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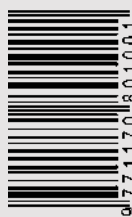
Magazine of the New Zealand Aviation Community

Issue 61

2019 #1



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P-40 Experience

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From the Editor

Welcome to an issue of KiwiFlyer that is packed full of articles from people sharing their enthusiasm for aviation. These are spread right across the age spectrum - in regard to both pilots and aircraft.

First up is a contribution from Kiwi pilot Bevan Dewes who has been flying a P-40 Kittyhawk in Australia. Keen on aviation since a teenager, and just 24 now, Bevan has taken all the right steps along the way to make 'Living the Dream' possible, including winning one of the 2018 Warbirds Over Wanaka flying scholarships.

Neil Hintz is another person who grew up surrounded by things aviation, and with an inherited can-do attitude. Amongst other work, Neil builds autogyros and with a self-confessed dislike of available 'branded' options, decided to build and fly his own engine too. Named after his father, ZK-RON has been clocking up the hours with Neil aboard - a story Neil shares with readers in this issue.

Retired B747 Pilot Instructor Alan Murgatroyd was reading an article in our previous issue about a restored de Havilland Chipmunk when he thought the original registration sounded familiar. Sure enough it was in his logbook, dated March 18th, 1959. Alan writes of some very interesting memories of the time.

Frank Parker has a new toy to play with in the form of a replica Bristol Scout complete with original 100 year old engine. Frank demonstrated the aircraft for the first time at the recent 'NZ Warbirds at Ardmore' open day - and what a delightful aircraft it is. Justifiably pleased with his latest acquisition, Frank describes the ownership and flying experience thus far.

Younger aviators are also catered for in this issue, with coverage of the annual Walsh Memorial Scout Flying School plus the Youth Soaring Development Camp. Both organisations offer students of aviation the opportunity to quickly succeed with first solos and beyond, via a week of being fully immersed in aviation with their colleagues and volunteer instructors / support staff. Returning Walsh student Noah Woolf writes of his experiences at the school for a second time after soloing last year, and Roger Read reports on another very successful Soaring Camp.

Whatever grizzles there might be regarding high level support of General Aviation as an industry, there's no question of the enthusiasm that exists within. Long may that remain the case.

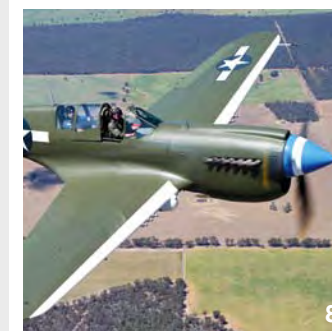
Michael Norton

Editor | Publisher
KiwiFlyer Magazine



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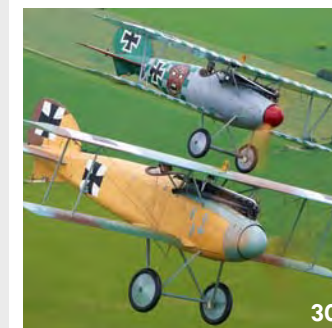
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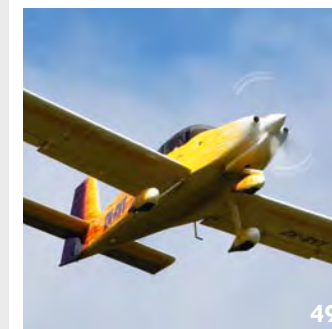
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Kiwi pilot Bevan Dewes living the dream in a P-40 based at Temora, Australia. Gavin Conroy image.

About Us

KiwiFlyer is for and about the New Zealand Aviation Community.

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

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Cirrus North Island Tour

Feilding based National Sales Manager for Cirrus NZ, Bruce Brownlie, says he has a new SR22 demonstrator arriving in May and a North Island tour planned for early June. This will take the form of an early evening presentation of the aircraft at strategic aero clubs and also introduce participants to the new Cirrus SF50 Vision Jet. First deliveries of the new jet are anticipated this year into Australia as several orders have been placed.

Presentations will be given by the Cirrus Aircraft's Regional Director of South Pacific, Graham Horne, who has first-hand experience on what it's like to fly in this exciting new single engine General Aviation jet.

Contact Bruce on 0274 438 371 or sales@cirrusaircraft.co.nz. More information about either aircraft can be found at www.cirrusaircraft.com

Mrs Elizabeth Mary King MNZM

Due to the formality of listing one's full name when publishing the annual New Zealand honours list, not everyone in aviation circles immediately noticed that Liz King was this year made a Member of the New Zealand Order of Merit for services to aviation. Hearty congratulations Liz.

The Order (in various levels) is awarded to those "who in any field of endeavour, have rendered meritorious service to the Crown and the nation or who have become distinguished by their eminence, talents, contributions, or other merits".

This award follows hot on the heels of Liz also receiving a Paul Tissandier Diploma from the FAI (see below, where her numerous contributions towards sport aviation in NZ have been outlined for readers).

FAI Paul Tissandier Diplomas

Every year the Fédération Aéronautique Internationale (FAI) / World Air Sports Federation awards a number of 'Paul Tissandier Diplomas' to "those who have served the cause of Aviation in general and Sporting Aviation in particular, by their work, initiative, devotion or in other ways". New Zealand, as of right, is able to nominate two people each year.

The 2018 awards for New Zealand went to well-known aviation identities Liz King from Flying NZ and Steve Care from Gliding NZ. Congratulations to both recipients whose award citations are abbreviated below.



Since becoming Competition Coordinator at North Shore Aero Club Liz reignited interest in competition flying at the club, organising and motivating instructors and competitors such that the NSAC subsequently became highly competitive and a frequent winner at National competitions. Serving on the national executive committee of Flying NZ from 2012 to 2016, Liz was the coordination point for 12 aero clubs. She made frequent trips to the organisations many smaller clubs and built personal relationships. Liz generated and promoted a local newsletter to keep people informed. Her sustained efforts resulted in smaller clubs being reinvigorated, and enthusiastic enough to become involved in flying competitions at National level. Liz

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has been a FAI representative since 2013 and retains this position from which she has built solid relationships across the various disciplines including displays at each other's events and an annual meeting to discuss opportunities, issues and how each can better work together.



Steve Care

Steve Care has been a glider pilot for 40 years and during most of that time has served his fellow pilots in various roles at club, regional and national levels. He has been a gliding instructor for more than 30 years and has a reputation for great rapport with his students. Steve was instrumental in introducing start-of-season briefings at his club, which have become a bench-mark for influencing club safety culture. Steve became a Regional Operations Officer, and for several years has routinely organised and

participated in centralised instructor courses that have been of great assistance to all clubs in his region. Steve was then appointed as Gliding NZ's National Operations Officer and leads the Operations Committee which monitors the maintenance of operational standards throughout the country. Steve has managed to greatly improve the rate of reporting of incidents, and has strived to act on the lessons learned. Steve is a glider owner, regular competition pilot, has achieved a Gold C with three Diamonds, and is a valuable mentor to many.

First aircraft for WASSI

The Walsh Aviation Support Society Incorporated (WASSI) was set up in 2017 to raise funds to purchase and restore aircraft to secure the future access to aircraft for the Walsh Memorial Scout Flying School.

In mid 2018 the society was able to procure ZK-FML, a Piper PA-38 Tomahawk. Support for the acquisition came from the Walsh instructors and other staff, from The Lion Foundation and from an anonymous donor.

FML had been owned by Padre John Neal and his wife Pam for over twenty years and had for many years been used in support of the ATC Flying Camp at Woodbourne. Hence the aircraft will continue to be used to introduce young people to aviation.



In July 2018, Jay McIntyre of JEM Aviation at Omapa in Blenheim won the contract to fully restore and refit FML. WASSI were clear in the requirement that FML be completed and available for the Walsh School in January 2019. This was no mean feat, and required significant commitment and effort by Jay and his team who completing the restoration by Christmas.

An objective of the restoration was to bring FML up to the highest safety standards reasonably achievable. Given the number of aircraft operating in and around the circuit at Matamata, that meant high visibility, aircraft recognition

and sequence control. Work included fitting LED lighting, airbag seatbelts, new radio, new windscreen, and a new high-visibility paint scheme.

FML's new livery was actually designed in consultation with Airways controllers familiar with the School's Matamata operations who advised use of bold panels of colour, the maintenance of a mix of high and low winged fleet, and different colours for each aircraft, albeit in the same scheme.

WASSI welcomes support and donations for the acquisition and restoration of further aircraft. See www.wassi.org.nz for more information.

Third Mosquito Flies



De Havilland Mosquito PZ474 (ZK-BCV) made its first flight from Ardmore airfield on January 13.

The aircraft had been under restoration for several years and has become the third recognised airworthy Mosquito flying worldwide, all of them having originated thanks to Glyn Powell and Avspecs here in New Zealand.

After five flights totalling 2.15 hours in the air, the aircraft was deemed ready to return to the USA where it will be operated by Lewis Air Legends in Texas.

Owner Rod Lewis came out for the week to witness the test flights along with his test pilot Steve Hinton. The aircraft performed well and was a beautiful site flying around Ardmore. Due to the quality of the work done very few test flights were needed.

This aircraft was actually operated by the RNZAF flying as NZ2384 and was on the civil register for a while as ZK-BCV before being flown all the way to the USA for a new owner. After many years of basically rotting away on an airfield Rod Lewis bought the aircraft. Then it was shipped back to New Zealand for restoration to fly, and fly it now has.

Congratulations are due to Glyn and the Avspecs team for another outstanding achievement.

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Living the Dream

Flying the Curtiss P-40 Kittyhawk

Doug Hamilton is hands off in the back seat as Bevan Dewes circuits in his Kittyhawk.

At just 24 years of age, Bevan Dewes is no stranger to interesting aircraft and events, displaying his Chipmunk at Warbirds Over Wanaka 2018. His association with that event extends to also being the recent winner of one of two Flying Scholarships of \$5,000 awarded by the Warbirds Over Wanaka Community Trust. At the time Bevan said, "Flying Warbirds has been my passion for as long as I can remember. Being accepted for this scholarship will enable me to take the next leap in my warbird flying career. I am hoping to put the scholarship money towards gaining experience in formation aerobatics which will help me become a more skilled pilot for display flying." In this article, Bevan demonstrates just what sort of aviation success one can achieve with well-directed enthusiasm. Not just a flight in, but flying, a P-40 Kittyhawk.

As a 13-year-old kid I walked into the Old Stick and Rudder Co. Hangar in Masterton where, from an amazing collection of both WWI and WWII aircraft, one aircraft in particular caught my attention; the Curtiss P-40 Kittyhawk, sitting in the corner proudly displaying its Shark mouth and menacing eyes. All I wanted from that point on was a ride in the aircraft. I was told very quickly that it would require a lot of work and I was handed a broom. After about four years of spending my weekends in the hangar helping out with all sorts of jobs, from sweeping to preparing the aircraft for flight, I finally got that ride. We had the P-40 out on the apron in front of the hangar for Stu Goldspink to go for a flight and for some strange reason my parents and grandpa arrived at the hangar. At that point I was still completely unaware of what was going on. Next thing Gene DeMarco walked out of

the hangar with the rear control stick and handed it to me and said, "You may be needing this." I couldn't quite believe what I was hearing. The dream I had had for four years was finally coming true. That flight reinforced my goal of flying warbirds.

New contacts

In early 2017 a phone conversation with well-known air show commentator Peter 'Ando' Anderson, led to me being put in touch with Doug Hamilton, a warbird restorer and display pilot based at Wangaratta, a small town in north east Victoria, Australia. Doug has an amazing restoration facility focusing on P-40s, which was just my cup of tea. He also has a flying P-40 of his own along with a few other warbird and classic aircraft. A month or two after being introduced to Doug I was on a plane to Sydney. I met up



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Doug handed me the P-40 Flight Manual and said, "Go and get comfortable in the Harvard and we'll give this a go before you go home." I didn't quite believe what I was hearing.



The radio and a few extra gauges offer a token nod to modern technology.



Glorious noise and a lot of fun all start from here.



A familiarisation flight from the back seat first.

with Ando and we made the seven and a half hour road trip down to Wangaratta to meet Doug and have a look around his facility, which was very impressive. They are incredibly well placed to do most of the manufacturing of new parts in-house. We discussed the time I had spent in England with John Romain's team at the Aircraft Restoration Company at Duxford tinkering in the workshop there. I had learnt about Spitfires and the other amazing aircraft they have in their fleet. Doug offered me the opportunity to stay with him and spend time in the hangar learning about P-40s. This really appealed to me as I had been working on the P-40E in Masterton, looking after it at air shows and helping on annual inspections.

An amazing opportunity

2018 rolled around very quickly and planning was starting to fall into place for a return trip to Wangaratta, this time for six weeks over winter. It was suggested that I convert my licence and get an Australian CPL so I could do some flying while I was there. Thankfully I had allowed just enough time for the paperwork process. For anyone that has had to do it before they will know what a nightmare it is! Thankfully it was issued on the day I arrived in Australia which was amazing timing. After getting my 'Aeroplane Flight Review' complete I was then able to be checked out in Doug's ex-RNZAF Harvard NZ1024, more affectionately known as Harold. After flying off the one-way strip at Doug's farm we headed to Wangaratta with a few stalls and aerobatics on the way. We did a few circuits and glide approach all of which went smoothly. It was so good to be back in a Harvard again. It had been a few years since I had done a couple of hours in one in New Zealand. I'd been a bit apprehensive about landing back on Doug's strip which is slightly up hill with no go-around. Doug reassured me that Harold loves the strip and as it turns out he wasn't far wrong. After three landings on the strip Doug said it was time for me to go on my own. It was a perfect winter evening; conditions couldn't have been much better.

Doug hopped out at the top of the strip and secured the rear cockpit and before I knew it, I was achieving a massive goal of mine. I thundered down the strip and got airborne, flying down the valley on my own in Harold. I had been trying to go solo in a Harvard in New Zealand for a long time but it had never quite lined up. Now airborne in Harold, gear up and climbing in beautiful evening light, I spend a couple of minutes just doing a few nice relaxed turns before setting myself up for my first solo landing, back on Doug's strip. Definitely not wanting to bounce as there is no go-around option. Again miraculously, Harold did an amazing smooth tail low wheeler onto the strip. I couldn't believe it. It must have been beginner's luck. Taxiing back to the hangar I'm sure I had the grin of a Cheshire cat. After I put Harold back into the hangar it was time to go up to the house to meet Doug and his partner Lou for dinner. That dinner would become one to remember.

That evening we were talking about the Harvard and a few tips and pointers he had for me. And then the P-40 came up in conversation and Doug handed me the P-40 Flight Manual and said, "Go and get comfortable in the Harvard and we will give this a go before you go home." I didn't quite believe what I was hearing; this was the chance to make my dreams a reality. It was also a sentence I never ever expected to come out of Doug's mouth. I decided that this was an amazing opportunity. I'd just keep doing what I was doing and if it happened it happened. I never actually expected the day to come.



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When dreams come true: Bevan Dewes, Kittyhawk Pilot.

In preparation

The next few weeks Harold became my taxi from the farm strip to the workshop at Wangaratta airfield. It was about a 15 nm flight that always involved a few deviations along the way and a few circuits. At the workshop I was helping the engineers build a windscreen assembly which meant learning a lot of new skills including CAD drawing, stretch forming and using a lot of tools in the workshop. The main thing was patience. It gave me a

new appreciation for how many individual complicated parts are in each component and how long they all take to make. No wonder warbirds are so expensive!

Kittyhawk Day

After gaining about 15 hours in Harold and flying a lot of circuits Doug decided that the coming weekend it would be good for me to fly a few circuits from the back seat before flying the P-40.

Saturday morning came around. I

prepared Harold to take to Wangaratta to meet Doug later in the morning for the back-seat circuits. Unfortunately, on the flight into Wangaratta Harold suffered a small mechanical failure which meant we couldn't do the backseat check. I was pretty disappointed, and I could see my P-40 goal slowly slipping away as I only had one week left in Australia. Over lunch we discussed the options and decide that I would hop in the back of the P-40 and follow Doug through a few landings and

go through the checks and if that went well then we would swap seats. I was over the moon with this arrangement.

After lunch we pulled the P-40 out of the hangar and I taxied over to the fuel pump and topped it up. Doug met me there and we started up and taxied out to the runway and completed our pre take off-checks. As we lined up on the runway, I paid attention particularly to the control inputs Doug was making and as we accelerated down the runway: especially, how much time it took to get to take off power plus the coordination between aileron and rudder input as the power was added and speed built up. After we were airborne, I ran the after take-off checks as Doug flew the aeroplane. We made a 180 degree turn for a buzz and break back into the circuit to land in the opposite direction due to there being no wind and no-one around. As we pitched up into the downwind and got the gear down Doug was talking me through a few things to watch. The P-40 is quite slippery and it is very easy to let the nose drop slightly meaning you can very quickly be over the max gear speed of 175 mph. The next thing to watch as we turned base and slowed below 140 mph for the flap extension is sink. If you start to get too slow the P-40 sinks like a brick and requires a lot of power to arrest. Touchdown was a lovely smooth tail low wheel landing on the sealed runway. Doug certainly has a great feel for the aeroplane and set a very high standard for me to follow. We continued to the end of the runway after landing and then went again for one more run through.

As we taxied in from the second circuit it dawned on me that it really was going to happen. I was actually going to get to fly a P-40!! Once we shut it down, we went into the crew room for a bite to eat and a final run through of what was going to happen on our next flight.

The front seat

Walking out to the aeroplane I was a wee bit nervous and incredibly excited. This time I climbed into the front seat and strapped in and just sat there for a minute collecting my thoughts while Doug got into the back. As I started the engine and put my helmet on, my thoughts were with the young men going out for their first flight in a fighter in WWII. One springs to mind - Brian Cox. He only had about 125 hours total time when he first flew a P-40 and I had about 1550 hours and an experienced pilot in the back keeping an eye on me. It must have been both daunting and a huge adventure for them back in war time. I pulled my mind back onto the job. As I taxied out, we didn't have a lot of time to muck around as the engine was already fairly warm from our previous flight. The liquid cooled Allison engine tends to get to the point of overheating fairly quickly. At the end of the runway I did a quick run up check on the engine and my pre-take off checks and before I knew it, we were ready to go. As I lined up on the end of the runway the majority of the runway ahead was soon out of sight behind the huge nose of the P-40 in front of me. Now it was time to go.

Easing the throttle forward the engine got louder and louder. As I reached about 25 inches of manifold pressure - a good amount of power to get accelerating down the runway - the control surfaces became effective in the airflow. As the tail came up, I took the power through to 40 inches which is take-off power in normal conditions. The engine began to snarl. The thing that surprised me was not the amount of rudder required to keep the plane straight, it was the amount of right aileron required. As you add power the torque from the engine drives the left wheel into

The history of Curtiss P-40N S/N 42-104986

Built in 1943 and delivered to the US Army, in February of 1944 this aircraft was being piloted by 1st Lt. Nelson Flack Jr. when it suffered a forced landing in the Ramu Valley near Tauta in the (then) Territory of New Guinea. In 1942 the Japanese had annexed the entire Territory of New Guinea from the Australians. Intense fighting occurred between the Imperial Japanese Army and the Australian and US Armies to recapture New Guinea. During the Finisterre Range campaign in 1943 and 1944, the Ramu valley became the scene of a major battle.

The story of the forced landing is thus: Flack and his Wingman Lt. Jim Reynolds were tasked on a fighter sweep over the location of Wewak whereupon Flack broke formation and went after a Japanese Ki-61 Hien (better known as a 'Tony' because it looked like an Italian aircraft). They engaged in a dogfight which culminated in a head on attack. Flack's shots hit the enemy pilot, killing him and giving Flack is second confirmed victory. Flack's aircraft was also hit however and his cooling system damaged. Flack force landed in a kunai grass field behind enemy lines, suffering a broken arm and being knocked unconscious, coming to and freeing himself from the wreckage before the plane caught fire.

As soon as Flack was reported missing, three Stinson L-5 Sentinels (a light observation aircraft) were sent to locate and rescue him. He was spotted by MSgt. Eugene Salternik who observed a grass field suitable for landing nearby. Past the point of aborting his landing, Salternik realised the grass was over six feet tall. His aircraft flipped over, breaking the propeller. Salternik couldn't locate Flack and stayed with his aircraft overnight.

The next day supplies were dropped to Salternik with a message to stay there. Lt. Hector Henstridge volunteered to parachute down in support which he successfully did, despite this being his second flight ever in a plane and his first under a parachute! They located Flack and then spent two days clearing a landing ground for a rescue.

Now a week after the crash, two more L-5s headed to the site to land and rescue the three men, however the first aircraft on the ground suffered landing damage beyond repair. The second landed but was unable to take off with any additional load and its pilot departed alone. It was decided that no further landings would be attempted and the group of four men began a 35 mile jungle trek to meet with an Australian patrol.

Subsequent support flights were unable to locate the men who were all declared missing in action and the search was abandoned. They ran out of food and all contracted malaria. Finally, some 24 days after Flack's initial event, they encountered a patrol from the Australian Army who at the time was pursuing Japanese troops, themselves also in pursuit of the Flack group. The four men were evacuated from the area by RAAF Walrus.

A RAAF team visited the wreckage in 1946 observing burning to the cockpit and engine but an otherwise largely intact aircraft. It remained there until being discovered again in 2004 and salvaged to Precision Aerospace (later renamed Precision Airmotive) at Wangaratta Airport in Victoria, Australia. In 2005 restoration began with a new-build wing set and fuselage.

Painted in the markings of Flack's aircraft and now registered as VH-PFO, the P-40 made her first flight again on March 6th, 2016.






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the ground and lifts the right wing. Luckily, I had been warned of this, but I can definitely see how so many fighters got written off in take-off accidents. Becoming airborne we were accelerating and climbing away considerably quicker than the Harvard. We were climbing away at 150 mph, but the gear seemed to take an eternity to come up. Time to bring the power back now to 2500 rpm and 35 inches, climbing like a homesick angel to about 3000 ft. Bringing the power back further to a cruise setting of 2300 rpm and 30 inches gave a nice 240 mph. I took a second or three at that time to realise holy heck, I'm actually flying this thing! It is hard to put into words the amazing feeling. After about ten minutes of just flying around, getting the feel of the aeroplane and its lovely crisp responsive, I was surprised just how much different it was to fly from the front seat. Going for a ride gives a pretty good introduction to the sensations of flying a fighter but flying from the front is a whole other ball game.

Time for a couple of aerobatic manoeuvres before heading back to the airfield. I put the power up to 2500 rpm and 35 inches, diving down to 280 mph for a loop. The P-40 accelerated very quickly. It did not take long to get to the entry speed. Easing back gently on the stick, up we went. The energy was just incredible, it just keeps pulling and climbing skywards. As you head down the back of the loop the acceleration is quite impressive. I followed this up with a nice lazy barrel roll. Again, the energy of a fighter is just incredible.

It was time to head home. The radio was fairly quiet, so back to join overhead for a buzz and break into the circuit. It's amazing how fast things go by at 240 mph. We dived down for approach

and eased the power back slowly to about 22 inches as we pitched up to bleed off speed into the downwind, looking for 175 mph to lower the gear and slowing to about 150 mph for the downwind leg. Doug had mentioned on the previous flight that the P-40 is quite slippery. Even a slight drop of the nose causes the speed to pick up very quickly. Pre-landing checks complete and I double checked the hand hydraulic pump was tight for the gear to be down and locked. Very quickly we were ready to turn base. I thought we were fairly high, but Doug reassured me it was just fine. I soon saw why. The P-40 really does come down fast as you ease the power back, especially with the flaps out. One last check of the hydraulic hand pump and then I concentrated on the landing. The wind was still pretty much nil. We came over the fence at about 100 mph and I slowly closed the throttle and touched down, a very smooth wheeler. Rolling out I was impressed with how powerful the rudder was, only very small movements required to keep it straight.

Taxiing back in, I think the smile on my face was the biggest I'd ever had. I hadn't expected I would get the chance to realise my dream, especially not so soon. It is nice to know that there are people in the Warbird world who are encouraging younger people into these aircraft and it is an incredible privilege to be trusted with such an amazing piece of history.

A few days later, after having time to think about the flight and ask questions, we went for another flight to consolidate. Knowing what to expect this time it wasn't so overwhelming. The unfortunate thing about flying a P-40 is that you never want to land, because it's just so incredible.



Breaking away from a photo flight with Gavin in 'Harold', Doug's Harvard.

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And again

In October I returned to Australia. I was to be ground crew for Doug's aeroplanes Warbirds Down Under Airshow at Temora. On the Sunday morning after the show we were getting the aeroplanes ready to head home and Doug tapped me on the shoulder. "Go find somewhere quiet and get your head in the right place to fly the P-40. Gavin Conroy is going to take some photos". Another unexpected fantastic opportunity!

Thirty minutes later I sat down with Doug who would be in the back seat of the P-40 with me, and Gavin, and we briefed a nice simple photo flight. It would consist of a simple join on the outside of a right-hand turn with two orbits and then a break to join back at Temora. We taxied out as a pair with the Harvard. There was a lot of chatter on the radio from aircraft departing the show, so lots to keep an eye on. After the Harvard took off, I gave it a minute or so while I was doing my checks. I knew I would end up catching it fairly quickly. Lining up this time there was a brisk right crosswind which I wasn't worried about as a right crosswind generally makes it easier to keep straight. What I didn't think about is that as you add power and the weight goes on the left gear leg the wind gets under the right wing and tries to lift it slightly. This caught my attention

nice and early on the take-off roll. After take-off I turned left and climbed towards the Harvard. It was about 1.5 miles away. I prepared early, bringing the power back to reduce our closure speed as I know the P-40 is very slippery and I didn't want to do any big power changes. As I approached the Harvard, I started to realise it was going to be quite a challenge to fly in formation with it. I was quite surprised how small the power changes needed were to stay in formation. The slightest bit too much power and we quickly accelerated. After about twenty seconds of finding my feet I was comfortable in formation and got a nice big thumbs up from Gavin in the Harvard. Even at relatively slow speed, about 160 mph, the P-40 still has pretty amazing control authority, so only very small movements were needed to adjust my formation for the photos Gavin was wanting.

After the second orbit I broke away from the Harvard and brought the power back up to a nice high cruise setting to allow the engine to clear itself out after running at such low power setting next to the Harvard. As we returned to Temora the radio was very busy and I could see several aircraft back tracking on the runway I wanted to land on. The next few minutes gave me an appreciation for how difficult it is to fly a fighter in a busy environment. After an orbit overhead the field I realised very quickly that I wasn't going to be able to do a buzz and break to lose my speed sufficiently to lower the undercarriage. Instead I made a tight turn, pitching up to slow the aircraft to gear speed. It took a little longer than I expected but we got there. Who would have thought that at 2500 ft on downwind you would be able to make it back to the runway? This is where the P-40's brick like characteristics worked in my favour. As we came around on the final approach, we managed to slot nicely between the departing traffic and land on the into-wind runway.

Now on the ground with a hot aeroplane, I switched on the spray bars which spray water into the radiators to stop overheating. They are very effective. It reduces the stress on the ground while trying to get back and park before it boils over.

Another successful mission! It is very special to have photos of me flying my first fighter and even more special to have the photos with Doug in the back because if it wasn't for him, I wouldn't be flying fighters.

It is a huge privilege to be able to fly a P-40, not at all common these days, especially at 24 years old. I hope that me flying the P-40 will also inspire other young people and show that it is possible to fly these 'unobtainable' warbirds if you have the passion and put your mind to it. It certainly doesn't come without a lot of work, dedication and patience - along with the support from a lot of people around you.

Bevan Dewes 



Doug Hamilton and a justifiably pleased looking Bevan Dewes.

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Restored in Australia by Precision Airmotive, P-40N S/N 42-104986 made her 'second' first flight in March of 2016.

Event Guide

February 15th - 17th

Aero Deco

Napier Aero Club welcomes private and club aircraft to fly in to Hawke's Bay Airport for the Aero Deco weekend, part of Napier's Art Deco Festival. Many visiting aircraft, displays, and much art deco indulgence in town all weekend. www.artdeconapier.com

February 22nd - 24th

Wings Over Wairarapa Air Festival

At Hood Aerodrome, Masterton. Celebrating 20 years. Saturday night show and much more. Details at www.wings.org.nz

March 2nd - 3rd

Tiger Moth Club Fly-in and AGM

At Hawera. Annual summer fly-in, competitions, annual dinner and AGM. More info from Graeme Wood: woods@clear.net.nz

April 19th - 21st

Yealands Classic Fighters Air Show

In this year of the 125th Anniversary of New Zealand women's suffrage, the organisers are proud to have themed this year's biennial show toward 'Saluting Women in Aviation'. Details at www.classicfighters.co.nz

July 22nd - 28th

EEA Airventure Oshkosh

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August 4th - 7th

Aviation New Zealand Annual Conference and Trade Expo

In Auckland this year. Check www.aviationnz.co.nz for more details.

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Aircraft Passenger Legal Liability Insurance in New Zealand

Bill Beard from Avsure continues his series explaining various aspects and terms of aviation insurance, including useful advice for making sure you have the coverage you need. His last paragraph in this article is particularly important but potentially overlooked. All of the previous Avsure articles are available for download from the KiwiFlyer website www.kiwiflyer.co.nz

In New Zealand the industry standard for aircraft combined liability coverage is between NZ\$1m to NZ\$20m. Unlike the USA, Australia or Europe, the possibility of a Liability Claim arising for Personal Injury or Death in New Zealand is virtually negligible due to the implications of the New Zealand Accident/Rehabilitation and Compensation Act 1992 (also known as ACC).

In general terms, all incidents resulting in Death or Injury to persons (including

international visitors) anywhere in New Zealand are covered under this Act and there is no provision under New Zealand Legislation for Claimants to sue or issue proceedings in New Zealand Courts seeking compensation for Death or Personal Injury.

Since introduction of this Act in July 1992, we understand there have been no claims successfully pursued for passenger liability in respect of Personal Injury or Death with exception of Mental/Nervous Shock Claims not linked to physical injury which does not fall under the Legislation. In relation to Aviation Passenger Liability, this was borne out by case history in the High Court Judgement relating back to the ANSET Dash 8 accident in 1995 whereby the Court upheld and set a precedent in that there was no loop hole for passengers to sue for Compensatory Damages in NZ.

Effectively therefore the nominated

indemnity for Combined Single Limit Liability/Third Party Property Damage is the major element covered under an aircraft insurance policy – not Passenger Liability.

For commercial operators providing carriage of passengers for hire/reward it is essential to ensure that all contracts of carriage be sold direct or via a New Zealand Agent or Tour Company in New Zealand and not as part of an overseas package. This ensures the Liability Exposure is limited to fall under the New Zealand Accident/Rehabilitation & Compensation Act 1992 (ACC).

To discuss this topic or any other aviation insurance questions, or to seek quotations, contact Arden Jennings or Bill Beard at Avsure on 0800 322206. Full policy wordings and other information is available on our website www.avsure.co.nz

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Neil Hintz and Ron in the sky above Dannevirke at the 2019 NZ Autogyro Association fly-in.

The story of RON

Star of show at this year's NZ Autogyro Association AGM and fly-in at Dannevirke wasn't one of the shiny new European gyros (of which there were many), it was ZK-RON, a humble single-seat Dominator with a great story to tell. RON earned builder Neil Hintz the Association's prestigious 'Man and Machine' trophy this year. It was a well-deserved honour, particularly as Neil flew solo for the first time only recently in this very machine. Of even more significance however, is the innovative engine. Neil built it too (that's designed, cast and machined, not just assembled). Here, in Neil's own words, is the story of RON:

Back around 1995, the Dominator single seat gyro was a new design. A promotional video and plans were available from the Designer Ernie Boyette and his company Rotor Flight Dynamics in the United States, and how exciting they looked!

Plans were ordered and promptly arrived. Four of us in the NZ Rotorcraft Association were to use them. Ken Middleton was first to complete his craft, then Jim McEwen, and then Graeme Jury.

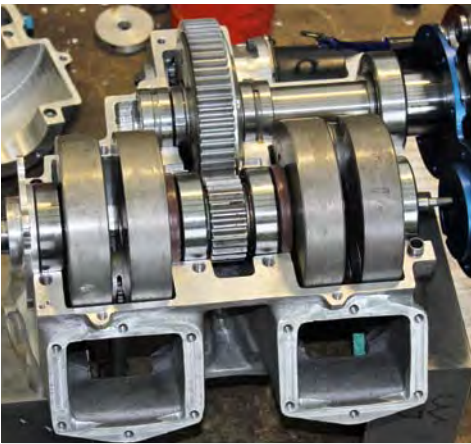
ZK-RON's frame was largely also completed around the same time but 'real' work and a lack of finance stunted its growth. It got placed in my shed roof for storage; actually there were several rooves over the years.

A decade or more later, another gyro friend, Grant Simpson was

“ I'm not a fan of Rotax.
I thought I would build
my own engine.
How hard could it be? ”



Parallel Twin - exhaust side



Partially assembled Parallel Twin



Parallel Twin - inlet side



Version One - the Tandem Twin

rating around in my shed roof looking for something else when he noticed the almost finished Dominator frame. With my permission he took it to his workshop and in an unbelievably short time he finished it off, complete with a Rotax 503 engine. Grant proceeded to fly RON and show it off, forty odd hours in fact, with someone else's engine. The Rotax did not actually belong to either Grant or myself, being an engine Grant had reconditioned for its owner. He had convinced the owner it needed to be run in, on RON.

RON soon became known as the people's gyro, being essentially syndicate owned and largely available for others to try if they were keen/brave enough.

As you would expect the time came for



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the engine to go to its real home. Grant brought RON back to me and handed over ownership; "Just get another Rotax and go flying," he said.

I'm not a fan of Rotax and having built many two-stroke dirt bike engines and parts of the years, I thought I would build my own engine. How hard could it be? As it turned out, quite difficult.

RON's Engine

RON's engine started off as what is termed a Tandem Twin with two single cylinders mounted on separate cranks arranged back to back using twin rotary valve induction. This is a favourite layout for many road race engines. I wanted a short engine and this setup was short, being the length of only one crankshaft. Both cranks were connected with a single larger diameter gear between them, this also serving as the reduction to the propeller. All seemed well for the first few ground runs then disaster struck; broken crank gears. Six different styles of gearbox all had the same outcome so I reluctantly shelved that design.

Not to give up so easily, I decided to build a Parallel Twin two-stroke (like a Rotax) but with crankcase reed induction instead of rotary valve this time - reeds being most commonly used in almost all modern two-stroke dirt bike engines. This engine used the same cylinders (recycled from the previous engine), same pistons, rods, carburetors and starter. A new crank was built but in an effort to keep the engine short I again ran the output drive off the middle of the engine, putting the propeller flange just past the rear cylinder.

This engine suffered typical parallel twin type vibration, i.e. quite bad. I tried to fix it with changing the crankshaft balance factor but all that did was to relocate the bad vibration elsewhere within the operating rpm range. I knew this might happen, and in fact it only took 15 minutes of run time to start cracking the exhausts. I pushed RON back into the corner of the workshop and that was that for about a year.

I had been considering using a counter-rotating balance shaft but I didn't want the extra weight. What to do however?, as without this shaft the vibration was a show stopper. One Sunday afternoon (several actually) I built a balance shaft and bolted it up externally to the engine as a test - with counter rotating bob weights flying around in mid-air. The difference was like night and day! I could

not believe how smooth this new addition made the engine feel. I shortly came to the conclusion that the balance shaft would double very nicely as the pre-rotator drive output, and suddenly the balance shaft was not such a bad thing to have after all.

Now we were ready to fly, but not with my home made ignition. I didn't trust it so I bought and fitted a rather nice programmable 12V CDI system. What I didn't know was that it had a fault with one channel being prone to randomly advance on its own. That meant detonation (incorrectly timed combustion in a cylinder) which rapidly punched a hole in a piston; good times, not.

I consumed a few pistons before the fault was found and finally rectified, with another new ignition becoming the fix, bugger it. I'm not ashamed to say that toward the end of this ignition fault problem I was starting to weld the holed pistons up and re-use them. In fact one of these pistons that underwent 'surgery' ran for quite some time in the engine, even getting to fly for a while. The new ignition has been faultless along with new (second-hand off Yamaha AG100) Nippon Denso coils as now I didn't trust the Chinese units that I'd previously fitted.

Flying

So there you go: just like that, build and fly your own engine. There are 15 trouble free hours on this second engine (with the balance shaft integral now). It has new cylinders with power valves fitted, all of which were cast (including the cylinders) and machined in my Autoflight workshop behind our house near Hamilton.

With RON flying and myself signed off for solo (there have been various blocks of instruction over the years but I've never had my own aircraft to complete the licence process with), I flew the initial few hours at Matamata airfield.

As an interesting note, while driving to the airfield I would look at the paddocks around the airfield thinking, 'no problem I sure I could land there if the engine stopped' but at 500 feet that confidence soon disappeared. Suddenly those paddocks looked real small. So I've relocated to Galatea, a long strip with plenty of long flat surrounding paddocks, no power lines, and best of all no traffic. I'm under no illusion that this new engine will stop at some point so I'm trying to stack everything in my favour. We are off to a good start though as a recent



Opening up the cylinder sand core mold



Cylinder sand core in place (the first of 8 per cylinder)



Assembling sand cores for the cylinder mold, like a 3D jigsaw. Sand cores are needed to leave suitable cavities in the finished casting for ports etc.



Cast engine casings ready for machining



Freshly cast cylinders

complete strip and inspection showed no signs of trouble at all.

How does she perform? RON will maintain altitude at 4700 rpm and fly nicely between 5000 and 6000 with a further 1000 rpm of spare power up your sleeve. She goes well. (Ed. That's quite an understatement.)

About Ron

For those that might wonder, ZK-RON was named after my father Ron Hintz who was a rotorcraft enthusiast when I was a lad, and was one of the original Benson gyro builders back in the day.

As an aside to finish this tale, Ron Hintz was testing his Benson gyro glider one day at the top of Powderals hill near Te Puke. (Ed. A gyro glider is a small gyro with rotors but no engine, capable of flight when towed behind a car on a beach for example - and back in the day how you learned to fly 'safely' before bolting on an engine.) It was a windy day, good enough for Ron to tie the gyro down with a metre of rope off each wheel.

My brother and I sat in the truck watching as we were told to do. Ron would hand start the rotors (Ed. Until the wind could catch them and accelerate them to flight speed) then proceed to fly the machine like a kite, up until that metre of rope got tight. It was an awesome sight for an impressionable young lad watching from the safety of the truck. But the excitement didn't stop there. After a few 'flights' Ron stopped the rotors and came over to my brother and I. We were now to learn the real reason we had been invited to watch. Ron wanted to know if his craft would lift the weight of an engine and had figured Ian and I were about that weight. Instructions were issued, Ian and I were to approach the craft from the front once the rotors were spun up, then attach ourselves to the mast standing on the keel just behind the seat.

We were allowed one practice run with rotors stopped. I guess that was for 'health and safety' reasons. WOW, exciting and frightening all at once and yes his Benson would lift an engine, or two small children as the case may be.

Excitement over, we packed the machine up on the back of the Thames Trader and set off home but with a caution: we were NOT to tell our mother. To this day Mum's the word and yes that episode certainly made an impression on this lad.

Neil Hintz



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Memories of a Chipmunk

In Issue 60 of KiwiFlyer we included an article contributed by Don Penniall which told the story of his and Jim Chapman's restoration of de Havilland Chipmunk ZK-LOM; 'The Two Year Project that took Ten'. Their aircraft's history extended back to RAF service before being sold to BOAC in 1956. KiwiFlyer reader Alan Murgatroyd saw this article and thought the aircraft sounded familiar. Alan wrote to us and shared such an interesting tale of his own that it's printed here verbatim. Thanks Alan.

What a Christmas Present!! I received the latest edition of KiwiFlyer last week, and thank you, but only today read it in detail. When reading the article by Don Peniall I noticed that the subject Chipmunk had once been owned by BOAC in England, and registered G-AOJS at that time.

I immediately reached for my first Civil Aviation Log Book and was delighted to see that I had flown that very aircraft on March 18th 1959 from the then, but long since closed, Croydon Airport, situated on the S.E. edge of London. The flight was a cross-country solo exercise to Lympne in Kent, and return, taking 55 minutes on the outbound leg and 1 hour 15 for the return. I think I must have diverted for some local sight-seeing on the way back!

I am a retired BOAC Boeing 747 Captain, aged 84. Now resident in Kerikeri, I'm still a microlight instructor with the Bay of Islands Aero Club and a volunteer pilot with the local Coastguard Air Patrol flying their Cessna 182, although now limited in what I can do with an RPL. Until recently I also shared ownership of an Alpi Pioneer 300 microlight.

I was a Royal Air Force 2 year National Service (i.e. drafted) pilot trainee of the then 1950s era. I finished that service around the same time as the UK Pilot's Union, BALPA, made an agreement with BOAC that there should be three pilots on every flight deck. This was the start of the Second Officer presence on the upcoming fleets of new Jet Transports.

The Company decided that the assistance of the additional third, monitoring, pilot was only really required for take-off and landing - and they considered the navigator really only worked in the cruise on the long oceanic or desert crossings. That wasn't

entirely true of course but nevertheless they decided to combine the two roles. They didn't want to re-train the older WWII navigators as third pilots however, most of whom were approaching retirement age anyway, so they recruited new, younger pilots leaving the RAF - and I applied.

The RAF training had provided me with enough flying hours for the then basic CPL and BOAC offered me employment on the understanding that I sat the civil aviation exams and gained my CPL, after which they would train me as a navigator initially, before eventually resuming pilot duties.

During our time training, and initially operating, as navigators, we still had to meet the CAA requirement to complete six hours flying and six landings every six months. To achieve that BOAC based a fleet of Chipmunks at Croydon, and paid for the minimum of six hours flying and six landings every six months.

My colleagues and I could turn up at Croydon at will, and fly around Southern England to suit ourselves. Providing that we didn't do more than six hours in any six month renewal period, it didn't cost us a cent.

My logbook shows that one of these Chipmunks was G-AOJS.

Of course we could take a passenger, an old Air Force mate perhaps, or a girlfriend, and on one occasion I took an Aged Aunt (actually not that old, but it seemed like that to 23 year old myself) to the Isle of Wight for lunch. That Chipmunk was fitted with a Coffman Cartridge engine starting system. I recall that it was able to hold six cartridges, but I had trouble re-starting for the return flight and used up all the remaining cartridges without success. Now on a deserted airfield with daylight soon to fade, I checked the parking brake, sat Aged Aunt in the rear cockpit, primed the carb, switched on the ignition, cracked the throttle and then placed A. Aunt's hand on it with the instruction that when the engine fired she must pull that lever BACK! I then swung the prop and got the engine started, ran around to the front cockpit and flew back to Croydon. I still have nightmares!

Eventually Croydon Airport was closed, BOAC moved the aircraft to an aerodrome called White Waltham just west of Heathrow and we continued flying from there until such time as we were trained as fully rated co-pilots. Then of course there was



Under BOAC ownership in the 1950s as G-AOJS.



Now restored as ZK-LOM, owned by Don Penniall and Jim Chapman.

"That Chipmunk was fitted with a Coffman Cartridge engine starting system. I recall that it was able to hold six cartridges, but I had trouble re-starting for the return flight and used up all the remaining cartridges without success."


no need for the Chipmunks, although BOAC retained them for a while under the control of a basic flying school for staff and others of the then BOAC and BEA airlines. The companies were later merged to become the present British Airways.

Although I initially didn't want to be a navigator (I was a pilot for Chrissakes!) I actually came to enjoy it and became a navigator instructor myself before the introduction of INS in the early 1970s removed the need for a navigator to be part of the crew. I'm now glad I had the chance to perform Astro Navigation, and also Grid Navigation techniques over the North Pole on our route from London to Anchorage - but that's another story! A sign of modern times; A recent iPad bearing student pilot asked me "What was a sextant?". One could weep.

I started my Nav. training on the piston engined Boeing 377 Stratocruiser, the first "double bubble" fuselage, although the second level was downstairs in what could have been a cargo hold and comprised the First Class Bar. I then moved to the turbo-prop Bristol Britannia and eventually regained my pilot category on

the jet powered Boeing 707. My first assignment on that aircraft was a three month posting to Honolulu, flying the San Francisco to Tokyo section of the then BOAC Round The World Service. Life was Hard! I have a photograph of Waikiki Beach circa 1961 showing only three buildings on the whole expanse. It's a bit different today!

In the early 1980s I moved to Singapore Airlines which eventually led to my wife and I taking up residence in New Zealand. But I still have warm fuzzy memories of the likes of Chipmunk ZK-LOM / G-AOJS that started me on the eventual track to retirement as a Boeing 747 pilot instructor. Would I do it again? In a heartbeat!

Alan Murgatroyd 

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Frank Parker's newly arrived Bristol Scout above Ardmore in November

'Brussel Sprout' arrives at Ardmore

Visitors to the NZ Warbirds at Ardmore Open Day late last year were treated to a demonstration of a WWI replica new to the local line-up. Frank Parker has acquired a Bristol Scout for himself, complete with a genuine 100 year old engine. Who better to tell the story than Frank himself:

Aircraft ownership is seldom simple, and my recent purchase of a replica WWI Bristol Scout aircraft is no exception.

In the past two years the NZ Warbirds Association has been fortunate to have the opportunity of purchasing some WWI aircraft. The first of these is a 'The Vintage Aviator Ltd' (TVAL) B.E.2e aircraft and the second a Fokker Dr.I replica. A Bristol Fighter replica, currently under rebuild is also in the pipeline. As part of the purchase of the B.E.2e and Fokker Dr.I I had the opportunity to buy a Sopwith Pup, but for a number of reasons this did not eventuate.

To the rescue, my friend Graham

Orphan of Classic Aircraft Sales who had just happened to find a replica Bristol Scout in California. After a little 'horse trading' a deal was struck and six weeks later a container arrived at Ardmore Airfield.

There were some nerves opening the container, as although highly recommended, I had bought the aircraft sight unseen. I felt utmost relief when the goods lived up to expectations. The aircraft had been built by Herbert W Harkey at Livermore, California in 1997. It had flown a few times then it seems to have disappeared into the back of a shed and never flown again. It had been inspected prior to purchase and turned out to be everything that was advertised.

Herb, who I believe was the California 'Le Rhône Man', had built the aircraft from original drawings (plans), substituting mild steel square section for the original wooden fuselage framework whilst retaining the crosswire bracing. The wings are reputedly as per original. The result is a very accurate replica aircraft

with a little better functionality.

The engine is an original 1919 USA built Le Rhône. It is in fact 100 years old as it is stamped 1.9.19, which is of course American for 9 January 1919. I am reliably told that the Pennsylvania firm 'Union Switch and Signal', better known for railway signalling equipment, was contracted to build 2000 Le Rhône engines to support the US WWI war effort.

When the armistice was signed a number of these engines became available on the civilian market. I have actually seen one in its original greased paper and packing crate.

The next few weeks after receiving the container were spent turning the 'Ikea' package into an aircraft. This was reasonably straight forward – there's only one way a wing will fit and there was only a little trial and error on a few of the minor assemblies. When it came to rigging, only minor adjustments were required to achieve a straight aircraft – testament to the builder. Once complete

“ Minimum power is too much to achieve a landing so flying an approach is a combination of sideslip plus ‘blipping’ of the engine where a control column press-button kills the magneto. ”

we turned to inspections.

The aircraft is registered as a Class 1 microlight which simplifies the certification and maintenance requirements somewhat.

Time for engine testing. I'm fortunate in having a little rotary engine time so this was not total guesswork. Once again



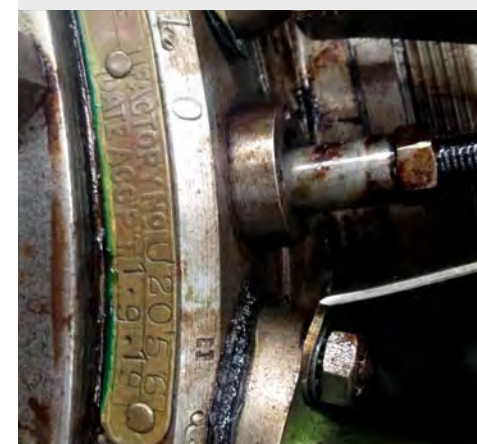
Opening the container



The first full look



Ready for action



The plate says 9th of January 1919, 100 years ago!





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About the Bristol Scout

The Bristol Scout was originally conceived in 1914 by Frank Barnwell and Harry Busteed of the 'British and Colonial Aeroplane Company' which itself was one of the earlier Aviation Companies. Later renamed the 'Bristol Aeroplane Company' it was eventually merged to form British Aircraft Corporation, which produced the Concorde.

The Scout, designed as a racing aeroplane, first flew in 23 February 1914 and after development was ordered by the War Office for the fledgling Royal Flying Corp (RFC) and Royal Naval Air Service (RNAS).

The Scout served in the front line until late 1916 and represented the genesis of the of the single seat fighter aircraft. As such it was fitted with various combinations of armament, from side mounted rifles or machine guns to over the wing machine guns, developmental interrupter machine guns, darts and flechette (mini-bombs for

destroying balloons).

By the end of 1916 the Scout had been replaced by newer aircraft, however, they were still used as training aircraft and the occasional Squadron hack.

Two notable events in the Scout's fighting history:

On 25th July 1915, over the Passchendaele area, Captain Lanoe Hawker flying a Scout with an oblique side mounted Lewis gun (of his own design) downed two enemy aircraft and chased off a third and was awarded the first Victoria Cross for action in a single seat aircraft.

The Scout was the first landplane to be flown off a ship when on 3rd November 1915 Flt Lt H.F. Towler flew from the 'flying deck' of HMS Vindex.

Approximately 370 Scouts were produced for the military and served with the RFC, RNAS, Australian Flying Corp, and Hellenic Navy. They saw action on the Western Front and Middle East Theatres. The last known Scout in military service was a Scout D No. 8978 based in Point Cook (Melbourne) Australia in October 1926.

everything went beautifully; the engine started on the first blade and ran exactly as advertised. With a week to spare we were ready for the first demonstration at the NZ Warbirds Open Day on the 13th of November.

How does it fly?

To the obvious question, how does it fly, the simple answer is, delightful. Any pilot who is at home in the Tiger Moth could read the engine notes, jump in the Scout, and feel (reasonably) at home.

There is no doubt that in this modern world of electronic wizardry the engine handling is unique; much akin to a motor car of the same era where the operator (pilot or driver in either case) must listen, feel and embrace the engine and trim it accordingly. The Le Rhône has a very basic carburettor which via the air lever controls intake airflow and roughly meters fuel. There is an additional fuel lever which further meters fuel flow to give an appropriate mixture. The pilot sets the air lever (throttle) for power and adjusts the fuel lever to get the smoothest result. There is a danger that too much fuel (over-rich) can choke the engine and of course too little fuel will stall it. The power range is

from a minimum of about 650 RPM to a maximum of 1150 RPM. This minimum power is too much to achieve a landing so flying an approach is a combination of sideslip plus 'blipping' of the engine where a control column press-button kills the magneto. This must be done judiciously as too much will lead to fouled spark plugs. The rule is equal blipping off and on, that is 2-3 seconds off followed by 3-4 seconds on. While this may read to be onerous, in practice it is reasonably straight forward.

Flying wise the aircraft is a delight, reasonably light and nimble on the

controls, though lacking a little in the yaw department. This is similar to the Fokker Dr.I with a lot of drag up front and minimal rudder down back. The Scout is definitely seat-of-the-pants stuff and while we have a full suite of instruments (ASI, altimeter, tachometer and slip bubble - works opposite to a slip ball), it really is eyes outside and let the aircraft talk to you. Stalling speed is about 35 MPH (below the ASI scale) and is a slow mush, instantly recoverable. I have tried steep turns to investigate the alleged gyroscopic effects and there are no obvious vices.

At time of writing I have seven flights under my belt, maybe three hours total and am very happy with the aircraft. I am looking forward to some exciting summer evenings turning fuel and castor oil into noise and excitement.

Post flight the primary requirement is a large supply of rags – the engine oil system is total loss, whereby oil which lubricates the engine components exits through the cylinders on the exhaust stroke and attaches to anything that's nearby, in this case the lower surface of the aircraft. A supply of methylated spirits aids considerably in the clean-up.

As I have previously said in these columns, while (with 20,000+ hours) I find this a fun wee aircraft, I have the upmost admiration for the men who with minimal experience took these aircraft to war.

And Brussel Sprout? My Cockney mate's rendition of Bristol Scout!

Regards, Frankly@xtra.co.nz



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Gavin Conroy's Gallery Favourites from 2018 (Part 1)

We know KiwiFlyer readers enjoy the outstanding photography we include from Gavin Conroy in each issue. Here's some of his personal favourites from 2018. Part 2 will follow in our next issue.



Top: I started flying with The Vintage Aviator Limited again in 2018. I haven't done much of that over the last few years due to overseas opportunities. I'm looking forward to a lot more flying with them in the future due to my desire to stay closer to home now. Seen here is an Albatros D.II flown by John Lanham. On his wing is Gary Yardley in an Albatros D.Va.

Above: A Luftwaffe operated Tornado roars under the camera plane with wings in fully swept mode. The pilot returned a few minutes later and joined up for some formation shots. It really was an amazing flight!



RNZAF Black Falcons behind a Hercules for a photo flight at Warbirds Over Wanaka 2018. They looked beautiful, the water was like glass and nice smooth flying conditions allowing shutter speed to be reduced enough for the full prop arc effect.



A Danish F-16 Fighting Falcon on its way to the Royal International Air Tattoo. I've flown with more than 20 F-16s now and this is my favourite pose, such a wonderful design and still more than capable.

“ People are the foundation of my photography; I enjoy that element first, flying second, and the photos just happen to be a by-product of the first two! ”
Gavin Conroy



Darren Crabb flying the recently restored Cessna A-37B Dragonfly operated by the Temora Aviation Museum. I was invited over to Temora to photograph it for them which was great to be able to do - just need to cash in my ride next time I'm there!



You can read about this P-40 Kittyhawk flight elsewhere in this issue of KiwiFlyer. When I heard Bevan Dewes had been flying it, I asked owner Doug Hamilton if we could get some photos with Bevan up front and he thought that was a great idea.



Above: Supermarine Mk. XIV Spitfire MV293 flown by Steve Jones out of Duxford in the UK. Steve flew it amazingly well. Mk. XIVs are very rare these days. Fortunately we have an airworthy one based at Omana and on display in the Aviation Heritage Centre.

Left: Graeme Frew out flying 'Full Noise' shortly before boxing it up and sending it to Reno for the Air Races. The Yak 3 is such a great performer and it has been such a great thrill to see Graeme go so well at Reno. I hope to attend if he goes back again.

Right: Paul Bennet flying the 'Aussie' Hurricane in the lead up to the Temora Airshow late last year. It's great to have one flying in the Southern Hemisphere again. The camera plane was Harvard NZ1024 flown by Bevan Dewes.





Typical start to a competition day at Masterton

Aerobatic Pre-flights for Pilots

It's a good idea ahead of any flight to also pre-flight yourself, but the process goes to a whole new level if it's a competition aerobatic flight you're off on. Aerobatic expert and regular KiwiFlyer contributor Grant Benns offers some recommendations:

"Grant you're up in two flights, after Desmond and Andy". Which is Starter code for 'get ready to go... now!'

Luckily, being the organised, cool/calm/collected, experienced and seasoned competitor, I am ready to go – mostly, and most of the time. However, the process proceeding turning-in and diving for speed for the first manoeuvre of any aerobatic flight should start an hour or more beforehand, regardless of what is at stake.

PPPPPP

Prior Preparation Prevents Probable Poor Performance, or something like that. As does practice – plenty of it. But getting your head in the right space before strapping on the plane is vital, and no different to the process professional athletes, in any sport, develop and utilise. Watch a pro-golfer stepping up to hit the ball – same routine, every time. Developing your own routine that you rigidly stick to is a good platform for achieving consistent results, or at the least giving yourself a chance.

The Order of Flight

Whether it be an aerobatic competition, an airshow, or a Sunday afternoon carve though the sky, it is a good idea to know roughly at what time you are expecting or expected to fly. And if not the exact time, at least have an idea of the order of the aircraft/pilots in front of you. At rapid-fire events, where each competition/display flight may only be 4-8 minutes duration, you need to know how long it takes you to pre-flight, strap-in, start-up, get airborne and climb to the designated holding position, so that when you get the call-up to 'commence when ready' you are ready to go. Note – it always takes longer than you think, until you have done it a few times, so add 50% to your initial estimates. Depending on how fast your plane climbs, there is no harm and very little cost in getting started a few minutes early, then sitting idling at the holding point for take-off, with all your run-up and checks complete. I find this a good time to breath, chill-out a little, and watch the sky in relative peace before the mayhem starts...

Once you have established the order or time for your flight, maintain an awareness of those flying ahead of you, and also of your watch (if you wear one – old school, I know!). Try to avoid distractions that will disrupt your focus on the upcoming flight, such as deep conversations on the theory of flight, or Donald Trump, or even seemingly harmless casual conversations with spectators – time can ebb away quite quickly and the aim at this point is to keep your focus and not be rushed.

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The Pre-Flight Check of You

We mostly fly on fine sunny days, and in aircraft with big canopies, which are great for visibility but can become very hot, both before the flight and inflight too. You need to be in good shape before you get in the cockpit, the foundation of which can go back to the previous night. Getting a good sleep and having a clear head at the start of the aerobatic day is vital. It goes without saying that medications that will affect your alertness are totally off the plate, and a healthy breakfast ('breaking the fast') with plenty of fluid – ideally water – is a good kick-starter for your long day ahead. Airshows and competitions are always long days.

Throughout the day, maintaining hydration is essential – dry eyes and a head-buzz must be avoided – and drinking diuretics like coffee are best avoided until after your flying is complete. We all have different ideas on what feels best in your stomach before pulling 'G', but the consensus is that 'nothing' is not the correct answer – stick to what works for you, but something filling and plain such as sandwiches or bread-rolls an hour or two before flying seem popular options. Probably not a warm fish milkshake!

The Pre-Flight Check of Your Plane

Knowing your plane is good to go and you have total confidence in it is vital, for safety and to free up your mind for the task of flying. You should know your plane very well by this stage of practise and preparation, however be aware that this can be a possible liability when considering the issue of complacency. Every flight is a new flight, and the last flight may have shaken something loose, so treat every pre-flight inspection the same, each and every time. Be thorough, rigorous and carry it out without distractions. Are there any leaks? Any loose fairings or excessive

movement in bearings or support structures? Enough fuel and oil? Most importantly, don't forget not to totally forget it at all, in the rush to get going.

The Pre-Flight Walk-through

If you have attended an aerobatic competition, you may have seen pilots holding a small piece of paper in one hand and making twitching/flapping motions with their other hand, all the while walking in small circles. They will be totally absorbed in this strange behavior, and most likely deaf to any outside conversations. Some wear headphones and are possibly listening to Bob Marley. Or Pink Floyd (Learning to Fly?). Be assured they are not mad – they are focused, wanna-be professional athletes, going through a pre-flight walk-through of their sequence.

Mental rehearsal of the sequence, many times over, but particularly just prior to the flight, is a cheap form of practise, and very beneficial. You imagine flying the whole sequence, in order, from beginning to end – the speeds and heights, the scenery outside and your positioning relative to the judges, crowd or landmarks, and the flow of the sequence. Many pilots will have notes written on their sequence card – this is the time to make final adjustments and confirmations based on the actual wind and direction of flight. Lock them in and believe they will work – second guessing them in the air doesn't work, as I have discovered many times...

Complacency

As mentioned earlier, the repetitive nature of the practise and build-up to flying a competition sequence can lead to aspects of complacency in regular actions, many of which are critical to the

safety of the flight. Generally, if you fly the aircraft within the limits of its flight manual you should expect the aircraft to look after you, but in the same respect that 'junk-in = junk-out' with computers, there are some critical checks that must be done, on every flight, to ensure that we are safely 'good to go'. To assist with ensuring the pilot is ready for flight, an organised competition event will have a Starter – a person with a checklist who will methodically do a final check that both you and the plane are fully prepared for the flight. They will check such basic things such as having the correct altimeter setting (normally set to QFE – zero feet), that your seatbelts are actually done-up, and you have sufficient fuel for the flight. Believe it or not, these regularly get missed by the excited/excitable pilot! The Starter is also tasked with discretely checking on your mental wellbeing – it is very difficult to be self-critical of this, so an outsider 'looking in' may be your saving grace. If they say you don't seem in the right mental space to be going flying, heed their advice.


Prior to starting, and again with the run-up and preflight check, DON'T RUSH. Do your normal procedures, just like it is another day in the office, but perhaps be just a little more vigilant and a touch paranoid, knowing that an actual competition flight has the ability to create pressures not normally felt. Check your belts and canopy an extra time, just to be sure.


Most aerobatic pilots (in fact most pilots) should have heard of the mnemonic 'HASELL', referring to the checks carried out immediately prior to commencing aerobatics. Don't forget to do these. Don't be rushed by somebody on the ground radioing you that they are waiting for you to start. Make them wait, do your checks with your usual discipline, get the plane to the right height and speed and start when YOU are ready.

Pace yourself, you special pilot.

Throughout this article you may have noticed frequent references to 'time'. Whilst the actual flight will seem to be over in flash, the successful outcome of it is a result of taking the time to practise prior to the event, making time for the preparation of yourself and the aircraft on the day, and having a methodical, appropriately-paced discipline to your entire flight. Quite often

endurance athletes will win from the middle of the pack, but in a sport like competition aerobatics where there is only you and your plane in the air, with nobody around you, you must be both the pacesetter and pace-follower, which requires a mental discipline not apparent to the casual observer or regular pilot. This is what makes you special!

Grant Benns 



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A view of the bridge and Bridge Hill

Fly yourself to Alexandra

Recently in the news with near record temperatures, Alexandra is the Place to Go Ruth Allanson chose to visit for this edition of KiwiFlyer. It's a town with plenty of interesting history and things to do.

NZLX Alexandra airport sits on top of a plateau at 752 feet with main vectors 14/32 seal at 1200 m long, a grass vector alongside to the north for gliding and a cross vector of grass.

Gliding occurs on Sundays so check up on joining procedures in your AIP v4 and carry your map, or make sure your app on the

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iPad has the latest updates.

Once landed you can pay your landing fee at the terminal building via an honesty box. That's \$5 - or free if you fuel up at the recently new Z fuel bowser.

Accommodation, parking and transport are all made incredibly simple with Nigel Forrester's onsite motel called NZLXmotel. Here there are single self-contained chalets which come with hangarage for your plane and use of a van for transport. Nigel built the motels with us pilots in mind so give him a bell on 027 434 8184, or book online. www.NZLXmotel.co.nz



Gold tailings from Alexandra's mining heyday.

If you plan to stay in town and still need a pick up/drop off there is a service called Big Red (Ph. 021 731 461) which operates every day except Sunday.

If you have not been to NZLX for a while you may be surprised at the development on and around the airport. The local council owns the area, which consists of the airport and 80 hectares of surrounding land. They have upgraded the runway and infrastructure to allow development of more hangars/homes and have worked to make things perfect for visiting pilots from around NZ.

The history of Alexandra is well recorded thanks to the gold rush. The Lower Dunstan gold fields date to 1882 at the confluence of the Molyneux (now called Clutha River) and Manuherikia River. The town was named Alexandra after Queen Victoria's eldest son married Alexandra from Denmark. The goldfields boomed in the 1890s and early 1900s, then dwindling in the 1930s. Up to 100 dredges worked the river, with the gold mining industry leaving behind water races, ponds and vast gold tailings. These and many relics have survived this period and are interesting to view from the air as well as the land.

After gold came fruit. Fruitlands is south of Alexandra up on a high plateau and earned its name from the many hundreds of fruit trees planted there in the 1900s. Although they had irrigation, only one crop survived to be exported with the trees dying out due to the harsh winters. The fruit trees survived down on the lowlands and are still growing in the region today. In the early 1980s however, a new 'gold' hit the area with vineyards popping up, the harsh ground and seasons proving ideal for Pinot Noir grapes which the region is now famous for.

One of the southern most vineyards in the world is Black Ridge. Land that was originally a gold rush in the 1860s was purchased in the 1980s for growing grapes. There had been fleeting success with grapes here in the 1860s but harshness of land and climate plus the plague of rabbits (introduced in the 1870s) took its toll. Move forward 100 years and after hard work and perseverance, the Central Otago region is now home to the best Pinot Noir wine, boasting over 140 vineyards. A handy website for checking out which cellar doors are open, where and other interesting places to see in Alexandra is www.centralotagonz.com

When people think of Alexandra town they may think of the Electric Clock high up on the mountain and the famous Blossom Festival, which has been running since 1957. The festival is a celebration of spring and brings the whole region together. The clock was an engineering feat, finished in 1968 and illuminated from that time with 150 bulbs. The size is 11 metres in diameter and each hand weighs 270 kgs. For more information on this



Clutha River

fascinating project: www.nzsouth.co.nz/centralotago/clock

Another engineering feature is the main steel truss bridge over the Clutha River which was erected in 1958, but the schist piers of the former swing bridge were left as a reminder of its service from 1882 to 1958.

These days the town (population 5000) is a popular place for people looking to retire but also for younger families as it lies outside of the more expensive areas of Queenstown and Wanaka.

Having spent some time here in the winter I was impressed by what the township had to offer. Being a great book reader I must mention Wanderlust Books, which is a secondhand bookstore with a vast upstairs and downstairs of shelves. Tim Julien, the proprietor buys your old books and also keeps an eye out for a special edition you may be looking for. Do be prepared to spend some time in there and if you get hungry, just a few doors down is a very tasty Indian restaurant called Fishtail.

If a nice walk and dining out is preferred, a place to visit is the Shaky Bridge, built in 1879. It is a peaceful 10 minute stroll along the river from the Alexandra i-Site and will connect you up with the highly acclaimed Shaky Bridge café.

The town and surrounds have multiple access points to the Clutha River track which is stunning to walk along, or bike. Nigel at the airport motel has mountain bikes you can borrow if you wish to explore this or perhaps a portion of the famous Central Otago Rail Trail. Being relatively easy going it is suitable for most ages and is very popular during the summer months.

Near Clyde, on Springvale road, 500 m from the start of the rail trail is Monte Cristo Raspberry Café. They grow their own raspberries and have a teashop that serves traditional afternoon teas. If you have family with you, the best part is their garden and entertainment area, mini golf, puzzle mats, giant board games and a train for the little ones. www.montecristo.co.nz.

If cycling the rail trail is thirsty work there are a couple of good places to pull up your bike. Ferris Road Brewery is open Thursday to Sunday offering local brews and delicious wood fired pizza. Or, if you find yourself further along the trail, try the iconic 125 year old Chatto Creek Tavern - really nice food, friendly service, and like the rest of this very interesting Place to Go, many decades of fascinating history.

Ruth Allanson 



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New Zealander Bob Henderson elected as President of FAI

In October the Fédération Aéronautique Internationale (FAI), also known as the World Air Sports Federation, elected New Zealander Bob Henderson as their President. Bob's background and skills in aviation and other fields are vast. There is no doubt that the FAI members made a good choice in asking him to run for the top position. Jill McCaw spoke to Bob about his aviation background, the path to the top job and his plans for the Federation over the next few years.

Bob, thanks for talking with us. Let's go right back to the beginning. How did you become interested in aviation?

I guess, like most of us I was exposed to aviation as a child. My father shouted me a flight with the Wairarapa Ruahine Aero Club when I was ten years old. It was in a Cessna 172. And then I discovered that the Air Force paid you to learn to go flying and I also discovered that the Air Force would pay for you to go to Uni too. The flame was lit – the Air Force was the way to go!

I went into my Uni course straight from school, graduating with a BSc in Psychology and Economics, and after that into the Wings course starting in 1974. I was with the Air Force for 22 years.

What are some of the highlights of your Air Force Career?

Some of the highlights are funny little things. Fresh out of my Wings course with about 250 hours total under my belt, I fronted up to my posting with 42 Squadron at Ohakea to fly the DC3, to be met by the boss, Squadron Leader Bob Gilbert who told me, "Now you can start learning to fly." I've never forgotten that. Six months later I was in command of a DC3, flying around New Zealand, Australia and across the Pacific.

I went on to the Wigram Navigation Training School in 1977, and was involved with bringing the ex-Air New Zealand Fokker F27-100 aircraft into the system. That was quite challenging.

I did the instructor training course and then was back to 42 Squadron as training instructor on Andovers. I was there in conjunction with the royal tour with Charles and Diana and I also took Princess Margaret up to the independence celebrations in Vanuatu.

There are lots more but one of the highlights, not just for me but for the family was a posting to the Royal Air Force College at Cranwell in England. I was there for a year and Eileen and the girls came too. As part of that tour we visited a number of military bases and civil aviation firms all around the United Kingdom but



Bob Henderson's last B737 flight in October 2014

also in Europe and the States.

Coming back to Air Staff in Wellington after the Cranwell course, I worked on a number of projects. One was to facilitate the establishment of No 2 Skyhawk Squadron at Nowra in Australia. Then in late '89, about when I thought my flying career was over, I was offered the chance to become commanding officer of 40 Squadron. This would be flying the C130 Hercules. As I had not worked at 40 Squadron or flown the Herc previously I asked them to send me to Auckland to do the co-pilots course in late '89, a few months before my actual posting. So, in March 1990 I took command and changed seats.

At the end of 1990 part of the squadron was deployed to Riyadh in Saudi Arabia during Gulf War One and I was looking after the detachment. Interestingly, at least half of my college group from my time at Cranwell were involved in the war in some position, from flying to support. We've all stayed in touch and have those shared experiences.

That must have all been hard on your family. Was that behind your decision to leave the Air Force?

Yes, it was definitely a family decision for me to leave the force earlier rather than later. I wanted a real change in life and picked up a teaching position with the Psych Department at the University of Auckland.

But you couldn't stay away from aviation?

It was actually quite by chance that Air New Zealand approached me. They wanted extra trainers on the 737 simulator and thought my experience would be ideal. I said I'd never flown the aircraft, but they said, "You've flown the C130; We'll give you a 737 type rating." I was concerned that people wouldn't respect my knowledge and background but that never happened.

Simulator training was part time, but the Uni position was not working out and Air New Zealand was recruiting pilots.

So, I suppose you ended up flying the 737?

Yes, I did. Then I was one of the first group of pilots to transfer to the A320. I made one of the delivery flights of the aircraft from France, bringing the last of the aircraft over. That was fun.

After that I was back to the 737, both as Captain and Instructor. I finished my time at Air New Zealand as the Training Manager for the A320 and set up a succession plan for to ensure that the deputy Training Managers we had put in place were ready to continue looking after the A320.

I spent 21 years with Air New Zealand and again it was a family decision to leave. I'm trying to stay retired – but this is really just retirement from full-time flying as I keep ending up with new things to do.

Is it true that you wouldn't be involved with the FAI if you weren't a glider pilot?

It certainly seems that way.

I married into a gliding family and my father-in-law, Geoff White taught me to fly gliders. That was in 1975. The Air Force's aviation sports clubs meant that in my downtime I could go gliding. Due to Air Force schedules we had plenty of time off over summers, so I got into competition flying. Quite a few of us owned our own gliders. I shared ownership of some of mine with Geoff.

When I joined Air New Zealand, the way the rosters were structured and the competition for time off during school holidays meant that it was impossible to get time off during gliding contests.

We hosted the World Gliding Champs here in 1995 and because of my involvement with that I found myself invited by the French to help write their rules and run the next Worlds in St Auban in France in 1997. That led to me getting involved with the international jury for gliding events. I went to about seven events all around the world as a member of the international jury between 1997 and 2003. And all of that led to me joining the International Gliding Commission (IGC) which is part of the FAI.

Working on an IGC committee led to election to the IGC Bureau and then, in 2004, I was elected as IGC President when Tor Johannessen stood down. I handed over responsibility for the IGC to Eric Mozer in 2008 (he was the 1st Vice President then), when I was elected to

the FAI board, and he then was elected as President in 2009 and still holds that position.

I was elected to the FAI board in late 2008 and so, this year, after ten years on the board I was intending to step away. However, during the General Conference in October, I came under a lot of pressure to allow my name to be put forward for the position of FAI President. It was not an intentional pathway, but it seemed a reasonable course of action.

What do you hope to achieve during your term as President?

I think the FAI has the potential to be a much stronger and a more strategically visioned body than it currently is. There is a huge pressure on a small staff in Lucerne in Switzerland. We have scarce resources, both human and financial and we need to put both of these to best use, to use them carefully to grow in strength and capability.

In the press release announcing your appointment there was mention of an initiative called ONE FAI. What is that?

ONE FAI was a board initiative about 18 months ago. The idea is that we have many varied air sports, and a large number of member nations, but we are one FAI organisation. We held a facilitated workshop with the board and our senior staff. It was a major strategic review looking at the role, purpose, structure and


governance of the organisation. We looked at what we do, how we do it and how to go about integrating all our activities in a better way.

The FAI is a unique sporting organisation because we have a head office in Lucerne, then each air sport has their own commission. The commissions are semi-independent and have their own responsibilities towards their members. Then we have the nations and each nation's sports boards have a responsibility to their members. There are crossovers and everything is blurred as to who really does what. It's a little like suggesting that all sports with a round ball should be in the same organisation. You'd have soccer, golf, table tennis, volley ball, water polo and so many others. That's what we're up against with air sports. We have 13 sports listed at the moment but something new could appear at any time. Drone racing only started in 2017.

The FAI was formed in 1905 and it's done really well, but what worked in 1905, and what worked in 1955 doesn't necessarily work now. We need an updated model.

With modern communications we have distributed decision making where everyone expects to be able to have a say. We want to work out how we make this work in the future.

The diversity between air sports is both an advantage and a challenge that I'm looking forward to.

Jill McCaw 



The 53rd Walsh Memorial Scout Flying School 2019

Walsh Memorial Scout Flying School

A returning student's perspective

A year ago in KiwiFlyer, ab-initio student Noah Woolf wrote about his experience and first solo flight at the annual Walsh Memorial Scout Flying School – two weeks of intense aviation training led by highly qualified volunteers at Matamata Aerodrome which result in first solos for dozens of keen young aviators. This year Noah attended as a returning student, experiencing more advanced flying and contributing towards the school operations in a support role. We haven't covered the school from the perspective of a returning student before, so Noah kindly offered this report for KiwiFlyer readers:

The Walsh Memorial Scout Flying School for 2019 kicked off into brilliant full swing right on the first day. At 1000hrs on the first morning I was assigned my flight instructor and by 1230hrs I was pre-flying my aircraft. A bit of a change to last year, where, as a first year student, it took three days

of classroom ground training before getting up into the air. This year it was just straight into it, no mucking about, a quick recap of the basics and then we were flying off to the training area to familiarise myself again with the PA-38 Tomahawk and the airspace above Matamata.

Coming back as a Return Student came with its responsibilities. For the first two days I barely saw the ab-initio students in my flight as I was far too preoccupied with refuelling the 16 aircraft on the Walsh flight line. As a first year student (ab-initio) the main priority is learning how to operate an aircraft and hopefully go solo. However as a second year student, the main priority is to mentor and aid the first year students as well as build up as many hours as possible before the circuit gets too busy with ab-initio students all craving that first solo flight.

For me, the first few days of Walsh were the most full on. Amongst my other responsibilities, I was flying two times a

day, flying circuit after circuit trying to perfect my speeds and altitudes at various stages around the circuit. My instructor was adamant that I would not go solo this camp until I had nailed all my speeds, 70 kts climb, 85 kts downwind and 70 kts approach speed. He emphasised how any mistakes and miscalculations would have flow on effects to the aircraft behind me, as they too would have to follow me around the circuit.

As well as gaining hours, another focus put on the second year students is forced landings and abnormal events while in the sky. For example my instructor and I were just cruising along in the downwind when he decided that it was time to practice a powerless landing. With the throttle closed, the nose dipped and the aircraft rapidly lost altitude, before I knew it I was being forced to turn an early base and fly a steep approach with no power to help me out of any sticky situation. It was all brilliant practice, just having an



The Walsh Aviation Support Society's Piper Tomahawk.



All eyes to the front at the welcome briefing.



Students learning about pre-flight checks.



A traditional first solo dunking.



Scott Withell receives the Walsh Trophy from John Mounce and Captain David Morgan.

engine failure out of the blue and being forced to make appropriate corrections to make the aircraft land safely, and I loved the challenge. Instructors would spring all sorts of situations on me at any time during the flight to ensure that I could react and fly the plane under all sorts of failures and hiccups.

Probably one of my favourite flights of the whole school was when I got to practice crosswind landings and take-offs. The wind sock was fully taught, probably not a difficult crosswind for most pilots, but for someone learning how to fly in them for the first time it certainly was a challenge! My first landing with a crosswind nearly placed me on the taxiway with the plane facing into the wind; I could look out my instructor's window and see the runway! Not my best work... My second and third approach were much better, probably because I had now learnt how to use the ailerons and rudder to help keep me facing straight down the runway right at the touch down point. I think that the main issue for me is that I was trying to 'land the plane' rather than 'fly the plane' - as soon as I started to focus on 'flying the plane' the landings became significantly smoother.

Night flying was another awesome experience that Walsh provides for return students. I learnt all about the tricks that occur when there is barely any horizon and the runway just looks like a black hole. What surprised me is how much the lack of light affects your depth perception. We had been warned in our briefing that you may find yourself too high or too low on approach, even when you think that you are right where you should be. I found myself coming in far too high on two occasions, both times landing with a hell of a thud as I was flaring a few feet too early, causing the aircraft to drop onto the grass runway... room for improvement! It was all great experience though; you have to make a few mistakes to be able to move forward and improve because it is all part of the learning process.

A huge thank you to all the dedicated staff who put endless amounts of work into ensuring the school ran successfully. And a massive thank you to the Walsh Aviation Support Society Inc who provided their first newly refurbished Piper Tomahawk, ZK-FML. I thought last year's two weeks as an ab-initio student were the best of my life, but this year even exceeded that!

Noah Woolf



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Big smiles post-flight at the 10th annual Youth Soaring Development Camp

Youth Soaring Development Camp 2018

A dozen or so years ago, back when the founders of Youth Glide were working out what they wanted the organisation to be and were gaining some idea of how they were going to achieve it, the idea was mooted of having an annual camp, the gliding equivalent of the Walsh Memorial Scout Flying School. The Youth Soaring Development Camp was born with the idea that it was for developing the skills of glider pilots of all abilities. Hence pre-solo pilots joined in with young people gaining cross-country skills and some of New Zealand's top young competitive pilots attend the camp to gain from mentorships with some of the world's best.

Held annually at Omarama and using the facilities of the Soaring Centre with aircraft, instructors and students from around the country, the Youth Soaring Development Camp (YSDC) has become a fixture in the aviation calendar. Many camp alumni have gone on to aviation careers, while others have made aviation their sport, representing NZ in world competitions. Some now have instructor ratings and return to camp to give back to the sport. 2018 was the 10th YSDC and the biggest yet in number of students. To share an idea of the great things that happen at camp, here is a report written by organiser and camp CFI Roger Read.



Youth Soaring Development Camp 2018

34 students attended. There were 26 volunteer support staff: instructors, tow pilots, admin, catering and cleaning (this included six parents and one grandparent of students).

Three of the instructors, Tim Austen, Fraser McDougall and Jono Wardmen are all 'products' of Youth Glide NZ. There were two young female instructors, Sabrina Schels and Paula Aitken, who are over from Australia, both working at Glide Omarama.

Kiwi students came from Auckland, Hamilton, Tauranga, Hawkes Bay, Wairarapa, Manawatu, Wellington, Blenheim, Christchurch, Dunedin, Wanaka and Cromwell with four visitors flying alongside from Australia, Japan and USA. This helps build ties with young overseas pilots and has helped broaden the international gliding 'family'. It is of note that similar YG initiatives are now underway in Queensland, Australia where they are working to establish and grow their own YG programme.

599 flights were made during the camp - a record number. Over 220 hours of gliding was flown in 6 two-seaters and 4 single-seaters. Hours were down on previous years because of poor weather conditions.

There was over 60 hours aerotowing shared by four tow planes. Launches included 18 winch launches done at Alexandra. We went there to give six students an insight into winching and to help keep some enthusiasm alive at Alexandra where the club is under threat of ceasing to operate. Part of the whole reason for setting up YGNZ and having the camps is to help re-generate the sport from the bottom up. We hope we aren't too late for Alex.

The same thought was behind getting the Marlborough Club's Twin Astir down for the camp; a logistical challenge but it gave them valuable utilisation as well as helping keep one of their young pilots, Joseph Wegener, progressing and motivated.

Overall the camp produced:

- 8 GNZ Solo Pilot A Certificates: Phoebe Preston-Marshall, Emma Derold, Logan Hoskin, John Robertson, Harry Legget, Sondre Langvik-Owen, Luke Scholes, Mackay Wakefield.
- 6 GNZ Soaring Pilot B Certificates: Matt Moran, Simon Hay, Blake Wilson, Hunter Masfen, Ric Springer (Japan), Peter Brunton (Australia) - where he can't yet fly solo as he is not 16.
- 1 FAI Silver Height Gain (500m): Peter Brunton.
- 1 FAI Gold Distance 300 km flight: Sam Tullet.
- 1 new GNZ C Cat Instructor Rating: Sam Tullet.
- 2 Basic Aerobatic ratings: Allie Thompson and Laura Wagstaff.
- 2 Advanced two-seater (Duo Discus) ratings: Laura Wagstaff, Rakesh Allen.
- 8 (LS4) Single Seater Ratings.
- As well as numerous longest flights / highest flights / first time in wave / first time using oxygen.

It was great to have Captain David Morgan from Air NZ visit the camp and take to the sky in a Duo Discus with Fraser McDougall. He was guest speaker at the final dinner and helped with the presentation of awards.

This exciting report from Roger doesn't mention that everyone on camp - students and instructors, cleaners and cooks, had fun. Lots of it. Friendships made on camp are lasting affairs and the passion engendered for soaring and for aviation in general is immeasurable. These camps are helping ensure the continuation of the sport of gliding and we can't thank the organisers, volunteers and sponsors enough.

Thanks to our sponsors:

Major funding sponsors were: Air New Zealand, GNZ Umbrella Trust, CAA, Z Energy.

Product sponsors were: Oakley's Premium Fresh Vegetables (a variety of fresh veg - over 100 kg of spuds consumed at the camp), Meadow Mushrooms (6 trays of mushrooms), Sanitarium, Longslip Station (2 sheep for spit roasting).

Aircraft and services sponsors (discounted hire rates) were: Glide Omarama, Omarama Gliding Club, South Canterbury Gliding Club, Marlborough Gliding Club, GMT Syndicate, Omarama Airfield Limited (discounted landing fees), Omarama Soaring Centre (discounted camping fees and reimbursed bulk cleaning fee during camp), Avon Technical Solutions, Omarama Station (loan of a spit roaster).

Of note, three new significant prize sponsors came on board: Airways NZ, ASPEQ and Spidertracks.

The Day Work Experience prizes with Air NZ, Air Safaris, The Helicopter Line and Milford Scenic Flights are great for encouraging pilots to broaden their experience and understand the role of flying in our tourism industry (second biggest income earner for NZ). It also acknowledges that many YGNZ pilots go on to do power flying or other aviation related work.

The NZAWA prizes continue to be well received and this year's recipients, Phoebe Preston-Marshall and Emma Derold both hope to compete at this year's NZAWA Rally in Blenheim in June.

The Competition Entry Pack prizes from the Omarama Soaring Centre will again help encourage new entrants to the South Island Regional Gliding Champs in November this year.

The Soaring Adventure Flight with Justin Wills (previous World Champion) prize was redeemed / taken the next day by recipient Hunter Masfen. Justin and Hunter had over 4 1/2 hours exploring from Mt Aspiring to north of Mt Cook and back!

And of course all participants also received a complimentary KiwiFlyer subscription offer.

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

Jill McCaw 

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South Island Akro Fest

During 21-24 November 2018, aerobatic pilots from around the country descended on Omapa Aerodrome for the annual South Island Akro Fest. Contest Director Andrew Love reports on a fun event:

Akro Fest is an aerobatic competition and fly-in, run by the New Zealand Aerobatic Club and hosted by the Aviation Heritage Centre and Marlborough Aero Club. This year's event featured the addition of both the Advanced category (as run at the Nationals Event in February), and a new class called the Wayne Edwards Memorial Trophy, in memory of Wayne, a popular member of the NZ Tiger Club who passed away earlier this year. A close friend of mine, Wayne made a huge impact when he competed in the Recreational class a year ago in his immaculate Tiger 42.

Five pilots contested this trophy, coined the Tiger Challenge. Competition was very close. Tiger Moths are demanding to fly at the best of times, even more so when managing such a small performance envelope to fly an Aerobatic sequence in front of judges. Next year, this category will be opened up. It will be classified as the 'Vintage Class', with exact entry requirements to be announced following the conclusion of the summer flying calendar in April.

In the Advanced Class, four pilots flying a mixture of Giles, Pitts and Yak 55M were fantastic to watch. This class is at the pinnacle of the New Zealand Aerobatic Club, and this year's

four pilots showed skill and precision. Advanced is extremely demanding, the main differences from the Intermediate level being inverted spins, multiple flick rolls on a wide variety of figures, and a demanding set of compulsory figures which are required to construct the 'Free-Known' - the second flight of four. Morris Tull flew his Pitts S1S extremely well to take the title for this year from Grant Benns.

It was a buzz to see the Giles G202 syndicate, known as 'Team Nut', at the competition. Based at Ardmore, this syndicate forms the spiritual core of our club, having replaced their previous aircraft, a Pitts S2B the Purple Rocket. A large number of their members made the trip down to Omapa to fly in the contest.

No one had entered for the Recreational contest due to a number of calamities for various members from the South, so a few of the more experienced club members decided to have some fun with the class. Each flew the sequence once in Canterbury Aero Club's venerable 2160a Alpha, VCD. It was great fun and is hoped that this category will grow at the Nationals and Regional levels. It has been an enormous success since its inception in 2015, bridging the gulf between Primary and Sportsman. Due to the passage of time and better technology, increasingly difficult manoeuvres have been squeezed into the Sportsman class leading to 'category creep'.

Sportsman and Intermediate were contested by a mix of aircraft and pilots from both islands, flying both the Giles,



Akro Fest Trophy Table

2160a and a couple of other types. Aircraft numbers were down this year, so the 22 competitors had to share several aircraft – but that worked fine. Two Tiger Moths were made available by their owners for the Tiger Challenge. BMY, thanks to Jan, Jerry and owner Des, was flown down by Wayne Tantrum and the Brodie family made their beloved Tiger, 'Lily', available as well.

The finale of the contest was the four minute Free-Style, which features an aerobatic display with smoke (if available) to showcase the capabilities of both aircraft and pilot. Execution, accuracy of the duration of the display, originality and presentation to the judges are all considered, while the figures themselves do not follow a strict marking criterion (as they do during the main event). We had a couple of Pitts Specials, a Harvard and a Tiger Moth all compete in this class for a beautiful trophy donated by Morris Tull. Full results are available via our website: www.aerobatics.nz.

Thanks to:

On behalf of the NZ Aerobatic Club, I wish to thank Raylene, John and Marty

of the Marlborough Aero Club for hosting us again this year. We all had a great time and thoroughly enjoyed the hospitality provided. We appreciated the hangarage for a few late departures due to weather.

We also pass on a massive thanks to Graham and Jane Orphan from the Aviation Heritage Centre for having us at the Museum aircraft parking area over the weekend. It was quite a sight walking out from the Museum Café. Members thoroughly enjoyed visiting both museums as well.

A special mention must be made to Woodbourne Tower, who were again extremely helpful in formalising procedures in the area for the duration of the event.

Our goal with this contest is to not only promote the sport of Aerobatics as a recreation and sport but also GA in general. We want to demonstrate that what we do is entirely accessible to anyone willing to put the work in. There are many aero clubs around the country that provide quality aerobatic courses and training. We also actively encourage everyone to come visit us at any of our competitions, whether to have a go at competition (we have qualified safety pilots available if arranged in advance, so no aerobatic rating is required), or to observe and meet some of the members, or just use us as an excuse for a flying destination during the summer.

Andrew Love 

Results

Tiger Challenge - ZK-BRL: 1st Ryan Southam (86.6%); 2nd Dave Phillips (80.8%); 3rd Andrew Love (80.2%).

Recreational - ZK-VCD (single flight challenge): 1st Andrew Love (85.2%); 2nd Ian Young (77.1%); 3rd Grant Benns (68.9%).

Sportsman: 1st Lachlan Falconer, Yak 52 ZK-ADM (79.4%); 2nd Richard Button, 2160a ZK-VCD (79.0%); 3rd John Ashman, G202 ZK-NUT (78.8%).

Intermediate - ZK-NUT: 1st Brent Griffin (80.0%); 2nd Mike Slack (61.7%); 3rd Desmond Barry (30.3%) (flew once).

Advanced: 1st Morris Tull, Pitts S1S ZK-FRJ (80.3%); 2nd Grant Benns, G202 ZK-NUT (75.8%).

Rangitata Island Trophy (Highest scoring biplane): Ryan Southam ZK-BRL

Best newcomer: Lachlan Falconer

Most improved: Morris Tull

Paul Marshal Award: Mel McMinn

4 minute Free Style: 1st Morris Tull, Pitts S1S ZK-FRJ; 2nd Ryan Southam, DH82a ZK-BMY; 3rd Noel Cruse, Pitts S2S ZK-PIG.



G202 ZK-NUT was one of several aircraft shared by multiple pilots.



Morris Tull won the Advanced category in Pitts S1S ZK-FRJ.




The Brodie family made their Tiger 'Lily' available for the event.



Competitors with G202 ZK-NUT from Ardmore




Eyes skyward on the Judging Line



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AirVenture Oshkosh

Gaye Pardy Travel Tour departs 19th July



The EAA is marking the 50th consecutive year of its annual EAA AirVenture Oshkosh fly-in convention in Oshkosh in 2019. This event really is the biggest aviation gathering on the planet. Every aviation enthusiast should go at least once. There are many who go every year.

Typically about 2500 show aircraft participate at EAA AirVenture, including homebuilts, antiques, classics, warbirds, microlights, rotorcraft and amphibians. Exhibit buildings contain just about everything in aviation, instruments, avionics, aircraft parts, manuals and clothing, the list goes on and on. Over 800 exhibitors participate at the show.

During the day and through the whole week over 500 forums and hands-on workshops are conducted by aviation leaders, designers and craftsmen.

One of the daily highlights is the spectacular afternoon airshow, which varies daily. Many unique aircraft are displayed, from early racers to historical airplanes and newly developed craft. The airshow also features many of the world's outstanding aerobatic performers. This year both the USAF F-16 Viper and F-22 Raptor Demonstration Teams will display.

There's plenty of aviation entertainment and seminars in the evenings too.

Travel in a Group with Gaye Pardy

New Zealand's most experienced EAA Airventure Oshkosh Tour Organiser, Gaye Pardy, is this year arranging her 33rd AirVenture tour. Given the extraordinary scale of the event, there are obvious benefits in making the trip as part of an organised group. Aside from having all logistics taken care of, there are several pre and post-Oshkosh events/visits to enjoy, not to mention the fun of being surrounded by like-minded aviation enthusiasts while you're away.

The 2019 Gaye Pardy Travel tour will depart by Air NZ 787 Dreamliner on 19th July. There will be two nights in Dayton Ohio including a visit to the USAF Museum where there are 360 aircraft and missiles starting from Wright brothers through to the space age. Seven nights at Oshkosh follow (in air conditioned rooms) for a fun week at AirVenture.

As well as everything to see and do there, a short bus ride can take you out to Winnebago Lake edge to see the amphibian aircraft at the seaplane base. Numerous flights are available including in the B-17 bomber. At the Fly market you can find tools, parts, ccessories, manuals, memorabilia and merchandise.

After the show, the group will visit the Harley Davidson Museum at Milwaukee on the way to the airport at Chicago. Those returning home can fly back from here to NZ. Gaye Pardy's extended tour then heads to Portland Oregon, visiting the Van's factory, WAAM Museum and the Evergreen Museum to see the Spruce Goose and many other aircraft. Then it's to Seattle for the Boeing factory, Museum of Flight, and the late Paul Allen's collection of aircraft and military vehicles. Then there's a Loch Cruise from the Lake down to the open sea as well as a few other tourist stops before the tour finishes back in Seattle.

If you would like to continue travelling, Gaye is only too happy to assist with advice and onwards arrangements.

Plus Gaye always has options for travelling partners who might not be so keen on non-stop aviation for a whole week.

All details are available on the Oshkosh page at www.gayepardy.co.nz or call Gaye on 07 574 1950, 027 493 9073, or email: travel@gayepardy.co.nz for more information and a full itinerary.



There's more to see and do at AirVenture Oshkosh than you might possibly imagine.

First in the World Annual Fly-in

It has been two summers since previous hosts Athol and Betty Sowry passed the baton on the well-established and popular annual New Year's Day fly-in at their Athbey Farm airstrip near Woodville.

This year the replacement event was billed as the "First in the World" Fly-In with the New Year's Day 2019 event being hosted by the Central Hawkes Bay Aero Club at Waipukurau Airfield.

39 visiting aircraft attended as well as a small number of 'drive-ins'. As with previous years a wide variety of aircraft types included microlights, homebuilts, light sport aircraft, vintage aircraft and 'spam cans', plus a 'warbird' Harvard.

After the hosts had provided lunch to the gathered masses it was time for a brief awards presentation. The prize for the earliest arrival was presented to Martin Burdan in Harvard ZK-END (who had pitched up the previous day!), with the furthest travelled prizes awarded to Bill and Neroli Henwood in their Super Cub ZK-BQV from Te Kowhai plus Peter Bjarnesen in his Jodel D.18 ZK-SCJ from Rotorua.

Hosting rights to this event alternate between venues across the lower North Island. The 15th annual New Year's Day fly-in on 1 January 2020 is to be hosted at Masterton's Hood Aerodrome. Pencil that into your diary and we'll see you there!



Going around due traffic is Vans RV-10 ZK-RVT



Cessna 150M ZK-SWC from Tauranga about to land.



Designed and built by Gavin Grimmer, Skylux ZK-SLX.



Peter and Pam Kernohan in Rans S-7S Courier ZK-PTP



Arriving for lunch is Jodel D.18 ZK-SCJ from Rotorua.



Harvard ZK-END begins its flight back to Paraparaumu.



Paraparaumu-based Diamond DA40 ZK-MTZ.



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Undoubted star of the show was Paul Bennet flying the Scone based Hawker Hurricane. It has not been on the display circuit long and performed well on both days.

Images from Temora

We have an outstanding warbirds 'scene' here in New Zealand, but what's it like in Australia? Gavin Conroy crossed the ditch recently for the biennial Temora Aviation Museum 'Warbirds Downunder' Air Show. Gavin writes:

The Temora Aviation Museum (TAM) based at Temora Australia (approximately 400 km southwest of Sydney) held their 'Warbirds Downunder' air show in November for a crowd of more than 21,000 people. A wide range of warbirds were on display from across Australia, including the TAM collection which includes many aircraft types that previously served with the Royal Australian Air Force. A special feature of this museum is that most of the aircraft there are regularly flown.

The event started on November 12 with a spectacular evening show. Saturday offered a full airshow display supported by the RAAF which had something for everyone, from Tiger Moths to F-18 Hornets.

The star of the show was the only flying Hawker Hurricane in the Southern Hemisphere which is operated from Scone under the care of well-known aviator Ross Pay.

The Lowy family are responsible for setting up the magnificent facilities at Temora where there is little aircraft traffic and long sealed runways for the jets - making the operational side of things reasonably straight forward. Pilots can practice overhead and the collection is so easy for the public to access.

Getting to Temora from NZ is of course easy and if booked in advance, it's a relatively inexpensive way to sample the Australian warbirds scene over a very enjoyable weekend.

Profits from the event go directly back into funding their world class museum.

Gavin Conroy 



RAAF Roulettes in action. They will soon be flying the new PC-21s.



Southern Knights Harvard aerobatic team in action during Friday's evening show.



A world class line up and for me the best air show in Australia.



An amazing heritage flight. This was my personal highlight of the show.



Darren Crabb in the newly restored A-37 Dragonfly during a well received display.



Once owned by Sir Tim Wallis Spitfire TB863 is equally loved by Temora Aviation Museum.

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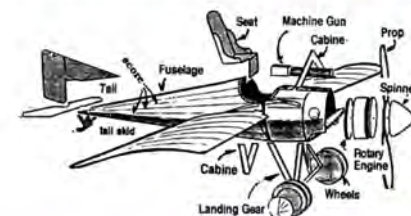
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53

In 1948 Dave Long, chief engineer with Piper Aircraft at the time, designed and built an all metal racer which he called the Midget Mustang. The Bushby Midget Mustang MM I is a single-seat aerobatic racer aeroplane with a low-wing completely of aluminium construction.

ZK-MMI was started back in 1965 by an American fellow with superb workmanship but sadly he died before it was finished. His son took over but felt he couldn't match his father's skill level so on sold it to the person that John bought it off. He and John have since become friends and he happened to be in New Zealand recently to witness the first flight.

When the plane arrived, it was only the bare airframe and a few boxes of parts, so steadily over the next four years John has been working away to finish it. ZK-MMI is powered with a O-200 Continental engine turning an Aero Performance Propellers wooden prop and is expected to cruise around 150 kts for 20 lph. The G5 instruments and lift up and back canopy are fighter style, adding to the sleekness and character. John says it's a very 'lively' craft in the air. It is only 16 feet long and 18 feet wide but lands nicely, "probably better than the two-seater". Just 1.5

...continued from previous page

SLK	Rand KR2 UL	Mr S L Southey	Waikanae	Microlight Class 2
TCS	Aero L-39C	Eastern Jets NZ Limited	Papamoa	Aeroplane
TIT	Tecnam P2008	New Zealand Airline Academy Ltd	Oamaru	Aeroplane
TST	Tecnam P2002 Sierra	Hamingja Enda Fylgjur Limited	Auckland	Microlight Class 2
TWR	Piper PA-38-112	RNZAF Akl Aviation Sports Club Inc	Waitakere	Aeroplane
WTR	ICP Savannah	Mr Matthews	Ruakaka	Microlight Class 2
DEPARTURES - November / December 2018				
BBV	S.N.C.A.N. Stampe SV 4A	Mr S L Goldspink	United Kingdom	Aeroplane
DBV	Britten-Norman BN2A-26	Pacific Island Air Limited	Fiji	Aeroplane
DHP	Beech B200	Hawker Pacific NZ Limited	Bulls	Aeroplane
HDO	Robinson R44	Heliflite Limited	Papakura	Helicopter
HOJ	Hughes 369D	Helilink Limited	Auckland	Helicopter
HYU	Robinson R22 Beta	Heliflite Limited	Papakura	Helicopter
HZR	Eurocopter AS 350 B2	Oceania Aviation Limited	Papakura	Helicopter
IVS	Robinson R44	Helicom NZ Limited	Whangamata	Helicopter
KHP	Beech B200	Hawker Pacific NZ Limited	Bulls	Aeroplane
MHP	Beech B200	Hawker Pacific NZ Limited	Bulls	Aeroplane
PHP	Beech B200	Hawker Pacific NZ Limited	Bulls	Aeroplane
SDA	Cessna 182P	Skydive Auckland Ltd	Taupo	Aeroplane
TZX	Slingsby T67M200	Mr T M Dance	Waiheke Island	Aeroplane
ZQH	Boeing 737-838	Jetconnect Limited	Manukau	Aeroplane

hours into the 40 hour test period John adds that the Midget is a very fun plane to fly and that he is looking forward to discovering its other flying characteristics. John and Irish's Midget will be the fourth for New Zealand, all being domiciled in the South Island.

ZK-TOD Cessna 152

A new Cessna 152 has recently arrived from Australia to join the fleet of aircraft with Air Hawkes Bay Limited.

Air Hawkes Bay (AHB) is a wholly-owned company of the Hawkes Bay & East Coast Aero Club Inc. and operates from Hastings Aerodrome. AHB specialises in providing full-time integrated fixed-wing pilot flight training for both domestic and international students, as well as air charter services. AHB was the first NZ training provider to be certificated under CAA rule part 141.

AHB has up to eighteen instructors operating a fleet that includes Piper Tomahawks and Cherokees, Cessna 152 and 172s (glass cockpit), and DA42 Diamond Twin Star aircraft. These are supported with CAA approved simulators.

AHB CEO Kevin England says that ZK-TOD (Top Of Descent) was added



to the fleet to help meet their increasing demand for pilot training where tailored training programmes together with their unique internship programme help graduates enjoy a high employment success rate.

If you have recently registered a new aircraft on the NZ register and would like to see a profile of it on these pages, send a message to Penny by email: e.p.belworthy@xtra.co.nz



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GAA Matters



The General Aviation Advocacy team supports the recent report 'Pilot Career Progression in New Zealand' authored by NZ ALPA and Massey University School of Aviation.

Pilot Shortage

There is scant evidence that any New Zealand government (including this one) has been interested in establishing a strategy for our aviation industry. A new report from Massey and NZ ALPA indicates some of the consequences.

They include:

- A lost opportunity to capitalise on the training need for a global shortage of airline pilots, predicted by Boeing in 2012 and last year revised to 790,000 over the next 20 years.
- The failure of our national airline to adopt policies aimed at recruiting, training and employing young Kiwis as flight crew.

A budding commercial pilot faces a student loan capped at \$100,000 and must find another \$20,000 to meet the total cost. Then the CPL holder must search for flying work, possibly paying the minimum wage (\$16.50 an hour). Many abandon aviation, a few obtain jobs, and the rest emigrate after working as instructors for peanuts.

Last year, the GAA reviewed a flight training school's employment contract for a C-Cat Flight Instructor. Among its clauses:

Hours of work: The employee is employed on a casual 'as required' basis and may agree to work if the employer asks them to. The employer may offer work during its usual hours of business of Monday to Sunday, between the core hours of 5 am to 12 midnight. There is no obligation on the employer to offer work or the employee to accept offered work. The employer will offer no minimum number of hours for each work session.

The pay? \$16.50 an hour, and \$4.13 for pre- and post-flight briefings. This is, in effect, a 'zero-hour' contract – banned under 2016 employment law changes.

A newly qualified CPL needs another 500 hours to satisfy Air New Zealand's criteria. The airline has never offered cadetships but perhaps that may change with Qantas partnering with Massey and looking to pick up the cream of the crop.

'Pilot Career Progression in New Zealand' is the result of a partnership between John Murrie of Massey University School of Aviation and David Griffin of NZ ALPA. They surveyed individuals who completed fixed wing training to CPL standard between 2000 and 2018.

It describes the waste of pilot expertise as a national loss. The GAA defines it as a failure of governance and a serious personal loss of money and time to those who exit the industry, because this training is now self-financed.

The report suggests that interest on loans incurred by students working overseas should be fixed at 0% for three years.

The Government introduced interest on student loans – if working overseas – to target those with law degrees, medical qualifications, engineering degrees and so on (probably earning good money as ex-pats).

Young pilots working offshore are paid little more than they would receive here. We know of two who worked as instructors in Australia, paying off as much as they could on their loans. When they came home three years later, they owed more than when they left.

More on this and other topics of importance to General Aviators at www.caa.gen.nz

Brian Mackie / GAA



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