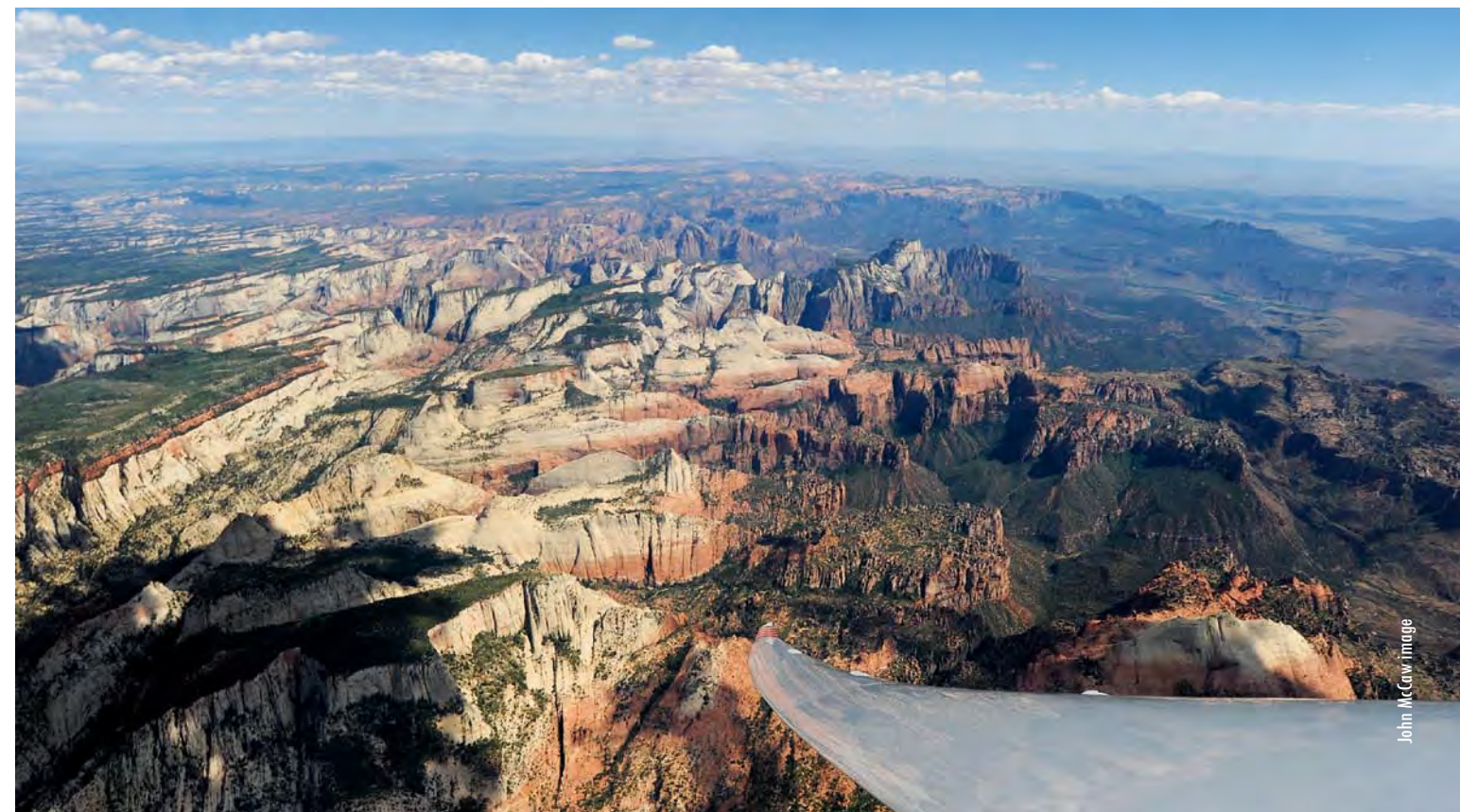
ZOK



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



Call 03 572 8964 or 021 472 533
email: sales@nzavclean.net
or visit www.eco2000.com.au
for more information !



Definitely not New Zealand. Soaring from Ely, Nevada.

Soaring Overseas

Escaping overseas for a holiday during winter needn't curtail one's flying ambitions. In fact just the opposite is possible, with many great options available to enjoy foreign skies and international aviation hospitality. Jill McCaw explains:

As winter starts to bite, many people start heading to warm places overseas for holidays. My Facebook feed seems to be full of pictures of glider pilots enjoying flights in wonderful overseas locations.

Hawaii has always been a tropical island winter get away of choice for Kiwis but it's not somewhere that you may have thought of as a gliding destination. It is. The regular trade winds blowing across the island chain set up great ridge lift and wave conditions allowing FAI badge height-gain flights. The glider field on Oahu sits at the base of a 4,000 foot ridge, allowing easy and incredibly scenic climbs. 100 kilometres is about the limit

of distance a glider can fly in the islands, but wave lift over the volcanoes on the big island regularly allow high flights with lift recorded as high as 38,700 feet.

Ely, Nevada in the States is a popular spot for gliding. The town was founded as a stagecoach station on the Pony Express and is a historical gold mining town. It is very wild west. It is also in the middle of the high arid desert area that covers most of Nevada and Utah. During the summer ground temperatures can reach the high 30s and thermals reach to well over 20,000 feet with climbs of 15 knots. Terry Delore, world long distance record holder in gliders spent several seasons there chasing an elusive 2,500 km glider flight. These days he goes back for fun. He's just sent an email detailing a shake down flight for the glider he's using this year. It was a three-hour flight covering 460 kilometres in time for dinner and refreshment. His first thermal took him from 1,600 feet AGL to 18,000 feet. The cloud base was 23,300 feet. Another day

Terry and his friend Jamie Halstead flew a two-seater the 400 odd kilometres to the Grand Canyon and back. There is quite a community of Kiwis in Ely at the moment. Some are setting up to attempt FAI award flights, while others are eyeing record attempts but all of them are there to enjoy a type of thermal flying that just doesn't happen in New Zealand.

Visits to Las Vegas are a must and there is hiking and interesting outdoor experiences for partners or pilots on their rest days in the Great Basin National Park.

Over in Europe a group of Kiwi pilots are currently based in the village of Serres in the French Alps. It seems to have been a long term 'thing' for British pilots to have a summer camp at Serres. In recent times (the last ten years or so) ex-pat Kiwi pilots have joined in and the word has spread. Now New Zealand pilots head to France specifically to fly these few weeks at Serres. If I could afford it, I'd be doing it too. Set in the Alps, flights here skirt around the big mountain chains. You need





Ely, Nevada.



Oahu Island, Hawaii.



Soaring Mont Blanc, French Alps.



Mike Oakley on the airfield at Serres, France.

to take your passport with you as flights in the alps wander along the border between France, Italy and Switzerland and you could potentially land out in any of them. My Facebook feed yesterday was showing me pictures of gliders around the peaks and glaciers of Mont Blanc on the French/Italian border. Not every flight is so successful though. Another friend landed out in a field, thankfully it was actually in France, and had to walk 17 kilometres back to the airfield. Flights from Serres can also head south and the other day my son Alex flew over the Mediterranean beaches, looking down on cruise ships in Nice before heading back to the thermals inland and running the ridges back into the mountains.

There is lots to see and do on non-flying days in France.

Since the break up of the Soviet Union some of the more obscure Eastern Bloc countries have also proven to be good gliding sites. With membership in the EU, glider pilots in these countries have opened their hearts and their airfields to international visitors and have hosted recent World Gliding Championships in various classes. Lithuania provided flat land thermal flying last year at the Junior Worlds and the full World Champs the year before. Poland has hosted quite a number of top level competitions and is the home of Sebastian Kawa, the world's highest ranked glider pilot. Poland has proven to have ideal mountain and thermal conditions for gliding with excellent facilities and friendly people.

This year Auckland pilot Pat Driessen will be representing New Zealand at the World Gliding Championships at Hosin, in the South Bohemian Region of the Czech Republic. You couldn't find a more romantic location. And there exists a mixture of terrains that should make for good gliding conditions. These countries, as John and I found in Lithuania last year have fascinating histories, castles, old towns and scenery to rival any of the more popular

European destinations. What they don't have is the hordes of tourists you find in the rest of Europe. The fact that you can go soaring when you're there is a real bonus for travelling glider pilots.

Australia also has some great gliding sites, although it's more of a shoulder season excursion than a winter flying destination. Members of the Canterbury Gliding Club have a long-term arrangement with the Darling Downs Gliding Club in Queensland, spending a fortnight or so in the spring doing long distance (1000 km) flights in thermals. If you are visiting the Gold Coast, the gliding club at Caboolture will welcome you at any time of the year. Al Park, from GoSoaring at Caboolture has two-seater motor-gliders and will be happy to take you for scenic flights over the coast. When I flew with him we saw whales out in the bay.

You can find a gliding club just about anywhere in the world. Think about making your next overseas excursion a little more exciting and throw in a glider flight. It's a great way to get a different perspective on the world. If you'd like to try it out in New Zealand, see the GNZ website for information on your nearest club.

Jill McCaw 

GA Electrical repairs & installations. MRO for Gypsy Major Magnetos, Actuators, Starter Generators, Strobes, 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: centralaeroelectrical@gmail.com

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

Millennium Cylinders®

IT'S THE NUMBER ONE AFTER MARKET CYLINDER IN THE WORLD.

Lycoming & Continental Applications.

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: michael@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: michael@superiorairparts.com.au

www.superiorairparts.com.au

Autoflight

Manufacturers of Fun

Dominator gyros are made here in New Zealand by Autoflight and provide the most cost-effective rotorcraft flight available. We produce parts, airframes, partial or fully completed single and tandem seat aircraft. We also manufacture Gear Reduction Drives to suit all Subaru engines and many other well-proven car engine aviation conversions. Contact Neil Hintz on 027 824 1978 or autoflightneil@gmail.com

Joy of flying Foxbat A22LS

Robust and Rugged
Stick or Yoke Control
Land & Take off in 70 metres
100 kt cruise - 28 kt stall
Glider Towing

Vixen A32LS

Sleek & smooth Yoke Controls
Land & Take off in 70 metres
124 kt cruise - 27 kt stall
Glider Towing

LiteFlightGreen NZ LTD
AGENTS FOR SOUTHERN PACIFIC COUNTRIES AND NZ

Contact Doug M: 021 028 56932
doug@liteflightgreen.com
Web: www.liteflightgreen.com
P O Box 1123, Pukekohe, 2340

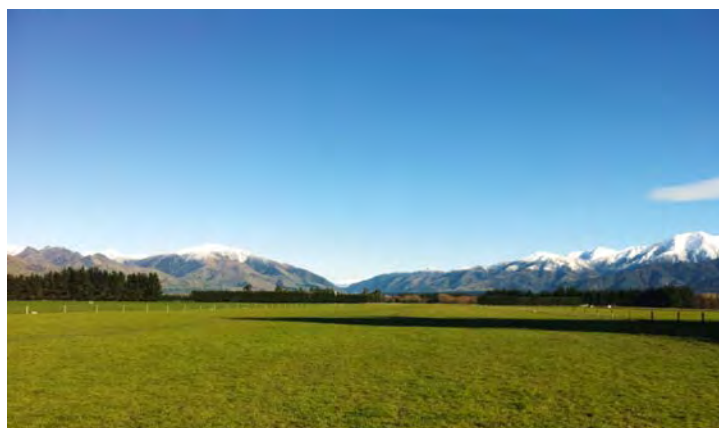


Hanmer Springs township.

Fly yourself to Hanmer Springs

If you're looking for a warm place to fly yourself to in winter, then some majestic hot springs offer a great alternative to a Pacific Island. They're much closer too. The catch is that in order to get warm, you also need to get wet. For this edition of Places to Go Ruth Allanson lands at Hanmer Springs, not far off SH7 north of Christchurch.

Hanmer Springs is a bustling village of around 900 permanents, 9 km off State Highway 7 which joins Christchurch to the West Coast via the Lewis Pass. NZHR is a nice wide grass field,



NZHR is privately owned but readily available by arrangement.

elevation 1109 feet, situated 5km from town. It is on the local farmers land and is available for use by calling him prior (Roger Smith 027 283 0223). There is parking behind the sturdy set of trees adjacent to the vehicle access lane. They're handy when it is windy, providing good protection. There is no taxi in Hanmer but you can pre-arrange a shuttle for your group with Ross from the Adventure Centre by calling him on 021 225 2292.

Accommodation is plentiful at Hanmer. I loved the Alpine Garden Motel because of the location, right across from the hot pools and also their excellent website with plenty of advice for



Hot Springs make for a very inviting place in wintertime.

your stay. They offer winter specials and are reasonably priced - perfect for if you have a group. www.alpinegardenmotel.co.nz

Once settled in, head across to the thermal pools. www.hanmersprings.co.nz The hot springs were 'discovered' in the 1850s by Europeans but already known to travelling Maori. The Government promoted the growth of the town around them but there was public controversy as a bridge was not present over the great Waiau River because the first one blew away in a strong Nor'wester in 1874. A new bridge was eventually constructed and opened in 1887 to such liberal celebrations that the site is still known as Champagne Flat, the bridge holding heritage status since 1983.

Until the Government took over the springs and started to upgrade the area in 1883, there were just a few steps into the pool and a very rough changing structure. Naked bathing was the order of the day so whoever was first to a pool would raise either trousers or a skirt on a tall stick to indicate to incoming bathers who was welcome.

The pools are still owned by the local council who continue to improve the grounds, which includes part of the old Queen Mary Hospital area which finally closed in 2003. The hospital opened in 1918 and the springs were closely linked with rehabilitation of soldiers that came home shell-shocked from WWI. Many were suffering from terrible injuries and extensive programmes were designed for their recovery, including work on a farm on the Government reserve land to assist integration back into the workforce and social society. The townsfolk were keen to fundraise for their returned soldiers. Between 1916 and 1919, the Ladies' Red Cross Guild had a stand in town where they sold cigarettes. This proved a great success - selling 1200 cigarettes each week.

Time has signaled change and now the Springs are incredibly popular and very well laid out for all types of groups from elderly to larger families. There is a very nice café situated in the centre of the complex which does a good coffee and nice food. The best time to go is in the winter when it is cold outside - with a skiff of snow on the ground... and not too busy. There are a variety of pools to choose from with temperatures from the late 20s in the children's section, up to 42 degrees C in the therapeutic sulphur pools. Tip - if you are savvy on internet discounts, you might look for a discounted entry on www.bookme.co.nz

The village is well set out with quite a few easy walks through town and also some longer (Heritage Forest) walks out of town. Pop into the local i-Site, which is next door to the hot springs for easy to understand maps on the local walks. Also check out www.hanmertrails.nz




Waiau River bridge.

For children there is the Animal Park which also has a vibrant café and gallery. www.hanmer-animal-park.nz Fun bikes that seat from 2 to 6 people can be hired from www.alpinecrazyputt.com located in the centre of town.

In town there is a supermarket and a variety of really nice boutique shops and galleries. My must visit is The Decadent Fudge Co. Mike and Sue, the owners, relocated from 2013 from Nelson, where Mike was selling his handmade fudge at the weekly market. With Sue's flare for fashion, this is the place for picking up some affordable accessories (or gifts for the girls back home) and tasting the fudge that is less sweet than most fudges. (mainstream fudge uses imported powder as a base). Mike makes sugar free, dairy and gluten free fudge and if you can't wait to try it, you can buy online www.decadentfudge.co.nz

For coffee & breakfast that is just superb, try Powerhouse Café and for a lovely meal there is Restaurant No 31. If you're a liquorice fan then their hot sticky liquorice pudding with butterscotch sauce is totally divine. www.restaurant-no31.nz

During summer you can drive north of Hanmer Springs (4wd recommended) through Molesworth and the Rainbow Valley. If you have a friend in Christchurch with a suitable vehicle, you may convince them to drive the 133 km to join you for the weekend and explore this magical Place to Go.

Ruth Allanson 

Fixed Wing and Helicopter

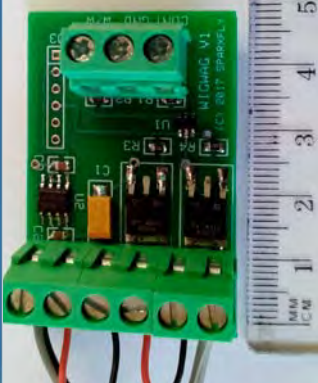
**Maintenance Control for Air Transport
ARAs, W&B, Maintenance and Repair Services**



CENTRAL AERO
ENGINEERING
KEEPING YOU FLYING

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

WigWag landing/strobe light controller



- Improves the 'be seen' part of VFR 'see and be seen' flight.
- Flashes dual LED landing or strobe lights in selectable cadences.
- Constant on mode for ground ops.
- WigWag alternate mode for dual landing lights.
- Strobe multi-flash mode for wingtip or fin/fuselage strobe lights.
- Will drive most LED based lights up to 5A/60W each.

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



John McCaw image

Competition conditions were described as 'trying', flown in "difficult winds and between freezing showers".

Airwomen Rally at Whitianga

Every year on Queen's Birthday weekend, the New Zealand Association of Women in Aviation hold their annual Rally. For 2018, they were hosted by the Mercury Bay Aero Club at Whitianga. Jill McCaw reports:

For an event that comes slap bang in the middle of winter it has usually had surprisingly settled weather. Not so this year. Winter was definitely upon us. We were ably hosted by the Mercury Bay

Aero Club and the airfield and facilities were superb. But sunshine would have been lovely too in such a scenic spot. As it was we had torrential rain easing to freezing showers with strong winds followed by more rain. There was so much rain that on the Sunday night all roads out of the Coromandel Peninsula were closed due to flooding. It didn't stop the rally from being a great success.

I attended my first rally 30 years ago (in Nelson) and have attended all but one since re-joining the NZAWA seven years ago. This time I managed to encourage my husband John to come with

me. He'd been concerned that he would be the only man there but found himself part of a large group of like-minded aviation males. For a weekend immersed in topics aviation then be you female or male, you can't beat the 'Airwomen's' Rally.

Women come from all areas of aviation and all parts of the country to enjoy spending time with their peers. Several groups flew in. The Telford family flew up from Wanaka, logging the greatest distance flown to attend. They, along with some of the others who had flown in, managed to use a very brief weather window on Monday morning to get out to the south and start their journey home. I heard that Dee Bond and Neil Young from Mercer left their aircraft in Whitianga and hitched a car ride home, returning later in the week to retrieve their craft. The weather truly was awful.

There are quite a number of trophies competed for at the rally. Airwomen's contests cover all experience levels and many aviation disciplines. Power pilots can compete in competitions ranging from navigation, theory, aspects of airmanship, through to engine failure approach and landing, spot landing, non-instrument circuits, instrument flying and aircraft inspection. There are similar contests for pilots of gliders, balloons, helicopters and microlights. Sadly, none of the latter competitions were flown this year; it all depends on who is attending, and the logistics of supplying say a glider and towplane.

This year the competitions were flown between freezing showers and in difficult wind conditions. It was extremely unpleasant for the grid crew scoring the landings. Volunteer instructors acted as judges; the competitions as always hotly contested and a huge collaborative effort, ably co-ordinated by Erin Spencer from



Considering the weather, it was a busy weekend at the Mercury Bay Aero Club.

Wellington. Carlton Campbell, volunteer judge of the Briar Smith trophy for early to mid PPL training level said, "The students were flying today in challenging conditions and embraced the experience. No-one was intimidated and they all relished the challenge and the value of the opportunity offered to them."

A record was set this year with four pairs of actively flying mothers and daughters attending. There were also some very proud parents of flying daughters along to support their children.

A non-flying highlight of this year's rally was meeting with the young people from Mercury Bay Area School who are building a RV12; the 4th aircraft students from the school have built (more about this in a future KiwiFlyer). Other non-flying activities were cancelled (a boat cruise would not have been pleasant) but the nearby 'Lost Spring' Hot Pools were very popular.

The AGM itself went off without a hitch with Pip Schofield elected into the role of Chair, taking over from Julie Bubb. The food at the two dinners held in the Mercury Bay Aero Club buildings was wonderful. The venue was superb. Trophies and scholarships were awarded. A very good time was had by all. The world of aviation was dissected and put to rights and now we are all looking forward to next year's rally in Blenheim.

Jill McCaw





Radio Ga Ga ?

We can make your Radio Go Go !

Fully mobile avionics service catering for customers throughout Canterbury and the South Island. Biennial Avionics Inspections. Installation certification and service of installed avionics equipment. Full aircraft wiring installations for all light GA, homebuilt, experimental and microlight aircraft. Fault diagnosis and rectification. ELT Battery changes for both Artex and Kannad brand ELTs.

Contact David: 027 222 0872
 avionicscanterbury@gmail.com
www.avionicscanterbury.co.nz

LIVE YOUR DREAM FLY IN A WARBIRO



GIFT VOUCHERS AVAILABLE

EXPERIENCE THE THRILL OF FLIGHT IN A WWII FIGHTER

WITH WARBIRO ADVENTURE RIDES

HARVARD • P-40 KITTYHAWK • SPITFIRE

CAA Part 115 certified



WWW.WARBIRD.CO.NZ



"Flying an Angel Flight NZ mission may be the most satisfying flying you will do."

Pilots Wanted

Angel Flight NZ is an organisation of private pilots who volunteer their time and their planes to fly passengers for non-urgent medical treatment, for free. We have more than 60 pilots and 90 ground-based volunteers and mission coordinators. They have flown over 16000 nm in missions.

We would particularly like pilots from south of Taupo and from the South Island to join us!

Pilots need to have 250 hours PIC, a current BFR and Medical, and be willing to donate 5-10 hours of their time and their aircraft per year.



Contact us for more information
 Visit www.angelflightnz.co.nz
 Email: info@angelflightnz.co.nz



Pip's 'office' at Air New Zealand.

An interview with Pip Schofield

Air New Zealand pilot Pip Schofield was recently voted into the Chair of the New Zealand Association of Women in Aviation. Pip describes herself as a farm kid from Castle Point in the Wairarapa. Jill McCaw asks her about life as a long-haul pilot, the NZAWA and her path from the farm to flying.

How long have you worked for Air New Zealand and what's your position?

I've been a pilot for Air NZ on the jet fleet for the last two years. Before that I was with Jetstar. I am currently on the Boeing 787 as a second officer. I made the change across to the B787 in October last year from the Airbus A320 where I was a first officer, or co-pilot.

You fly international. What's your favourite route and why?

That's a hard one. On the 787 I am so lucky to experience a bunch of great places. Last weekend I was having Texan BBQ in Houston and this weekend I'll be having dumplings in Shanghai. It doesn't get any better than that! As long as I get a mix of destinations on my rosters I'm

happy. I can usually find good shopping and food in all our destinations.

How do you fit an ordinary life around all of that?

'Ordinary' life for a long-haul pilot is a bit random. Generally, I'm away for work for 3-5 days so I usually get 3-5 full days at home as well, which is great. Many flights arrive back in NZ in the early morning, so that day involves a lot of sleep but after that you get back in to normal sleep patterns. Many of my friends are pilots; we've been shift workers for years and are used to finding times to catch up. It's common for us to have dinner parties midweek, because finding a weekend to catch up is all but impossible. And to be honest it's so great to be able to go to the supermarket/gym/malls/ restaurants at the quiet times. There is none of this 8-5 rush hour business! If we get enough notice of an event (a month plus) we can get requests in and can organise time off.

And you're also studying at Uni. What are you doing? How do you manage to fit that in?

Sometimes I wonder why I'm doing it, especially coming up to exam time. I am doing a Bachelor of Business Studies, externally through Massey Uni. About five years ago, I realised that I wasn't formally qualified for any other roles outside flying, so I decided to study part-time. I have found that if I'm organised I can manage two papers a semester. When my roster comes out for the month I sit down and roster myself one 'Uni day' a week. I also get some reading done when I'm in hotels. After reading flight manuals and the such for nearly fifteen years it's quite refreshing to absorb myself in something non-aviation.

When and why did you start learning to fly?

When: I started flying at Hood Aerodrome in Masterton not long after my 16th birthday. My Dad made me a deal that if I passed my 5th Form School Cert he'd pay for some flying lessons. I'm not sure if he didn't have any faith in me or if he knew how much I wanted to go flying, but I passed and got my lessons.

Why: simply, I never wanted to do anything else. I had a very clear idea on what I wanted to be when I got older. We had topdressing planes and a few helicopters come by the farm over the years and I was always trying to get a ride.

OceaniaAviation

MORE TIME IN THE AIR

Ask us about our exchange items

Tail Rotor Pitch Shaft, Servo Actuator, Pylon Support Link, Crank Assy, Main Transmission & More

Peter Hatley
peter.hatley@oal.nz | +64 27 673 0590

www.oceania-aviation.com

CorrosionControl nz Ltd

Corrosion Control NZ Limited is the exclusive authorised importer and distributor for CorrosionX in New Zealand and Australia

- Displaces moisture permanently
- Stops corrosion instantly
- Provides long-lasting protection
- Fully military specified and aviation approved
- Boeing/Airbus endorsed | NZ MPI certified
- In current use by RAAF and NZDF

Find your nearest stockist and authorised applicator on
www.corrosionx.org or www.corrosionx.com.au
or contact Tom on 09 438 8800 or 021 469 972

There are nine seconds to impact

Can you spot the airplane?

Fly Safely with FLARM traffic awareness and collision avoidance.
Contact Mike: 021 422786
mike@holistec.co.nz

www.flarm.com

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

LiviU
AVIONICS & INSTRUMENTS Est. 2003

www.liviuavionics.com

For All Fixed Wing or Rotary Avionics and Instruments Requirements

- Repair, Calibration, Tests, new units
- a/c 24 month inspections
- New installations: Mode S, ADSB, a.o.

Call LiviU: (09) 296 2354 or (09) 268 1199 or 021 048 7055
e: liviu.fillmon@liviuavionics.com

FAST GETS EVEN FASTER

NZ's Only Authorised Agent for Pioneer Microlight Aircraft, Alpi Aviation NZ Ltd. is proud to introduce a Brand New Model

P 300 Griffon

- Improved aerodynamics
- Wider cabin interior
- Larger bubble
- New ergonomic seats
- Integrated avionics options
- New console and arm rest
- Outstanding Performance

140 kt cruise (@75% and sea level) from 16 lph for an 860 mile range

Contact Logan for New & Used Alpi Sales and Servicing Requirements
027 490 1553 or jenandlogan@xtra.co.nz
www.alpiaviation.co.nz

The first plane I flew in was a Fletcher topdressing plane off a strip on our neighbour's place. Initially I wanted to go in to the Air Force, but after they scrapped the jets I decided to go general aviation.

What ratings and licenses do you hold?

I have a NZ and Australian ATPL, B-Cat instructor, multi-engine instructor's, a bunch of single engine ratings and the Airbus A320 and Boeing 787.

What route have you taken to get where you are?

I went the Instructor way. I completed my B-Cat and multi instructor's at BayFlight in Tauranga, then flew a Cessna 172/206 and Islander in Vanuatu. When chasing more multi-engine flight time I got a job in Central Queensland for a charter company flying Piper Chieftains, mostly doing crew changes for the mines. While I was there I did my Australian ATPL exams, and when Jetstar started recruiting I got a job back in NZ with them.

What are some of the defining career moments?

When I was in Queensland I did a wheels-up landing in a Chieftain. I had five passengers onboard and when I put

the wheels down on approach, I had indications that the left main wheel wasn't down. After flying back over a nearby military base, I had it confirmed, the wheel wasn't down! We circled for a couple of hours and with approaching nightfall I had to put it down on the main runway at Oakey Military base. It was a good outcome, no injuries, but holy-moly not something I'm lining up to do again!

There was also the difficult time when I had to say goodbye to one of my best friends who was killed in plane crash back in 2010. Jess was instructing a student when another aircraft collided with her own. Both Jess and the student were killed.

These things sound like they should be real low times and trust me there were some moments, but without those experiences I don't think I would have achieved what I have.

What's next?

Watch this space. I am so lucky to be flying with Air New Zealand. With the Airbus 320, and the Boeing 787 and 777, the options within flying are huge. Air New Zealand also offer opportunities in training and management.

Who has helped you get to where you are now?

There is no doubt aviation has changed a lot in the last fifteen years, but the advice I was told back by 'the old boys' over a beer at the Tauranga Aero Club is still 100% as applicable now as it was then.

My parents are Amazing. Mum is actually reasonably scared of flying, but she's been on the flight deck with me a number of times over the years. Dad loves flying. He's been flying with me a lot and we've had long in-depth discussions about aerodynamics and all other things flying.

Who are some stand-out people that you've met because of your aviation career?

Some of the women we have in the NZAWA are simply incredible; their stories of the way things were are fascinating and make me envious of what I missed out on. Learning of what they went through to pursue their love of flying makes me appreciate the road they carved for us.

How long have you been a member of NZAWA?

My first rally was at Ohakea in 2005. Bay Flight flew a few C152s and a twin down for the weekend. I've probably only missed a couple of rallies since.

I love the camaraderie. The fun, the chat and the stories from the rally weekends are the best. There is such a wide range of women from so many backgrounds, all sharing one common thing - a love of flying.

Do you have any plans for the direction of the organisation during your time as President?

NZAWA is facing the same issues many general aviation groups throughout NZ are facing; an aging membership base and the inability to get new younger members. We need to make NZAWA relevant to a new generation of pilots, most of who come from a structured training environment, different from my own training. When I learnt to fly (not that long ago) we did our PPLs and then were told to go flying, hour building,

until just before our CPL flight test. I went up and down NZ. Now student's hours are monitored and built in to a structured plan. The Association has a great asset with numerous professional current airline pilots as members, such as myself. If young women pilots can see the Association as a useful tool they can use to progress their career, then we will grow in size.

What do you do for fun?

I get back down to the Coast when I can. I love hiking, hunting and fishing. I love cooking. In fact, I love food. My google history is basically: "best places to eat Houston/Shanghai/Singapore, etc."

Thanks Pip. Best wishes in your new role and for continued career success.



Pip Schofield



After landing gear failure necessitated a wheels-up landing in Queensland.

NEW ZEALAND WARBIRDS

SEEKING VOLUNTEERS

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



JOIN OUR ASSOCIATION

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



Phone: (09) 298 9207
Email: office@nzwarbirds.org.nz
Ardmore Airfield, Papakura. www.nzwarbirds.org.nz

Help to defend and promote General Aviation in New Zealand

The General Aviation Advocacy Group of New Zealand (GAA) has no formal membership, no committees and no fees.

It's simply a voluntary social network of more than 2000 pilots, engineers and operators, supporting each other and standing up for GA against red tape, spiralling fees and powerful bureaucrats.

You can help to make a difference.

Just drop an email to admin@caa.gen.nz or airfabrico@xtra.co.nz



www.caa.gen.nz

<p>REID HELICOPTERS Nelson New Zealand</p>	<p>IF YOU ARE SELECTED TO TRAIN WITH US, YOU'LL GET MUCH MORE THAN JUST A PILOT LICENCE.</p>
<p>FLIGHT TRAINING PRECISION LIFTING FIRE FIGHTING SURVEY REMOTE OPS CHARTER CONSERVATION FORESTRY SEARCH & RESCUE</p>	<p>03 541 9530 admin@helicoptersnelson.co.nz www.helicoptersnelson.co.nz</p>

Aircraft Control Cables Manufactured

Martin Aviation Services Ltd

19 Village Way
ARDMORE AIRPORT
PAPAKURA STH AUCKLAND
POBox 88067 Clendon Manurewa

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



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: info@compositesinternational.co.nz
www.compositesinternational.co.nz

Are you fit for flying?

- ME 1 (New Zealand) - Australia (CASA)
- U.K. and Europe (EASA) - AME (Canada)
- United States (FAA) - Fiji

Dr Anton Wiles & Dr Jon Nelson



Your Experienced Aviation Medical Services Team
www.remueradoctors.co.nz



The RNZAF put on an excellent 757 display, with many in the crowd stating they were amazed by the agile performance of such a big aircraft.

RNZAF display at Cosford

One of the themes of this issue of KiwiFlyer is what to do in winter, and taking in a foreign air show is one such qualifying possibility. Alex McCaw is enjoying an OE in the United Kingdom at the moment, in-between gliding sojourns such as to the French Alps which is where he sent this contribution from:

Being an aviation enthusiast and currently living in the UK I thought what better chance to see an international air show. I had heard about the RAF Cosford event and knew the RNZAF were going to make an appearance so figured this air show would be a must see. I wasn't disappointed.

This year was always going to be a big year for air shows in the UK as the RAF is celebrating 100 years of service. The Cosford show is one of the key events of this centenary celebration, with some very ambitious flying and static displays all telling the story of the service. The show was a sell-out with a record crowd of 60,000 attending. The flying list included displays from the RAF, RNZAF, French Air force, Belgium Air force and the Polish Air force. It was great to see the RNZAF present with their 757 display well-appreciated by the huge number of onlookers.

RAF Base Cosford commenced operations in 1938 as a maintenance and technical training unit. It remains a training base today with Defence Schools currently stationed there including for Technical Training, Photography and Physical Training.



The RAF Red Arrows were the crowd favourite and put on a show-stopping display. This year their routine was tailored to represent 100 years of service with formations that also included the Typhoon and Tornado. Their finale involved writing '100' onto the sky with smoke.



A formation fly past of a Polish Air Force MiG-29 Fulcrum and a Hawker Hurricane. Many Polish pilots flew Hurricanes with the RAF during WWII.



The Battle of Britain Memorial Flight featuring the Spitfire, Hurricane, DC-3 and Lancaster Bomber.



The age of uncertainty jet collection, featuring the Gloster Meteor, Hawker Hunter, English Electric Lightning, F-4K Phantom and the Tornado.



For me the highlight of the show was the very fast and loud display from the French Air Force Dassault Rafale Jet.

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.

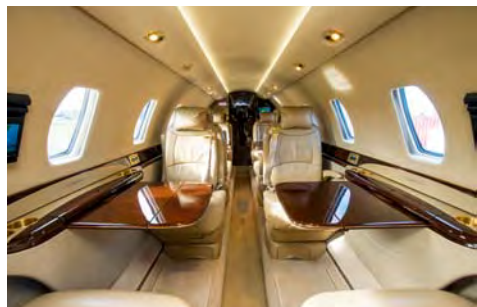
Guia Platinum

AG NAV is proud to announce our newest feature, **Voice Command**. Staying ahead of the game and making pilots jobs easier and safer. Auto Booms technology eliminates the worry and responsibility of the on/off spray. Ag-Flow accommodates exclusion zones and variable rates in an area. Seamless file transfer with AgNav's free cloud server, AG-LINK™.

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

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

ZK-RXD Cessna 680 Sovereign



The introduction of Cessna Sovereign 680 ZK-RXD to Skyline Aviation's fleet now provides them with a global range capability and complements their Nextant 400XT jet operation which is primarily tasked to support their NZ domestic and South Pacific aeromedical and jet charter demands.

The Sovereign is fitted with dual Lifeport stretchers in aeromedical configuration and nine passenger seats for charter operations. The combination of long range and class leading short field performance enables operations in and out of shorter runway airports such as Kerikeri and Taupo. The Sovereign is equally capable of achieving international flights throughout Asia and to mainland USA.

Skyline's Sovereign will also support

their Starship Children's Hospital air ambulance contract and the New Zealand Air Ambulance National Service, together with NZ Organ Donation requirements. The Sovereign is operated under Skyline's CAA Part 125 approval and is maintained in house by Skyline Aero Maintenance.

Skyline Aviation has also just introduced a second Cessna Mustang 510, bringing their jet count up to four. The new Mustang will be based in Wellington and available for aeromedical and charter operations commencing in August.

ZK-LJT & LJX Piper PA28-181 Archer TX



This year marks the 90th anniversary of the forming of New Zealand's largest aero club, the Canterbury Aero Club (Inc) in Christchurch. Recently they have added two brand new Piper Archer TX aeroplanes (TX denoting these models specifically as trainers).

Jeremy Ford, acting CEO for the club, says the club has always had a firm affiliation with Piper and finds their aircraft to be solidly built and ideal in the training environment. These two new Archers are fitted with Garmin G1000 avionics, meeting the demands of pilot preparation for airline careers.

The Piper PA-28 is a very enduring aircraft family, first receiving FAA type certification in 1960 – and remaining in production to this day. Construction of the single-engine four-seat aircraft is all-metal.

These two Archers were built in America then flown 2.5 hours to where they were dismantled and packed into a container for shipping to New Zealand. Upon arrival it only took two weeks for the reassembly and inspections to be completed before the planes were ready to be flown again. Powered by 180 hp Lycoming O-360 engines, the Archers will cruise at 120 kts. Jeremy says they are very responsive and quiet to fly, and complement Canterbury Aero Club's fleet very well. That fleet consists of Piper Tomahawks, Cherokee, Arrow, Warriors, Archers, Super Cub, plus C172, A160 and Partenavia aircraft.

ZK-SUA ICP Savannah S



Andy Drain's Savannah S is the sixth 'S' model Savannah to fly in New Zealand. The Savannah S is the newest model from Italian manufacturer I.C.P. srl. It is an evolution of their XL model and can be purchased ready to fly or in kit form.

ARRIVALS - April/May 2018

CBO	TEAM Hi-Max	Mr G C Main	Christchurch	Microlight Class 1
DIM	Diamond DA 40 D	Middle Earth Flying School Limited	Waharoa	Aeroplane
FTC	Lindstrand Balloons LBL 77A	Fusion Ballooning Partnership	Hamilton	Balloon
GST	HPH Glasflügel 304 eS	G Shaw & P Taylor	Christchurch	Power Glider
GUS	Schempp-Hirth Arcus T	Mr M G Wardell	Drury	Power Glider
GXB	Jonker JS3	J S Sailplanes Limited	Tauranga	Glider
HBE	Eurocopter EC 130 B4	Mr B J Comerford	Porirua	Helicopter
HXC	MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter
HHQ	Dynali H3 EasyFlyer Sport	Karaka Helicopters Limited	Papakura	Microlight Class 2
HIQ	MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter
HVF	Bell 206L-1	Shaws Wire Ropes Limited	Cambridge	Helicopter
HYB	Bell 505	Heletranz Limited	Auckland	Helicopter
IPO	Eurocopter EC 130 T2	Advanced Flight Limited	Auckland	Helicopter
IUH	Bell 429	Advanced Flight Limited	Auckland	Helicopter
IXI	Innovator Mosquito XE	Mr G Bodley	Hamilton	Microlight Class 2
IJT	Piper PA-28-181	Canterbury Aero Club (Inc)	Christchurch	Aeroplane
IJX	Piper PA-28-181	Canterbury Aero Club (Inc)	Christchurch	Aeroplane
MAE	Air Tractor AT-502B	Super Air Limited	Hamilton	Aeroplane
MVR	ATR-GIE ATR 72-212A	Mount Cook Airline Ltd	Christchurch	Aeroplane
OKI	Boeing 777-212	Air New Zealand Ltd	Auckland	Aeroplane
RLT	Maule MXT-7-180A	Mr A L Rossaak	Auckland	Aeroplane
RXD	Cessna 680 Sovereign	Skyline Aviation Limited	Napier	Aeroplane
SUA	ICP Savannah S	Mr A Drain	Rangiora	Microlight Class 2

TRANSFERS - April/May 2018

ALJ	De Havilland DH 82A Tiger Moth	NZ Flying Adventures Limited	Wanaka	Aeroplane
CBZ	Cessna 172M	Mr C B Chilwell	Whitianga	Aeroplane
CFL	Classic Aircraft WACO YMF	NZ Flying Adventures Limited	Wanaka	Aeroplane
COP	Piper PA-38-112	Airline Flying Club (Inc)	Papakura	Aeroplane
CZA	NZ Aerospace FU24-950M	Otago Airspread Limited	Mosgiel	Aeroplane
DAT	Cessna 172L	Mr C W Irons	Levin	Aeroplane
EKE	Cessna 172N	South Pacific Helicopters (2016) Ltd	Kaikoura	Aeroplane
EYT	Vans RV-8	Mr P C Carran	Whangaparaoa	Amat Built Aeroplane
GBD	PZL-Swidnik PW-5 "Smyk"	Mr A B Prentice	Auckland	Glider
GDW	Slingsby T.51 Dart	Mr B D Ruddell	Auckland	Glider
GGK	Glasflugel Standard Libelle	Mr J M Hudson	Christchurch	Glider
GMJ	PZL-Bielsko SZD-48-1 Jantar Std 2	Mr D A Shipley	Tirau	Glider
GML	PZL-Bielsko SZD-48-1 Jantar Std 2	Mr D A Shipley	Tirau	Glider
HAD	Robinson R44 II	Mr I G Jolly	Rotorua	Helicopter
HCQ	Eurocopter AS 350 B3	Mr B J Comerford	Porirua	Helicopter
HDE	Hughes 369D	Oceania Aviation Limited	Papakura	Helicopter
HEF	Eurocopter AS 350 B3	Mount Hutt Helicopters 2013 Ltd	Methven	Helicopter
HEI	Robinson R44 II	Heli-Farm Limited	Clinton	Helicopter
HFG	Robinson R44 II	Heli Sika Limited	Taupo	Helicopter
HGL	Robinson R44	Mid West Helicopters (NZ) Limited	Whanganui	Helicopter
HGV	Kawasaki BK117 B-2	GCH Aviation Limited	Christchurch	Helicopter
HHK	Eurocopter AS 350 B3	Mr B J Comerford	Porirua	Helicopter
HIW	Robinson R44 II	Heli Sika Limited	Taupo	Helicopter
HKQ	Bell 206B	Oceania Aviation Limited	Papakura	Helicopter
HNP	MBB MBB-BK117 B-2	Search And Rescue Services Limited	Taupo	Helicopter
HRU	Robinson R44 II	Orbit Helicopters Limited	Albany	Helicopter
HWP	Robinson R44 II	Country Helicopters Limited	Gisborne	Helicopter
HWT	Robinson R44 II	Macsil Deer Farms Limited	Christchurch	Helicopter
IAW	Agusta A109E	Heliflite Charter & Training Limited	Papakura	Helicopter
ICS	Guimbal Cabri G2	Vanaka Helicopters Limited	Vanaka	Helicopter
IEC	Eurocopter EC 130 T2	Force Aviation 2018 Limited	Coromandel	Helicopter
IFG	Eurocopter EC 120 B	Heli Sika Limited	Taupo	Helicopter
IJO	Eurocopter AS 350 B3	Helisika Agricultural Limited	Manukau	Helicopter
IKF	Eurocopter EC 120 B	Mr S R Pemberton	Hamilton	Helicopter
IOP	Eurocopter AS 350 BA	Levo Limited	Wanaka	Helicopter
IWP	Robinson R44 II	Heliflite Charter & Training Limited	Papakura	Helicopter
IWR	Robinson R44	Wild Animal Management Limited	Manapouri	Helicopter
JEE	Micro Aviation B22 Bantam	Mr H A J Preece	Snells Beach	Microlight Class 2
JFR	Avid Flyer STOL UL	Mr J Erasmus	Christchurch	Microlight Class 2
JJI	Micro Aviation B22 Bantam 700E	Mr J W Matthews	Vaipiu	Microlight Class 2
JKL	Cessna A185F	Mr D T Gaddum	Tauranga	Aeroplane
JPN	Cessna 182R	Mr S D Brown	Rangiora	Aeroplane
KBZ	Gippsland GA8	South Pacific Helicopters (2016) Ltd	Kaikoura	Aeroplane
KEJ	Pacific Aerospace 750XL	Starsoft SC D.	Poland	Aeroplane
LINU	Cessna 172R	L3 CTS Airline Academy (NZ) Ltd	Hamilton	Aeroplane
LYF	Micro Aviation Bantam B22J	Mr P D Varga	Hamilton	Microlight Class 2
MIF	Cessna U206G	Harmon Fishing Limited 3	Kaikoura	Aeroplane
MJF	Piper PA-31	Mr M Y Zhang	Vanuatu	Aeroplane
NUC	Cessna 172R	Middle Earth Flying School Limited	Waharoa	Aeroplane
NUU	Cessna 172R	Middle Earth Flying School Limited	Waharoa	Aeroplane
OEM	Cessna 172R	L3 CTS Airline Academy (NZ) Ltd	Hamilton	Aeroplane
PPG	Tecnam P96 Golf	Mr H V Ryan	Waharoa	Microlight Class 2
RED	Rans S-12 Airaile	Mr C J Portegys	Tokoroa	Microlight Class 2
RFC	Graham Lee Nieuport 17	Mr G D J Burt	Queenstown	Microlight Class 1
RMM	Mooney M20C	Mr D W Corrick	Auckland	Aeroplane
RQY	Cessna 172R	L3 CTS Airline Academy (NZ) Ltd	Hamilton	Aeroplane
RTP	Pitts S-1 Special	Mr B F J Sims	Papakura	Amat Built Aeroplane
SKV	Best Off Skyranger Vmax	Mr C A McCauley	Christchurch	Microlight Class 2
SRY	Progressive Aerodyne Searey	Mr R T Coleclough	Whangaparaoa	Microlight Class 2
SWM	Progressive Aerodyne Searey LSA	M J Carlielle & B I Thomson	Matakana	Aeroplane
TVB	Tecnam P2002JF UL	Mr R F Donaldson	Matamata	Microlight Class 2
TWR	Piper PA-38-112	Ohakea Aviation Sports Club (Inc)	Palmerston North	Aeroplane
WBA	Jabiru Jabiru SP	Ohakea Aviation Sports Club (Inc)	Palmerston North	Microlight Class 2
WTV	Piper PA-34-220T	Avcraft Engineering NZ Ltd	Feilding	Aeroplane
XTX	Cessna 120	Mr D M Smith	Rangiora	Aeroplane
YES	Beech 76	B G & J L Ferguson	Richmond	Aeroplane



Fieldair is a leading New Zealand aircraft maintenance company providing air transport and general aviation operators with a wide range of services including repair and overhaul of aircraft, instruments, equipment and parts.

NZ CAA Part 145, 148, 19F,
NZS/AS, 9001:2008

www.fieldair.co.nz



FIELDAIR
Engineering for Aviation

Airport Drive, Palmerston North
Phone +64 6 357 1149 | Fax +64 6 357 0886
fieldair@fieldair.co.nz | www.fieldair.co.nz



Engine & Electrical

General Engineering

Supply

Aircraft Maintenance

Instrument Services

- Steel and Aluminium welding
- GSE servicing and repair
- Aviation GSE a specialty
- Design and Fabrication
- Road cargo systems

Engine and Electrical
Contact **Quentin Hughes**
06 350 0956 | quentin@fieldair.co.nz

Instrument Services
Contact **Chris McLaughlin**
06 350 0957 | chrism@fieldair.co.nz

Maintenance
Contact **Mike Eastment**
06 357 1149 x740 | mike@fieldair.co.nz

Supply
Contact **James Robinson**
06 350 1743 | james.r@fieldair.co.nz

General Engineering
Contact **Sean Henderson**
06 359 0452 | sean@fieldair.co.nz

When Andy decided on the Savannah he says he was considering the construction and materials used more so than the design, the Savannah kit being the only one that met his requirements of all CNC metal with accurate holes and sizes that needed virtually no drilling. Andy says the fuselage was the most interesting part of the kit to build - and having to build two of the same for the wings was less enjoyable. However, the build process presented no problems along the way and took only four months, spending around 30 hours a week on it. Andy's total time to the first flight was only eight months; that's allowing for waiting for the engine, painting and inspections to be completed - all in all an outstanding effort for a home built project, and testament to the quality of the kit.

Andy carried out all the construction work himself with some help from his wife, apart from the painting that was done by a local Rangiora painter. The only changes he made from the kit was to replace the small tyres supplied with larger tundra type tyres. ZK-SUA is powered by the Rotax's 100 hp 912ULS engine which produces a cruise speed of about 85 kts. Electric flaps are fitted.

The 10-hour test flying period was completed by Tony Den Haan who says it flew beautifully and smoothly with no vices - just like his own one.

Andy's advice to other potential Savannah S builders is to follow the order in the manual and to have plenty of clicos (350 plus used on fuselage). The manual is translated from Italian and has some faults but assembly before riveting normally reveals these. "Take the chance to look at other builders' projects if you can and don't talk to too many people as you may

...continued from previous page

DEPARTURES - April/May 2018

BUA	Piper PA-23	Apache Syndicate	Albany	Aeroplane	W/d
CUH	Piper PA-28-140	Mr A A Qazi	Auckland	Aeroplane	Exp
DBB	Cessna T206H	Mr D J Brown	Mosgiel	Aeroplane	Dest
FBT	Aeroprakt A-22LS	Whangarei Flying Club	Whangarei	Microlight C2	Dest
FLG	Cessna 182Q	Mr J M Campbell	Hastings	Aeroplane	W/d
FTC	Thunder and Colt AX7-77	Fusion Ballooning Partnership	Hamilton	Balloon	W/d
FVR	Grumman American AA-1C	Mr D C Stringer	Porirua	Aeroplane	Exp
FVS	Grumman American AA-1C	Mr D C Stringer	Porirua	Aeroplane	Exp
GUC	Schleicher ASW 27-18E	Mr K M Essex	Omarama	Glider	Exp
HKQ	Bell 206B	Oceania Aviation Limited	Papakura	Helicopter	Exp
HPX	Robinson R22 Beta	Station Air Limited	Peel Forest	Helicopter	W/d
HVV	Robinson R22 Beta	Mr R R Tapp	Rangiora	Helicopter	W/d
IHI	MDHC 600N	Heliview Taranaki Limited	Cromwell	Helicopter	Exp
IZK	Eurocopter EC 130 T2	Rotor Force NZ Limited	Hastings	Helicopter	Exp
MCF	ATR-GIE ATR 72-12A	Mount Cook Airline Ltd	Christchurch	Aeroplane	Exp
MJF	Piper PA-31	Mr M Y Zhang	Vanuatu	Aeroplane	Exp
PBE	Southdown Raven X	Mr T D Morrison	Te Awamutu	Microlight C2	Dest
VAT	Cessna 172R	Middle Earth Flying School Limited	Waharoa	Aeroplane	Dest
WBD	Aero L-29	Jefflights Wanaka Limited	Wanaka	Aeroplane	W/d
ZQE	Boeing 737-838	Jetconnect Limited	Manukau	Aeroplane	Exp

get too many ideas..," he says.

I.C.P srl is represented in New Zealand by Philip Seale and his company Westwind Aviation. See www.savannahnz.com for more information.

ZK-DIM Diamond DA40D



The main focus of the Middle Earth Flying School Limited's (trading as New Zealand Aviation) Matamata operation, is to provide a training environment which is available to the 'majority' - with costs kept low and airtime high.

Their recently acquired Diamond DA40D (D denotes diesel power), will

complement the flying school's existing fleet of Cessna 172 and Diamond DA42 Twin aircraft - and will make the transition step between these two aeroplanes a little easier.

From the Austrian Diamond Aircraft Industries stable, the DA40 is a four-seat, single engine, light aircraft constructed from composite materials. Built in both Austria and Canada, it was developed as a four-seat version of the company's earlier DA20 model. A low-wing cantilever monoplane design, it has a fixed tricycle landing gear and a T-tail.

One of the instructors at New Zealand Aviation is Cory Adams. He says this new aircraft is very easy to fly, has great visibility with no blind spots and is also easy to spot in the sky by other aircraft. He says it is quiet, very quick and safe, and is easy to train in - being lighter to handle than the 172 and easily adapted to by most pilots. Cory says it's also very fuel efficient helping to achieve lower training costs which can be passed on to students.

NEW Robinson R22 Beta II

New Robinson R22 Beta II. POA. Contact Brett, Heliflite Pacific (NZ) Ltd, Ph: (09) 2999 442, Email: brett@heliflitepacific.com

NEW Robinson R44 Raven I and II

New Robinson R44 Raven I and II. POA. Contact Brett, Heliflite Pacific (NZ) Ltd, Ph: (09) 2999 442, Email: brett@heliflitepacific.com

NEW Robinson R66 Turbine

4 PAX + Pilot, Cruise Speed 120 kts, 927 lb usable at max fuel. Contact Brett, Heliflite Pacific (NZ) Ltd, Ph: (09) 2999 442, Email: brett@heliflitepacific.com

Event Guide

July 23rd - 29th

EAA AirVenture Oshkosh 2018

At Wittman Regional Airport, Oshkosh, Wisconsin, USA. This is the ultimate general and sport aviation event. Book ahead for 2019 with Gaye Pardy Travel and go with an organised tour.

July 30th - 31st

Aviation NZ's Aviation Leadership Conference 2018

At the Rutherford Hotel, Nelson. Plenary programme covers challenges facing aviation (especially GA), plus H&S, SMS, New Southern Sky, unmanned flight, and more. Includes divisional conferences plus training days 29 July and 1 August. Details within this issue of KiwiFlyer and at www.aviationnz.co.nz

September 7th - 8th

Canterbury Aero Club 90th Anniversary

At Christchurch. Starts Friday evening 7th. Fly-in to West Melton on Saturday. Anniversary dinner Chateau on the Park Saturday evening. Archives displays throughout. More information ph: 03 359 2121 or email: bookings@cac.co.nz

October 12th - 14th

Tiger Moth Club Spring Fly-in

At Taumarunui. Annual return to the club's roots 49 years ago at the magnificent Taumarunui aerodrome including flying competitions. Contact Graeme Wood 027 293 2318 or woods@clear.net.nz

November 2nd - 4th

Black Sands Fly-in

At Raglan. Annual fly-in organised by SAA Waikato - Thames Valley Chapter. Includes fly-around, food, socialising, and beach landings depending on conditions. Contact Bruce Cooke Ph: 021 112 2364, bmcooke@waikato.ac.nz www.saa.org

November 22nd - 24th

South Island Akro-Fest

At Omaka Aerodrome, Blenheim. Aerobatic competitions and fly-in. All welcome. Contact Andrew Love on 021 818816 or torque_roll@hotmail.com

January 26th - 28th

Autogyro Association Fly-in

At Dannevirke. Annual gathering of gyro enthusiasts and all manner of rotary winged aircraft. Includes fly-out to Athbey Farm, socialising, AGM, lunches and more. More details possibly on autogyro.org.nz

Add your event. Email details to: michael@kiwiflyer.co.nz or phone 09 279 9924.

Tanker to Aircraft Refuelling at Ardmore



Avgas and Jet A1
Call George Hoskins
Phone 021 369 600
or VHF 133.1 MHz

Ardmore Sky Station
Ph/Fax: (09) 297 7188
Email: skystation@extra.co.nz

Come and see us for affordable accessible recreational aviation services NZ wide

- Microlight introductory flights
- Simple entry process - NZTA Class 1 medical, FPP
- Microlight flight training
- Online examination service
- Microlight pilot certification
- Microlight type ratings for Part 61 pilots (RPL, PPL)
- Annual inspections
- BFR, medical, membership, inspection reminders

Simple, low cost aviation support by pilots, for pilots, in a club-based environment.

All for just \$70 a year!

Affiliated clubs throughout NZ

Contact us to get into serious fun!



RAANZ (Inc), PO Box 15016, Dinsdale, Hamilton
P: 07 825 2800 or 021 076 3483
E: office@raanz.org.nz www.raanz.org.nz
CAA approved Part 149 organisation

Advertising Index

	page
Aerial Toolbox	40
AeroFix	27
AeroSafe	38
AgNav	57
Alpi Aviation	53
Angel Flight	51
Ardmore Aviation Technical	14
Ardmore Flying School	14
Ardmore Sky Station	61
Autoflight	47
Avclean	44
Avcraft Avionics	11
Avcraft Engineering	25
Aviall	2, 41
Aviation & Performance Parts	23
Aviation NZ	37
Aviation Safety Supplies	43
Avionics Canterbury Wide	50
AvParts	12
Avplan efb	24
Avsure	17
Central Aero Electrical	47
Central Aero Engineering	27, 48
Cirrus Aircraft NZ	6
Cirrus Corporation	7
Composites International	55
Corrosion Control NZ	53
Corporate Jet Services	52
Dennis Thompson International	62, 63
ECO2000	44
Field Air Sales	40
Fieldair Engineering	58
Flarm	52
Full Noise at Reno	22
GA Advocacy Group	54
GOFuel	5
Gyrat International	12
Gyrat NZ	32
Hawker Pacific NZ	64
Heli Maintenance	16
Heliflite	62
Heliflite Charter and Training	16
Hood Insurance Brokers	35
ICEA Aviation	15
Intesafety	23
JEM Aviation	9
Keane Spray Nozzles	16
LiteFlite Green	47
Liviu Avionics	52
Magni Gyro NZ	35
Martin Aviation Services	55
Massey University	20
NZ Warbirds	54
Oceania Aviation Components	19, 53
Oceania Aviation Aircraft Sales	30
Pacific Turbine	41
Patterson Oil	29
Petroleum Logistics	5, 38
Plane Torque	33
Primary Avionics	16
RAANZ	61
Redfort Logistics	36
Reid Helicopters	54
Remuera Doctors	55
Ridge Air	24
Rotor & Wing Maintenance	31
Ruth's Tecnam Sales & Service	18
Solo Wings	16
South Pacific Home Rotors	64
Southair	9
Southern Wings	33
SparxFly	49
Spidertracks	37
Spratt Financial Services	15
Superior Air Parts	46
Wanganui Aero Club	31
Warbird Adventure Rides	51
Warbirds Over Wanaka	27
Waypoints Aviation	19
Westwind Aviation	12



Can we be of service?

**We Desperately Need
GOOD Aircraft to
Replace our Depleted Stock**

Put 50 years of our experience to work
and achieve the result you seek.

Please call for an appraisal of your
aircraft and a sales proposal.



**DENNIS THOMPSON
INTERNATIONAL LIMITED**

09 298 6249 or 0294 923 160
dennis@dtaircraftsales.com

www.dti-aircraftsales.com

Reach thousands of Kiwi Flyers with your classified advertisement

KiwiFlyer
MAGAZINE

For private advertisers, classified advertising in KiwiFlyer is discounted to only \$35 including GST for 50 words and a colour photograph. Or pay by column space at the rate of only \$10 including GST per column centimetre. Please contact us for commercial advertising rates.

Send your advert details and cheque made out to Kiwi Flyer Limited to Kiwi Flyer, PO Box 72-841, Papakura, Auckland 2244.
Alternately, email: editor@kiwiflyer.co.nz Credit cards or bank transfer payments are welcome but can only be accepted by internet payment. Please contact us for details by email or phone 09 279 9924.

Classified deadline for the next issue is 27th August.
Don't forget to include all of your contact details in your advertisement.



NIKI ROTORS KALLITHEA



Demonstrator with low hours.
Full Carbon construction.
Folding mast, Trendak Rotors,
Rotax 912ULS. Helices E prop
gives 914 performance.
Unmatched visibility.
Light nimble handling.
Beringer wheels & brakes.
Titanium Exhaust.
Price reduced for restocking
\$119,000 +GST
Ph 021 038 0760
email: gyfly@aol.com



DOMINATOR 1 GYRO

**Great entry level machine with renowned
Dominator stability thanks to centreline
thrust and the tall tail.**

Subaru EA81, 25' Dragon Wings, 330 hrs.
Radio, GPS, PLB, helmet, flying suit,
custom trailer, spare engine, etc.

\$23,950 negotiable for the lot.

For details call Jim on 021 076 2323

See flight videos at

www.youtube.com/watch?v=8jxi8C61qvQ&t=16s
www.youtube.com/watch?v=NovoTRjp1PU&t=102s



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



SLINGSBY T67M200

The best of all worlds: Aerobatic,
Full IFR Panel, luggage space,
tricycle gear, side by side seating,
fully inverted oil and fuel.

Sold with new annual, 4 years
before prop overhaul, 874 hours
left on-condition engine.

A really solid wonderful aircraft
at \$50,000 negotiable.

Already purchased homebuilt
project so this has to go.

See TradeMe for details.
Contact Trevor: 0274 896 988



HELIFLITE
Leaders in Helicopter Sales and Service

**Heliflite are proud New Zealand and Australian
Distributors for Robinson and Kopter Helicopters**

**We invite you to visit our website for details of
more than 20 New and Pre-owned Helicopters
currently in stock throughout Australasia**

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

Sales (AU): Rob Bentley-Johnston
+61 4 0319 6219
R.B.J@heliflite.com.au

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

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

www.heliflite.co.nz

Number One for Robinson Helicopter Sales & Service



- PIPER CHEROKEE 180-F ZK-FEL**
1971 Model. 7377 hrs SN. 54 Hours TSO. Near full life
engine hours rem. Good maintenance history. Hangared. All
logbooks SN. Same owner 26 years. Last 100 hr re-weigh
and ARA 13.4.2018. Asking \$49,900+GST if sold in NZ.
- 1954 CESSNA 180 SKYWAGON ZK-BFT**
4938 hrs SN. 10 hrs since complete restoration 2017.
O-470-k engine: 815 hrs since major o/h. Bulk strip 2016.
685 hrs to run. Fully SIDs compliant. Fresh 100 hr & annual
Mar 2018. New C of A April 2016. 818 lbs useful load.
ARA Jan 2019. \$219,500 +GST if sold in NZ.
Immediate Delivery. All serious offers will be considered.
- ISLANDER: 3 Aircraft and Spares**
Information at www.dti-aircraftsales.com
- 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. Price reduced to \$80,000 (incl GST if any).
- 1998 PAC-CT4-E AIR TRAINER ZK-PTA**
6445 hrs SN. 300 hp engine. 385 hrs since o/h 2013.
3 blade prop. Ex-RNZAF. King IFR avionics. Std Cat C of A.
\$225,000 inc. GST. Immediate Delivery.
- 1998 PAC-CT4-E AIR TRAINER ZK-PTB**
6379 hrs SN. 300 hp engine. 304 hrs since o/h 2014.
3 blade prop. Ex-RNZAF. King IFR avionics. Std Cat C of A.
\$225,000 inc. GST. Immediate Delivery.
- 1974 SCOTTISH AVIATION BULLDOG T1 MK-1**
8190 hrs SN. 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 \$49,000 inc. GST (if any)
Owner prepared to consider all reasonable offers.
- PAPA 51 THUNDER MUSTANG ZK-TMG**
2005 model. 408 hrs TTSN. Hangared Ardmore. US\$275,000.

**DENNIS THOMPSON
INTERNATIONAL LIMITED**
Celebrating 50 Years of Aircraft Sales and Acquisitions

Contact Dennis: P. 09 298 6249 | M. 0294 923 160
E. dennis@dti-aircraftsales.com

Visit us at Harvard Lane,
Ardmore Airport, Papakura.

www.DtiAircraftSales.com

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