

# KiwiFlyer™

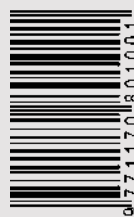
Magazine of the New Zealand Aviation Community

Issue 62 2019 #2

## Wings Over Wairarapa



\$7.90 inc GST  
ISSN 1170-8018



## Bush Pilot Champs

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







# FLY ABOVE THE REST WITH PETROLEUM LOGISTICS



## FLY WITH AEROSHELL, THE WORLD'S BEST-SELLING PISTON ENGINE OIL

- Dependable, field-proven performance
- Products trusted for generations
- Reliable technology that protects your engine

[www.aeroshell.com](http://www.aeroshell.com)

**AeroShell**



## AEROSHELL OIL W 15W-50

Protection against cold start-ups and in all seasons



### Petroleum Logistics Limited is New Zealand's Only Authorised AeroShell Distributor

#### We offer:

- Technical support backed by AeroShell
- Authorised & Approved AeroShell supply chain
- Guaranteed full product traceability
- New warehousing to support high NZ stock levels
- Authorised NZ resellers holding local stock
- Freight Free Delivery
- Best price every time

KIWI OWNED AND OPERATED

### Receive 55 days free credit

on opening a new account over and above \$2500 (Offer expires 31/5/19, T&C's apply)

### Contact us today:

Freephone: 0800 42 83 83

Email: [orders@plpl.co.nz](mailto:orders@plpl.co.nz)

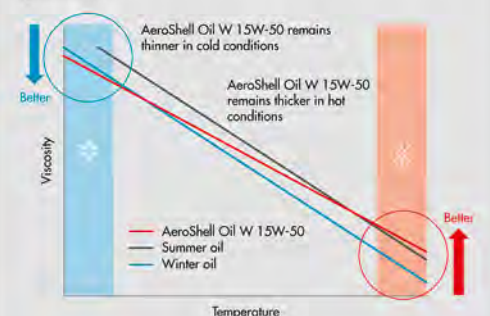
Aviation Manager - Barry Brown: 0277 380 380

#### DO YOU STILL CHANGE YOUR OIL WITH THE SEASON?

When cold weather comes, a summer oil may be too thick to flow quickly enough to protect your engine during the first few seconds when most wear occurs.

You can switch to a thinner oil, but this means time in the workshop and the oil may be too thin at engine-operating temperatures to prevent metal-on-metal wear.

Multigrade oils provide better high- and low-temperature protection.



#### WHICH MULTIGRADE OIL IS THE BEST?

Most wear occurs at engine start-up, so it is vital that your oil flows quickly to protect critical engine parts.

When starting at 0°C ambient temperature, AeroShell Oil W 15W-50 reached full pressure in the front oil gallery **more than 25 seconds quicker** than a popular mineral multigrade oil. It also leaves an antiwear additive coating on the engine's components to offer immediate protection for the next start-up. Analysis shows that the competitor's multigrade mineral oil lacks these additives.



0800 42 83 83 • [www.gofuel.co.nz](http://www.gofuel.co.nz)





YOUR VISION BEGINS HERE.  
THE ALL NEW G6



 **CIRRUS**  
AIRCRAFT

www.cirrusaircraft-aunz.info | Australia: 1300 204 170 | New Zealand: 0274 438 371

© Copyright 2017 Cirrus Design Corporation. All Rights Reserved.

## From the Editor

Welcome to Issue 62 of KiwiFlyer, this time notable for having several new contributors present amongst the pages. Some have been co-opted in by their friends already associated with the magazine and others simply fronted up and asked if we would like an article. Thank you and welcome aboard to you all. Readers with a penchant for writing or photography should never be shy of approaching us. Indeed most of the regular KiwiFlyer contributors started out in the same way with an article submitted 'out of the blue'. Ten years ago the magazine itself pretty much started that way, arriving somewhat out of the blue in mailboxes around the country. Now its arrival is an expectation, and we're always thrilled when we receive address change notices and suchlike along with comments of 'not wanting to miss an issue'. The magazine was always and remains focused on the NZ aviation community and in particular 'enthusiasm for aviation'.

There's plenty of enthusiasm for aviation in this issue. Co-founder of the annual Bush Pilot Champs at Omapa, Willie Sage reports on their 2019 event along with the usual level of exceptional photography by Gavin Conroy. There's an article from Anke Smith talking about Massey's internship programmes with several examples of students excelling in their placements. Paul Carran, who regained his PPL after a 35 year break from flying, writes of his newbie experience at the NZ Aerobatic Club Nationals. In her regular Soaring page, Jill McCaw tells of the Matamata Soaring Centre's invitation to, literally the world's best, glider pilot Sebastian Kawa who recently came to New Zealand, claimed the trophy of course, and whilst here flew with a multitude of Kiwi pilots to coach them in competition flying. It was an inspired initiative and a lasting impression was made on all.

Not to let up on the enthusiasm theme, the next article in this issue is from Mark Woodhouse and about something as simple as taking someone new for a fly and sharing what you love. Hear hear. Aside from having a solo hoon-about, if that's your thing, surely the best experience in aviation is to take someone new into the air and to vicariously enjoy their excitement and thrill of the flight. The third most fun is possibly the satisfaction gained from a perfectly executed manoeuvre or landing. I recall the advice of one of my instructors to make every landing the best one you've ever done. If aiming for perfection or better is the goal then you'll never run out of excuses to go for a fly!

For all that enthusiasm, our NZ aviation community has endured some sombre moments in recent times. Do always take care of yourself and friends.

**Michael Norton**

Editor | Publisher  
KiwiFlyer Magazine



## Features

- 8 **Bush Pilot Champs at Omapa**  
Willie Sage reports on a great annual weekend event.
- 30 **Share what you love**  
The rewarding experience of taking an appreciative passenger for their first flight.
- 31 **Gavin Conroy's Gallery**  
Part Two of Gavin's favourite images from 2018.
- 36 **Wings Over Wairarapa**  
This year's biennial show included an outstanding night display.
- 50 **Tiger Moth Club Fly-in**  
The Tiger Moth Club marked 50 years of operation with a fly-in and AGM at Hawera.
- 52 **Flying NZ National Champs**  
Liz King reports on the Flying NZ Nationals, this year at North Shore.
- 57 **Kaitia Aero Club**  
A new aircraft arrives.

## Regular

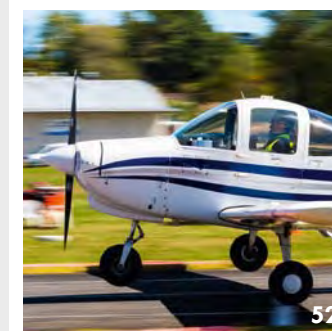
- 6 **Industry and Community News**
- 14 **Places to Go**  
Fly yourself to Kingston.
- 18 **Aviation Training**  
Massey's student internships.
- 21 **Avsure Insurance Advice**  
Insurance deductibles explained.
- 22 **Aerobatics**  
2019 Aerobatic Club Nationals.
- 28 **New Zealand Soaring**  
The world's best visits New Zealand.
- 46 **Event Guide**
- 48 **Autogyros**  
Dannevirke Fly-in and AGM
- 58 **ZK Register Review**
- 61 **Classifieds**

## Cover

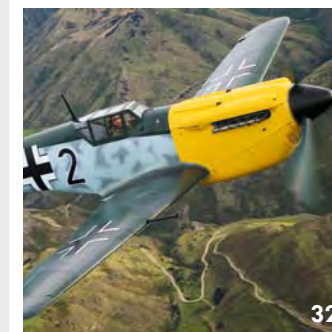
Andrew Vincent leads a formation of 3 TVAL Albatros fighters over Hood Aerodrome. Gavin Conroy image.



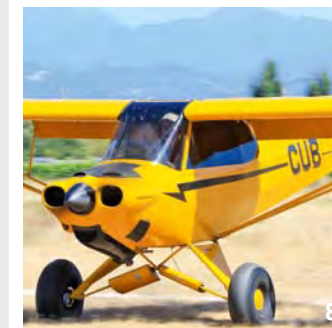
48



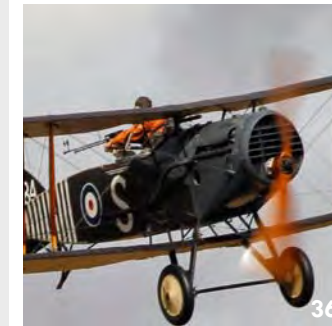
52



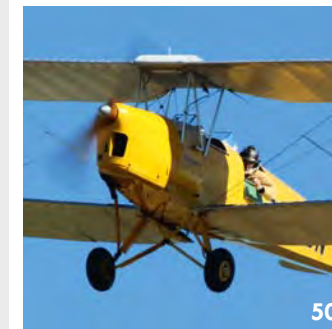
32



8



36



50



## About Us

KiwiFlyer is for and about the New Zealand Aviation Community.

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

Back issues are available for free download from [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)

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

## Advertise (next deadline 13 May)

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

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

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

## Subscribe

Subscribe online or send us a cheque. Just \$40 for six issues over 12 months.

## Contribute

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

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

## We Appreciate

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

Thank you to our regular Contributors: Ruth Allanson, Bill Beard, Penny Belworthy, Grant Benns, Gavin Conroy, Chris Gee, Jill McCaw, Frank Parker, Nick Ashley, Geoff Soper, Mark Woodhouse, and others.

## Proud to Support

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

## Contact Us

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

### Spidertracks introduce Virtual FDR™

It's 12-years now since Spidertracks launched their aircraft tracking service, an innovation developed in response to a high-profile helicopter accident and search in New Zealand at the time. Their original concept with 'Spider' hardware has subsequently grown with the company now providing real-time satellite tracking, active flight monitoring, and two-way communication services to thousands of aircraft across the globe.

To mark their 12-year milestone, Spidertracks have launched a new service called Virtual FDR™. Virtual FDR™ extends the real-time flight following capabilities of the Spider by logging a 4D vector at 15 second intervals, and at 5-second intervals with every 30-degree change in heading. This data is then transmitted in a bundled package with the next scheduled position report, providing a much smoother track and a very accurate representation of the aircraft's actual flight path and movements.

Spidertracks' CEO Dave Blackwell says he is excited by the step-change in value that this provides to their customers, extending real-time flight following capabilities into the FOQA (Flight Operations Quality Assurance) domain. In addition, using a dedicated Iridium channel means that this level of fidelity is delivered on-time, every time, without exception. "As a trusted provider of aviation safety services we have elected to use Iridium NEXT as our primary channel for all mission critical flight data. This gives the customer assurance of receiving high quality data every time without reliance on the availability of a cellular signal or messing around with an SD card."

Virtual FDR™ will be provided to Spidertracks users as a standard feature (on all current commercial service plans and hardware) at no extra cost. Visit [www.spidertracks.com/vfdr](http://www.spidertracks.com/vfdr) to find out more.

### MGL Avionics announce the release of SP-12 TSO-C199 TABS7 GPS receiver.

With the 2021 ADS-B mandate just around the corner, aircraft owners need to be planning how they will meet those requirements. One solution (particularly for those with an existing Mode-S transponder) is to ensure their transponder firmware is upgraded to

ADS-B capable, then couple it with an external TSO'd GPS receiver.

For new installations a transponder with external GPS setup may be a practical and cost-effective solution.

New Zealand MGL Avionics dealer Stuart Parker of Sparxfly Avionics says their SP-12 is ideal for these configurations; "The SP-12 GPS uses the NexNav NAVI TABS-110 14000-4 GPS module which is qualified to the required standards. The SP-12 provides RAIM (Receiver Autonomous Integrity Monitoring) and calculates the horizontal and vertical protection limit, VFOM, HFOM, VVFOM, VHFOM, HUL and VUL as required by certification documents. These are transmitted via a dedicated NMEA sentence along with all the standard GPS sentences, with baud rates selectable from 4800 to 460800.

The SP-12 should be compatible with most transponders using standard (non-proprietary) protocols, but the acid test is putting them together to confirm that they work. Currently the MGL SP-12/Trig TT21 configuration has been confirmed.

The SP-12 includes a high quality puck style antenna.

Installation is relatively straightforward; fit the antenna in a place with a clear sky view and away from interference sources; mount the GPS module in a suitable spot; wire power and ground to the module and a single data line to the transponder."

Stuart says he is happy to provide installation advice and work with potential customers to confirm go/no-go and to build a list of known compatible configurations - particularly for microlight and homebuilt owners.

Contact Stuart on 021 076 3483 or [stuart@sparxfly.co.nz](mailto:stuart@sparxfly.co.nz)

### Awards for Warbirds Over Wanaka

Warbirds Over Wanaka International Airshow has picked up two of the premier awards at the New Zealand Event Association annual awards dinner in Auckland.

The 2018 Airshow was judged the Best National Event and also picked up the People's Choice award for New Zealand's Favourite Event. Warbirds Over Wanaka Event Manager, Mandy Deans was also named as a finalist in the Event Professional of the Year category.

Warbirds Over Wanaka General Manager, Ed Taylor and Mandy Deans

were on hand in Auckland to accept the awards. Ed says the awards belong to everyone who has ever been involved with helping stage the biennial event including staff, volunteers, sponsors, pilots, aircraft owners, suppliers and exhibitors; "These awards are for the hundreds of people who have helped out over the years make Warbirds the world-class event it is today. We have always believed we deliver one of New Zealand's premier events but it's great to get that endorsed by your peers."

Ed says it was a bit nerve-racking going up against so many other great events; "We were hoping to pick up one award but to win two was just the icing on the cake. Winning the award for New Zealand's Favourite Event was especially pleasing because it was the one award which the public could vote for. We know we have very loyal supporters here in Wanaka but obviously the word got out in the airshow community and they voted in droves".

The next Warbirds Over Wanaka International Airshow is at Wanaka Airport, 10-12 April, 2020. Tickets are already on sale at [www.warbirdsoverwanaka.com](http://www.warbirdsoverwanaka.com)

### Aviation NZ Conference in Auckland 4-6 August 2019

This year's Aviation NZ Conference and Trade Expo will be held in Auckland during 4th – 6th August.

Aviation NZ represents the interests of all aspects of the commercial aviation community in New Zealand.

Themed 'Personal health, Business health', this year's event will also celebrate the 70th birthday of the New Zealand Agricultural Aviation Assn (originally New Zealand Aerial Workers' Assn).

Early (provisional) scheduling announcements include:

#### Sunday 4 August

(Ardmore Airport and Cordis Hotel)

- Fly in and agricultural aircraft show, Ardmore Airport.
- Welcome Function, Cordis Hotel.
- NZAAA Celebratory Dinner and NZAAA Awards, Cordis Hotel.

#### Monday 5 August

(Cordis Hotel)

- All day: Trade show.
- AM: plenary with speakers confirmed including Matthias Seifert - Airbus Space and Defence,

Simon Nicholson - HIMS,  
Claude Vuichard - Vuichard Recovery  
Safety Foundation  
Hon Paul Goldsmith.

- PM: Divisional meetings.
- Early evening: Networking function.

#### Tuesday 6 August

(Cordis Hotel and MOTAT)

- All day: Trade show.
- AM: Plenary with speakers confirmed including Hon Phil Twyford, Stephen Davies Howard - TAIC, Steve Moore - CAA, David Morgan - Air New Zealand.
- Aviation NZ AGM.
- PM: Divisional meetings.
- Evening: Awards Dinner with CAA at MOTAT.

#### Wednesday 7 August

- Claude Vuichard: TBA.

Trade exhibitors are advised to book early (last year's trade exhibitors will have first choice over space requirements). Further details, including all booking arrangements, available soon via [aviationnz.co.nz](http://aviationnz.co.nz)

**Introducing Virtual FDR™**

A breakthrough in satellite flight watch, Virtual FDR utilizes an adaptive sampling algorithm to provide a deeper, richer, high-resolution flight track.

- Flight data captured every 15 seconds
- 5 second reporting on heading change
- Global coverage via Iridium NEXT
- Powerful post-flight review capability

**spidertracks**  
time to save lives

Visit [spidertracks.com/vfdr](http://spidertracks.com/vfdr) to learn more





On the brakes in the Cub Crafters Cub. Nick Rowe and Terry Wilkins competed in CUB, with Nick scoring a 3rd place in the STOL Microlight category.

# The Healthy Bastards Bush Pilot Champs 2019

Purposeful looking STOL aircraft and fun-based STOL competitions are pretty popular these days. The premier such event in New Zealand is the annual Healthy Bastards Bush Pilot Champs at Omapa, now in its seventh year. So named thanks to the headlining sponsorship of Dr Dave Baldwin and his promotion of men's health, this ever-growing calendar event was born from a friendly competition among friends at Omapa. Craig Anderson and Willie

Sage had long been experimenting with off-airfield landings in their Piper Pacer and conceived the event to encourage old-fashioned flying skills that are often not well (or not at all) taught in flight training these days. In an article we published last year (download Issue 56 for free online), Craig spoke of the frustration of reading about or watching unnecessary accidents unfold: "We decided to try and do something, and what better way to encourage good

flying techniques than to take the tiger by the tail and organise a competition where the whole aim is to land on a nominated touchdown point. I know it's called a short take-off and landing competition, but it's not actually about short take-offs or landings at all. It's about flying a beautiful stable approach, and touching down within a few metres of the line." This year it's Willie who picks up the pen to tell KiwiFlyer readers about the 2019 event. Willie writes:

## Plan your Dream

OzRunways Electronic Flight Bag helps you navigate with confidence. Get the official VNC on a big, bright moving map that shows you where you are at any time.

Make flight planning easy with maps, AIP, and GPS navigation. OzRunways has everything you need in the easiest to use App in New Zealand.

Try OzRunways today! Download from the App Store or Play Store for a **FREE 30 day trial**.

Available on iOS & Android

OzRunways  
Available on the App Store

RWY  
Available on the Google Play

**MEET THE OZRUNWAYS TEAM AT YEALANDS CLASSIC FIGHTERS AIR SHOW**  
**APRIL 19-21**

**MAITLAND RACING**  
Official EFB

**OzRunways**  
Electronic Flight Bag  
ozrunways.com

## Bearhawk

Beyond compare in Strength, Performance, & Safety  
All Airplanes Are Not Created Equal...

4-Place and 2-place tandem model Bearhawks deliver the best in strength and durability:

- 100% Flush-head solid rivets on all 2024-T3 aluminum skin wings
- 17% Stronger, utility category strength at full gross weight.

Unmatched in performance, nothing flies as fast, lands as slow, is tougher built:

- Patrol touches down at 35 mph and cruises at 150+ mph
- 4-Place has 1,350 lb useful load and outclimbs the competition.

Built-in safety margin is best in class, with more utility:

- Riblett airfoils outperform in climb, speed and slow flight
- Beefy 4130 steel frame provides a safe and roomy cabin.

**www.BearhawkAircraft.com**  
**+1 512-626-7886 • info@bearhawkaircraft.com**





Proving you don't need big wheels to win. Mark Woodhouse in Chipmunk CVM.



Dr. Dave Baldwin in the Bulls Flying Doctor Service Cessna 172 'Really Jolly Good'.



Hamish Crowe scored 2nd in the STOL Microlight category in his Zenith CH701.



Vanessa Martin in ICP Savannah MYN.

“ The runway was changed to 07,  
a bit more into the wind but still  
making for challenging conditions.  
It also allowed competitors to blame  
the wind if things didn't go so well. ”

It was another great year for the Marlborough Healthy Bastards Bush Pilot Champs with over 50 entries and planes and pilots from one end of the country to the other.

The day started with the precision landing competition. The idea is to land as close to the line as possible without touching down before it. It was great to see Mark Woodhouse take out the first prize in Chipmunk CVM. Not too bad for an airline pilot. John Hutchison was second in the PA-38 DMF; great effort and skills for a student pilot. Goes to show what a bit of good training and practice will do.

The runway in use was 12 and as the day progressed the wind turned a little more to the east and got a bit gusty. The runway was changed to 07, a bit more into the wind but still making for challenging conditions. It also allowed the competitors to blame the wind if things didn't go so well.

The STOL Microlight category is always a great spectacle as these aircraft perform amazingly well when light and with a bit of breeze on the nose. The Zenith team, as always, were the ones to beat but in spite of a good effort by Nick Rowe in the Carbon Cub, the nose wheel lads had the edge. Well done to Chris Anderson in ZK-TIA who took out the first prize.

In the STOL Light Touring category, Innes Bint took the first prize in his great 150 hp Cub ZK-BVJ. His first run was a bit iffy but under pressure on the second attempt he nailed it. A well-deserved win. Great skills also from Andrew Richmond in his Cub, ZK-CVC, coming in with second place.

For me the best bit of STOL flying for the day was Steve Scott in the Marlborough Aero Club 172 ZK-OMR. He came in fourth place but was up against very experienced Cub pilots and got the old girl off in 36 metres and landed in 45. It goes to show that not all pilots lose their edge when they fly bigger planes.

In the STOL Heavy class Jono Battson took out first prize in the Bearhawk ZK NJB. It's a great performing plane and he has great skills. I thought the pressure might get to him, but he came through with the goods. Well done.

Nigel Griffith had high hopes this year with the lighter Cessna 180 ZK BJV but couldn't quite keep up with the Maule and Bearhawk. Great effort though; there's always next year...

No Cessna 185s entered this year. It would be good to see some of these guys enter as there is so much experience out there that can be passed on. It's not about winning but getting out and having a go. This was evident with Andrew Hogarth in the DHC-2 Beaver. These guys may not manage bang on the line but their flying skills are there for the rest of us to see and learn from.

Once again the contest was a great fun day and we're all looking forward to another one next year!

Willie Sage 



**WE WON'T BE BEATEN ON PRICE**  
AUSTRALASIA'S ONLY GOODRICH DE-ICE AUTHORISED SERVICE CENTRE

With winter coming, now is the time to get your de-ice system sorted.  
Speak to the team at Avcraft for a competitive price on your installation.

**GOODRICH**

**Avcraft ENGINEERING**

Feilding Aerodrome | 06 212 0920 | [mat@avcraft.co.nz](mailto:mat@avcraft.co.nz)  
[www.avcraft.co.nz](http://www.avcraft.co.nz) | [facebook.com/avcraftengineering](https://facebook.com/avcraftengineering)





Jonathan Battson in Bearhawk ZK-NJB won the STOL Heavy Touring category.



Precision landing competitions make for great spectating.



Chris Anderson: STOL Microlight category winner.



Tui McGuinness and Andrew Sims shared C172 ZK-EKE.



John Hutchinson scored a 2nd for Precision Landing.



Deane Philip aiming for a precision landing in Zenith CH701 ZK-JUG.



Andrew Hogarth in DHC-2 Beaver ZK-BVA.



Shane Gaughan in Just Aircraft SuperSTOL ZK-KAB.



Bill Reid landed the Avro Anson just 21m off the line.



Jack and Molly Griffith competed in PA-18 Cub ZK-BOY



Andrew Richmond: 2nd in the STOL Lt. Touring category.



STOL Lt. Touring category winner, Innes Bint in BVJ.

## Healthy Bastards Bush Pilot Champs 2019 Results

### Precision Landing Competition

### Distance from line

1	Mark Woodhouse	ZK-CVM	DHC-1 Chipmunk	0.9m
2	John Hutchison	ZK-DMF	Piper PA-38-112	1.0m
3	Steve Scott	ZK-OMR	Cessna 172E	1.2m
4	Nick Gibb	ZK-FNT	Cessna 172E	1.3m

### Short Take-Off and Landing Competitions

### Take-off

### Land

#### STOL Microlight Category (<1325 lb)

1	Chris Anderson	ZK-TIA	CH701	18.2m	26.2m
2	Hamish Crowe	ZK-SLO	CH701	19.5m	28.3m
3	Nick Rowe	ZK-CUB	CC Cub	18.2m	32.9m
4	Frank Barker	ZK-NVY	CH701	18.7m	43.5m

#### STOL Light Touring Category (1326-2550 lb)

1	Innes Bint	ZK-BVJ	PA-18 Cub	46.0m	25.4m
2	Andrew Richmond	ZK-CVC	PA-18 Cub	31.2m	44.8m
3	Bruce Coulter	ZK-BTX	PA-18 Cub	31.0m	48.4m
4	Steve Scott	ZK-OMR	C172E	35.7m	44.3m

#### STOL Heavy Touring Category (>2550 lb)

1	Jonathan Battson	ZK-NJB	Bearhawk	24.6m	49.5m
2	Willie Sage	ZK-MTP	Maule M6	36.0m	51.3m
3	Nigel Griffith	ZK-BJV	C180	49.2m	49.5m
4	Duncan Grigg	ZK-FDO	C180	47.0m	93.0m

## Thanks to Event Sponsors:

**Bulls Flying Doctor Service**  
**Sounds Air**  
**Waypoints Aviation**  
**Marlborough Aero Club**

## MGL SP-12 ADS-B GPS receiver

- 14 CFR §91.227c, AC 20-165B, Appendix B compliant GPS receiver.
- TSO-C199 TABS GPS qualified for SIL 3 and SDA 2
- The SP-12 is based on the Aspen Avionics NexNav Micro-i GPS module used by several avionics manufacturers. It provides a simple and low cost solution to the proposed 31 Dec 2021 mandate.
- The SP-12 is supplied with a high quality GPS 'puck' style antenna.
- Compatible with many ADS-B capable transponders; Trig TT21 confirmed.
- Different transponder? Happy to trial fit and confirm.
- Free installation advice and assistance.



Simple, Low Cost Compliance  
for the 2021 mandate

**SPARXFLY AVIONICS**

stuart@sparxfly.co.nz 021 076 3483 [www.sparxfly.co.nz](http://www.sparxfly.co.nz)



## ICP Savannah S

## Factory LSA For Sale

Ready to build kits | Factory built aircraft options | 2018 manufactured kits in stock | Kits, spare parts and full support available in New Zealand  
Contact your NZ Savannah Agent Philip Seale at Westwind Aviation  
P: 021 747 494 or [philipseale@extra.co.nz](mailto:philipseale@extra.co.nz) [www.savannahnz.com](http://www.savannahnz.com)





Kingston, at the southern end of Lake Wakatipu.

## Fly yourself to Kingston

Chances are you've heard of the 'Kingston Flyer' steam train and might even have wondered why it was called Kingston. Because of course, that's where it is. It's also where Ruth Allanson is for this edition of KiwiFlyer Places to Go. Ruth writes:

The beauty of writing this is meeting the people from the corners of New Zealand who are so passionate about their little place in paradise. Tim Taylor is one of these people. Although he does not fly himself he has set up a 1000m airstrip, 2 km south of Kingston

Township that is available for us to use. Tim farms the surrounding area and has been chipping away at making his airfield pilot friendly, even planning a future listing in the AIP. For now, give Tim a call prior to arrival on 027 411 5799 and he can give you the local wx report and even lend you a vehicle if you need one.

Ace Aviation undertakes flight training out of the airfield where a landing fee of \$5 is payable. Tie down by the building on the grass, so of course bring your own pickets. The airstrip follows a north south direction and is straight forward.

Real Country also runs out of here, which is a farm experience



The Kingston Flyer. Under new ownership and currently being refurbished.



Not a Rail Trail Tours offer various local trips.

# Your wings already exist...



## Learn to fly in your own aircraft.

### New Zealand Sales Agents

Ruth Allanson - 03 750 0780  
Neil Ross - 027 683 1148

### New Zealand Service Centres

NI - Solo Wings - 07 574 7973  
SI - Twenty24 - 021497 446

### TECNAM PTY LTD

Official Tecnam Dealer Australia,  
New Zealand and South Pacific

Sales and Admin +61 7 5564 1951

b.stark@tecnam.com

[www.tecnam.com.au](http://www.tecnam.com.au)

### P92 Classic

<https://www.tecnam.com/au/aircraft/p92-classic-de-luxe/>



QUALITY AIRCRAFT SINCE 1948

# TECNAM



# KEEP YOUR BUSINESS FLYING

Maximise airframe protection

Optimise fuel burn



**Zi-400**  
Certified Airframe  
Cleaner

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

**ZOK**



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

Call 03 572 8964 or 021 472 533  
email: [sales@avclean.co.nz](mailto:sales@avclean.co.nz)  
or visit [www.eco2000.com.au](http://www.eco2000.com.au)  
for more information !

for tourists. This is run by Laura who was brought up in Southland on farms and now brings her farming world to others. Laura's business caters from people wanting to have a photo with a lamb to corporate team building. [www.realcountry.co.nz](http://www.realcountry.co.nz)

Kingston Township is just a few minutes flight south of Queenstown but is situated within uncontrolled airspace - 119.10. Queenstown airspace has become busy these days, making Kingston a great alternative to set yourself up for the weekend. It's just a 25 minute drive up the road to explore the area or to go skiing at the family-friendly Remarkables Ski field.

Two accommodation options I've picked are the local holiday park which is an ideal base for a bigger fly away, with various options from tent sites to motel units priced from \$20 to \$180. Interestingly, nestled beside the quiet Kingston Stream they have glamping tents that sleep two and are all set up with made-up beds from 3x3m to 5x5m in size. Quite different and perhaps a fun idea for those people who feel tenting is now beyond their comfort level. [www.kingstonholidaypark.co.nz](http://www.kingstonholidaypark.co.nz)

For groups of six people or less, Sara offers the Kingston Homestead B&B and she will come and pick you up from the airfield. You have the run of this fully renovated 1900s home, which is right by the lake, with central heating in every room. Sara lives next door and she will even lend her golf clubs out if you would like to brush up your golfing skills at the local nine-hole that has varying scenery and obstacles. Sara also runs the 'Not a Rail Trail' cycling company whereby she will organise your cycle trip on the ATM (Around the Mountains) cycle trail.

Now if you are new to cycling or perhaps, like me, have done the Rail Trail years ago and thought that was it, there are now a lot of new and exciting Cycle Trails all around NZ. Have a look at Sara's website [www.notarailtrail.co.nz](http://www.notarailtrail.co.nz) and look under the 'trails' tab for different trails, including the ATM trail. This cycle trail can be ridden in either direction but it is recommended to start at Walter Peak. You ride down the majestic Von Valley, past Mavora Lakes down to Mossburn, then circle up past the Eyre Mountains and back towards Kingston, via Lumsden and Five Rivers. This trail takes about 3 or 4 days averaging 50km a day.

Sara will organise everything for you including your drop-off to the start point which is the TSS Earnslaw. Now known as the Lady of the Lake, she began service in 1911 and measures 51.2 metres long (the largest steam ship ever built in NZ).

If less exertion is more your cup of tea, then check out the Shirt Tail walking track that starts just behind the Kingston Jetty, nestled into the hill nearby where the Kingston Flyer rests. It winds up through the bush for 25 minutes, then a scramble across

a small stream and some tree root and rock climbing for another 20 minutes to reach a view about 300m above the village. The top section is hard and for advanced walkers without a fear of heights!

After that, your reward is to head to the Kingston Flyer Café which has recently re-opened to very high acclaim. Situated at the bottom of the hill, 'The Flyer' is the old railway station and is in a spectacular lake front location adjacent to a park, next to the wharf of former years. The building has been refreshed and is beautifully presented with historic photos on newly painted walls. The views over the lake finish off an excellent setting. The lunch menu is simple and tasty; Caesar salad with haloumi was my pick, and great value for the high quality local produce which is so well presented.

Afterwards take a walk around the steam train, the Kingston Flyer. Many readers will remember when she was running on the reserved track of 14 km until 2012. In February 2019 she was purchased and the new owner is looking forward to getting her up and running once again. In the Flyer's heyday she ran from 1878 to 1979, taking passengers to Gore, until a section of track was washed out between Garston and Athol. The rail track was part of the Invercargill line that was built after gold was discovered near Queenstown in 1862. Future plans include turning the historic Fairlight Station into accommodation and restoring other locomotives to run the reserved section of rail track, which is currently under repair.

The Corner Shop, on the corner of the main highway and road into Kingston, has a basic shop attached to a café but Queenstown now has a massive city style complex at 5 Mile on the western side of the Queenstown runway. If you have borrowed a vehicle it is a 25 minute scenic drive up the 'Devil's Staircase' on the eastern shore of Lake Wakitipu. There is great fishing off the side for brown



Stunning South Island scenery abounds.

and rainbow trout and the odd Chinook salmon.

If you are a serious fly fisherman then visit the nearby Mataura River which is internationally renowned for its brown trout fishery. The Kingston Flyer's rail track follows part of this ancient riverbed and makes for amazing scenery from the ground and above.

While you are in the area, a local flight is a must; this part of NZ has the most beautiful mountains I have ever seen from the air. The Hector range leads off from the Remarkables, and the Nevis Valley separates this range from the Garvie mountains. This area is just stunning on a bright sunny winter's day. Winter is the best time to fly around the South Island mountains with cool, clear and calm days, so there is no excuse to say flying is over for the season. Go and get ready now for your next South Island Place to Go!

Ruth Allanson



Photograph by  
Wayne Rigg EMV

## Mission Critical Aviation Tracking and Communication

tracplus

TracPlus offers cost-effective asset tracking and communications, allowing operators to stay informed, connected and above all, safe. Using the latest technologies, TracPlus offers total fleet operational awareness — from cockpit, to office to operations centre — ensuring that your team is accounted for, regardless of their location.

Learn more at  
[tracplus.com](http://tracplus.com)

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

**Rotax servicing and repairs.**

**CENTRAL AERO  
ENGINEERING  
KEEPING YOU FLYING**

Ingram Road  
Hamilton Airport

Phone Paul on 07 843 1200 or 021 743 033  
Email: [paul@centralaero.nz](mailto:paul@centralaero.nz)

[www.centralaero.nz](http://www.centralaero.nz)



# Massey's Aviation Internship Opens Doors

One of the advantages of undertaking tertiary aviation study with Massey University is the opportunity of internship courses. Massey's Manager Business Development and International Programmes, Anke Smith explains:

**Massey** University's Bachelor of Aviation Management degree's internship courses add great value to students' employment opportunities. Aviation Management Practicum courses, commonly called 'internships' are credit-bearing courses that enable students to acquire real-world experience in an aviation environment during their degree.

Internship projects should address a specific topic or issue for which the student's final report involves analysis, evaluation, judgement and decision-making in combination with application of knowledge.

The Internship Programme thus provides advantages to all three parties involved; the student, the employer and the university. Amongst other things, students gain opportunities to acquire relevant work experience in their chosen industry as well as to earn credits towards their university degree. Employers gain an opportunity to have input to the education and training of the industry's future leaders, and access to highly motivated students. Finally the University benefits from being able to continue to build strong links with the aviation industry.

BAvMan internship placements to date have included several of New Zealand's key international airport companies as well as major aviation organisations and airlines. Offshore internships can also be undertaken with prior approval.

Massey recently extended its suite of aviation host companies to include several new providers – national and international. Internship Course Coordinator John Bell says "The BAvMan internship represents a tremendous opportunity for our students and host organisations. Enthusiastic, intelligent and knowledgeable workers, our interns have shown on numerous occasions that they are able to make a meaningful and valuable contribution to their host organisation. They often bring a fresh perspective to aviation processes and practices, and always strive to become valued members of the host team. It isn't unusual for our interns to gain future employment with their host, and the School of Aviation prides itself on the strength of the long-term relationships it has been able to build with its internship host organisations."

## Jialin (Anna) Liu: MPI Biosecurity

Anna has had a long-standing interest in aviation and border security and it was this that attracted her initially to the BAvMan degree at Massey. She was delighted to be able to take up an internship opportunity with the Ministry for Primary Industries over the final semester of her degree. Anna



was able to rotate through several different departments during this period which gave her insight to a variety of the roles covered by MPI officers. Anna says, "The internship allowed me to develop essential skills, such as communication, risk assessment and dealing with diversity. A key highlight for me throughout the internship was to observe the communication techniques employed by Quarantine Officers when delivering biosecurity knowledge to passengers of various cultures. It's amazing to see how officers perform their responsibilities as well as respecting individuals' cultures. The internship was a really valuable learning experience for me and completely met my future career goals." Anna now hopes to gain a full time role with MPI in the near future.

## Sam Rawlings: Tasman Cargo Airlines

Sam is a full-time student of the BAvMan degree at Massey University but works part-time for Palmerston North Airport Limited during the year. He was however still able to take up an internship opportunity over the summer semester with Tasman Cargo Airlines, which provides regular air freight and charter services to Australasia and the South Pacific Basin. During Sam's time at TCA a highlight included a return jump seat flight on a cargo flight to Sydney which he said gave him valuable insight into ramp operations at the Sydney office. Sam's other duties involved load planning, aircraft loading, cargo acceptance, and supervision of ramp operations. Sam said he was able to improve his knowledge of front line / airline operations and he made numerous contacts within the wider aviation industry during the internship period. Sam also gained insights into how and where matters can easily go awry if not managed in a timely and proactive manner.

Sam said that the TCA internship presented him with a great opportunity "to apply to a professional organisation in a practical sense, the knowledge and learning gained to date in his Bachelor of Aviation Management degree."

## Seojeong (Sadie) Kim: Tasman Cargo Airlines

Sadie was introduced to a number of Tasman Cargo Airlines' different systems and roles during her internship period. Her operational support duties included load planning, preparation of flights, booking of freight, communicating with different stakeholders, and more.

Sadie said several of her university courses had direct relevance to her internship duties - especially 'Introduction to Management' *cont'd over*



# LINKING AVIATION THEORY TO PRACTICE

## 2019 ENROLMENTS NOW OPEN

**BACHELOR OF AVIATION MANAGEMENT STUDENTS FLY THROUGH INTERNSHIP PROJECTS**

• Bachelor of Aviation Management

Call 0800 Massey or visit [massey.ac.nz/aviation](http://massey.ac.nz/aviation)







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

**Tanker to Aircraft**  
**Refuelling at Ardmore**

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



**PPL and CPL TRAINING**  
**CAANZ CERTIFICATED**  
**R22, R44, S300**  
**SAFETY AWARENESS COURSES**  
**TYPE RATINGS**  
**INSTRUCTOR RATINGS**  
**NIGHT RATINGS (unlim)**

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

**09 299 9442 sylvia@heliflite.nz www.heliflite.co.nz**

from previous

in Aviation' and 'Introduction to Human Factors'.

The understanding of the industry structure, regulations, and key institutions she gained enabled her to adapt to the environment quickly, and to have discussions about the industry with other professionals. Human factors knowledge also enabled her to meet the company's requirements for staff to have regular human factors training.

A major highlight for Sadie was the opportunity she received to travel to the Tasman Cargo Sydney base, "one of the best days of my life," she says.

Sadie is now working on a casual contract with Tasman Cargo while she completes her final degree courses. Sadie's advanced Excel skills are being put to use by the company and she is now involved in improving day-to-day documentation to be more functional for the wider team.

Sadie attributes the internship opportunity to making "my transition from University to the industry so seamless. I came to the Massey University BAvMan programme hoping to start a career in the aviation industry after 3 years - and I am already in the industry before the 3 years is up."

### Henry Idiens: Airways NZ

Henry is a final year full time BAvMan student who was pleased to secure an internship placement with Airways NZ in his home city over the summer semester. Henry's two days per week internship placement with Airways NZ primarily involved working as an assistant to the Manager Workplace Planning and Performance in the revision of critical internal documents.

Henry found the experience very rewarding and says it was very useful to "be able to transfer aspects of some of my degree courses ('Aviation Strategic Management' and 'Managing Aviation Systems') to real life practice".

### For more information

With employers recognising that hosting Massey's aviation management student interns is beneficial to both parties, outstanding performance in an internship placement can, and does, lead to aviation career opportunities.

For more information email  
 Anke Smith: aviation@massey.ac.nz

# Insurance Policy Deductibles Explained

All aviation insurance policies contain deductibles of some sort, however the nature and applications of these are not always well understood. Bill Beard from Avsure continues his series of insurance related articles, here explaining some common terms and how the process of calculating deductibles in the event of an accident is usually applied. All of the previous Avsure articles are available for download from the KiwiFlyer website [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)

## Policy Deductibles

A hull deductible (sometimes referred to as an excess), applies to all aviation policies involving repairs but may on occasions not be applied in the event of a Total or Constructive Total Loss. Hull deductibles are predominately applied as a percentage of the agreed total value. For the majority of fixed wing aircraft, the deductible is usually 1% of the hull value subject to a minimum dollar value (usually \$1000) on lower valued hulls.

For aviation uses involving abnormal

hazards such as agriculture and for the majority of helicopters, a hull excess of 5% is usually applied and this is sometimes increased to 10% in the case of inexperienced pilots or extremely hazardous uses.

The important thing to understand is that in the case of repair claims, the hull deductible/excess is calculated on the total hull value – not the amount of repairs.

Third party liability property damage claims however are not usually subject to an excess or deductible.

## Pro-Rata/Time-Life Component Adjustments

Another deduction made from a claim can be a Pro-Rata/Time-Life Component Adjustment. Particularly all helicopters and fixed-wing turbo-props (other than total or constructive total loss) are subject to contribution by the policy holder for the proportion of the overhaul or replacement cost of any unit or component in relation to the TBO or "life" of the replaced unit or component. The insurer will deduct the appropriate

amount on the application of the following formula:

Used Time or Hours Flown divided by Overhaul TBO, multiplied by Overhaul or Replacement Cost.

This can have a major impact on the eventual proceeds of a claim following say a main or tail rotor blade strike on components nearing the end of their TBO.

In recent times, a few Insurers have agreed to delete the clause relating to pro-rata contribution on Time-Life components and in the case of helicopters, under some circumstances, Betterment can be insured. To obtain further information on this subject we invite operators to contact this office to discuss.

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](http://www.avsure.co.nz)



**SPECIALIST AVIATION INSURANCE BROKER**  
**Boston Marks | A Gallagher Company**

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

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

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

P: 09 298 8206 or 0800 322 206 F: 09 298 8218  
 E: [insure@avsure.co.nz](mailto:insure@avsure.co.nz) [www.avsure.co.nz](http://www.avsure.co.nz)

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

**AIRCRAFT**

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

**RPAS, UAVs, DRONES**

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

**AVIATION LIABILITY**

- Premises
- Airports
- Products
- Chemical
- Hangar keepers

**PROPERTY**

- Hangars and Contents

**PERSONAL**

- Pilot Personal Accident
- Passengers
- Pilots term life





Mike Slack and David Cranna scored 3rd and 1st respectively in the Intermediate category flying David's Zlin Z-50.

# 2019 NZ Aerobatic Club Nationals Confessions of a Newbie

The 2019 NZ Aerobatic Club Nationals took place in the beautiful skies of the Southern Wairarapa, just after Wings Over Wairarapa in late-February, hosted by the Wairarapa Aero Club. Of course KiwiFlyer Aerobatic (and more) contributor Grant Bennis was there. Grant provides an introduction below and then hands over to aerobatic competition newbie Paul Carran to explain the event from a first timer's perspective.

**Whilst** numbers were down a little this year due to aircraft unserviceability, most categories were flown, with the usual suspects present. Of note: Morris Tull and David Cranna continued their winning ways, Trish Stevens flew the flag for our female competitors, RV-series aircraft showed what a great all-round aircraft they are, and the results proved that practice pays off.

## 2019 Nationals Results

Here are the Category results. Note the percentage score is the percentage of the maximum total available points for that category.

### Advanced:

- 1st Morris Tull / Pitts S1 62.9%
- 2nd Grant Bennis / Laser 230 and Zlin Z-50 58.9%
- 3rd Steve Geard / Yak-55 56.9%

### Intermediate:

- 1st David Cranna / Zlin Z-50 74.1%
- 2nd Andrew Love / Pitts S1 73.9%
- 3rd Mike Slack / Zlin Z-50 69.9%

### Sports:

- 1st David Cranna / RV-7 78.3%
- 2nd Chris Schadler / RV-3 77.1 %
- 3rd Grant Bennis / RV-7 75.1 %

### Recreational:

- 1st Trish Stevens / RV-6 70.8%
- 2nd Paul Carran / RV-8 65.1%

Congratulations and thanks to all involved for a safe, well run and FUN event.

## The Newbie

This year we introduced a new member/competitor to our ranks – Paul Carran from North Shore Airfield, flying his newly acquired RV-8. Being new to aerobatics with the ink still drying on his aerobatic rating, and thus very new to the sport of competition aerobatics, I thought it appropriate to ask him to write up his experiences, thoughts and feelings of rocking up for his first competition. The RV-series is a lovely aircraft in-general

and is also very capable of being flown competitively in any of the lower three categories – Primary, Recreational and Sports. Paul chose to fly the Recreational sequence (with some encouragement!) and he also accepted my offer to initially fly with him as safety pilot in order to learn the routines and flow of an aerobatic competition flight – something I would encourage all 'newbies' to seek out. After that, he was on his own. His story of his first Nationals follows:

Grant Bennis

## Paul's Story

Descending from 8000 feet over broken cloud on approach to Hood Aerodrome, Masterton, I could see clear sky ahead. At 2000 feet and a couple of miles out I was nicely positioned on the western side of the town and, with the plate torn out of the Supp with the non-standard right-hand circuit direction on my knee pad, I joined for runway 24. A brisk cross wind tried hard to lift the wing but my RV-8 wheeled on smooth - I had arrived!

From regaining my PPL after a 35-year break only four years ago to getting an aerobatic rating in January 2019, it had been, and continues to be, a wonderful journey. However, it was with some trepidation that I agreed with my aerobatic instructor Grant Bennis to join him and others at the Nationals. I should not have worried - it proved to be a fantastic experience and one that I would recommend to all pilots.

### My welcome

The first impression was that, despite being a newcomer, I was welcomed by all and enthusiastically included into the activities. When not flying, I assisted the five judges by 'scribing', which is the writing down of a judge's scores and comments of the competition sequence being flown. I found this assistive in understanding what judges are looking for and how they score the sequences. It was also a time to get to know a few people and chat between breaks before the next pilot was ready. Later in the



Mike Slack image

First time aerobatic competitor Paul Carran.

Clubhouse, members freely offered both congratulations for giving it a go but also useful feedback on my flying, and clarification of various rules and judging criteria.

The Club has been operating for 35 years and its main annual event is the National Championships. Prior to this event, aerobatic pilots network and gather throughout the year at various regional events to practice and improve their skills. Two weeks earlier, I flew down from North Shore with Ian Young, ex CFI at North

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

**PLANE TORQUE LTD**  
AIRCRAFT MAINTENANCE SOLUTIONS

FIXED COST SERVICES  
REPAIRS & RESTORATIONS  
SCHEDULED MAINTENANCE  
MODIFICATIONS

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

Contact Nic Roberts on 021 068 2271  
email: [nic@planetorque.co.nz](mailto:nic@planetorque.co.nz)

SOUTHERN WINGS

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

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

**Bases in Auckland and Invercargill**

For more information  
E: [info@southernwings.co.nz](mailto:info@southernwings.co.nz)

P: 0800 284 283 or 03 218 6171  
W: [www.southernwings.co.nz](http://www.southernwings.co.nz)

AIR NEW ZEALAND  
AVIATION INSTITUTE  
PROVIDER

"STUDENT  
LOAN  
FUNDING  
AVAILABLE"



Shore and now a senior captain at Cathay based in Hong Kong, to fly and tidy up our routines. Such is the draw of this competition that members like Ian and Morris Tull, a Dubai-based Emirates Captain, return year after year to have a load of fun in cool aeroplanes.

## Preparation

Over the previous few months I had been attempting to master the recreational sequence by myself, and over a couple of dual flights it took Grant a while to correct some of the errors in my routine, all of which was gratefully received by me. The great thing about aerobatic pilots is that they critique and feedback to each other on how to improve. More on that later. Because this was my first experience of competition aerobatics, Grant walked, well flew, me through how to go about it. Operating not lower than 1500 feet AGL means starting the sequence between 2500 feet and 3500 feet. From 2500 feet, the 1000-meter square area called 'The Box', in which one flies a sequence, looks like a postage stamp. And at 25 squared, the O-360 powered RV-8 happily cruises at 170 knots; so straight and level, its roughly a 10 second flyby. Lots of energy to play with on up lines but this also requires concentration of down lines as speed builds up very quickly in such a slippery aeroplane. But that is the fun of it, is that not true?

## Docs check

After arriving at Hood Aerodrome early on the Wednesday morning, and emptying the plane of everything, prior to flying a practice run Morris (Mo) Tull came over and gave the aircraft a thorough technical inspection as well as checking with me about my prepping the plane for flight. This was but one example of how professional and safety conscious the organisers and participants are in managing and flying in the competitions. Before I could fly, I had to go through paperwork with the Contest Director, Mike Slack, whose diligence was laudable. Key items were sighting the pilot's license, aerobatic rating, current BFR and not less than \$2m third party insurance, as well as confirming knowledge and understanding of the event operating procedures. As an 'Aviation Event', the competition is run strictly in accordance with a Procedures manual approved by NZ Warbirds. Furthermore, all pilots had to attend the obligatory daily safety briefing.

## Starting

Prior to all flights, a line safety person called ‘The Starter’ interrogated every pilot once he or she was strapped in their cockpit. IMSAFE had to be answered, as well as confirmation of setting QFE, reporting fuel drains checked, and adequate fuel

quantity was on board. The goal is to have as small a quantity of fuel as required for the aerobatic flight plus a safety margin, in order to keep the weight down and not over-stress the airframe. Once satisfactorily completed it was “prop clear” and start up to taxi.

## Holding

With Grant in the back to show me the ropes for this first official practice flight, we took off and climbed to 3000 feet over the 'Ponds' holding point. This was the designated holding area prior to entering the Aerobatic Box, over the Masterton sewage ponds. Whilst holding, the HASELL checks were carried out: HEIGHT, not below 1500 feet and not above 3500 feet; AIRFRAME, VA 123kts, VNE 200kts, fuel caps on, flaps up; SECURITY, harness, hatch and no loose objects; ENGINE, power set 25/25, mixture rich, fuel pump on, fuel left tank with flop tube, Ts and Ps green; LOCATION, checked clear; LOOKOUT, traffic.

## The Box, The Box!

The local radio frequency is 119.1 which was used to vacate Hood Aerodrome and fly to The Ponds hold. Once vacating The Ponds, pilots changed to the designated chat frequency, which was monitored by the Chief Judge. Once the preceding competitor had confirmed they had vacated The Box, a quick call was made to advise we were now entering The Box, all the while a spotter on the ground, with a handheld radio on 119.1, was scanning the skies for other aircraft to ensure they kept clear of the aerobatic airspace. This proved to be vital when an aircraft on a later day wandered into the aerobatic area. The lesson is that you can never assume that other pilots have read the SUPPs or NOTAMS containing information about the competition.

## Low-Lines

Now was time to locate The Box and think about the approaches to it. But first, two perpendicular straight and level flights at 1500 feet were required to establish the 'Low-Line', first in the direction of flight (into wind) and over the centre marker from edge to edge of The Box, then at right angles to that line and over the judges seated 200 metres from the edge. This was done at 1500 feet, being the Recreational category lower altitude limit, in order to assist the judges in getting their eye 'in' for assessing the lower limit. Also, a wing waggle was required at the entry, middle and exit points in each direction. It sounded easy but I duffed it and so I had identified the first thing I need to practise before the next time! Always learning - that was my mantra for the entire competition.

NZAC Recreational Known Compulsory										Form A	
Pilot ID										Flight #	
No	Symbol	Cat. No.	K	Total K	Marks	Remarks	Pos	Item	K	Grade	
1		7.2.2.1 9.1.3.2	6 4	10				Pos.	6		
2		2.2.1.1	4	4				Fig K	93	Total K 99	
3		1.1.6.3 9.11.1.4	10 5	15				Penalties			
4		5.2.1.1	17	17				Too Low			
5		8.4.1.1	13	13				Too High			
6		8.5.6.1 9.1.4.2	10 4	14				Interruptions			
7		7.4.1.1	10	10				Insertions			
8		1.1.1.1 9.1.3.4	2 8	10				Trg Violation			
								Wing Rocks			
								Disqual Flg			
								Other (note...)			
								Final Freestyle			
								Duration	Min	Sec	
								Judges Details			
								Signature			
								Name			
								Number			

## Safety Manoeuvres

After leaving the Box, we climbed back to 3000 feet before returning to carry out safety manoeuvres. Two are allowed, to make sure the aircraft is performing satisfactorily and that there are no loose FOD, as well as for assessing the effects of the wind at competition altitude. A stall turn and a roll, holding inverted for a second or two, was the ticket for the FOD check. My RV-8 has a 'half' inverted oil system, which captures oil on the vertical up and down flight-lines rather than spurring it out the breather. The O-360 engine is also carburetted rather than fuel-injected, so without a fully inverted fuel and oil system my RV has limited inverted capability. Nevertheless better than my present skill level.



The contenders' flight line.

# Aviation Logistics Specialists

***“I wish you could teach others in your profession how to be awesome at their job. I appreciate the updates very much; saves me a tonne of time.”***

Rhonda Abrams Meggitt; Aircraft Braking Systems.

## What can we do for your business?

[Start a new conversation](#)



Aubrey Inston  
0508 412 205  
021 595 608  
aubrey@talkcargo.aero

[www.talkcargo.aero](http://www.talkcargo.aero)



### That was it?

The third entry into the Box was for the sequence-proper and in what seemed to be the blink of an eye, it was all over and I was exiting to gather myself up and settle down before joining to land. After a debrief and tying the plane down for the night it was off to town for pizzas for dinner.

### The rubber hits the road

Thursday was the first day of the competition for my category, and for my first flight I elected to have Grant sit in the back as a safety pilot. Once I commenced the Box entry he didn't (and couldn't) say a word, and I did my thing.


Aerobatics is like an aerial ballet and timing becomes important. Counting between manoeuvres and during them assists but doesn't save you from a poorly executed entry, exit or manoeuvre itself. On my second competition flight, which I did solo, instead of being slow enough in the middle of The Box for the spin, I was almost to the upwind edge, so I broke away and came back to try it again rather than doing the stall turn that followed the spin well outside The Box. Good move, but the problem was I didn't warn the judges I was 'breaking' from the sequence by doing a wing waggle... silly boy. I can now confess that I also forgot to do my safety check stall turn and roll and didn't waggle my wings on entry either. More things to practise.

### Flying my Recreational Sequence

The most basic level of aerobatic competition is Primary, but no one flew that this year. A couple of us flew Recreational and as this article is mainly for the benefit of those interested in starting aerobatics, I'll run through the sequence as follows:

1. Flying to the upwind end of the Box with a quick check of Altitude (2500'), Instruments (170kts) and Position (The Box), pull up into a 4G half loop, keeping in balance, arrest with forward stick before the nose goes through the horizon, full left aileron and plenty of rudder to gain about 500 feet and be heading towards the downwind aiming point in the distance.
2. Down to the other end of The Box, to execute a 180 degree turn, briskly rolling to 60 degrees angle of bank, a big pull and plenty of top rudder to hold altitude. This is a seemingly simple manoeuvre that I have yet to completely master. Who would have thought a turn is an aerobatic manoeuvre but a barrel roll isn't (at least in competition)?
3. Now it's time to check altitude for the spin. 3000 feet minimum is good. At 60 knots it's getting mushy. Flying solo, I was wishing Grant was in the back to assist with giving the RV-8 a more aft C-of-G - the RV8 doesn't like to spin when flown solo. A burp of power with stick hard back and full left rudder and it goes into the spin. Or is it a spiral dive? The mind is racing and then it is recovery - forward stick to get a vertical down line and pull out with power going full-on established on the downline before settling it back to 25 squared to gain speed for the pull up into the stall turn.
4. Look at the left wing, then right and back to left. Straight? Vertical? Still climbing? Glance at the ASI. Under 40 knots. Time to give it full left rudder and right aileron with forward stick. If I get it right my RV-8 yaws over nicely, otherwise I'm flying it over - not so good. Pull the throttle a little going down over 80 knots. Push the stick forward to get the vertical down line, watch the airspeed, recover, pull up to horizontal and count to 3 while doing 'A-I-P' (see point 1 above).
5. Quick! A Humpty-bump. Pull to vertical. Is the left wing vertical? Count 2 seconds. Pull over top, release pressure, increase pressure on the stick to make a nice round dome then establish the down line. Get that stick forward so that the wing shows vertical, whoa, airspeed is building up, pull to horizontal. What's next? Where am I? That's right, a half Cuban.
6. Pull 4G, ease over the top and spot the 45-degree down line. (Still struggling to perfect that...). Stick forward then arrest. Hold 2 seconds, full aileron and plenty of rudder. Blast (I said something stronger to myself) - didn't hold the stick forward enough and yawed. Rudder it back on line.
7. On the home run now. A simple loop and a roll. Ha! -more easily said than done. A round loop is a work of art. And seldom achieved. The egg-shaped loop is as common as sparrows. And so it was for me. I didn't push and float over the top as well as I have done in practice. Excuses, yes but also the reason we were all there. To test ourselves in a safe environment with like-minded people and to have fun doing it.
8. And as for the roll. Not bad but in my elation at having finished my first solo aerobatic sequence I scooped the rollout. So many things to practice before next year.

So, I have completed my first Aerobatic Competition. I didn't win but I did have a fantastic time and will be back. Do come join us. It's highly recommended.

Paul Carran 



Bottoms up. Grant Benns helping Steve Geard bleed the brakes on his Yak-55.



Paul Carran's RV-8.





## HELPING YOUR CAREER TAKE OFF



**ARDMORE**  
AVIATION TECHNICAL



**ARDMORE**  
FLYING SCHOOL

Phone: (09) 298 5055  
Freephone: 0800 ARDMORE  
Email: [info@ardmore.co.nz](mailto:info@ardmore.co.nz)  
Website: [www.ardmore.co.nz](http://www.ardmore.co.nz)

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

Contact Murray  
(07) 378 8688  
Taupo Airport  
[components@rotorandwing.co.nz](mailto:components@rotorandwing.co.nz)



Est. 2003  
[www.liviuvionics.com](http://www.liviuvionics.com)

For All Fixed Wing or Rotary  
Avionics and Instruments Requirements

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

Call LiviU: (09) 296 2354 or (09) 268 1199 or 021 048 7055  
e: [liviufilimon@liviuvionics.com](mailto:liviufilimon@liviuvionics.com)



For all your engine overhauls  
Lycoming, Continental, Gipsy...  
and now Rotax.  
Part 145 approved  
Call Bill O'Neill or Graeme Daniell  
03 489 6870 or 027 307 5850  
Taieri Airport, Mosgiel.  
[www.southair.co.nz](http://www.southair.co.nz)

## Is your cargo hook due for an overhaul?



Reduce operating downtime and save on fitting and removing loan hooks with our cargo hook exchange system



- We have the expert information to assist with your hook installations
- Wide range of exchange hooks in stock ready for dispatch
- Remote hooks, long lines and cargo nets available

 **rotor & wing**  
MAINTENANCE LTD

Contact Murray  
(07) 378 8688  
Taupo Airport  
[components@rotorandwing.co.nz](mailto:components@rotorandwing.co.nz)





Sebastian Kawa with his New Zealand Club Class trophy from the Nationals and at right with Dion Manktelow at Taupo.

# The World's Best Glider Pilot in NZ

Invited to New Zealand by the Matamata Soaring Centre committee, Sebastian Kawa left a lasting impression with everyone he met in the NZ gliding community, and especially those he flew with. Jill McCaw tells the story:

He's the most famous pilot you have never heard of. Polish medical Doctor Sebastian Kawa is literally the world's greatest competition soaring pilot. At the end of the last Northern Hemisphere soaring season he held a grand total of 29 FAI World titles for winning every type of officially sanctioned glider competition there is over the space of the last 15 years. He has flown and competed all over the world, including a personal highlight, a stint exploring the wave clouds of the Himalayas. He won three world titles back to back in the space of last year, the gliding Grand Prix Final held in Vitacoura, Chile, the World 15m champion in Ostrow back home in Poland and only a few weeks later was lifting the trophy for the 20m championship at Hosin in the Czech Republic.

And then in February he came and flew the New Zealand Club Class Nationals at Taupo. Unsurprisingly he won.

Sebastian Kawa was invited to New Zealand by the Matamata Soaring Centre committee. With the aim of transferring knowledge, educating and enhancing the gliding of members, over the years the Soaring Centre has brought many notable international pilots, coaches and people like sports psychologists

to training weeks and competitions. Inviting Kawa was a masterstroke. His trip was funded by New Zealand gliding members who paid \$800 each for the chance to fly a day with him in competition. When the seats went on sale, they sold out within four hours and by the next day were oversubscribed by 50%. A generous donor purchased a seat for a lucky Youth Glide pilot and Trevor Terry, the owner of the two-seater Duo Discus used for the flights donated the hire charge of the glider to Youth Glide Taupo.

During the competition and the rest of his trip Sebastian proved to be affable, friendly and happy to share his experiences and flying adventures at talks and club barbeques around the North Island. He's well educated and speaks great English.

What did pilots get for their \$800? They got the focus of the champion for the whole day. Many participants mentioned the amount of work and preparation that Sebastian put into the day's task, long before the briefing and actually knowing what the task was. David Johnson from Tauranga said, "The glider was washed, ballasted and on the grid before briefing at 10am. Briefing over and while most of the other pilots were gridding their gliders Sebastian spent a good half hour on his laptop looking at all the predicted wind strengths/directions, thermal strengths and energy lines for all times of the day over the task." Sebastian had a plan for the flight well before getting airborne. "At the launch point before take-off, Sebastian's eyes were already skywards, looking at conditions not only around the field but also out into the distance." There was even another quick canopy wash just before take-off.

**"And then in February he came and flew the New Zealand Club Class Nationals at Taupo. Unsurprisingly he won."**

Derek Kraak from Christchurch, one of this country's top competition pilots described his flight with Kawa as humbling. "He is incredibly accurate, uses outstanding planning and his ability to read the weather is extraordinary."

While most of the pilots who flew with Kawa would describe themselves as experienced both as cross-country and competition pilots, they all found themselves challenged in all aspects of their flying. Sebastian would want them to fly closer into the rising air of a ridge, fly further between sources of lift, to fly faster when they wanted to slow up and conserve energy. He had safety margins that felt slimmer than most people were used to, but they came to realise that they hadn't been fully utilising the lift available. Murray Wardell remembers his flight very well. "I said to Sebastian that I wasn't feeling happy in an area with limited land-out options. 'I think it will be all right,' Sebastian said. This phrase has stuck in my mind. He taught me to fly much faster than I had been and to fly the energy lines, every wisp and bit of cloud."

In comparison to the other pilots who flew with Sebastian, the young pilot who took the Youth Glide seat, Josh Ferguson is relatively new to cross-country flying but Sebastian still gave him a valuable master class, taking the time after the flight to sit down with Josh and discuss exactly what they had done and why, as it

can be difficult during the event to properly understand particular instructions. Sebastian helped his lecture along with some hand drawn diagrams that Josh will treasure for ever.

For the man who has flown everywhere, was there any part of flying in New Zealand that might have left him rattled, just a little bit? It turns out, yes. Prior to the contest Auckland Murray Wardell took Sebastian out to soar the West Coast cliffs in his two-seater Arcus. When the wind is from just the right direction it is possible to soar the coast from Muriwai in the north to south of Raglan. Most of the flight, including harbour crossings is done under 1000 feet. Murray says, "We arrived at the coast relatively high, about 1,800 feet. I commented on the wind direction and strength from the generous number of white caps to the horizon. There was an eerie sense of quietness from the back seat. At this time Sebastian was temporarily out of his comfort zone. After a short familiarisation on the coastal cliffs, I said, 'You have control,' - and he certainly did. There was nothing to teach him about here - it was like he'd flown it all his life."

David Johnson pointed out that it was interesting that during the contest Sebastian was flying with a different student every day, letting them do most of the flying, and he still won the competition. Sebastian Kawa is just that good. New Zealand was very lucky to have him here.

We can't promise you the world's best, but all our clubs have experienced instructors to give you a go at learning to read energy lines and keep a non-powered craft airborne. Find your local club on the Gliding NZ website, and for subscriptions to the national soaring magazine SoaringNZ, see [www.mccawmedia.co.nz](http://www.mccawmedia.co.nz).

Jill McCaw

**24 MONTH AIRCRAFT AVIONICS INSPECTION FOR \$375+GST**  
Terms Apply

**MICROLIGHT & GLIDERS - TRANSPONDER & ALTIMETER CHECK FROM \$265+GST**  
Terms Apply

**AVIONICS & LINE MAINTENANCE**

- Fully equipped mobile avionics maintenance unit
- Fault diagnosis and repair
- Complete aircraft wiring installs
- STC projects
- Modifications - rotary & fixed wing
- ADSB compliance

**MTHUTT HELICOPTERS**  
AGRICULTURAL | COMMERCIAL | ENGINEERING

Hangar + HQ: 880 Forks Road, Alford Forest  
RD1 Ashburton, New Zealand  
Email: [andrew@mthutthelicopters.co.nz](mailto:andrew@mthutthelicopters.co.nz)

Phone: **027 275 5770**  
Freephone within NZ: **0800 443 547**  
[mthutthelicopters.com](http://mthutthelicopters.com)





Mark Woodhouse's DHC Chipmunk at Motueka

# Share what you love

After a recent flight in his Chipmunk, KiwiFlyer friend and occasional contributor Mark Woodhouse declared it to be "a while since I had enjoyed a flight more". Here's why:

His name is Mike (not changed, because he's not likely to mind) and he is in his forties. Mike is a very talented and dedicated graphic designer, who's been helping us at Waypoints improve our textbooks for a few years. He's good bloke and I enjoy working with him.

He has also been battling the dreaded big C for a couple of years and has recently been told they have done all they can for him. But he's stalwart. Showing the sort of "just get on with it (life)" that so many brave folks do. It's not much fun. But what can you do?

The other day I offered him a ride in our Chipmunk. The look on his face clearly said, "Do I trust this man?" But quickly the look changed to "What have I got to lose?" and with a smile he accepted.

As you do, I picked a nice clear calm day. We met at the hangar and I chatted casually as I began the process of bringing the Chippy out into the sun. It wasn't a surprise to me that Mike hadn't been in a light aircraft before, let alone an aircraft who's 70th birthday we had recently celebrated.

I took plenty of time to show him the seat he'd occupy, how the belts worked etc., and where the various bits and pieces were. Mike was slowly but surely relaxing and beginning to enjoy the experience. Much of the enjoyment of such flights are what I call the foreplay. The time taken around the aircraft chatting about one thing or another and asking what they would like to do - usually they have no real idea. Go flying and come back in one piece would be a good start!

Our Chippy is Canadian, with a bubble canopy. Ideal for sharing what we love with others, with a fantastic view perfect for photography. So, while I'm concentrating on departing the traffic pattern, Mike is eyes out, taking heaps of snaps. But quiet...

Seems that first time fliers get

overwhelmed by what, just maybe I'd begun to take a little for granted.

We flew over Rabbit Island, round Richmond township, looked down at his home (nice), then at his workplace (not so enthusiastic!) and generally saw his world from a unique perspective.

As we meandered back toward Motueka, I wondered... Would you like to loop the loop? And given his initial reservation I fully expected a "no thanks".

"Oh, yes please, can we?"

Right-o. Check a few things and into it. Another? "Heck yeah!"

How you feeling? More? Okay then...

I even pulled off a half reasonable touchdown.

Now, Mike is a fairly reserved gent, but it was clear he'd had an experience of a lifetime. His work mates said they'd never seen him so animated.

For me, it had been a while since I had enjoyed a flight more. Share what you love.

Mark Woodhouse 

**Fixed Wing and Helicopter**

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

**CENTRAL AERO**  
ENGINEERING  
KEEPING YOU FLYING

Ingram Road  
Hamilton Airport

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

[www.centralaero.nz](http://www.centralaero.nz)

**Are you fit for flying?**

**doctors** REMUERA

Airlie Court, 320 Remuera Road,  
Remuera, Free Roof Top Parking  
Hours: Monday-Friday 8am to 6pm  
Late Night Thursday by appointment  
reception@remueradoctors.co.nz

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

Dr Anton Wiles & Dr Jon Nelson

**Your Experienced  
Aviation Medical Services Team**

[www.remueradoctors.co.nz](http://www.remueradoctors.co.nz)

**avplan efb**  
plan smarter, fly sooner

Complete flight planning & moving-map navigation

NZ Area Forecasts, plain-English TAFs & METARs

IFIS flight plan filing, MetFlight & MetJet connected

For all NZ pilots, at all levels

Thirty day free trial

[www.avplan-efb.com](http://www.avplan-efb.com) • 09 950 8801

Get it on Google play

Download on the App Store

**Avcraft ENGINEERING**

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

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

**[www.avcraft.co.nz](http://www.avcraft.co.nz)**





Matt Denning restored this immaculate CT-4A Airtrainer in its past RAAF colour scheme. Matt also restores Boomerang fighters including the one operated by the Temora Aviation Museum. He sold it to them and is lucky enough to be able to go there and fly it at air shows which keeps him very happy indeed.



Two Italian Eurofighters break from the camera plane on their way to RIAT. There were only three photographers on the Skyvan in England for this flight. England was playing in a soccer World Cup semi-final that evening so the rest of the photographers stayed behind to watch that. I was amazed as I would cut an arm off to take part! They lost the game and were gutted the next day to see how perfect the conditions were and how the photos looked!

## Gavin Conroy's Gallery Favourites from 2018 (Part 2)

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 1 appeared in our previous issue.



**Top:** John Mathewson flying the L-39 Albatros operated by Fighter Jets NZ based at Tauranga. It is always lovely to fly around the Wanaka area towards the end of the day when the light is good, however what you cannot see is the bumps - it was rough at times!

**Above:** This flight came out of nowhere! There are only three of these Airtruks flying worldwide and here they all are. Steve Death phoned me while I was at Temora where they had all been flown to and I couldn't wait to get going.



One of my Warbird Heroes, John Romain flying the Hispano Buchon at Warbirds Over Wanaka 2018. It is always such a pleasure to fly with John; he makes it look just too easy. The Buchon is wearing the scheme it flew with in the Dunkirk movie so this was a wonderful flight to record a bit of history — a primary driver when photographing these aeroplanes.





This photo was 10 years in the making. To photograph an iconic Spitfire with the only flying Meteor F.8 was pretty special. Both are operated by the Temora Aviation museum. The photo was taken from a P-40 Kittyhawk flown by Andy Bishop; tough life eh!



Two of my favourite camera plane types flown by two of my favourite people; Mark O'Sullivan in the Harvard leading Jay McIntyre in a Nanchang. I have used Harvards or Nanchangs more than 200 times for photo flights. They are great camera platforms but only as good as the pilot up front.



**Above:** The beautiful Hawker Fury operated by Air Leasing based in Sywell, England. The beast is flown here by Richard Grace and looking resplendent in a prototype Fury scheme.

**Left:** Bill Reid and Ryan Southam flying the Anson on a beautiful evening in the Awatere. We flew around in circles for about 35 minutes waiting for the sun to appear from behind some clouds and fortunately it did. The camera plane was a Nanchang flown by Jay McIntyre.

**Right:** Charles Davis and Dave Brown formed up for a few photos before heading back to Ardmore to fly a display during one of the Ardmore Open Days. The aircraft got an updated colour scheme for its birthday, and well done to owner Charles Davis - it looks fantastic.





# Wings Over Wairarapa 2019



Gavin Conroy image

The fight is on. An RE.8 chases a Fokker D.VII while three Albatros fighters circle in the background.

— Event Report contributed by Jared Le Roy (text) and Gavin Conroy (images) —

This year the biennial Wings Over Wairarapa Air Festival at Masterton celebrated its 20th anniversary and incorporated a spectacular night show for the first time where aircraft festooned with lights and pyrotechnics thrilled the evening crowd.

Once again however, the event was threatened by an exceptionally unfriendly weather forecast which resulted in some of the display aircraft not being able to attend.

In a further stroke of bad luck, the show's major drawcard, a USAF Boeing B-52 Stratofortress left its base in Guam only to be damaged by a landing incident at Avalon, Australia. Sadly its show-opening appearance at Masterton had to be cancelled.

In spite of the setbacks, the show went ahead (sans Sunday due rain) and was widely praised as an excellent aviation spectacle.

KiwiFlyer was ably represented by Paul and Jared Le Roy, and by the consistently outstanding photographic efforts of Gavin Conroy. Jared writes:

## The Vintage Aviator Limited (TVAL) WWI

Multiple displays throughout the day from The Vintage Aviator Limited (TVAL) collection included the first airshow outing of the Airco DH.4 light bomber. Painted in stunning USAS colours, she flew with an escort of a Sopwith Triplane named 'Black Maria' and two S.E.5a against a flight of German Albatros fighters, (one D.II and two D.Va) in a mock dogfight. The sleek Albatros fighters have a fuselage that is skinned with wood instead of fabric, unlike many



SE.5a locked on to the Albatros D.II.



DH-4 leading a Sopwith Triplane and SE.5a.



The gunner in the back of the DH-4 is ready for battle!



SE.5a with a Fokker D.VII in its sights.

**OceaniaAviation**

## FLY WITH CONFIDENCE

*From Takeoff To Landing*

- Maintenance & Repair
- Parts & Spares Supply
- Turbine Overhaul & Repair
- Role Equipment Manufacture
- Component Overhaul & Repair
- Sales, Brokerage & Logistics
- Avionic Upgrades & Servicing

www.oceania-aviation.com

**FLARM TECHNOLOGY**

## There are nine seconds to impact

Can you spot the airplane?

Fly Safely with FLARM traffic awareness and collision avoidance.

Contact Mike: 021 422786  
mike@holistec.co.nz

www.flarm.com

**redfortgroup.com**

redfortgroup.com

**redfort**

Aviation Logistics

W [www.redfortgroup.com](http://www.redfortgroup.com)

E [operations@redfortgroup.com](mailto:operations@redfortgroup.com)

F [facebook.com/redfortfreightlogistics](https://facebook.com/redfortfreightlogistics)

I [instagram.com/redfortgroup](https://instagram.com/redfortgroup)

P 09 445 9883





de Havilland American DH-4.



Allies outnumber the Germans who fight on anyway!



Best of British. F2b Bristol Fighter leads a pair of SE.5a.



SE.5a fighters in formation at dusk. Magic to see.

aircraft of the time. The earlier D.II can be distinguished from the D.Vs by the square wing struts, where the D.Vs are V shaped, because of the re-designed wing on the later models. All three are painted period camouflage and match those of individual pilots in WWI.

Also on display were two Royal Aircraft Factory B.E.2f two-seat Scouts which were used for a wide variety of mission roles throughout the early and mid-stages of WWI. The Bristol F.2b two-seat fighter also performed a mock dogfight against a Fokker Dr.I Triplane and Fokker D.VII Biplane fighters, again with the help of escorting S.E.5a. A variety of Sopwith Biplanes also took to the skies, including two agile Sopwith Pups, the legendary Sopwith Camel, and the powerful Sopwith Snipe. All three designs are powered by rotary type engines. The Rotary design features the slightly odd idea of having the entire engine block spin around with the propeller, which does mean the engine has good cooling and is very simple, but also means that there are notable gyroscopic forces on the airframe. The throttle only has two settings, Full or Off, which makes for an odd but also charming sound in flight as the pilot essentially turns the engine 'on and off' to control his speed.

### RNZAF

The RNZAF demonstrated their T-6 Texan II and performing a detailed scenario of how the Airforce and Police would cooperate in order to deal with the theft of a helicopter by armed assailants - using the Agusta-Westland A109LUH and NHIndustries NH90, then the Navy's Kaman SH-2G Super Seasprite demonstrated its anti-submarine warfare, plus search and rescue capabilities.

The Armed aircraft theft scenario was

spectacular. The scenario started with the pilot of a Hughes 300 helicopter landing to ask for directions while leaving the aircraft running, and an opportunistic bandit jumping into the pilot's seat while the owner's back was turned. The following flight performance was jaw dropping; giving the impression of an out of control helicopter, whilst of course every move is intentional and easily within operating limits. The bandit pilot then landed the helicopter and attempted a getaway with some armed associates in a ute, and that's when the call to the RNZAF was made. The NH90 and A109 arrived swiftly and started working in tandem to get the situation under control. Each helicopter made alternating passes to assess the situation. The A109 carried a police sniper to provide cover, and the NH90 brought a unit of police armed responders, including a German Shepherd, who deployed via winch and fast rope, and then apprehended the assailants on the ground.

### Kiwi Blue's parachute display

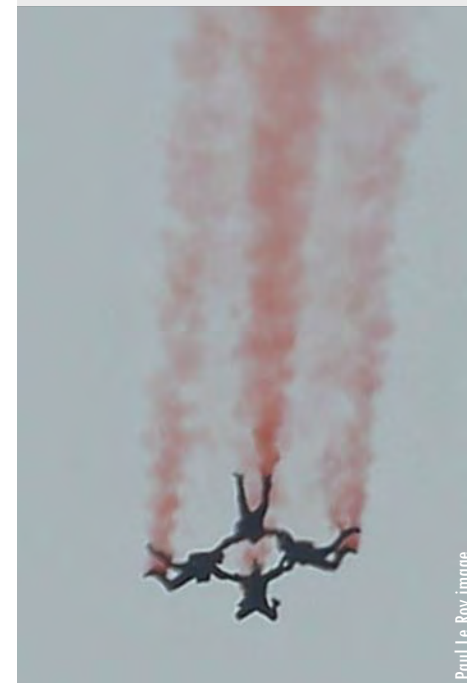
Jumping from the C-130H Hercules at 9000 feet, the Kiwi Blue team held onto each other in a star formation. At around 5,500 feet they broke away and deployed their 'chutes at 4,000 feet. All of the members of the Display team are full-time instructors from the Parachute Training Support Unit. Once the members are 'free fall' qualified and have gained the appropriate experience they are gradually introduced into the display team.

### P-3 Orion

There was a quick showcase of their P-3K2 Orion. The long-range maritime patrol aircraft performed a few passes before returning to its base at RNZAF Whenuapai.



RNZAF NH90 with AOS Officer (and look closely there's a dog too) on the winch.



Kiwi Blue Team in a 4000 foot freefall.



AOS team in pursuit of an aircraft thief.



RNZN SH-2G Super Seasprite.



RNZAF P-3K2 Orion on show before returning to Whenuapai.



Ready to move from passive to ANR ?

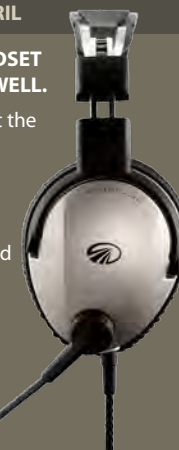
Let us sweeten the deal !

FROM 1<sup>st</sup> APRIL to 30<sup>th</sup> APRIL

YOUR OLD STANDBY HEADSET HAS LIKELY SERVED YOU WELL.

But we are so confident that the performance and advanced features of our Active Noise Reduction (ANR) headsets will transform your flying experience, that, for a limited time, when you buy a new Lightspeed Zulu.3 headset, we'll pay \$300 for your old David Clark passive.

That's as much as you may have originally paid!



### MORE DEALS

SPECIAL DEAL on ZULU.3 and TANGOS for instructors and professional pilots

CONVERT your ZULU.2 to ZULU.3

TRADE IN your old set

See Website for details

### PILOT FLIGHT BAGS



NOW STOCKING

GANN and MARKHAM Pilot Flight Bags

View the whole Lightspeed range at [www.lightspeedheadsets.nz](http://www.lightspeedheadsets.nz)

0800 116 741

[phil@lightspeedheadsets.nz](mailto:phil@lightspeedheadsets.nz)

LIGHTSPEED

OceaniaAviation

FLY WITH CONFIDENCE

From Takeoff To Landing



- Maintenance & Inspections
- Role Equipment Manufacture
- Parts & Spares Supply
- Sales, Brokerage & Logistics
- Avionic Upgrades & Servicing
- Diesel Engine Upgrade

[www.oceania-aviation.com](http://www.oceania-aviation.com)





Reno veteran, Graeme Frew in Full Noise 35.



A great view of the Catalina's hull.



NZ's sole remaining Strikemaster.

### Yak-3m 'Full Noise'

The fast and agile Russian performed two displays with impressive vertical manoeuvres and fast passes in the better weather earlier in the day. Even the heavy rain that descended onto the airfield for its second display couldn't slow the Yak down. With thick clouds just above display level reflecting back the beautiful sounds of the V-12 engine to echo around the hills, the crowd really did get to appreciate 'Full Noise'.

### PBY-5A Catalina

The Consolidated PBY Catalina is a long range amphibious maritime patrol aircraft. RNZAF squadrons number 5 and 6 were equipped with PBY-5A in WWII, and flying through Friday and Saturday was ZK-PBY, which is a Canadian built PBV-1A. The PBV-1A is a licenced version of the PBY-5A. The aircraft is painted in the historical scheme worn by RNZAF 6 SQN aircraft NZ 4017 'XX-T'. ZK-PBY is operated by the New Zealand Catalina Preservation Society, and through the weekend did a number of take-offs and landings, including flights with passengers and an air show display.

### Jets

A blast from the past for many; the displays of two fast jets that once were flown by our Air Force. A de Havilland DH.112 Venom FB.4 fighter bomber roared around the airfield, painted as it would have been in 1955. And a BAC 167 Strikemaster twin seat trainer and light attack aircraft that equipped 14 SQN in 1972 took off on Saturday morning.

### Glider

The Schleicher ASH-25m self-launching glider demonstrated its surprisingly impressive manoeuvrability and amazing energy retention by executing a long series of loops as well as demonstrating the ease and convenience of a self-launching glider.

### Tigermoths and Chipmunk

Two de Havilland DH.82 Tiger Moths showcased their outstanding manoeuvrability in a tight and graceful duo performance close to the ground, a feat that shows amazing trust between the two pilots and their aircraft.

The DHC-1 Chipmunk also performed some impressively graceful manoeuvres.



Schleicher ASH 25m self-launching glider in performance mode.



Lighting the fire in the de Havilland DH 112 Venom.



DHC-1 Chipmunk performed a solo display.



A graceful display by the Tigers.



Distinctive Venom sight and sound in flight.





**Maintenance for Helicopters and Fixed Wing Aircraft**

**Paul: 0275394786**  
paul@aerofixfiordland.co.nz

**Debbie: 0276022789**  
debbie@aerofixfiordland.co.nz

Contact Us!



**Located at Te Anau Airport, Manapouri**



**SPRATT**  
FINANCIAL SERVICES

Are your family and assets protected?

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

**Contact Craig Spratt**  
Spratt Financial Services Limited  
Phone: 021 935 788 or 09 306 7250  
Email: craig@spratt.co.nz  
[www.spratt.co.nz](http://www.spratt.co.nz)

*Independent brokers protecting pilots since 1992*



**Avcraft ENGINEERING**

**For a fresh look at avionics, talk to our skilled engineers.**  
We are Authorised Dealers for Garmin, JP Instruments, Avidyne, Aspen Avionics, and more.  
Ask us about tailoring a package to suit your requirements and budget.



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

**[www.avcraft.co.nz](http://www.avcraft.co.nz)**





The nine ship Yak-52 team flew a polished and tight display.



The Yaks having broken into a five and four ship formation.



The AerospaX Grob motor gliders performed in daylight as well as dark.






**BRISTELL**

**NGB**

- LSA or Microlight • Dual Garmin G3X Touch Screens • Integrated G3X Auto Pilot with GMC 307 Control Panel
- Garmin GTR200 Comms with GMA 245 Audio Panel • ADS-B out using Garmin GPS20A Position Source • Kannad ELT
- Monroy Traffic Alert • DUC Constant Speed Prop • Leather seats and interior
- TT less than 2 hours • This aircraft available now • Demo flights available based in Gordonton

Contact Martin Henton 0273 324 415  
martin@andersonaviation.co.nz  
Facebook: Bristell Aircraft NZ  
**www.andersonaviation.co.nz**

### Working helicopters

Throughout the show various helicopters (Squirrels, Jet Ranger and S300) demonstrated a wide variety of rotary aircraft tasks including crop spraying, firefighting, forestry log transport, and more.

### Race

Which is faster, a race modified classic Mini, a 90% scale Spitfire or a Squirrel helicopter? This question would be decided by a Top Gear style race of two and a half lengths of the runway. The Mini got an early lead due its fast acceleration and was overtaken by the Spitfire just before the turn, the helicopter close behind. Once again the Mini got ahead as the aircraft needed more space to reverse their direction. This was repeated at the second turn at the southern end of the runway and the Mini held on to take the win!

The second run was a little different with the helicopter starting from a hover and the pilots making much tighter turns. The helicopter performed a spectacular turning manoeuvre at the northern end and went on to win the race.

### Topdressers

The rain shower later on in the day showcased how agricultural aircraft get the job done, rain or shine. Super Air flew a loading and topdressing demonstration with their Fletcher FU24-950M. The short take-off and landing capabilities of the Fletcher in very wet conditions are very impressive. The runway was soaked - it's the only time I've seen a bow wave created by the wheels of an aircraft. Bargh & Gardner Aviation also demonstrated their bright yellow and blue Airtractor AT-402B with low passes, ground manoeuvres, and added smoke for effect.

### Yak-52s

Nine Yakovlev Yak-52s performed formation displays on Friday and Saturday. Looping together as a big group of nine before splitting into two smaller groups, one of five and one of four, they continued to perform formation aerobatics, before merging back together and then executing a spectacular formation burst manoeuvre. Each of the two groups train regularly together in their respective locations, the team of nine forming for major events such as this one.

### Daytime Airborne Pyrotechnics

The AerospaX Airborne Pyrotechnics display team wowed the crowds with three displays throughout Saturday. The first two displays were during the daytime, the team's Grob G109B aircraft flying with brackets on the wingtips loaded with pyrotechnics. Dancing around the skies in an impressively tight formation, the two aircraft released orange smoke from their wingtips, drawing shapes in the sky with a series of sequential loops and dropping small bursting fireworks intermittently. The two daytime displays were impressive, but the night time display was jaw dropping... Turn the page to see what I mean.

## HoodInsuranceBrokers

Public Liability Insurance

Business Protection Insurance

General Insurance



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

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

## SWITLIK

TSO C70A II FAA LIFE RAFTS



**FIRST OF ITS KIND 5 YEAR TBO**

6 Person (8 overload)

Less than 18kg

Multiple boarding stations and ladders

Convertible Canopy System

TSO 8/10 Person also available

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

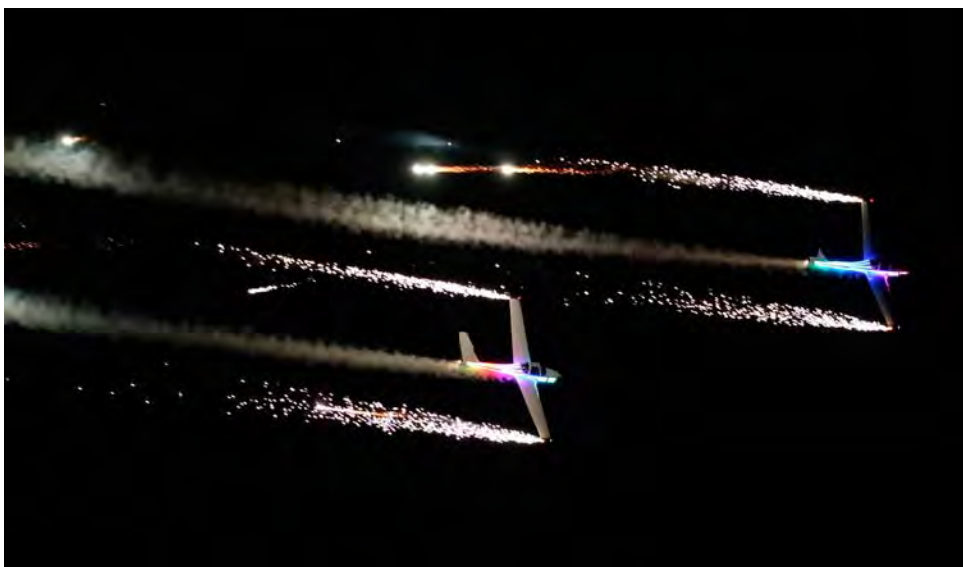
**UZIP Immersion Suits • 10 year service Lifejackets**  
**Helicopter X-Back lifejackets • Single Person Liferrafts**

**AVIATION SAFETY**

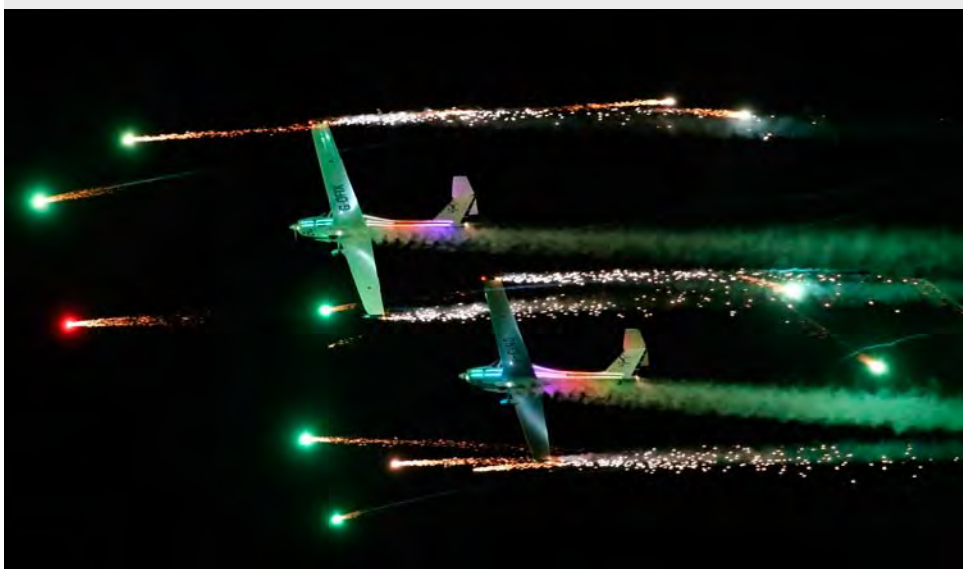
[www.aviationsafety.co.nz](http://www.aviationsafety.co.nz)

07 543 0075 sales@aviationsafety.co.nz





Grob G109B motorised glider 'Aerosparx' pair trailing firework showers from wingtips.



Airborne Pyrotechnics also included coloured smoke and flares.



Training now  
available to meet  
new PBN/GPS CAA  
requirements

## ADVANCED MULTI-ENGINE IFR TRAINING

- Renew your instrument rating now and include RNAV
- Single pilot IFR command ratings
- Multi-crew training
- Certified PBN/GPS courses run regularly
- Initial and subsequent Twin Type ratings on Piper Seneca IV

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

Contact us now and get the edge at

**RIDGEAIR**  
WOODBOURNE AERODROME

0800 743 432 • [www.ridgeair.co.nz](http://www.ridgeair.co.nz)

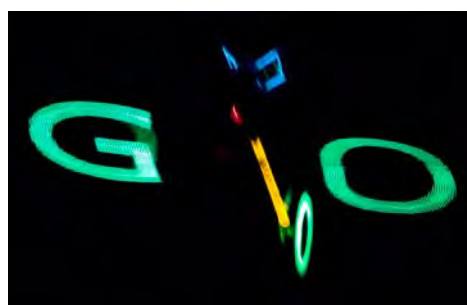
## Night Show

After the rain had stopped and the sun had set on Saturday evening, the airfield was quiet, but the show wasn't over. The darkness was split by a large searchlight, which was the first time I've ever seen a searchlight operating close by. Not that they would have needed it, but the impressive beam probably helped the RNZAF C-130H Hercules to find the airfield, and as it flew overhead the dark was shattered by hundreds of countermeasure flares, the brilliant lights fanning out below the aircraft and bathing the airfield in a golden glow.

The night show mainly showcased how two technologies can be used with aircraft to perform amazing displays, these being pyrotechnics and Light Emitting Diodes (LEDs). The opening act for the Airborne Pyrotechnics display was a large remote-controlled helicopter fitted with a multitude of LEDs on its fuselage and rotors that can be controlled to create images in the rotor disk as it spins. The brightly lit heli performed numerous 'impossible' manoeuvres changing direction almost unbelievably fast and tumbling around the sky. Even more impressive is that the pilot was controlling it all remotely and at night. The Firefly like helicopter then held position with its nose pointed towards the sky, its rotors projecting a disk shaped numerical countdown for the Airborne Pyrotechnics display team.

At night is where the full potential of the Airborne Pyrotechnics display could be realised. The fuselages of the aircraft are covered in large bright LED strips from nose to tail, decorating the aircraft in its own personal rainbow, and as they once more looped and danced around the sky trailing cascades of spark and launching large bursting fireworks, while still flying in a perfect formation. The majestic display was simply jaw dropping. Hopefully they've already been invited back for next time when, third time lucky, the weather will be perfect for the duration.

Jared Le Roy 



RC helicopter with LED rotors countdown to GO.



The Hercules night time flare drop overhead the field. Says Gavin Conroy, "I was not really expecting it due to the weather, but when I was standing on the balcony at the TVAL hangar, someone saw the nav lights so I pointed the camera with a beer in the other hand and pushed the button! Fluke or what; it went into cloud a second later!"

Gavin Conroy image



# watch this space

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



Contact David: 027 222 0872  
[avionicscanterbury@gmail.com](mailto:avionicscanterbury@gmail.com)  
[www.avionicscanterbury.co.nz](http://www.avionicscanterbury.co.nz)





After wowing the crowd with wingtip fireworks and flares, the Aerospax pair also released starbursts and more.



LED striping on the Grobs is computer controlled. With Sunday's event cancelled due weather, the Saturday night display provided an outstanding finale to the event.

## FOR ALL OF YOUR FABRIC COVERING NEEDS

**POLY FIBER**  
Aircraft Coatings

**CECONITE**

**Randolph**  
Aircraft Products

**Aircraft Spruce & Specialty Co.**  
Dealer

**For all your Aircraft Parts and Pilot Supplies**

We regularly ship to New Zealand



Western  
Airmotive  
Pty Ltd

+61 8 9332 7655

airspares@westernair.com.au

www.pilotshopwa.com.au

**PARTS FOR PLANES AND PILOTS**

## Event Guide

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'. classicfighters.co.nz

June 2nd  
**NZ Warbirds Open Day**  
At Ardmore Airport. To mark the 75th Anniversary of the D-Day Landings on 6th June 1944. nzwarbirds.org.nz

July 22nd - 28th  
**EAA Airventure Oshkosh**  
The largest aviation event on earth. Go with Gaye Pardy Travel - see editorial on page 48 of this issue. gayepardy.co.nz

August 4th - 7th  
**Aviation NZ Conference / Trade Expo**  
In Auckland this year. aviationnz.co.nz

**Composites**  
International Ltd

100% NZ Owned

**CAA NZ 148 Approved Manufacturer of**

Aircraft Transparencies and Aircraft Composites

Fibreglass and composite work to your specification

Pattern & mould development  
Commercial work welcome

8 Vernon Street, PO Box 72-821, 2244  
Papakura, Auckland, NZ

Ph: 09-298-5325 Fax: 09-297-7200

Email: info@compositesinternational.co.nz

www.compositesinternational.co.nz

## FAST GETS EVEN FASTER

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

### P 300 Griffon

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

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



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

www.alpiaviation.co.nz







There were plenty of rotor blades in the skies over Dannevirke at the end of January. Hamish Janson circuits in his DTA J Ro while two others taxi to the holding point.

## Autogyros Meet for Dannevirke AGM

Every year on Auckland Anniversary weekend, the NZ Autogyro Association meets at Dannevirke for a fly-in and AGM. 15 years ago, it was a rarity for these aircraft to actually be flown-in, rather most arrived on a trailer for local flights only. Not any more.

If attendance and camaraderie are to be the measures, the NZ Autogyro Association enjoyed one of their best annual gatherings ever at the end of January. The club fly-in and AGM at Dannevirke was attended by 22 aircraft, the great majority of which flew in from all corners of the North Island. This year the somewhat more luxurious 'Euro' machines outnumbered the local and home-built

ones, with impressive line-ups on the apron and in the hangar. Once eyed with a degree of suspicion by the home-builders (and vice-versa) there's no doubt that suitable common ground has been found and that the club is currently prospering with a shared enthusiasm for all types of these very fun to fly rotorcraft.


The Association took the opportunity of the weekend to form an 'Instructors' Forum' which resolved to meet regularly throughout the year with a view to standardising an 'Association approved' autogyro training syllabus and standards, developing an autogyro specific re-currency training regime, and disseminating safety and training information. This discussion was certainly a positive step forward for autogyro safety in New Zealand and it is hoped will eventually feed directly into the systems of our governing Part 149 organisations.

Awards at the AGM this year went to Rod Willis in his Calidus MZM for furthest flown (from Parakai). Best Annual Progress went to Glen McIntosh, Promotions went to Andrew Carter for his efforts in putting together a new fly-in for the club, Hard Luck went to Paul Kuchenbecker for some hard luck earlier in the weekend, and the most prestigious award of Man & Machine this year went to a well-deserving Neil Hintz for not only learning to fly in the prior year but also for scratch building his gyro including the engine (see KiwiFlyer issue 61).

Weather was variable throughout the weekend but it was misleading to blame that for the number of aircraft remaining on the ground. More that the aircraft owners were enjoying time spent catching up with friends seen but once or twice a year.

The annual morning tea fly-out to Athol and Betty Sowry's property near Woodville was as enjoyable and welcoming as always although with a gusting crosswind Athol requested experienced pilots only so there were a few less airborne arrivals than usual.

Catering for the weekend was again courtesy of club members and all occurring on-site. Indeed what better way to enjoy a meal than in the informal atmosphere of an airfield and aero clubrooms, sitting around in groups where dinner conversations can involve a dozen people instead of just the few at a restaurant table.

Further to the Instructors' Forum safety initiative, the Association also held an all-invited discussion with instructors on Sunday afternoon regarding basic techniques, problems and solutions. This was very well received by new and experienced members alike and is sure to be repeated at future club events. 



22 gyros attended the annual fly-in, including a large variety of 'Euro' types.



Garry Belton flying the flag for non-Euro machines. REG is an Autoflight Dominator.

**A TRIP OF A LIFETIME!**

**OSHKOSH**

Come on our 33<sup>rd</sup> tour to OSHKOSH for EAA AirVenture 2019

Experience counts for a wonderful time

2 nights in Dayton. USAF Museum. 7 nights Oshkosh in A/C rooms. 2x amazing night shows. Harley Davidson Museum. Extension Tour Portland: Vans Factory, WAAM Museum, Evergreen Museum. Seattle: Boeing, Museum of Flight, Paul Allen's Museum, Loch Cruise, & more. Departs 19th July.

**travel managers**

P: 07 574 1950 or 027 493 9073  
E: travel@gayepardy.co.nz  
www.gayepardy.co.nz

We are a TAANZ bonded member & IATA accredited agent with Travel Managers Group Ltd

**Dance the Skies**

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

**Personal Gyro Selection and Instruction**  
**Any type Anywhere**

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

**Gyrate International Ltd. Operating Worldwide**



Award recipients at the AGM from L-R: Glen McIntosh for Best Annual Progress. Andrew Carter for Promotions. Neil Hintz for Man and Machine. Rod Willis for Furthest Flown (Parakai). Paul Kuchenbecker for Hard Luck.

**Gyrate NZ**  
2017 Limited

www.gyrate.nz

*this can be you*

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

**Gift Vouchers Available**





Grant Wilson and Tiger Moth ZK-ALK framed by Mount Taranaki.

# Tiger Moth Club Fly-in to Hawera


The Tiger Moth club recently held their 49th annual general meeting (and fly-in) at Hawera Airfield. Phil Craig reports:

Fifty years after the Tiger Moth Club of New Zealand was incorporated, the club returned to Hawera Airfield on 1–3 March 2019 for a weekend of flying and activities. After most attendees arrived on Friday 1 March, competition flying took place on Saturday with a prize-giving awards dinner

that evening at the Hawera Club, then on Sunday morning the club's 49th Annual General Meeting was held. The intended flying competitions on Saturday were to be bombing, spot landings, perfect loop, novice and advanced aerobatics, and the non-instrument circuit. The weather affected this intention as, after it dawned calm and remained so for a few hours, a reasonably strong southerly developed in a short time. With both easterly and westerly components producing some challenging crosswinds, conditions below about 1,000 feet

were also reported to be quite niggly. Due to this there were no aerobatic competitions or non-instrument circuit flown. Only five Tiger Moths were present at the fly-in, less than normally would show up, and there were no de Havilland Canada products either - however two Boeing Stearman biplanes attended. Hallet Griffin also showed up in his Auster B8 Agricola on Saturday, so for a few hours it was the rarest type on the airfield! At the Awards Dinner evening, after a scrumptious buffet meal, the club's President presented a range of awards. Some of these were for the day's competition flying, with the winners being Phil Welcome (perfect loop), Kevin Paulsen (bombing) and John Baynes (spot landing). Others were presented for the most original Tiger Moth (ZK-BFF), the most magnificent Moth (ZK-ALK), the youngest competing member (Leanne Butler), the most interesting flight to the fly-in (Amanda Rutland), the longest flight in an open cockpit aircraft to the fly-in (Amanda Rutland), and best vintage aircraft at the fly-in (ZK-BKW). Meanwhile another award was to recognise the member who had done the most work for the club during the year... this was presented to Secretary Graeme Wood.

The highlight of the awards evening was the last to be presented. This was the Geoff Masterton Trophy from the UK Moth Club that was awarded to club stalwart and immediate past President Jim Lawson for "exceptional services to engineering in support of de Havilland Moth Club representative types". The award was accepted by Ace Edwards, to a rapturous round of applause, on behalf of Jim Lawson who was unfortunately unable to attend the fly-in weekend. As an aside, as the UK Moth Club does not permit the trophy to venture overseas the award for Jim was in the form of a framed and inscribed photo of this magnificent cup. The Tiger Moth Club's 49th Annual General Meeting was held at the Hawera Aero Club on Sunday morning. This meeting set dates for the next two major Tiger Moth Club events with the Taumarunui 50th Anniversary Fly-In to be held at Taumarunui Airfield on 18–20 October 2019 and the 50th AGM Fly-In will be at Ashburton Airfield on 13–15 March 2020. Prior to this a Safari Rally is to start at Kerikeri on 28 February that will proceed from North Cape to Bluff before heading to Ashburton in time for the AGM fly-in, with all types of aircraft being able to take part in the safari or even just a section of it. Then the club's 50th AGM Fly-In will play host to (hopefully) many Tiger Moths and other de Havilland aircraft of various types, both English and Canadian built. It should be another very enjoyable weekend.

Phil Craig 

**Aircraft Control Cables Manufactured**

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

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

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

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



Amanda Rutland releases a competition bomb from AK-AON.



John Pheasant adjacent the markers in the spot landing competition.



The Hawera Aero Club hosted the fly-in and AGM.



L: John Pheasant receiving the Temple Martin Memorial Cup (Most original Tiger). R: Amanda Rutland receiving the Pine Park Trophy (Longest open cockpit flight).



Auster B8 Agricola piloted by Hallet Griffin arrives at Hawera.



The front-seat 'bombardier' looks for their cue in Tiger Moth ZK-BAH.





Piper Tomahawk MBZ from the RNZAF Base Auckland Aviation Sports Club about to make a precision landing.

# The Nationals: Flying NZ Championships

Flying NZ held their annual National Championships for 2019 at North Shore Airfield from the 13th through 16th of February. This event is the finale of a series of club and regional competitions throughout the country where keen aviators have earned their eligibility to compete at the Nationals. Liz King reports on several days of socialising and aviation:

**They** came to North Shore from as far south as Timaru to test their prowess with the best in the country. Some like the good folk from Ashburton flew their own aircraft to the Championships whilst others hired aircraft from local Auckland based aero clubs. The Ashburton folks were in such fine form that having spent the day making their way north, after a cuppa and natter they were straight into practice mode and getting a feel for the local lay of the land.

## The competitions

Competition wise, it all started on Wednesday with the two wild card events. These are open to anyone and allow a second crack at getting into the nationals for the precision flying and forced landing competitions.

Thursday saw the navigation, low flying, life raft and bomb dropping, and student only competitions take place. The navigation events encourage pilots be they low hour, high hour, or student



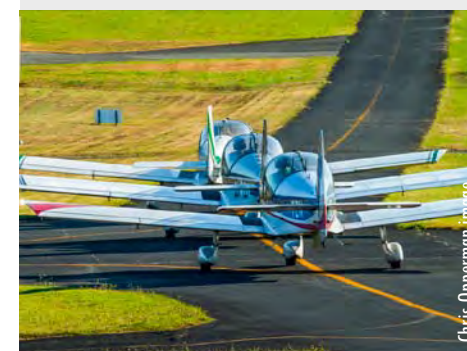
The championships flight line at North Shore Aero Club.



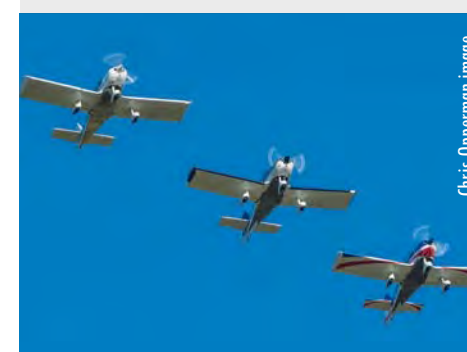
The fence judge at work.



Discussion between Air Judges and Chief in Charge.



North Shore formation team on the ground...



...and in the air.



You can just see Auckland City in the background.

to retain the ways of navigation with the whizzy wheel and paper maps – with one competition designed specifically for those using GPS wizardry instead.

Low flying also caters for all levels from private to commercial pilot. With most fixed wing flying done 'high', low flying can be an infrequently practiced skill.

Life raft dropping is an art form and not just a case of dropping a life raft out of the aircraft. Rather there is a degree of skill required to have the device land in such a manner that it drifts towards those needing rescuing – and not as easy as it sounds.

Bombing competitions were a means of keeping alive the skills of WWI pilots who delivered bombs by hand out the side of aircraft. These days it is a fun skill that many pilots enjoy.

Friday was the day for circuit based precision competitions be they circuits only with a precision landing onto the bullseye, or instrument & non-instrument, or forced landing competitions. Into the mix also was aerobatic flying, not for everyone but fiercely competed in by those who love the art form.

One of the fun events which has a huge following is streamer cutting. The pilot tosses a toilet roll out the window and then chases it with the aim being to cut it three times on the way down. Needless to say this is done at a height that allows for such manoeuvring and with an aerobatic rated safety pilot on board. It's a great spectator competition into the bargain as those on the ground yell their support or otherwise throughout the chase.

Saturday dawned bright and early with the three ship formation teams into the skies very early to take advantage of calmer air. This was followed by the World Air Sports based precision rally navigation competition which adds an interesting twist of time restraints and observational points to be found.

Then there is a fun competition for the instructors who have attended the nationals and worked hard as air judges. This is keenly competed for, with much ribbing of each other as the 'pros' do their darndest to beat each other and take out the prestigious Jay Peters Trophy. The trophy is in memory of Jay who was a long serving CFI of Canterbury Aero Club and a stalwart of Flying NZ.

All of these competitions cater for all levels of aviation, including microlight specific comps, and are a great motivation towards developing safe flying habits – particularly for pilots whose training has

**Waypoints AVIATION**

Pilot Books - Ground Courses  
Mock Exams - iBooks

Get it on iBooks

**Mock Exams**

See our website for full information  
[www.waypoints.co.nz](http://www.waypoints.co.nz)

**Tail Wheel Ratings  
Aerobatic Ratings  
PPL - CPL - BFRs**

**Friendly atmosphere  
Regular club activities  
Competitive Rates**

**Very experienced B-Cat MEIR  
Commercial Pilot-Instructor**

**Wanganui Aero Club**  
06 345 0914  
[WanganuiAeroClub.co.nz](http://WanganuiAeroClub.co.nz)  
or look us up on Facebook





Formation Judges getting ready.



Wellington Aero Club Team did very well.



The trophy haul of the mid-Canterbury Aero Club.



Flying NZ Young Eagles



Young Eagles were treated to helicopter rides.

finished at the PPL level. Competition flying not only adds interest and a challenge, but also helps keep pilots current and safer.

### Behind the scenes

In behind the scenes the air (i.e. as a passenger) judges are an amazing bunch of people. And just one lady in amongst all the blokes - we need to do something about getting more ladies into this instructing business which is a most rewarding profession.

These professionals work their butts off hopping in and out of aircraft, running around trying to find AWOL competitors, and reworking the schedule on the hop because aircraft get shuffled around. They have a phenomenal knowledge of the rule book for any given competition and how to score it, plus personality and a calming attitude and influence. They're also very diplomatic - magical folk indeed.

Then we step back even further behind the scenes to the scoring room. This is where the Chief Scorer does all the checking; just to be sure the numbers are added correctly. Some competitions have both air and landing components and score sheets must be collating correctly. Certificates for 1st, 2nd, and 3rd must be prepared. Trophy engraving must be arranged. Problems must be solved and days must run smoothly.

Scheduling competitions is a fascinating item on the long list of things to ensure everything does run smoothly, though at the end of the day it is just a guideline and as long as the timing does not get too far behind then all is well.

Adding to that are the people able to answer any number of questions - where to find something, when is mealtime, adding names to the dinner lists at the last minute and generally keeping everyone happy.

### Flying NZ Young Eagles

At aero clubs around New Zealand groups of young folk come together under the banner of the Young Eagles, nicknamed 'Yeagles', to foster their love of aviation. They take part in aviation and life skills activities at their club, including being immersed into all aspects of aero club life. These young adults attend the National's as the last step in a process that has seen them awarded a National Scholarship towards their flying career.

At the Nationals they attend aviation

lectures and visit local aviation related sites. This year at North Shore the Yeagles were treated to a visit to Smith Tech Air hangars where all manner of vintage aircraft are owned or in the care of Stan Smith. If you have ever been into Stan's wonderland of hangars you will understand what a treat this is. Then David Wilkinson showed them around the myriad of hangars on the eastern side of the airfield where again a treat is in store for anyone visiting. Aircraft of all styles and types in various stages of construction to fully operational were on view. Special thanks to Stan and David for organising these visits.

### Presentations

The Grand Finale of the week is the Presentation Dinner, where everyone finds out how they did. This kicks off with the presentation of scholarships to the Young Eagles. Presentations are made by the various sponsors that Flying NZ has had long standing relationships with; Airways, Aspeq, Avsure, CAA and Service IQ, with additional special scholarships from Nelson Aviation College and Waypoints Aviation.

Presentations continue throughout the evening, and it was great to see some clubs and faces at the Nationals for the first time in many long years. Tokoroa's David Chalmers took out the Pam Collings aerobatic comp, and Mercury Bay's Bill Beard placed in the Sir Francis Boys.

The big one is the Wigram Trophy, competed for fiercely by clubs and this year taken out by Mid Canterbury Aero Club, which was a rich reward for the folks from Ashburton and the practice they put in on arrival. A mention must be given to the pilots from Wellington Aero Club, another club at the Nationals for the first time in many long years; second equal with Tauranga was no mean feat on the day.

And so it was, all over in a flash. They came they conquered, new friendships were made and old ones renewed. For some folk this is their once a year catch up. Camaraderie is high and everyone helps each other be it with nerves prior to a comp or discussion on the best way to execute a manoeuvre. Friendly and cheerful ribbing or commiseration is the order of the day. If you haven't tried this side of aviation life - why not give it a go. Let's see you in Tauranga for the 2020 Nationals.

Liz King

## AVIONICS

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

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

23 Vicia Lane, Ardmore Airfield  
[www.icea.co](http://www.icea.co)   09 299 9289   [info@icea.co](mailto:info@icea.co)

## uAvionix Ping USB

The world's smallest, lightest and most affordable ADS-B receiver. See ADS-B traffic around your aircraft. Compatible with OzRunways and other EFBs

**\$320 + P & P**

2 NM

**SAB Avionics Ltd Wanaka Airport**

[www.avionicsnz.co.nz](http://www.avionicsnz.co.nz)  
[info@avionicsnz.co.nz](mailto:info@avionicsnz.co.nz)  
 021-1892438

# MORE OFTEN THAN NOT, AVIATION REGULATIONS ARE DESIGNED TO BENEFIT THE BIG AIRLINES!

In the interests of the GA sector, AOPA representatives have attended more than 50 meetings with aviation authorities in the last 12 months! That includes the CAA, MoT, Airways, DoC, ASPEQ and the Aviation Federation.

We small guys need to be constantly alert to what's going on out there to ensure we get the chance to influence the decision makers before it's too late.

If you're a recreational pilot who appreciates a bit of positive advocacy and active representation with the powers that be, **then check out our website:**

**WWW.AOPA.CO.NZ**

LOBBYING IS AN IMPORTANT PART OF WHAT WE OFFER ... BUT MOST OF ALL, WE JUST LOVE TO GO FLYING!

AIRCRAFT OWNERS AND PILOTS ASSOCIATION OF NEW ZEALAND



## GAA Matters



### Imagine what might happen, if NZ had an APPG.

It stands for an All-Party Parliamentary Group whose members cast aside politics and focus on matters that directly affect real people and their livelihoods.

In the UK, this is a long-established concept and its APPG-GA is a group of 203 MPs and members of the House of Lords who, among other things, have succeeded in a campaign to Cut the Red Tape at their Civil Aviation Authority.

APPG-GA champions UK general aviation, economically and culturally. It has five working groups comprising a mix of parliamentarians and subject experts, each group specialising in a particular area of concern for GA.

Results indicate that the APPG-GA is taken seriously by UK aviation bureaucrats. The group has just launched its latest plan, describing targets and how it intends to achieve them.

APPG-GA chair and MP Grant Shapps said: "We feel it is important that our work is as open and transparent as possible. That is why we are publishing a programme of work for each sub-group, so the public and the Government are crystal-clear on what we want achieved for General Aviation".

The plan includes campaigning for improved safeguarding of airfields, working towards greater tax relief for flight training, improving the fairness of lower airspace management, and opening clearer pathways through education to aviation jobs.

Could an AAPG-GA exist in New Zealand?

It seems unlikely.

If there is more than one current influential member of government or opposition with so much as a Microlight Pilot certificate, we would be surprised. And to the GAA's knowledge, no political party has any stated policy on general aviation.

New Zealand is not comparable to the United Kingdom, particularly when it comes to the aviation industry.

However, aviation is far more important to our country's economy than most people understand, or politicians will admit.

Those at the coal face of GA in New Zealand are a small and fragmented band, easily marginalised by a regulator whose political masters have historically shown themselves to be nodding dogs, content to leave the Director to get on with it (but merciless, should it come to scape-goating for failure).

New Zealand has too many councils, too many DHBs and too much unproductive governance for its size and population. It also has too many aviation organisations serving too many interest groups. You might like to think that this diversity reflects a desire for inclusivity and the accommodation of opinions but – like MMP – such fragmentation primarily serves the interests of power brokers inside and outside politics – as we always observe (with baffling surprise) in the party power-broking that follows most general elections and from which all voters are excluded.

Little wonder that general aviation in New Zealand has no united voice, the people lower down in GA feel they have no influence, bureaucrats feel secure in paying only lip service to them and our politicians think they need pay no attention to GA, let alone consider setting up an APPG for it.

**More on this and other topics of importance to General Aviators at [www.caa.govt.nz](http://www.caa.govt.nz)**

Brian Mackie / GAA

**Aviation Performance Parts Ltd**

- Comprehensive stocks of Aircraft AN, MS, NAS Hardware
- US Industrial Tooling • Covering Products
- Aircraft Spruce (NZ) Distributor (fortnightly delivery from USA)

Contact: Lianne Bergin  
Email: [sales@aparts.co.nz](mailto:sales@aparts.co.nz)  
Phone: 09 476 0984 Fax: 09 476 0985  
[www.aviationandperformance.co.nz](http://www.aviationandperformance.co.nz)

For all Sports, Recreational and Aircraft Engineering

## Solo Wings

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

2 de Havilland Way, Tauranga Airport: Phone (07) 574 7973  
[www.SoloWings.co.nz](http://www.SoloWings.co.nz)

**ROTAX**

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

## Patented Kiwi Made Spray Nozzles

### Improved Chemical Delivery

### Better Spray Drift Control

### Less Ground Time

### Tried and Proven

### Two Patterns

Contact Glenn · 027 473 1403 · [GlennKeane@xtra.co.nz](mailto:GlennKeane@xtra.co.nz)

**HELI MAINTENANCE LTD**  
Owner & Chief Engineer: David Ives

Canterbury's first and only CAA Part 145 approved helicopter maintenance facility

We also offer the following local modifications:

- Snow Shoes for R44 & MD500
- EC120 Lead Acid Battery Installation
- R22/R44 Pitch Links Repair
- MD500 Collective Lock
- MD500 Hockey Stick Repair

R22 / R44 2200 hour Rebuild Kits, 12 year inspections and helicopter refurbishment. Let us provide a quote for your kit and / or rebuild.

Heli Maintenance Ltd, Harewood Aviation Park, 4/25 Aviation Drive, PO Box 39144, Christchurch 8051  
03 359 1001 or 027 528 5121 [info@helimaintenance.com](mailto:info@helimaintenance.com) [www.helimaintenance.com](http://www.helimaintenance.com)

# Kaitaia Aero Club chooses Cessna Skycatcher

As part of her normal interviews with new aircraft owners for each issue of KiwiFlyer, Penny Belworthy recently spoke with Kaitaia Aero Club's Vice President, Paul Muller about their new Cessna Skycatcher LSA. Paul said he would send an article about it, and he did. Paul writes:

Having operated a vast array of aircraft since its inception in 1929 and been involved in most aspects of the industry, the Kaitaia Aero Club eventually found itself with one modest class 2 microlight and the inability to train GA students in it. The decision was made to sell it and find an LSA capable of carrying out both tasks. After much discussion, gnashing of teeth, and investigation, a Cessna 162 Skycatcher with 110 hours TSN was purchased from Australia. Stuart Caling flew it across the Tasman from Brisbane overnighting at Lord Howe Island and arriving in Kerikeri with half tanks remaining after 7 hours 17minutes! "She purrs along and didn't miss a beat," he commented.

So after all the negative press about the 162, why did we buy it? First, this was an 'as new' condition aircraft available at an exceptionally good price. We spoke to others who had flown them and were pleasantly surprised with their views. There is of course no such thing as the perfect aeroplane, but these are its advantages I see: The engine doesn't have a radiator with all the associated plumbing, nor dual carburetors that can get out of sync causing crankcase fretting, or a clutch that requires maintenance or a troublesome gear box or an exhaust system that is prone to falling to bits. The Continental O-200 is bulletproof: the simplest engine ever made and the 'D' model is the latest version. McCauley designed a composite propeller specifically for this aircraft. The wing loading is 11 lb/sqft as opposed to some others with 8lb/sqft meaning the aircraft has better penetration and higher landing speed. (Landing an aircraft at 27 kts is not a great thing in rough conditions.) The wing is completely different to the venerable Cessna 150, with proper ailerons and flaps without flaptracks that have reverted to manual operation. All flight control



Kaitaia Aero Club's (nearly) new Skycatcher, now registered ZK-KTC.

surfaces now have smooth skins, not the crinkle type Cessna is known for. The cabin doors open from the top with the wing struts behind allowing for easy access. All inspection panels are flush and attached with machine screws into anchor nuts, as are all their internal fittings. Gone are self-tapping screws - Yeah! Most of the control cable runs are visible and easy to inspect, and once the baggage compartment net is unclipped the entire rear fuselage is exposed. This Cessna can't be plagued with the 'sliding seat' syndrome as they are both fixed, although they will hinge forward to allow access to the extensive baggage compartment. By making use of a neat engineering design, the rudder pedals are easily adjusted and the joy stick is a master stroke being every bit like a normal joy stick except it comes out of the instrument panel instead of the floor, thereby keeping out of the way of your legs! The aircraft has a Garmin G300 EFIS system and MFD designed specifically for this aircraft. All the wiring looms look well laid out, protected and labelled, and include a NATO ground power receptacle and a secondary battery.

Being lighter, smoother and smaller than a Cessna 150, it has a much more sprightly performance on the same power as well as nice flying qualities. Of course there will always be aircraft that can boast faster, higher, further, land slower, etc. but that's not what we were seeking.

So why did Cessna cease production? I believe this corporate giant shot themselves in the foot. Remember when the entire Cessna 100 series Maintenance Manual was covered by one solitary

book? Now in a PC Gone Mad, litigation adverse corporation, the documentation is unbelievable. The Illustrated Parts Catalogue alone for this humble little aircraft is 630 pages; it could have been done in 20. The first drawing (of a tow-bar) appears on page 86! There are 58 pages alone dedicated to Decals. A juggernaut like Cessna was never going to be able to compete with leaner manufacturers. It cost more than they bargained for, they met with resistance about it being built in China and it turned out heavier than planned.

Nevertheless, The Kaitaia Aero Club got an aeroplane that is easy to fly, easy and cheap to maintain without shaking itself to bits as many others do. This delightful aeroplane will be around for a long time allowing us to slash our hire rate, increase our utilisation and move our club forward again.

(Contact Paul at on 09 408 0146 or [kaitaiapaul@gmail.com](mailto:kaitaiapaul@gmail.com)).

Paul Muller

**GA Electrical repairs and installations.**  
**MRO for Gypsy Major Magnetos,**  
**Actuators, Starter Generators, Strobes,**  
**Voltage Regulators and more.**

**CENTRAL AERO**  
ELECTRICAL  
**KEEPING YOU FLYING**

Ingram Road, Hamilton Airport  
Phone Martin on 07 843 2936 or 027 733 0208  
Email: [centralaeroelectrical@gmail.com](mailto:centralaeroelectrical@gmail.com)







## ...continued from previous page

WTV Piper PA-34-220T  
YIK Yakovlev Yak-52  
ZBR Rainbow Skyreach BushCat

Te Rangi Nui Limited  
Mr M T O'Rourke  
Mr D K Goodhall

Tuakau  
Tauranga  
Blenheim

Aeroplane  
Aeroplane  
Microlight Class 2

## DEPARTURES - January / February 2019

BCV De Havilland Mosquito FB.VI  
DCM Piper PA-34-200  
DCO Piper PA-34-200T  
HNG Mosquito Air XEL  
HUK Eurocopter AS 350 B2  
HUT Robinson R44  
IBH Eurocopter AS 350 B2  
IBT Eurocopter EC135 P2+  
IJV Eurocopter EC 130 B4  
IRF Robinson R44 II  
JRX Vans RV-4  
KNM Pacific Aerospace 750XL  
KPM Cessna U206G  
LAJ Aeriane Swift  
MIZ Kavanagh D-90  
OJG Airbus A320-232  
RDS Benson B8M Gyro-copter  
VAD Cessna 402C

AVSpecs Limited  
AHBA Limited  
Canterbury Aero Club (Inc)  
Private Owner  
HNZ New Zealand Limited  
Signals NZ Limited  
HNZ New Zealand Limited  
Advanced Flight Limited  
Advanced Flight Limited  
D T & J C Howey  
Mr Apas-Cree  
Bancorp Wealth Management Ltd  
Mr A R Burns  
Mr T Pentecost  
MIZ Waikato Syndicate  
Air New Zealand Ltd  
Mr D M MacDonald  
RidgeAir Limited

Manukau  
Hastings  
Christchurch  
Nelson  
Christchurch  
Nelson  
Auckland  
Auckland  
Pleasant Point  
Auckland  
Auckland  
Australia  
Christchurch  
Hamilton  
Auckland  
Tauranga  
Blenheim

Aeroplane  
Aeroplane  
Aeroplane  
Microlight C2  
Helicopter  
Helicopter  
Helicopter  
Helicopter  
Helicopter  
A/B Aeroplane  
Aeroplane  
Aeroplane  
Microlight C1  
Balloon  
Aeroplane  
Gyroplane  
Aeroplane  
Exp  
W/d  
Exp  
W/d  
Exp  
Exp  
Exp  
Exp  
Exp  
Dest  
Exp  
W/d  
W/d  
Exp  
Dest  
Exp

XLS are the use of sprung aluminium landing gear, ergonomic cockpit changes to the stick and throttle location, plus an upgrade to hydraulic disc brakes.

The BushCat's structure is of fabric-covered aluminium tube construction. The plane features dual throttles, a single centre-mounted control stick and flaps controlled by a ceiling-mounted bar. Landing gear options are tricycle or conventional gear, or floats. Power is by Rotax 912ULS with a ground adjustable propeller. The fuel tank holds 94 litres providing a five hour endurance.

Kevin, having flown 400 hours in the taildragger version, says that ZK-ZOL is very easy to fly, has great low speed handling, takes off in only 200-300 metres, and cruises at 90-95 kts with great visibility. The cockpit is roomy and comfortable, with MGL avionics on one side of the panel and an ASI and Altimeter on the other.

## ZK-BVA DHC-2 Beaver Mk 1



With the general shortage of pilots and it becoming increasingly hard to recruit topdressing pilots, Andrew Hogarth of Farmers Air Ltd in Gisborne saw a need to set up an in-house training programme. This is where his new aptly registered Beaver comes in.

The de Havilland Canada DHC-2 Beaver is a STOL aircraft primarily operated as a utility plane in a variety

of roles, notably in bush and remote environments, and also for aerial topdressing application.

Andrew's intentions are for the Beaver to provide a training step on the path for his trainees on the path to a turbine seat. In conjunction with the local high school's Gateway Programme, interested students are selected to join the agricultural training programme. From this programme a suitable person is taken on as a loader driver by Andrew for up to three years while self-funding their own PPL. Farmers Air assists with their CPL – this training being done at Kingston with Ace Aviation in a taildragger Piper Pacer. A great set of relevant skills are thus acquired. The new pilot will train to fly the Beaver to a competent standard before learning the art of topdressing. Going from a Piper Pacer to the Beaver is a much better step than going straight into the turbine aircraft. Andrew says the Beaver is a little bit slower and needs the pilot to think ahead which is essential in Gisborne hill country, thus reducing future risks at the same time as learning the skills to topdress.

After discussions with the business's previous owner Andy Stevenson and given all topdresser pilots love Beavers for their safe and predictable wing, Andrew got on the internet to search for a suitable one. ZK-BVA (VH-BVA) was the first one that he saw and liked and was able to buy at a very good price. The aircraft had just come out of a 5 year rebuild so was in very good condition. After arrival, inspections and CoA, BVA was flown down to Omaka to take part in the Healthy Bastards Bush Pilot Champs. Andrew says that in a couple of weeks the plane will be in the workshop to have the hopper fitted and thus ready for service.

## THINKING OF SELLING

Can we be of service?

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

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

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



**DENNIS THOMPSON  
INTERNATIONAL LIMITED**

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

www.dti-aircraftsales.com

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

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

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

**All for just \$70 a year!**

**Affiliated clubs throughout NZ**

Contact us to get into serious fun!



RAANZ (Inc), PO Box 15016, Dinsdale, Hamilton  
P: 07 825 2800 or 021 076 3483

E: office@raanz.org.nz [www.raanz.org.nz](http://www.raanz.org.nz)

CAA approved Part 149 organisation

## ARDMORE HANGARAGE

Full Service Hangarage available  
now at Ardmore Airport

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

Corporate Jet Services Limited  
P: (09) 298 6249

## DOMINATOR GYRO

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

Subaru EA81, 25' Dragon Wings, 330 hrs. Radio, GPS, PLB, helmet, flying suit, custom trailer, and more.

**PRICE REDUCED \$17,950**

**Contact Jim on 021 076 2323**

See Trademe for more details  
and youtube video links



## AUTO-GYRO CALIDUS 2016



## \$145000+GST

Only 9 hours on Hobbs.  
Owner's situation has changed.  
Approx \$25000+GST saving  
off current new price.

Calidus 914 UL with dual-control option  
4 luggage compartments with covers  
Garmin aera 500 GPS  
Funkwerk VHF with dual watch  
Full featured ADS-B ready transponder  
Has Instructor pack plus additional vent  
and metallic paint. Cruise at 100mph.

Great opportunity for new buyer or  
syndicate. Available immediately with  
current checks. Training available.

Ph. Bruce, Gyrate Tauranga 027 6205006

**Demonstrator with low hours.**

**Full Carbon construction.  
Folding mast, Trendak Rotors,  
Rotax 912ULS. Helices E prop  
gives 914 performance.  
Unmatched visibility.  
Light nimble handling.  
Beringer wheels & brakes.  
Titanium Exhaust.**

**Price reduced for restocking  
\$119,000 +GST**

**Ph 021 038 0760  
email: gyfly@aol.com**

## NIKI ROTORS KALLITHEA



# KiwiFlyer

## Advertising Index

	page
AeroFix	40
Alpi Aviation	47
Anderson Aviation	42
AOPA	55
Ardmore Aviation Technical	26
Ardmore Flying School	26
Ardmore Sky Station	20
Autoflight	48
Avclean	16
Avcraft Avionics	41
Avcraft Engineering	11, 31
Aviation & Performance Parts	56
Aviation Safety Supplies	43
Avionics Canterbury Wide	45
Avplan EFB	31
Avsure	21
Bearhawk	9
Central Aero Electrical	57
Central Aero Engineering	16, 31
Cirrus Corporation	4
Composites International	47
Corporate Jet Services	61
Dennis Thompson International	60, 62
ECO2000	16
Fieldair Engineering	58
Flarm	36
Gaye Parly Travel	48
General Aviation Advocacy Group	56
GoFuel	3
Gyrate International	48
Gyrate NZ	48
Hawker Pacific NZ	64
Heli Maintenance	56
Heliflite	62
Heliflite Charter and Training	20
Hood Insurance Brokers	43
ICEA Aviation	55
Keane Spray Nozzles	56
Lightspeed Headsets	39
Liviu Avionics	27
Martin Aviation Services	51
Massey School of Aviation	18
Mt Hutt Helicopters	29
Oceania Aviation	36, 38
Opportunities Unlimited	63
OzRunways	9
Petroleum Logistics	2
Plane Torque	23
RAANZ	60
Redfort Logistics	37
Remuera Doctors	31
Ridge Air	44
Rotor and Wing	27
SAB Avionics	55
Solo Wings	56
Southair	27
Southern Wings	23
SparxFly	6, 13
Spidertracks	7
Spratt Financial Services	40
Talk Cargo	25
Tecnam Pty Ltd	15
Tracplus	17
Wanganui Aero Club	53
Waypoints Aviation	53
Western Airmotive	46
Westwind Aviation	13







## HELIFLITE

Leaders in Helicopter Sales and Service

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

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

**Sales (NZ):** Brett Sanders 021 748 984  
brett@heliflite.nz

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

**Service:** Zack Erdos 021 748 608  
zack@heliflite.nz

**Parts:** Sylvia Sanders 09 299 9442  
sylvia@heliflite.nz

[www.heliflite.com.au](http://www.heliflite.com.au)

Number One for Robinson Helicopter Sales & Service

## 2015 TECNAM ASTORE LSA

As Featured in KiwiFlyer Magazine  
Issue 35 (download at [kiwiflyer.co.nz](http://kiwiflyer.co.nz))

A new Astore in similar spec. today  
would cost approximately \$260,000.

**For Sale: \$135,000 +GST**

Phone Paul on 021 554248  
or email: [paulcarran@me.com](mailto:paulcarran@me.com)



LAME maintained. Hangared. Tacho 524. Airswitch 511. Twin Dynon Skyview, Autopilot, Garmin Radio, ADSB. Rotax 912 ULS on Mogas at 18 lph. Wide cockpit. Generous luggage.



## VPM M16 Gyro

Vitorio and Peter Magni produced this  
M16 trainer in 1996.

Approx 300 hrs TT. Complete strip,  
inspection and repaint on import to NZ  
in 2015. Subaru E81 engine with SUB4  
heads, dual ignition and other mods.  
Approx 60 hrs since mods.  
Claimed 115hp at 5000rpm.

Funkwerks Radio Intercom and ADS-B  
compliant, mode S Transponder.

**\$39,000**

Contact Tony on 021 038 0760  
or email: [gyfly@aol.com](mailto:gyfly@aol.com)

## Safari Kit Helicopter



Fly a real helicopter without the high cost of a certified type.  
Dependable O-360 Lycoming. Rugged design. 4130 chrome  
moly frame. Shaft driven tail rotor - no belts. Titanium spindles  
and transmission shafts. Chip detectors. High inertia composite  
main rotor blades. Titanium tail rotor blades. Governor. Cyclic  
trim. Cabin heat. Roomy cabin. Contact Bruce Belfield,  
AU and NZ Dealer. Hm 07 871 5699 Mb 027 696 5159  
E: [brucenik@xtra.co.nz](mailto:brucenik@xtra.co.nz) [www.safarinz.com](http://www.safarinz.com)



- 1998 PAC-CT4-E AIR TRAINER** ZK-PTB  
6379 hrs SN. 300 hp engine. 304 hrs since o/h 2014.  
3 blade prop. Ex-RNZAF. King IFR Avionics.  
Std Cat C of A.  
\$225,000 inc. GST. Immediate Delivery.
- 1975 Pacific Aerospace CT4-A** ZK-LJH  
Ex RAAF. Always hangared. Utility rear seat.  
4 point harness. Dual controls. Full gyro panel, HSI,  
Continental IO-360-H 1040 Hrs SOH & Hartzell prop.  
COM, ADF, Transponder. 5759 Hrs SN.  
Asking \$125,000 inc. GST (if any).
- PAPA 51 THUNDER MUSTANG** ZK-TMG  
2005 model. 408 hrs TTSN.  
Hangared Ardmore. US\$275,000.
- 1975 PIPER PA31-350 CHIEFTAIN** ZK-NSP  
12,199 hours. 10 seats. Excellent paint & interior.  
Full de-icing. Superb avionics & equipment.  
Long range fuel & HF radio.  
Maintained Part 135 Ops.  
Asking: \$317,500.00 +GST if sold in N.Z.
- 1974 BRITTEN NORMAN ISLANDER** ZK-MCD  
Just off part 135 commercial scenic operations.  
VFR avionics. 10 seats. Excellent maintenance.  
Tidy inside and out. Immediate delivery.  
Asking: US\$199,950 +GST if sold in NZ.  
Call for full specifications & pictures

**DENNIS THOMPSON  
INTERNATIONAL LIMITED**

Contact Dennis: P. 09 298 6249 | M. 0294 923 160  
E. [dennis@dtiaircraftsales.com](mailto:dennis@dtiaircraftsales.com)

Visit us at Harvard Lane,  
Ardmore Airport, Papakura.

Celebrating 50 Years of Aircraft Sales and Acquisitions

Visit us at Harvard Lane, Ardmore Airport, Papakura.

[www.DtiAircraftSales.com](http://www.DtiAircraftSales.com)

Opportunities Unlimited

## Helicopter Leasing Specialists

Agricultural and Tourism Leases  
North and South Island



**FREE UP YOUR CAPITAL** with a maintained lease AS350B2 or AS350B3 helicopter.  
Contact Bryan Comerford - 04 234 8777 - 0274 519 530 - [bryan.comerford@xtra.co.nz](mailto:bryan.comerford@xtra.co.nz)





HAWKER PACIFIC  
*A Jet Aviation Company*

# The Definition of Perfection

For more information please contact:

**Joseph Roberson - Aircraft Sales**

Tel: +61 2 9708 8636 | Mobile: +61 466 506 942

Email: [joe.roberson@hawkerpacific.com](mailto:joe.roberson@hawkerpacific.com)

 **Diamond**  
DISTRIBUTOR

ASIA | THE PACIFIC | THE MIDDLE EAST

[hawkerpacific.com](http://hawkerpacific.com)