

# KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 64 2019 #4



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## Taildraggers Now and Then Tecnam P92 versus Piper Super Cub Aviation NZ Conference Guide

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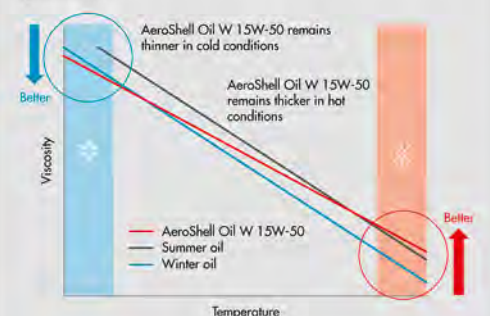
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## From the Editor

Welcome to KiwiFlyer number 64. There's plenty of interesting reading within.

Local Tecnam agent Ruth Allanson recently imported New Zealand's first Tecnam P92 Taildragger. It's a modern take on an old theme so for our feature of this issue, KiwiFlyer test pilot Grant Benns flew it and a Piper Super Cub back to back. The venerable Super Cub remains something of a benchmark for such aircraft, so read on to find out how Grant compared them and what differences 50 years can make. With Gavin Conroy absent from this issue due to his annual trip to the UK warbirds scene, I even managed to take the cover image myself. Readers (and your Editor) can look forward to the usual stellar photographic contributions from Gavin resuming in our next issue.

There's some NZDF content in this issue. Chris Gee spoke to the people involved in a recent NH90 deployment to the Solomon Islands in support of local elections. In an understated milestone whilst there, the aircraft also received their NZDF Type Certification, clearing them to perform the full gamut of their intended roles including combat and counter-terrorism, search and rescue, humanitarian aid missions, and more.

The ballooning season is done with now, but we couldn't fit all the event content we had in the last issue, plus John McCaw took some spectacular early morning photographs of a ballooning fundraiser at Hororata. That article is within, then to round out the broadest possible coverage of things aviation in this issue, Frank Parker takes the opportunity of the moon landing 50th anniversary to reminisce of his youth at the time – and fellow NZ Warbirds member Gavin Trethewey tells of his role in bringing television footage of the event back to New Zealand in double quick time for the evening news.

It's once again time for the annual Aviation NZ Conference and Trade Show, this year at the Cordis Hotel in Auckland from 4<sup>th</sup> through 6<sup>th</sup> August. With a conference focus on 'Business Health – Personal Health', numerous high profile speakers will present across a range of topics of interest to all aviation business people. Turn to page 49 for a comprehensive guide to the event including trade exhibitors and profiles. KiwiFlyer will be attending so look us up if you're there.

If it's as wet and cold when you receive this, as it is when I'm writing it, then light the fire, make a coffee, and enjoy reading.

**Michael Norton**  
Editor | Publisher  
KiwiFlyer Magazine



## Features

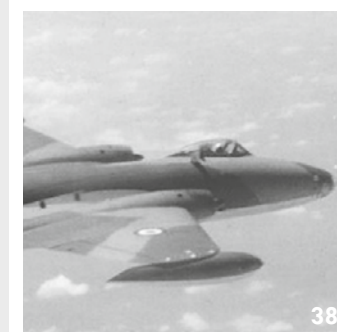
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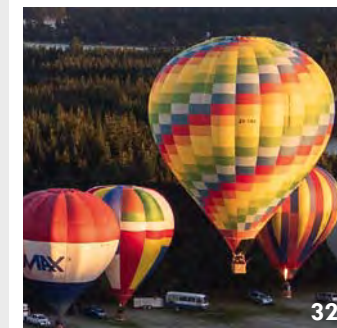
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Grant Benns samples a Tecnam P92 Taildragger in formation with Bill Henwood and Super Cub near Te Kowhai. Michael Norton image.



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## 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.

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

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

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### New acquisition for Salus Aviation

Heli-Parts Nevada (HPN) has been acquired by New Zealand based Salus Aviation as they continue to expand their portfolio of companies within their group. HPN is an excellent complement to Salus' existing Oceania Aviation business; and Oceania and HPN have a long history of successfully working together. HPN is the single largest provider of overhauled and used Airbus components and Safran Turbomeca engines globally. HPN also offers hourly engine leases to customers as part of its Engine Power on Demand (EPOD) programme. The business is located in a 10,000 square foot warehouse in Boulder City, Nevada. "We see this move to be one that will benefit us and our customers," says HPN President David Lok. "This acquisition will allow us to expand our E-Pod and C-Pod programmes, acquire an even larger inventory base and continue to support our customers with maintenance, component exchanges and rentals".

HPN founder David Lok has 25 years in the aviation industry and holds Canadian, European and American certificates in aircraft maintenance and technology. David will remain President of HPN USA to ensure the continuation of quality support and services and will join the Salus executive management team. David will also become a shareholder in Salus Aviation. CEO of Salus Aviation Nick Mair said, "David and the HPN team's passion for providing quality service to their customers is a trait that fits well

with the values of Salus. I am looking forward to working with David to further extend the reach of HPN into the Asia Pacific region".

Salus Aviation Limited Salus Aviation Limited is one of the largest General Aviation businesses in Australasia providing specialised services to our customers which include aircraft sales; component and engine overhaul; blade refurbishment; aircraft maintenance and part sales through its Oceania Aviation and HPN brands. Salus Aviation also own Gisborne Helicopters.

### Hercules replacement announced

Defence Minister Ron Mark has announced the selection of the C-130J-30 Super Hercules as the preferred option for the replacement of the aging C-130H aircraft.

The replacement of the five Hercules transport aircraft is the highest priority project within the Coalition Government's Defence Capability Plan 2019.

Cabinet has decided to seek detailed costing information for a replacement aircraft, the C-130J-30 Super Hercules.

"The current Hercules have served us well since the 1960s, but they have reached the end of the road, and suitable and proven replacement aircraft will need to be sourced," says Ron Mark. "The current fleet is increasing in cost to maintain, and is taking longer to put through maintenance."

"After considering the range of military air transport aircraft carefully, the Super

Hercules has been selected as it offers the necessary range and payload capability as well as fully meeting NZDF's requirements," says Ron Mark.

A price will be sought through the United States' Foreign Military Sale process for the C-130J-30 Super Hercules, manufactured by Lockheed Martin.

The C-130J is a proven aircraft, with more than 400 C-130Js having been delivered to over 21 nations, including the United States, United Kingdom, Australia and Canada.

"It is used by key defence partners and carries a greater payload faster and further than the current fleet, with no loss of ability to land where our current Hercules are deployed. Tactical air transport capability is one of the highest value assets available to New Zealand, offering huge utility to the community and nation, enabling movement of personnel and cargo around the country, the South Pacific, down to Antarctica and all around the globe. We need a proven performer, and this aircraft is tried and tested. We cannot take risks with what is one of our most critical military capabilities," says the Minister.

No final contract decision has been made on platform, costs or budget. A Project Implementation Business Case is scheduled to be progressed to Cabinet next year, where these matters will be considered. The Defence Capability Plan 2019 noted that the estimated cost would be more than \$1b.

### Massey School of Aviation relocates



Massey University School of Aviation's new campus

Massey University School of Aviation is now fully located at the new Aviation Campus site, 42-47 Airport Drive Palmerston North. The School's Executive, Academic faculty and administration staff moved out of their temporary accommodation on the Massey University Turitea Campus on June 26 to the new facility situated in the east wing of the new building. This relocation was preceded by a Maori Blessing ceremony on June 20th attended by representatives of the local mana whenua led by Manu Kawana. The official Opening will be held on the weekend of Friday 18 - Saturday 19 October 2019. The School hopes to see as many alumni and friends of the School there as possible. Contact Anke Smith for more details: 021 627739 or [a.c.smith@massey.ac.nz](mailto:a.c.smith@massey.ac.nz)

### International RPAS training at Massey

Massey University School of Aviation recently signed a letter of engagement to provide the Pacific Aviation Safety Office (PASO) with training courses in the utilisation of Remotely Piloted Aviation Systems to PASO nation states. Manager Business Development and International Programmes, Anke Smith says that the School looks forward to welcoming the first group of PASO delegates in early August 2019. The delegates from a range of Pacific nations will undertake a three day course at the School of Aviation's campus in Palmerston North led by aviation assistant lecturer Isaac Henderson and two senior Massey University RPAS instructors.

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## Introducing the Aviation Forum What's it all about and why have one?

There are a handful of issues which are so fundamental to the way the New Zealand aviation safety system operates that they impact on every aviator and aviation operation in the country. The review and reform of the safety system to make it fit for purpose for the next 30 years is one of these. At its core, our safety system is articulated in the Civil Aviation Act 1990.

The foundation stone of this Act was a fundamental review of aviation in this country conducted by Swedavia McGregor, and you will often hear aviators speak in hallowed tones about what the review meant for this country. Swedavia essentially recommended a series of standalone entities separate from the Ministry of Transport. The Civil Aviation Authority was one, as were Airways New Zealand and MetService, and what we now know as ASPEQ (the aviation exam provider).

Accompanying these changes was the introduction of Rules replacing the 1953 Civil Aviation Regulations. These were monumental changes – safety was defined as being provided at reasonable cost, and the division of responsibilities between the regulator and participants was clearly defined. Since then there have been a number of changes both positive and negative but in essence what was developed was deemed fit for purpose.

Today few disagree that there is a crying need for modernisation of the Act. The changes proposed in the exposure draft presently being circulated for comment capture some of these such as the introduction of “Just Culture”; recognition of UAVs in the legislation; modernisation of the Airports Act, and some additional aviation security matters.

However many within aviation feel we have a once in a 30 year window of opportunity to really address a number of wide ranging issues, thus setting a better and more robust framework going forward to address shortcomings in the present system. One of the most obvious issues is the absence of real accountability on the regulator to address failures within its own systems. These failures have been repeatedly identified and today we are witnessing the same tools being redeployed to address the same failings. As sure as night follows day, the inquiry into our next major aviation accident will again identify

systemic failure as a root cause.

For the travelling public and aviators alike, repeated systemic failure by the regulator can only be addressed by system change. We accept that there may be different aspirations in terms of what that system change may look like, but a review of the aviation framework contained in the Civil Aviation Act is critical to delivering enhanced safety performance across the whole of aviation.

The Aviation Forum is about identifying some of the big gnarly issues that are best addressed through sector wide collaboration. It doesn't have a formal structure, it's not funded except through the donation of time; it has access to the best brains and best thinkers in sector and its work is based on the view that focussed but unconstrained thought by those involved in NZ aviation will bring the best ideas to the fore.

Each of the participants present at a recent gathering at Te Atatu wanted it known that:

- The CAA's recent restructuring proposal runs a very real risk of destabilising the organisation and throwing out the many good aspects of its performance whilst trying to address a few smaller poorly performing elements;
- The current review of the Civil Aviation Act creates a real opportunity, that is not presently being seized upon, to modernise our safety system which is no longer performing at the leading edge in a number of areas;
- There is unanimous support for a review of the framework including the performance, roles, and responsibilities of the MOT, TAIC and CAA by a panel of experts;
- The relationship between the CAA Board and aviation sector must be strengthened to address a number of on-going non regulatory issues such as governance, resourcing and funding of the organisation.

A work plan has been developed by the Forum identifying various initiatives. The Forum wanted to make it very clear that its role is to work collaboratively with all groups across the sector.

For more information contact IQ Aviation: Irene on 021936838 or Qwilton on 027 493 5655.

## Vale Jim Evans

Highly respected pilot, businessman and aviation enthusiast Jim Evans was described as a hero to the Whitianga community at his recent funeral there after a fatal accident on June 14 in the Coromandel Ranges, when bad weather at Ardmore forced him to turn his beloved Van's RV-12 back to Whitianga.

Jim, aged 78, was the sole occupant of his aircraft.

A large number of mourners, reported at more than 1000, attended Jim's service, including many who flew in to Whitianga for the event.

Jim was a passionate aviator, co-owning Wing and Rotor Aviation at Ardmore Airport for many years. In 2002, with wife Sheila, he moved to Whitianga, soon becoming involved in the local community and particularly the Mercury Bay Aero Club where Jim served on the club committee for many years. He also maintained his aircraft engineer's registration, always being available to help local operators with maintenance questions and support. Club President Bill Beard said that “Jim's knowledge and experience were phenomenal. He would look at something and not only know that it wasn't right, but also how to fix it. He will be sorely missed.”

In 2012, Jim founded the Mercury Bay Area School Aircraft Project. This is an immensely successful initiative that sees students assembling kitset Van's aircraft under the guidance of skilled local mentors. Three have since been completed and a fourth is underway. John Wright, Principal of the school described the project as life-changing for many of those involved, with at least three students subsequently pursuing aviation careers as a result. In John's words, “Jim Evans was an incredible man. I met him seven years or so ago when he asked with his cheeky smile how I would feel about the school building an aeroplane. I asked him to tell me more. He said he thought it was possible and he would see me in three months. Three months later Jim reappeared and said, ‘Okay, we're ready to start.’ And so began a remarkable journey for our students, our school and the mentors in the aeroplane build - all led by a gentle, humble man, Jim Evans. Above all Jim was generous, generous in spirit and energy, making things happen financially when it looked impossible,

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Jim Evans with student Hayley Betteridge building an RV-12 in 2012.

generous of his time, indeed generous with his life. He loved what he was doing, the opportunities he made available to our young people and our whole community. We will certainly miss Jim. Things just won't be the same."

Jim's contribution to the aircraft build projects and the inspiration he provided for students was even more apparent in the words of some of those students. Jordan Williams who was part of the second build and is now part way through an aviation degree at Massey University said he wouldn't be where he is today if it wasn't for Jim. Kyla McLean, who was a Year 10 student when the first plane was built, wrote a book about the project and dedicated it to Jim, noting, "As the plane took off from the runway on its maiden flight, anyone who looked at Jim's face would have seen the biggest smile and a tear rolling down his cheek. Thank you, Jim. You are a true good sort."

Reinforcing those words, in 2016 Jim featured in TVNZ's 'Good Sorts' news segment, and was also honoured with a Kiwibank Local Hero Award.

Friends and family remembered Jim for his dedication to the aviation industry, his "near enough is not good enough" attitude, his love for practical jokes and his commitment to sharing decades' worth of engineering knowledge with younger generations.

Three aircraft performed a flypast at Jim's service, as students performed a guard of honour and haka as the hearse departed.

Jim is survived by Sheila, two children, two stepchildren and several grand and great-grandchildren. He was 78 years young.



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Several new books have arrived at KiwiFlyer HQ over recent months, all worthy of adding to New Zealand aviators' book shelves. Here are a couple of them:

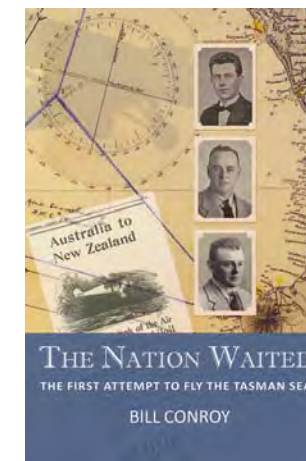
### The Nation Waited - The first attempt to fly the Tasman Sea

by Bill Conroy

167 pages, published by Wairarapa Archive and Fraser Books.

In the early hours of 10 January 1928, John Moncrieff, who was flying the aircraft named 'Aotearoa' and George Hood who was in the rear seat, took off from Richmond RAAF base near Sydney bound for Wellington where a crowd of about 12000 would gather at Trentham racecourse to greet the aviators. But the plane never arrived. The flight held the public enthralled for several days as the country stood poised to greet the new age of commercial aviation. It was to be an exciting new world with the prospect of air travel to Australia and beyond. Author Bill Conroy of Tauranga began researching the flight 35 years ago. His recently published and generously illustrated book tells the story of John, George, and Ivan Kight - three members of the NZ Territorial Air Force who organised the flight over 90 years ago. Moncrieff and Hood flew, while Kight missed flying by a throw of a coin. Their non-arrival sparked what was probably the first air-sea-land search in New Zealand. The publishers believe this is the first full-length non-fiction book on the subject. The story is very nicely constructed and the book very well presented; a great blend of history, adventure, and mystery that ably covers the dream, the preparations, the search, and the recriminations that followed.

\$35 + \$5.50 postage from Wairarapa Archive, PO Box 444 Masterton or email Jan McLaren: [janette@xtra.co.nz](mailto:janette@xtra.co.nz)



**From jet-fighter pilot to airline captain  
Tales from Kiwi aviator Tom Enright**  
308 pages, published by Harper Collins

"Aviation has given me a great life," says Tom Enright when he begins his story in a Tiger Moth of the RNZAF Air Training Corps. He then joined the RNZAF as an engineering apprentice studying aircraft instruments. The RNZAF sent him to England at the age of 16! On graduation Tom was recommended for a cadetship with the RAF College where he was awarded his pilot's wings. Twenty years of military flying followed including he says, "more than my fair share of close-run things". The following twenty five years of Tom's aviation career were as an airline pilot. Tom was often encouraged to record some of the things that he had experienced, more recently giving in to the requests and penning this book which contains a lifetime of aviation wisdom and anecdotes. Tom says he hopes some of the lessons are of value to young people starting out. They are bound to be. There is plenty of adventure and inspiration within. \$40 from booksellers or online.



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# Taildraggers Now and Then

## Tecnam P92 TD versus Piper Super Cub

Michael Norton image

Grant Benns pilots the P92 TD with Wayne Allanson in the right hand seat and Bill Henwood alongside in his Piper Super Cub. Ruth Allanson flew the camera plane.

Now and then, the opportunity arises to compare something modern with a similar product from the past. Thanks to Ruth and Wayne Allanson who represent Tecnam in New Zealand, and Bill Henwood of Classic Cubs, the chance to fly a brand-new Tecnam P92 TD (Tail Dragger) and a 1957 Piper Super Cub on the same day provided Grant Benns an opportunity to experience how aircraft in this category have evolved. Grant writes:

### Now — State of the Art

'State of the Art' may be a bit of a stretch when talking about a basic trainer / bush microlight, but the Tecnam P92 TD does represent a current and modern take on a simple-to-operate, easy-to-fly two-seat aircraft, with very reasonable running costs and the old-school twist of being a taildragger. A wise man (respected NZ aerobatic pilot Keith Trillo) once told me that if you love being in

the air, you need a plane in which you run out of time before you run out of money. In this regard, the 100 hp Rotax-equipped P92 fits the bill nicely, burning just 17 litres per hour at normal power settings, and much less when in loiter mode. And 100 hp doesn't need to mean 'slow' either.

Despite the large 850 x 6 bush tyres (an optional extra), this particular TD cruises along very happily at 105 kts with two 'full-size' Kiwi pilots on board, and can do over 110 kts with standard wheels. It also climbed surprisingly well too – 900 feet per minute at full power.

“ A wise man once told me if you love being in the air, you need a plane in which you run out of time before you run out of money. ”

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## The Airmaster Prop

Aiding this was undoubtedly a distinctly 'Kiwi' optional extra; the Airmaster variable pitch propeller. This was my first experience flying behind this version of the NZ made propeller, and what a great piece of kit it is. A simple control panel beside the flight instruments gives you the option of four RPM settings - Take-off, Climb, Cruise and Hold - as well as the ability to manually control the pitch too. On Wayne's advice, we left the switch in Auto and selected between the three main modes for normal flight. 'Take-off' enables maximum rated revs of 5800rpm, 'Climb' reduces this to the maximum continuous revs of 5500rpm and Cruise knocks it back to a much more peaceful 5000rpm. For non-Rotax pilots who may find these RPM numbers alarming, note that we are discussing engine RPM - the wee 1352cc Rotax has a 2.43:1 reduction drive to the propeller, resulting in more familiar propeller revs of between 2000-2400rpm.

With the propeller adjusting itself to maintain constant prop/engine speed, you must set the throttle position according to the 'power' you seek. Compared to a standard fixed-pitch propeller where pitch setting is a compromise for all performance requirements, the auto-adjusting Airmaster greatly simplifies the attainment of optimal performance throughout the complete flight envelope.

## Trike to TD

The original P92 design has been around since 1992 and will be familiar to many around the country as a common basic trainer. From an earlier design originating in the 1960s, the

P92 series of Microlight, Light Sport Aircraft (LSA) and General Aviation-certified aircraft has sold more than 1600 worldwide, with 32 on the New Zealand register. The TD (taildragger) version was first offered in 2012, and for a country dotted in airstrips it is surprising it has taken seven years for this first example to reach our paddocks. Perhaps it needed the nudge of an experienced bush pilot like Wayne to demo this aircraft around the country, to raise awareness of both the TD's availability and its capabilities.

Once in the air, the lack of a 'training wheel' under the nose makes no difference to the aircraft's general handling when compared to the tricycle P92, but on the ground the aircraft has all the pros (and cons) of a 'conventional' undercarriage layout. For this particular aircraft, the ground handling 'pros' include the ability to spin around on a locked-up mainwheel using differential braking and the castoring tailwheel, significant propeller clearance (even more so with the over-sized tires) and the ability to fully utilise the lower take-off and landing speeds which the wing is capable of - without having to worry about banging the tail on the ground. Against this, the aircraft has less forward visibility on the ground, with a blind-spot caused by the centre instrument panel coaming and the engine cowling, and a bigger step up into the cockpit. Thankfully, the wide- and forward-opening cockpit doors allow for easy access, and those big tyres make for a well-positioned step.

Did I mention the fun and satisfaction that comes from flying a taildragger? Most certainly, the P92 TD is docile taildragger, with a suitably long wheel-base, good brakes and a good tailwheel, as well as a large fin/rudder combination. As a primary taildragger trainer, the TD would be excellent.

## Walk-around

This particular P92, like many, is registered in the Microlight category, affording various advantages with regards to pilot licensing, medicals and maintenance. One downside is the weight restriction applied to microlight (and LSA) aircraft in New Zealand, this being a maximum take-off weight of 600 kg. With an empty weight of 350 kg, this poses no great issue, especially when taking into consideration the low fuel burn and thus low weight of fuel carried to perform out a typical flight. The step from microlight to LSA adds around NZ\$10,000. A GA-certified version is also available but why would you? The basic underlying structure is the same across all variants and there are only minor changes to aircraft equipment levels.

## A microlight?

Despite being a microlight, the P92 looks nothing like what many would consider a 'microlight' to look like. The only fabric covering is on the ailerons, with the rest of the aircraft being of riveted aluminium construction. The cockpit section, to which everything else is connected, is a time-proven and sturdy tubular steel frame, modified from the trike version to accommodate the more forward-mounted main gear. Interestingly, the nose-gear attach structure and steering is still in place and visible beneath the engine.

The slotted fowler-flaps look the business for short take-off and landings, and are electrically operated. Fuel tanks are in each wing, with simple and very visible fuel valves on the windscreen pillars, and total capacity is 90 litres, yielding around 5 hours normal endurance and a 500 nm range.

On the port side, behind the cockpit, is a curious little door that reveals an enclosed storage locked capable of holding 5 kgs, and about the right size for a small chilly bag - Wayne suggested Champagne but I suspect Speights might be more appropriate for this bush plane. Above the locker is space for an optional ballistic recover parachute, which would be ejected through the top of the rear window. Forward of this area and behind the seat backs is room for another 20 kg of soft baggage. All-in-all, enough capacity for a night or two away at your favorite hunting/fishing spot.

The instrument panel is basic and very conventional. I did find the Dynon engine display a bit pokey and also quite distant, being on the other side of the panel and directly facing the passenger. For a wanna-be bush plane, flown by 'seat-of-the-pants' pilots, from my perspective engine gauges are of more interest than flying gauges (altimeter? airspeed? bah!), so they should be twice the size and more prominently positioned. However, the flap switch is perfectly positioned right beside the throttle and able to be toggled

with a spare finger without taking your hand of the throttle - why aren't more planes like that?

## Flying time

Pre-start checks are basic and the start-up is Rotax-easy, as is the taxiing with the exception of forward visibility. Of course visibility is much MUCH better than a Pitts/Extra/Giles/MXS, but you must be very aware of the blind spot created by the engine and the high nose attitude, which is more akin to a Cessna 185. The brake pedal orientation and operation is excellent, and the hydraulic brakes work very well without being over-powerful or touchy - important on a taildragger.

Wayne discusses the normal take-off technique, using 15° of flap, and emphasises a tail-low take-off attitude, with the tail wheel just above the ground. For really short take-offs, using 25° of flap,



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Grant lifts the TD's tail off Te Kowhai's grass strip near Hamilton.

the tailwheel can be held on the ground until lift off.

Despite a 10 kt wind blowing exactly across 05 at Te Kowhai, the ground roll and take-off was short, fast and easily controllable; the big fin and nicely geared rudder doing the job with just a little help from this pilot. We accelerated and climbed out at 60 kts, retracting the flaps before the limit of 70 kts was reached, then moved my right hand from the throttle to the prop control panel to 'switch' the rpm to 'Climb' (5500 rpm). The smoothness of the rpm change from Full/5800rpm to the Climb was impressive; in fact the Airmaster prop's smoothness and responsiveness really impressed me throughout the whole flight.

Levelling off downwind, the throttle was eased back to a 75% position (there was no manifold pressure gauge fitted) and the propeller selected to 'Cruise'. Once the tail came up and the nose went down the P92 feels like it leaves its drag behind, and shoots forward to a respectable cruise speed of 105 kts. Without a doubt, those big 'tundra' 850 x 6 tyres are knocking off some cruise speed compared to the normal 600 x 6 tires, and the VG (vortex generator) kit that has been installed on the top of the wing may be hurting the cruise speed a little too, despite claims to the contrary. However, the Cessna 150 I learnt to fly in could only dream about achieving this kind of speed, except in a moderate power-on descent, so all-in-all - 'well done' Tecnam.

Of more interest to me than cruise speed in this type of plane is its low speed abilities – the fun stuff! HASELL checks complete,

we explore the low speed envelope and conclude the air speed indicator is not best suited to the job – it's scale is somewhat compressed below 40 kts and thus it was difficult to determine the actual stall speed, suffice to say without power it is in the high 30s and with power and flap, the low 30s (with insanely high nose attitudes). There was a right wing drop with flap and power combined, no doubt an effect of the propeller slip-stream, but in the clean configuration with a level and slow deceleration it was nearly impossible to stall the plane despite the stick being held against the stop – the P92 would just mush down in a gentle descent with the wings level.

At this stage of the flight we formed up with Ruth in a low-wing Tecnam P96 Golf, canopy open and with a very cold/wind-swept cameraman (Editor Norton) peering out the side. Joining us on the other side was the delightful sight of Bill in his Super Cub, with my father Rex (an avid foamy/radio-controlled Cub pilot) in the back seat. Cool! For some minutes, we flew in formation seeking the picture we needed for the cover, around the lush north-Waikato farmland. This phase did show up a limitation of high-wing aircraft – the restricted visibility caused by having a taller guy (me) sitting with my head up within the centre-wing structure, a little back from the leading edge. This is, in reality, no different to most high-wing light aircraft, but noteworthy to remember with regard to lookout and clearing your blind spots.



Note vortex generator kit installed on top of wing.



Refreshingly basic. You don't need dual 9" touch screens in this plane.

## Circuits

Returning to land, the first problem I encounter is slowing down – despite appearances and also because of my Lycoming-derived throttle technique (slow changes), the P92 requires a bit of time to slow down to the flap speed of 70 kts. Once there, bringing the speed further back to 50-60 kts for the approach is easy, and with full flaps and my steep-ish approach the view out the front is grand. All good until I encounter the second problem – the ground! It would seem the big wheels and subsequent nose-high three-point attitude results in the wheels being about a foot lower than you expect, or at least that was my excuse. Cue, chuckle from Wayne and 'let's try that again'.

Second attempt, not much better – mmm! Time for some focus.

Third attempt, much better. I'm sure the crosswind and windshear in the lee of the hangars (yeah, right) didn't help, but I contend a more steady headwind would have resulted in better touchdowns and impressively short landings. Just to prove the point, Wayne then demos a proper 'short' landing with much better results, using a flatter approach profile, more power and an approach speed of 45 knots. Nice. Bush pilot 1 : Airline pilot Nil.

We park up beside Bill and Rex, and wonder how the 100 hp Cub will compare...

## And Then – 1957 Aviation Art

I am showing some bias here, but the Piper Super Cub looks great, even more so (to my eyes) in its most basic, low-powered, flapless form. Parked nose-to-nose with the Tecnam, the Cub looks lower, longer and more elegant - the Tecnam looks functional, purposeful and a bit more butch. The lower belly of the Super Cub creates a sense that it doesn't sit so nose-high, but check out the wing-tips in the picture – both aircraft have a very similar 'three-point' angle-of-attack, indicating they are capable of landing at very low airspeeds and much closer to their stall speeds than an equivalent tricycle aircraft.

ZK-BQV was built in 1957 and sold new to the Waipukurau Aero Club, who operated it for its first five years of life. Fast-forward a few decades, four engine overhauls and 7000 hours; the original Continental C-90 of 95 hp has been upgraded to a Continental O-200 of 100 hp yet the plane is looking near-new, thanks to its doting owners, Bill and Neroli Henwood. Far from being a hangar-queen, BQV is still a workhorse and in ten years of being operated by Classic Cubs it has been party to completing 17 PPLs with Bill in the back, along with numerous type-ratings, strip training sorties and BFRs.



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## History

The Super Cub was a development of earlier Piper designs, having its roots in the original pre-war J3 Cub of which over 14,000 were built, and in its successor the PA 11 Cub Special. The first PA 18 Super Cub, serial number 18-1, still flies in the USA and various Super Cubs, including the more common 150/160 hp versions, remained in production with Piper up until 1994. From 1949 to 1994, 10326 PA 18 Super Cubs were built and since then several similar looking aircraft have continued with the theme, most recently the Cub Crafters Carbon Cub. Many original Piper Cubs have been seriously modified too, with bigger engines and all manner of aerodynamic tweaks to produce some astounding low speed and short field performance.

Against this backdrop, Bill's little 100 hp could look very ordinary, but of the various Cubs I have flown I find the flapless Super Cub a sweetie – faster than a J3 (and with brakes... kind-of), quieter and smoother than a 150 hp, and requiring more skill to land accurately due to its lack of drag relative to the flapped models. You seem to sit higher too, although maybe that is because the top engine cowl slopes down and away from you, towards the wee toothpick propeller.

## The actual 'Art'

As any Super Cub pilot will attest, getting in and out of the cockpit is THE actual 'art', into either seat. The clam-shell doors open wide, but the lower sill is quite high and the wing's lift-struts get in the way. Fortunately, both cockpits have big structural tubes above them, to grab and help haul you in. Bill has also installed a modified step on BQV which helps too.

## 1950s Ergonomics

Once in, the seat is narrow but comfortable and the ergonomics – a term not invented in 1949 – are good, in most respects. Except for the carb heat. And the magneto switch (under and behind your left elbow). And the brake pedals (heel-operated). The master switch/electric panel is in strange place, up in the right-hand wing root. The direct-reading fuel gauges are up there too, out of direct sight. But the instrument panel is perfect. Big clear gauges, directly in front of the pilot – a win for 'Then!'

Alas, the backseat pilot/instructor can see... nothing. And you sit low in the back seat too, so the instructor requires use of 'the force' rather than 'the eyes'. Thankfully, the Super Cub is super-docile and I have always found the mental accumulation of sound (engine and wind noise) and attitude (as visible from looking at the underside of the wingtip) works fine, as well as occasionally asking the student "how does the oil pressure and temp look?"

If all of this sounds a bit negative, well, compared to the Tecnam, it probably is. You can tell that one of the biggest differences between Now and Then is cockpit ergonomics. But you do adapt to the Super Cub layout, and having done a couple hundred hours of Super Cub flying many years ago, I found re-acquainting myself with BQV both easy and reassuring.

## The design

A walk around reveals that, aerodynamically, not much has changed over the years – the layout is basically unchanged. The Tecnam undoubtedly has a better aerofoil section and tighter fairings, while the Cub is predominantly fabric-covered, which is very light but also more maintenance intensive in the long-term.

The underlying steel tubular structure of the fuselage is very robust and probably a bit stronger than it needs to be, which adds weight and detracts from performance. The undercarriage uses forgiving 'bungee cords' wrapped around a damper/shock absorber, which does quite a good job at absorbing all manner of abuse. The tailwheel is great – steerable in a 'detent', which clicks out to allow the assembly to caster, enabling excellent ground manoeuvrability. Alas, the standard brakes are just slightly better than putting your hand out the window and yelling 'slow down', being drum brakes operated through pedals on your heels. Properly maintained and adjusted, they work okay and for this aircraft's landing speed and inertia they do the job, although a common mod which Bill has installed on BQV, is disc brakes, albeit still operated by the heel pedals – a nod to history and the limited room for toe brakes.

## Off we go

Starting BQV is easy, with a nicely positioned starter push-button. The Continental transmits every little tick and rattle straight through the firewall to you, but in a nice way. It certainly sounds very different to the Rotax and seems to idle VERY slowly after jumping out of the more energetic Tecnam.

We have time for a few circuits, which is about far enough to do most of a basic flight test in the Cub (except stalling), especially when the cruise speed is solidly double figures. In the common American way, 'knots' are eschewed for 'MPH' (it looks more impressive!) so cruising at 2300 rpm results in an indicated speed of 85 mph (75kts) while bumping the power up to 2400 rpm sees the speed jump up to 90 mph, using about 22 l/hr of fuel. In this



The Super Cubs panel. "Perfect - big clear gauges directly in front of the pilot."



Clam shell door provides a not quite so perfect means of access.



Bill's Piper Super Cub is aptly described in Grant's article: "1957 Aviation Art".

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## About Ruth's Tecnam Aircraft Sales and Service

Although I flew the P92 TD with Wayne Allanson, the go-to person for Tecnam in New Zealand is his wife Ruth (also a regular KiwiFlyer contributor). Under the banner of Ruth's Tecnam Aircraft Sales and Service, Ruth operates as the New Zealand agent for Tecnam sales and support, on behalf of the Australian company Tecnam Pty Ltd., itself a subsidiary of Tecnam S.p.A. of Italy. Established in 1948 by brothers Luigi and Giovanni Pascale, Tecnam has factories worldwide (staff at the Italian factory have doubled in the last year to 400), and has branched out from light singles to four-seat singles and twins. Most recently, certification has been received for their latest design, the 11-seat P2012 Traveller, an aircraft of similar size and role to the Britten-Norman Islander.

Ruth has been flying from as soon as she could, soloing on her 16th birthday and going on in 2000 to operate a flight training business at Wanaka airfield. This subsequently morphed into an innovative tourism business called U-Fly Wanaka, where non-pilots could enjoy an instructor-led trial flight combined with sight-seeing around the beautiful Southern Lakes area, whilst being able to handle the controls themselves. The aircraft chosen for the training and tourism business was the Tecnam P92, establishing the relationship Ruth has had with Tecnam to this day.

We caught up with Ruth and Wayne on the last days of their around-New Zealand demonstration tour, starting from Wanaka at the beginning of June and getting as far north as Dargaville, stopping to show the TD and fly the Tecnam flag at many airfields in between. Perhaps the highlight of the tour was Fieldays at Mystery Creek, where the TD was creatively on display complete with the underslung baggage pod – the perfect farm hack. At the completion of the event, Wayne was even permitted to vacate by air from a temporary carpark runway. My guess is the plane did it with ease, and that Wayne was grinning all the way.



Ruth, Wayne, and daughter Aru in the TD at Te Kowhai

regard, the modern aerodynamics of the Tecnam and the engine efficiency of the Rotax are significantly better.

Bill advocates a tail-low take-off for the Super Cub, which reduces swing from the gyroscopic forces that occur when rapidly raising the tail, although with a relatively light propeller and just 100 hp this is quite manageable, compared with say a Cessna 185 or big Pitts Special. Opening the throttle for take-off produces 'acceleration', just not much. The good news is you don't need much, as the large wing area lofts you into the air at a low airspeed and thus the take-off roll is still quite short. Being lighter than the larger-engined Super Cubs, the take-off roll in a 100 hp Super Cub isn't that much longer, despite having much less power, but it always feels like much more due to the lack of commotion and drama.

Once airborne there is nothing to do but miss trees – the rate of climb is likely around half that of the P92, but there is no VSI to check. There are also no flaps to retract or propeller revs to change, so the climb-out to circuit height is sedate, quiet and scenic – an advantage and 'win' to the Super Cub, of sorts, thanks to its better visibility over the nose.

### (No) Flaps

Life without flaps can be a double-edged sword – less to think about in terms of limit speeds but more to consider with regard to energy management. It is easy to get too fast and then too high on the approach in a flapless Super Cub, resulting in a long landing. Fortunately, Super Cubs are easy and delightful to side-slip, although to do so is a partial admission of defeat, in that you have miss-judged the approach. Or maybe you just are keeping your options open. Or maybe you are just having fun. Yup, that's it!

Because you can see the ground ahead of you better than in the Tecnam TD, I found it easier to judge the touchdown, no doubt also helped by doing hundreds of landings in the front and back seat of Cubs. Either way, I was very happy with my three landings, and even managed a quite passably one-wheel-wheeler, necessitated by the stiff cross wind, on my final touchdown. Muscle memory and putting on an old pair of slippers are terms that came to mind.

### Evil Bill

Bill seemed happy with proceedings, and I was having a fabulous time, up till the point on the last circuit when, climbing through 600 feet, Bill pulled a sneaky on me and chopped the throttle for a practice Engine Failure After Take-off – ever the Flight Testing Officer! I think (I know) we would have made the selected paddock, slipping out of the sky at 60 mph. Thanks Bill, for the reality check.

### Reflection

This was a very subjective comparison, using very little data and plenty of feelings. It would have been useful to jump back into the P92 TD after the Super Cub, to really ram home how far we have come with the state of art in aircraft design – the Tecnam is remarkably better in most aspects. The fact that it is faster, slower, more economical, lighter, lower maintenance and more ergonomic is testament to aircraft designers and their ability to keep moving the game forward. Mostly. It would be very interesting to see what Piper would build now too, if it had continued with its two-seat sport aircraft/bush-plane/taildragger

# P2012 Traveller



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Then and Now.

### About Bill and Neroli Henwood's Classic Cubs

Bill Henwood has been flying since 1976, having carried out his PPL training at Canterbury Aero Club. Despite an early passion for 'fun' flying, some 20 years of commercial flying passed from his last flight in a Super Cub until the chance viewing of a little 100 hp model for sale on TradeMe pricked his and wife Neroli's interest. A phone call, a test flight the next day and BQV has been in the Henwood's ownership ever since.

Once upon a time, taildraggers were readily available at most aero clubs, however finding one with a suitably skilled instructor has become increasingly difficult, despite a small but constant demand. Recognising this, Bill and Neroli set up Classic Cubs in 2007, specialising in taildragger training but also offering PPL, terrain awareness and strip training, as well as BFRs – all in the Super Cub, of course. Flying is in the family blood too, with both Neroli and daughter Olivia also gaining their pilot licences. For a while a Chipmunk was used in the business and Bill currently has a second Super Cub under rebuild, to be added to his operation at Te Kowhai airfield in the near future. It would be fair to say he is unlikely to be swayed by charms of a Tecnam P92 TD.

line. Certainly, the market changed for Piper and Cessna through the 1950s and 1960s, when the consensus among pilots and operators changed to 'trikes are better, for most things'. But when you consider the continued interest in taildraggers for recreational use, particularly bush and strip flying, you can see why amateur-built aircraft like the Murphy series and various Cub-clones have continued to sell. And then there are the thousands of RV-series aircraft too, many of which are taildraggers. Having an aircraft like the P92 TD available from a large, proven manufacturer like Tecnam, as a brand-new, factory-built, ready-to-fly, economical bush-plane and trainer, fills a niche in the market.

### Then Dollars versus Now Dollars

The Piper Super Cub was launched in 1949 with a price of just under US\$5000, when the average household income in the USA was US\$3100. Fast forward to 2019, in New Zealand, and we have the list price for a basic Tecnam P92 TD set at around NZ\$190,000 (inc GST), and an average household income of around NZ\$105,000. The ratio looks remarkably similar. Of course, the average household of 2019 probably couldn't afford a new Tecnam, but nor could the average household of 1949 either.



Bill in catch-up mode as we prepare for some formation photos.

With all the additional options fitted to ZK-TBJ, such as the propeller, larger wheels, vortex generators and underslung baggage pod, the price climbs considerably, to around \$233,000 (inc GST), and I have mentioned the additional costs of LSA and GA certification earlier. New planes aren't cheap, particularly compared to older, used aircraft such as the original Super Cub, although a well looked after local example may still cost more than \$100,000. A tired old Cub going 'cheap' on TradeMe or Barnstormers WILL be a costly proposition to restore, and a new LSA Carbon Cub starts with a base price of US\$199,500 – about \$300,000 New Zealand pesos. In this context, the Tecnam P92 looks very competitive. As are the running costs – at just 17 litres per hour and a reasonable cruising speed, the Tecnam offers good miles per gallon. In fact, Wayne claims a local fight from Haast to Gore burns just 16 litres and takes an hour, verses the 60 litres of diesel and five hours that are required in the ute. Sounds like justification to me! And so green too.

Grant Benns 

### For more information

To find out more about Classic Cubs, visit [supercub.co.nz](http://supercub.co.nz) or contact Bill on 021 065 4538, email: [info@supercub.co.nz](mailto:info@supercub.co.nz)

To find out more about ZK-TBJ (currently for sale) or any other aircraft from the extensive Tecnam model offering which extends all the way to the P2012 Traveller, contact Ruth Allanson by phone on 03 750 0780, or email: [ruth@tecnam.nz](mailto:ruth@tecnam.nz)

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Two NH90s and 55 personnel were airlifted to Honiara by ADF C-17 Globemaster to provide support for a recent general election.

# NZDF NH90 Solomons Deployment

Two of the RNZAF's NH90 advanced Medium Utility Helicopters and fifty-five personnel recently undertook a successful deployment to the Solomon Islands, providing logistical support to the General Election that took place on the 3rd of April. Chris Gee spoke to SQN LDR Michael Adair, Flight Commander for the deployment, about the operation and here offers KiwiFlyer readers an insight into an example of New Zealand's non-combative offshore military support operations.

The logistics and accountability processes required to hold a democratic election are challenging enough at the best of times. But for a developing nation such as the Solomon Islands with serious poverty, governance and security issues, holding a reputable election is difficult. The Solomon Islands Electoral Commission requested support on 12 Feb 2019. New Zealand has a long history of active stabilisation assistance to the Solomon Islands, with fifteen years of support given

to RAMSI (Regional Assistance Mission to Solomon Islands), which finally wound up in 2017.

After the call for help came in, the NZDF initiated a four-day rapid-planning session with the Australian Defence Force (ADF), with whom they would be deploying in cooperation. The planning team considered the security situation, assembled logistics requirements and estimated the cost of the deployment. Ministerial approval came on 25th February. With the deployment scheduled from the 11th to the 18th of March, only two weeks of preparation was available from the go-ahead for the operation to the NH90s needing to be in the air as back-up logistics support to a Combined Task Group led by the ADF. The rubric, task-list and scope of operations were defined by New Zealand's Ministry of Foreign Affairs and Trade (MFAT), and Australia's Department of Foreign Affairs and Trade, to serve the Solomon Islands Electoral Commission and RSI Police who ran the show on the ground. The

Australian Federal Police and New Zealand Police offered support also. The reasonably benign security situation saw the NZDF personnel unarmed, including the security detachment deployed to protect the helicopters.

SQN LDR Michael Adair was the detachment Commander for the operation, with 51 of the 55 deployed personnel under his command (the other four were posted to Joint Forces New Zealand Command with the ADF). He joined the RNZAF in 2007, gaining his wings in 2009, which saw him posted to 3 Sqn to fly the same helicopter his father had flown - the ubiquitous and venerable Sioux. He then spent two years on the UH-1 Huey, before joining the Helicopter Transition Unit and the A109 Project Team in 2011, where he developed operations for the helicopter until 2017. SQN LDR Adair completed the pilot instructor course on the new T6 Texan II, becoming a Qualified Flight Instructor in 2018, before returning to 3 Sqn as an instructor. He became the NH90 Flight Commander in December that year.

The two NH90s, 55 personnel and their logistics requirements were airlifted into Henderson Airfield in Honiara, Solomon Islands, by ADF C-17 Globemaster III's over 48 hours. To transport via C-17 the aircraft rotors are taken off, with the helicopter able to be airborne within four hours of arrival. (It takes an hour or so to pull out of the aircraft, two hours to refit the blades, and an hour to test.) An ex-Toll Helicopters hanger at the airfield was utilised in cooperation with the ADF, who deployed their own version of the NH90. The helicopters are highly similar, sharing the same flight and communications systems, allowing knowledge and tool sharing between 3 Sqn's NH90s and the 5th Aviation Regiment's MRH90s. One of the main differences between these versions, is that the NH90 can use both external and internal auxiliary fuel tanks, while the MRH-90 can use only external auxiliary tanks, with the aerodynamic and efficiency cost associated with any external load. Using only the modular internal auxiliary tank the RNZAF NH90s were capable of transporting a tonne of cargo across 315 nm of distance with no aerodynamic or fuel penalty. By all accounts the Australians may have

been guilty of 'coveting thy neighbour's helicopter...'. It goes without saying that the NZDF enjoys an excellent working relationship with the ADF, with MRH-90 pilots and aircrews currently operating on exchange with 3 Sqn on a regular basis.

The deployment saw the NH90s operate across the Solomon Islands, including trips out to Taro Island, 500 km from Honiara, Gizo 380 km away, and Munda, 320 km distant. The logistics support included moving Ballot Boxes and Electoral Commission staff, along with MFAT/DFAT/AFP and NZP assets, under the guidance of Solomon Islands authorities. Such airmobile capability is invaluable to a nation with limited infrastructure, difficult terrain and minimal organic logistics capability. While in theatre, the NH90s flew 47 missions, covering 21,000 kilometres, and were responsible for transporting over 400 passengers and 10.5 tonnes of voting material to isolated villages and outlying islands.

The deployment served as a reminder of how capable the NH90 platform is. During the days of 3 Sqn operations with the UH-1 supporting RAMSI, barrel-stocks of fuel would be needed to be scattered throughout the area of operations to

allow the UH-1s to refuel on route. But according to SQN LDR Adair, the range and payload capability of the NH90 is a real game changer – "The ability to be able to move eight passengers and 250 kg of cargo across 250 nm, day or night, in any weather, really changes everything. The aircraft's modern avionics and flight systems allow high levels of confidence, and the accuracy of the INS offers us amazing flightpath and fuel management efficiency".

The NH90's weather and terrain avoidance radar proved their value in the Solomon Islands, with its classic tropical weather of thunderstorms and high humidity. SQN LDR Adair remarked how the technology allowed them to 'pick their way around the storms'. Most of the flying occurred during the day, but there was some night flying, where the NH90's NVG compatible cockpit also came into its own.

There is often talk of the UH-1's ability to land almost anywhere with its skids, whereas the NH90's wheeled undercarriage and weight reduces the amount of landing options. This is seldom an issue in the Pacific Islands, where the ubiquitous playing fields in every village make for perfect LZs.

The availability of the NH90 allowed

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Flight Commander for the deployment, SQN LDR Michael Adair.

a full-rate of effort in theatre. The only availability restrictions came from human factors and the logistics challenges inherent in operating in the Solomon Islands, rather than from the airframe itself. In addition to the aircrew there was a 20 person maintenance support team to keep the NH90s in the air due to the limited infrastructure available on site. The deployment took its own surface, communications, avionics and logistics support crew, as well as catering, health and operations staff to support themselves.

Satellite communications leveraged off the Australians avoided atmospheric bounce or blanking while on operations, providing clarity of control and networking. SQN LDR Adair said "From the helicopter I could talk to anyone in our team back at base in Honiara, or back in New Zealand or in a remote village, with as much clarity and resolution as we are having now in this video-call." The days of being out of touch while operating in remote or hostile terrain are gone.

NZDF Capability Branch is still deciding upon a number of possible upgrades for the NH90, including the addition of a Piloting Forward Looking Infra-red Turret, as utilised on the ADF MRH90 and some European versions of the aircraft.

The RNZAF's NH90 passed something of an understated milestone while on deployment to the Solomon Islands – the helicopters received their NZDF Type Certification. This means the helicopters are now cleared to perform the full gamut of their intended roles, from combat and battlefield operations, to counter-terrorism, search and rescue, and humanitarian aid and disaster relief, not only for the Ministry of Defence and NZDF, but also NZ Police, MFAT, Maritime NZ, Customs, DOC and Civil Defence.

The operating costs of the helicopters over the deployment to the Solomon Islands were absorbed by the regular NH90 flying-hours mandated by HQNZDF, demonstrating the synergy in asset use that can occur between departments with the whole-of-government approach, and reinforcing the NZDF's relevance in carrying out New Zealand's foreign policy initiatives.

The next overseas deployment for SQN LDR Adair and his NH90s will be to Exercise Talisman Sabre in Australia, which will see them transported via HMNZS Canterbury to practise tactical battlefield support roles alongside forces from Australia, the USA, Canada, the United Kingdom and Japan. The first general election since the end of the RAMSI mission resulted in Manasseh Sogavare being elected by the 11th National Parliament as Prime Minister of Solomon Islands on 24th April. The NZDF's assistance transporting the foreign and domestic election officials, and supporting all the actors and institutions that provided accountability and legitimacy to the election process, was invaluable.

Chris Gee



### Help to defend and promote General Aviation in New Zealand

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

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# Aircraft Liability Insurance Explained

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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# Profiling academic research at the School of Aviation

People sometimes make choices that can put themselves, or others at increased risk. But why?

Massey's University's School of Aviation Manager, Business Development and International Programmes, Anke Smith profiles some recent research in this area:

This question is one that particularly interests Massey's Associate Professor Andrew Gilbey who has devoted much of his primary research efforts to exploring the reasons behind such behaviour.

Andrew's early career as an avionics technician in the UK armed forces was followed by completing a BSc(Hons) and a PhD in Psychology, from Plymouth and Warwick Universities, respectively.

Working as a lecturer and researcher at Massey's School of Aviation enables Andrew to combine his two research interests, aviation and psychology. In addition to supervising postgraduate student research and teaching 'Research Methods' and 'Aviation Security' courses, Andrew focuses his primary research efforts on studying why people who are generally intelligent, careful and sensible sometimes make choices that can put themselves, others or their employer at increased risk. As such, much of his research has explored how pilots and managers make decisions, particularly in situations where not all relevant information may be readily available, time may be short, and the environment rapidly changing. It turns out that people often rely upon rules-of-thumb - or heuristics, as they are known more formally - to make decisions. While heuristics work well much of the time, sometimes their use can systematically lead to choices that place decision-makers or others in situations of increased risk or danger.

Andrew acknowledges that there is a degree of irony to his research interest, as he admits having fallen prey to all of the decision-making errors he has investigated. However, he points out that as a father, academic, and gardener - rather than a pilot, engineer, air traffic controller or manager - his occasional bad decisions generally occur where there is sufficient time to retrieve the situation, or someone is around to help out. Aviation is not always so forgiving nor is time always

available; if pilots make a wrong choice (e.g., deciding to fly into deteriorating weather conditions, rather than diverting or turning back) it can greatly increase their chance of an incident or accident.

Some of the decision-making biases that Andrew has investigated include:

- **Confirmation bias:** This occurs when people seek out evidence to confirm their prior expectations, rather than evidence that might disprove them. This can greatly increase the confidence people have that they are correct, even in instances where they may be wrong.

- **Perceived invulnerability:** This is where people think that bad things are less likely than average to happen to them and it can then lead to an increased likelihood of their performing the exact behaviours that may put them at risk. (For good things, the bias is known as unrealistic optimism, and it works vice versa.)

- **Outcome bias:** This is where the outcome of an event is used as a criterion to judge whether the event itself was good or bad. As logical as this might initially sound, it ignores the role of luck or chance and the initial intentions of the operator. For example, it could lead to overlooking people who break rules but everything turns out okay, but punishing people who obey rules but, due to bad luck or chance things go awry. Outcome bias significantly contributes to under-reporting of safety concerns.

- **Availability bias:** This occurs when people assume that examples that come readily to mind are more representative than really they are. This bias is often used to explain why some people are too frightened to ever fly, as they focus on a single event such as a crash, and ignore how safe commercial aviation really is.

- **Group polarisation:** This is where decisions made by groups of people tend to be more extreme than decisions made by individuals. For example, two pilots may individually both think that the chance of being able to reach a particular airport before the weather closes in is slightly above average; however, if the two of them discuss the exact same scenario, they are likely to become more confident about their chances of reaching the airport before the weather closes in. As such, group polarisation can lead to groups accepting risks that individuals might avoid.



Associate Professor Andrew Gilbey

Andrew has found that these biases are highly common in aviation, just as they are in most other areas of life, including healthcare and business. Ideally, researchers will discover how to educate people to avoid falling prey to biases that result from the use of heuristics; however, in practice, solutions have proven somewhat elusive. Nevertheless, understanding when decision-making biases occur, and the effects that they may have, will likely certainly be beneficial in terms of safety.

Andrew has collaborated with several colleagues, including Dr Stephen Walmsley of L3 Airline Academy, Dr Kawtar Tani of UCOL, and Dr Stephen Hill of Massey University. He also frequently draws on the flying knowledge of his colleagues in the School.

Assoc. Prof. Gilbey is keen to ensure that academic research is easily accessible to the wider community. His research translation won first prize in Massey Business School's 2016 Research Translation Competition, with his entry, 'Employee wrongdoing: Don't turn a blind eye because nothing bad happened!' Andrew's winning entry 'translated' his recent academic publication in Applied Cognitive Psychology, with co-authors Kawtar Tani and Kan Tsui, into language appropriate for a business audience.

Andrew is a well-respected postgraduate supervisor with nine completed PhDs and twelve Master Theses to date. Therefore he is always interested to hear from prospective postgraduate students sharing his research interests and who wish to further their academic careers.



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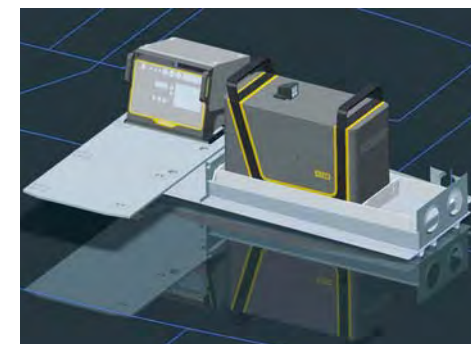
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# Modification Design and Manufacturing by Aero Design at Hamilton Airport

Achieving certification for aircraft modifications need not be as expensive and difficult as many people may think. When a modification is required, a certificated design organisation will need to be engaged which has the right skills, equipment, support network and experience for the job.

**Aero Design** is a NZCAA Part 146 certificated design organisation with a lengthy portfolio of over 600 certified design changes. The company provides aircraft design and certification services, and together with its subsidiary, Part 148 manufacturing organisation Aero Composites Limited, also has the capability to manufacture certified aircraft parts. Aero Composites was set up to concentrate on manufacturing advanced composites including primary airframe structures. The two companies are located in the ex-Eagle Air maintenance base on Hamilton Airport.

Aero Design's CEO, Dan Retief says this setup serves the company very well and when combined with their significant experience, frequently makes a real difference to how efficiently they can conclude projects for their customers. Dan explains a common process for Aero Design projects: "With a 3D laser scanner, we are able to survey a customer's aircraft needing modification quickly and import the data into our 3D CAD software, where we can then design the modification accurately with confidence it will fit perfectly into the aircraft. We recently applied this technique to a survey camera installation. The customer taxied up to our hangar and we took all the measurements in a couple of hours. Then our design engineers went to work producing the drawing stack. A new aluminium honeycomb floorboard was manufactured to support the computer equipment. By the time the hardware was installed and tested, we had produced the mod approval in time for the aircraft to go to work. The key to keeping costs down is to get the design right first, before starting fabrication and installation. Doing it in this order avoids costly rework often



Survey Camera Installation



Carbon Fibre Gate Box



Cresco Glass Cockpit



Flight Data Recorder Sensor Link



Carbon Fibre RAM Cowl

plaguing aircraft modifications."

One of Aero Design's more interesting developments is a carbon fibre hopper gate box. This particular gate box was developed for Aerospread Limited, and saves close to 50 kg of weight compared to the original stainless steel gate boxes - as demonstrated in the image of Aero Design's Office Manager, Salome, effortlessly holding the product up for the camera.

This gate box was certified by STC earlier in 2019 and has since been delivering thousands of tonnes of fertiliser. Obviously the operator can spread 50 kg more fertiliser per sortie. This soon adds up and Dan says the gate box pays for itself in less than a year.

Aero Design also certified the first glass cockpit for a Cresco and improved safety by designing a new electrical system eliminating all single point failure modes.

Dan says the team at Aero Design will leave no stone unturned to keep its customers flying: "Earlier this year we received an unusual request. We were contacted from the USA by the new owners of a Beech 1900. The operator needed replacement links for the flight data recorder we designed when the aircraft was still operated by Eagle Air. Fortunately we could help. The link's components were machined by Winston & Gordon Davies, assembled and released under Form One by Aero Composites and express couriered to our very pleased client."

Aero Composites also manufacture a number of engine cowls, and is currently developing the RAM inlet cowl also pictured. This agricultural cowl has an integrated filter to protect the engine in a dusty environment, while the RAM effect improves engine efficiency to reduce fuel consumption.

## For more information

For all enquires regarding support with developing or certifying an aircraft modification, contact Dan Retief at Aero Design on 07 974 9239, email: [danr@aerodesign.co.nz](mailto:danr@aerodesign.co.nz) or visit [www.aerodesign.co.nz](http://www.aerodesign.co.nz)



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# Hororata Balloon Fundraiser

A magnificent way to start the day.

Balloons and balloonists don't just gather at the big ballooning festivals (see KiwiFlyer #63), other events take place too. Thus on 18th May, the Hororata Domain was lit up with a night glow as part of a fundraiser for the local community. Jill and John McCaw couldn't resist attending, with Jill writing this report and John providing the great photographs.

For the second year running, balloons from around the country had been invited to a fly in at Hororata west of Christchurch, making themselves available for the evening as a fundraiser for the

community. Organised by the Hororata Community Trust and Michael Oakley, the owner of Ballooning Canterbury and a Hororata local, the event raised money for a new community centre to be built in the Hororata Reserve.

Participants came from as far afield as Hamilton, the Wairarapa, Wellington and Nelson. There was one woman pilot in the mix. The balloonists had been invited to come and experience flying across the Canterbury Plains and foothills in conditions that are quite different to what most of them usually experience at home. They were hosted by local families and a breakfast was provided

each morning by the Community Trust. The group managed to fly every morning from Wednesday to Sunday with two afternoons also proving suitable to fly.

A passenger on one of the flights enthused about how scenic it all was. "Balloons are so pretty, but when you're a passenger in one you can't actually see much of it. When you're flying with eight or nine other balloons, you're looking at all of them spread out across the countryside, all brightly coloured, and it is just gorgeous."

Michael Oakley says, "It becomes quite social which is something that doesn't happen much at the more formal

Ballooning Fiestas. Here we get to mix and share stories. We know we're going to run this again but at this stage we're unsure of whether it will be an annual or biannual event."

The Hororata balloon night glow and fly in was sponsored by: Ballooning Canterbury, The Great Journeys of New Zealand, More FM, Southfuels, De Vries Design and Advertising, Duncan Cotterill, Fulton Hogan, Genesis Energy, FMG, Spectrum Sound, and the University of Canterbury.

Jill McCaw



Plenty of spectators at the Hororata Domain.



A mat was placed and visitors were invited inside.



The fundraiser was well supported by locals.



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# Lighter than Air

If KiwiFlyer's recent coverage of ballooning events around NZ has inspired you to give perhaps the most peaceful sector of aviation a go, this article from student balloon pilot Glen Smith should help to explain the basics and provide any additional motivation required. Glen writes:

able to relay the information to crew in the retrieval vehicle chasing the balloon. I also had to learn the airspace and which areas are controlled. Recently myself and other student pilots have been learning how to use VHF radios for calls both within and outside of the control zone. Other current subjects include human factors, weather and aviation law.

## Going ballooning

Ballooning involves being down at the launch site just before dawn, the obvious reason being that balloons require stable air to fly and as all pilots know, first thing in the morning is a great time to fly. We want to be up before the ground gets too warm and thermals have formed.

We check the sky looking for changes and how quickly things are changing. For examples; wind, cloud movement, areas of fog, layers of cloud, etc. The pilot will then release a helium filled party balloon

I was twelve when my Dad registered us both as crew for the first Lift-Off Levin Balloon Festival. I was too young to partake in all tasks, but helped with packing the balloon away. By the end of the fiesta I was hooked on ballooning. Now, fourteen years later I am a student hot air balloon pilot and in the process of learning to fly fixed wing aircraft. I joined the Waikato Balloon Club in 2018. One of the first things I had to do was learn the layout of Hamilton city and the names of its parks and suburbs, to be



Glen Smith at the Wairarapa Balloon Festival

or pilot's balloon, which provides an indication of wind speed and direction of travel. It could be calm on the ground at our early start time, but already blowing 25 kts at 1500 ft.

Fog can keep us on the ground as we

are of course VFR only. Hamilton city is prone to fog, so our flights are often dependent on how thick the fog is and how quickly it lifts.

One way of getting involved in ballooning is the same way my Dad and I did in Levin: Sign up as crew for one of the festivals. Your pilot will instruct you in what they want you to do. Another option is join a club where you will learn everything from the ground up and be actively involved with the club activities as well as crewing for those with balloons. There will also be opportunities to get some hands-on experience in the basket and hopefully to join the student training programme.

## Learning the ropes

As a newbie to crewing you will learn the basics of inflator fan operations, how the basket is setup, the process of laying the balloon out and holding the mouth of the balloon when cold inflating. In the latter, two people hold onto the mouth of the balloon while a 5 hp fan pushes cold air into the envelope, the size of the balloon affecting how quickly it fully inflates. There will be one person at the top of the balloon attaching the 'parachute' which is held into place with velcro tabs. The parachute seals the hot and cold air inside the envelope. During flight the pilot can open and close the parachute to descend or for landing. There will be a person on the crownline whose job is to keep tension on the line to keep the balloon stable during cold inflation and to help control the rise of the envelope once hot inflation commences.

Once the balloon is fully inflated the pilot will commence a hot inflation, this being when the pilot lights the burner and begin to add heat to the envelope to stand the balloon.

It is all team work and good communication skills and learning from others. Your other jobs will be to assist the pilot and help pack the balloon away when landed. Balloon crewing has several roles to partake in, and every pilot has their own way of setting up the balloon and packing it away. During festivals I have been fortunate to crew for other pilots on different balloons - learning different methods and making friends along the way. I recently crewed for a balloon pilot from Fairbanks in Alaska and saw how he does things differently. Flying over there is different too, at -40 below in winter!

Myself and a small group of fellow trainees are halfway through our theory training. We started off learning about crewing and crew responsibilities for each role, even just walking over the field to make sure nothing could damage the envelope of the balloon. We also had to complete task analyses to understand hazards and how to rectify them. We then studied aviation medicine and human factors, learning about being fit to fly, understanding hypoxia and personal minima. We learned about the Swiss cheese model relating to accidents and incidents and reporting occurrences. We have covered Aviation law and the properties of LPG which is the fuel used for balloons. Most recently we are studying for our FRTTO licences and



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it sounds and does takes a bit of getting used to.

Currently a pilot's license is not required to become a recreational balloon pilot, but in the future there are plans to introduce a Private Pilot Balloon licence (PPL) (B). Commercial operators are required to have commercial balloon pilot licences (CPL) (B) and undertake regular aviation medical checks. All pilot licence requirements are regulated by the NZCAA.

### Catching the bug

I always wanted to learn to fly fixed wing aircraft and from the age of twelve wanted to fly hot air balloons. The two disciplines are very different and each have their own challenges. In ballooning you're dependant on the wind and where it takes you, requiring thinking ahead and never exactly knowing where you will end up. Sometimes you can in fact end up in the same place, a feat I hope to achieve one day. Being able to land in the same field you launched from can be achieved with (sheer luck and) finding wind currents called box winds where the wind is constant and travels in two opposite directions where you can take off, climb, fly along the wind current, and then descend and get pushed back in the opposite direction towards your launch site. During one of the balloon festivals a pilot I was crewing for enjoyed close to an hour of flight, then managed in two attempts to land in just about the same spot he took off from.

During balloon festivals watch when you see several balloons in the air at once and watch how the wind currents carry the balloons, also how quickly they can change direction, how close they are and how one balloon may travel in a completely different direction to the balloon beside it.

I have made new friends and spoken to balloon pilots from around the globe. Ballooning is a blast and I am always excited for the next club training day. I am in the process of working towards my fixed wing PPL and flying balloons for the sheer enjoyment of it, one day perhaps commercially.

I really enjoy being part of the Waikato balloon club and want to thank everybody who is involved. If you would like to find out more or get involved yourself, look the club up via [balloonsoverwaikato.co.nz](http://balloonsoverwaikato.co.nz)

Glen Smith 



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# Airwomen Rally at Omarka

Marlborough Aero Club hosted this year's New Zealand Association of Women in Aviation's annual rally at Omarka over Queen's Birthday weekend.

Jill McCaw was one of just a few who made it there by air and reports on a much enjoyed 59th anniversary event:

The weather was kind enough for the weekend of this year's NZAWA rally but not co-operative for those wanting to fly themselves to the event. Most opted to arrive via commercial aircraft, with only four light aircraft flying in. Your author was one of those who flew in, as a passenger, in a C172 from Rangiora. The flight along the Kaikoura coast was incredibly scenic and added an extra dimension to the weekend. Thanks to the MAC there were enough aircraft available for all the flying competitions to be held, with all the grid work completed on the Saturday. The contests are heavily contested, and a great stepping stone to other competition flying for the competitors. Conditions on the grid were freezing and the volunteers running it deserve a huge round of applause. Hot coffee was ferried out to them, but it probably wasn't enough to keep them warm. A local coffee cart set up in the aero club car park for the weekend did



Bianca Barbarich-Bacher and Jan Chisum

a roaring trade. The Omarka Aviation Heritage Centre discounted their entry prices for rally attendees and Wither Hills wines hosted us for our formal dinner and prize giving on Sunday night.

We had some new members in attendance and a good turnout of some of the old school, including founding members Rhona Fraser and Thelma Bradshaw. It is always inspiring to see these ladies and spend time in their company. Pip Schofield remains as Chair following the well attended AGM. The weekend was made even more special with the news of Yvonne Loader receiving the NZ Order of Merit for services to gliding which we helped her celebrate at the dinner on the Sunday night.

This was the 59th 'Airwomen's' Rally and plans are already underway for the Diamond Jubilee Rally to be held in Christchurch next year. Anyone interested will be welcome to attend.

Thanks to all our sponsors, contributors and the volunteers who helped make this a wonderful weekend; CAA, Air New Zealand, The Wine Station, Marlborough Flyer, Marlborough Aero Club, Airways, Aspeq, OzRunways, Interislander, PPG, Air BP, Waypoints Aviation, Marinair, Aircraft Logistics Support, Pachett Ag-Air, Container Co, Rachel Kelly, Don & Marilyn Jesson, Warbirds over Wanaka and Omarka Aviation Heritage Centre.

Jill McCaw 



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# How New Zealander's saw the moonwalk

There is an interesting sidebar to the story of how New Zealanders got to see television news coverage of the moon landing, a mere four and a half hours after the astronauts walked on the moon. Trish Reynolds, GM of the NZ Warbirds Association, writes:

**In** 1969 there were no satellite earth stations in New Zealand, so live television coverage of the moonwalk was out of the question. Live TV was in fact provided to the rest of the world via Sydney.

So that New Zealanders were able to view the moon landing on their televisions with the shortest delay possible, an RNZAF B12 Canberra jet piloted by NZ Warbirds member Gavin Trethewey along with his navigator Flt.Lt. Mike Hill, was sent to Sydney to collect the valuable film reel and fly it back across the Tasman to Wellington, in order for it to be aired that same night on the television news. Gavin enjoyed prompt air traffic clearances and 'priority status' to provide VIP passage for the precious cargo direct to Wellington.

It's thought that Gavin and Mike's flight actually broke the then trans-Tasman record Sydney to Wellington, landing the Canberra at Wellington airport in just 2 hours and 24 minutes. Gavin says it was all a big rush once on the ground again. He was Customs cleared immediately and a Broadcasting Corporation car and staff were there to rush the tape from the airport into the studio, accompanied by a Ministry of Transport escort.

Scheduled television programmes were then duly interrupted and the footage was broadcast across New Zealand on Channel One at 7:30 pm that same day. In Gavin's words, "I knew it was all a rush to get the film to NZ for the evening news, so it was balls to the walls in the old B12 Canberra." For those wondering, that term refers to the balls on the end of the throttles, pushed to the end of their travel and thus the firewall.

## About Gavin

Gavin was a RNZAF Central Flying School Display team member (latterly known as the Red Checkers), an RNZAF strike



Flying Officer Gavin Trethewey at the controls of a No. 75 Squadron B12 Canberra.



English Electric B(1)12 Canberra at altitude.

and combat pilot for 12 years, then an airline pilot for 34 years, during which time he developed an interest in Warbird aircraft. Within the NZ Warbirds Association Gavin has held the positions of Chief Flying Instructor, Operations Manager, and President. Still actively flying with NZ Warbirds, he has been involved in airshow organisation and has flown displays at all of New Zealand's major airshows in aircraft ranging from the WWI era through to WWII fighters and post war jets.



A view of Earth from the Apollo 11 mission. (NASA library)

# Moonbeams

This month marks the 50th anniversary of the first manned lunar landing. There is in fact a New Zealand aviation connection with how that feat was broadcast to NZ audiences – covered in the sidebar to Frank Parker's usual Warbirds article this issue. And there's certainly a 'war' connection to the space race of the 1960s, hence the contents of Frank's article following:

**Not** so much a story this month, perhaps more of a reminiscence... but still with a loose 'Warbirds' connection.

I have many (fading) memories of my adolescence, however, three stand out. The first is on 23 November 1963 (22nd in the USA, Dallas is a clue), the second is on 10 July 1967 (10 is a clue), and the third is the lunar landing on 21 July 1969.

Life was pretty simple growing up

in small town NZ in the '50s and '60s. Whereas my parents' generation, and I guess many of my teachers had suffered the trauma of world war, my generation had it easy. The Dominion of New Zealand was anchored just off the coast of Southampton; we were a little bit of Britain. History lessons confirmed this, and the politics of the world passed us by.

However, around us the 'Cold War'

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was in full swing. Communism was 'bad' and the failure of successive '5 year plans' and 'great leaps forward' testament to a failed system. The two weeks of the 'Cuban Missile Crisis' in October 1962 where Nikita Khrushchev backed down (at least in our press) confirmed this.

One of the tangible contests, though I never linked it to the Cold War, that caught my imagination was the Space Race. My older brother was high school age when Russia launched Sputnik 1, an 84 kilo 'ball' with some basic scientific instruments and one watt of radio transmission power, in October 1957. Our shared bedroom became adorned with this amazing space paraphernalia – maybe that's what planted the seed.

The Russians continued to lead the way in this extra-terrestrial game of one upmanship, first animal to orbit the Earth, a stray Moscow mongrel named Laika, sent on a one way trip on 3rd November 1957. In August 1960 they had mastered re-entry and two dogs, Belka and Strelka orbited Earth for 24 hours then made a successful parachute re-entry.

This was followed by the first man into space, Yuri Gagarin. Yuri blasted off on 12 April 1961, orbited Earth once in his Vostok capsule then ejected from 23,000 feet to parachute safely to the Motherland, all done in 108 minutes from take-off to touchdown. The first woman into space was Valentina Tereshkova, in June 1963. The next notable event was the first 'space-walk' by Alexei Leonov on 18 March 1965.

The Soviets were also first to the moon. After a launch on 3rd January 1959 and 34 hours of flight, Luna 1 was the first man-made object to reach the vicinity of the moon, flying past by a mere 3700 miles.

On 12th September 1959 Russia launched Luna 2 which impacted the moon's surface on 13th September, the first man made object to reach any other celestial body. Later in the year Luna 3 took photographs of (Pink Floyd's) Dark Side and in 1966 Luna 9 achieved the first 'soft' landing on the moon.

Across the Atlantic the Americans were also in the race. The National Aeronautics and Space Administration (NASA) was established in 1958. This was serious business. NASA had an opening budget of US\$100 million, a staff of 8000, three major laboratories and two test facilities.

Parallel to the Soviet 'Firsts', the USA was making similar progress. On 5th May 1961 a mere three weeks after Yuri Gagarin's historic flight, Alan Shepard blasted off from Cape Canaveral to become the first American in Space, albeit on a non-orbital flight.

In 1962 John Glenn became the first American to orbit Earth and in 1965 Mariner 4 flew past Mars, sending back the first images of the red planet.

The Space Race entered top gear on 25 May 1961 when President Kennedy issued the challenge "I believe that this nation should commit itself to achieving a goal, before this decade is out, of landing a man on the moon and returning him safely

to Earth", and so the Apollo Program was under way.

Apollo was the third manned programme following Mercury (to get a man into space) and Gemini (to extend manned spaceflight capability). Whilst conceived in the Eisenhower Presidency (1953 – 1961) it saw light in the Kennedy and Johnson years.

Apollo ran from 1961 to 1972 over 17 planned missions (originally 20). It reached its apogee on 20 July 1969 when Neil Armstrong and Buzz Aldrin walked on the moon surface while Michael Collins stood guard in the Command Module. The programs nadir was equally the Apollo 1 cabin fire that killed the three man crew during a pre-launch test, or Apollo 13 where en route to the moon an explosion in an oxygen tank crippled the service module which required cancellation of the mission. In this case the lunar module became a lifeboat to return the crew back to Earth. I can recall clinging to every radio and television news item to follow the crew's precarious progress back to Earth.

Funding for Apollo was not for the faint hearted. It cost US\$25.4 billion (\$153 B in 2018 terms) and at its peak employed over 400,000 and required the support of 20,000 industrial firms and Universities. It was the biggest peacetime endeavour ever undertaken.

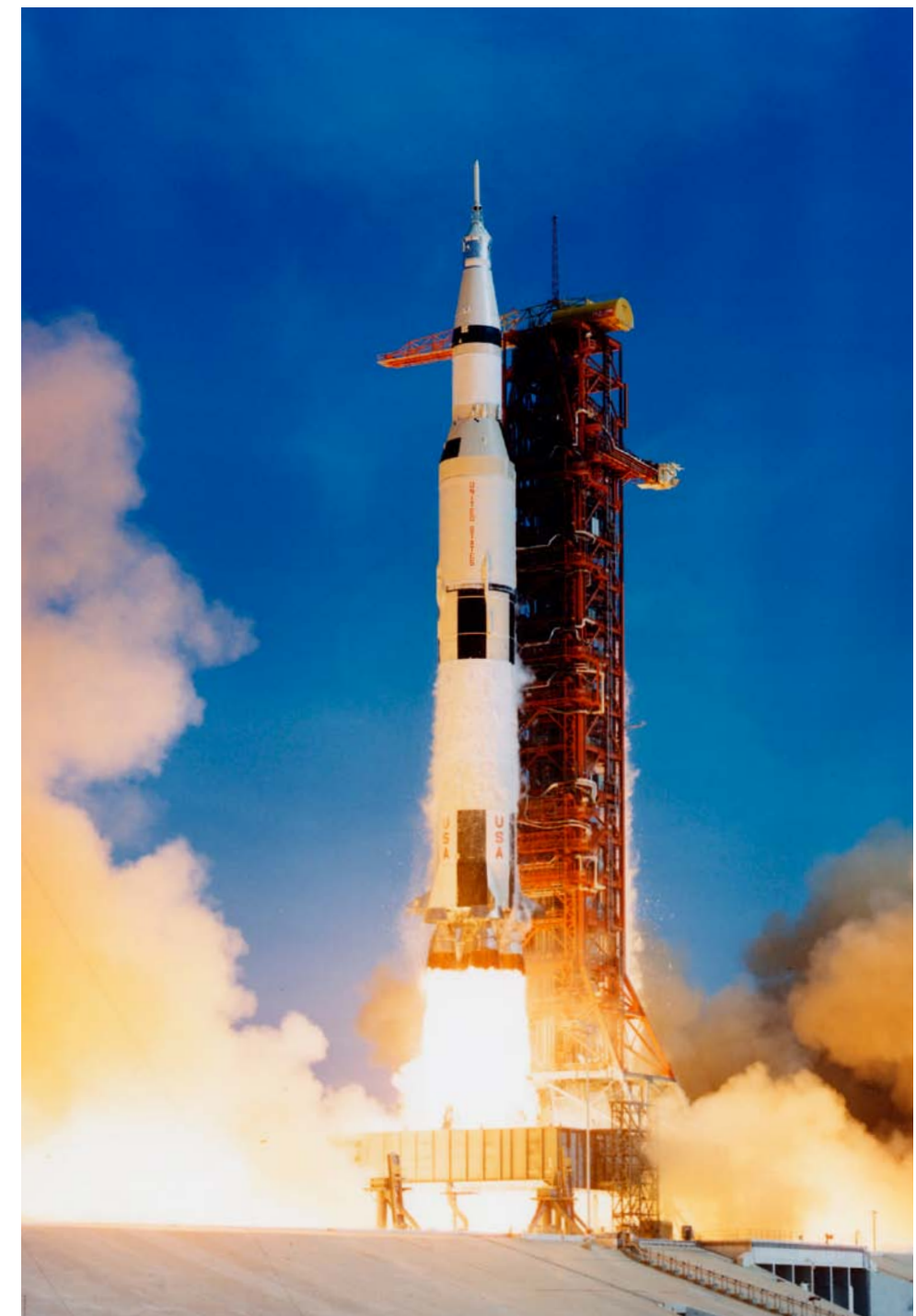
And my part in all this; in July 1969 I was in my final year at Thames High School, form 6A (7th form these days) (Actually Frank, I'm told it's Year 13 now, Ed.).

I was intensely interested in the whole lunar program and somewhat disappointed at my school's indifference to what I saw as history in the making. At 20:17 GMT 20 July 1969 (8:17 am Monday morning) I felt it was reasonable to be stuck beside the radio witnessing this historic event. This required wagging a period or two of the school day. I vividly recall my belated arrival at class (additional maths – hardly my favourite), being berated by the deputy principal (can recall his face but not his name...) and then being asked "well did they make it?" !

#### And in 2004

I had the honour of meeting Buzz Aldrin in 2004 where he was the special guest at Warbirds over Wanaka. He gave a speech at the 'after match' dinner. The theme of Buzz's speech was being in the right place at the right time and he led the audience through his career from recruitment from small town USA to West Point, Air Force fighter pilot (66 combat missions in Korea, shot down two aircraft) and selection to NASA Astronaut Group 3 training in October 1963. His first space flight was on Gemini 12 where he completed extravehicular activity (EVA – spacewalk) experience. He was assigned to Apollo 11 and the rest is history. Buzz suggested his accomplishment to be the second man on the moon was 'pre-ordained' as his mother's maiden name was 'Moon'.

Regards, Frankly@xtra.co.nz



Apollo 11 leaves for the moon 50 years ago. (NASA library)

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Yvonne Loader (front) and Jill McCaw.

## Yvonne Loader honoured for Services to Gliding

For her regular article on happenings in the New Zealand Gliding scene, in this issue Jill McCaw profiles Yvonne Loader (MNZM). Jill writes:

I not write my gliding column about Yvonne?

The name may be familiar to you. I mentioned this lovely lady in my last column on Extraordinary Women Glider Pilots, but after the news of her honour I feel an expanded version of her story is in order.

Yvonne came to gliding in 1975 but she already had a distinguished aviation

background. She started learning to fly in January 1972 with the Canterbury Aero Club when her husband Bruce completed his PPL. She was coerced into entering the Club's student pilot junior landing competition in September 1973. She thought entering a flying competition was a ridiculous idea and was very surprised to come 2nd. So then she had to have another go the following year. And try a

few other competitions.

She joined the NZ Association of Women in Aviation, flying and winning in their competitions in spite of competing against more experienced Private Pilots. Yvonne became very competitive, putting in hours of practice, setting her sights on what trophies she wanted to win during the year and without fail achieving those goals. She was National Champion three times. "In 1980 I won nine trophies; 1981, seven trophies and it continued for ten years, with the Forced Landing event being my forte." This was in an era when it was rare for a woman to be competing and she was frequently the only woman competitor.

In 1975 her husband Bruce was approached by the gliding club and became a tow pilot. Yvonne says, "I was bored as hell watching everyone else flying and decided to get my towing rating too and so our involvement in the gliding club began."

"As part of the towing rating, we were required to do a couple of glider flights and it just didn't grab me, until I took off one day in a single seat glider. There was a big cumulus cloud over Wigram, and I let off from tow and, without any idea of what was happening, was in strong lift up to the cloud base at 7,000ft. This was beautiful and that started my love affair with gliding. I saw a power plane fly beneath me and thought, 'You have no idea what you are missing.' Soaring is so much better than a noisy engine."

Yvonne now had two passions. She would get up early, fly from Christchurch to Ashburton or Rangiora, quickly do four or five different competitions, fly to Wigram to glide and at the last minute, fly back to Christchurch airport before evening civil twilight.

"My flying in that era included air show displays, dual towing newly arrived gliders from Auckland to Christchurch and towing gliders to various parts of the country for demonstration purposes. There were also occasions where gliders needed to be retrieved from as far away as Gisborne, following World Record flights. When the Gliding Nationals were on at Matamata, I towed two gliders all the way there and back, with one of the wives and all our luggage in the heavily loaded Cessna with me.

Pilots asked me to ferry their aircraft, retrieve aircraft, re-position, take their staff somewhere - all manner of flying on a variety of types, all adding quickly to an accumulation of hours and experience. I well remember landing a Piper Cub in the Ahuriri riverbed to spend some time sunbathing in peace and on-lookers asking if we had crashed! I loved flying over fresh snow on the mountains in wintertime too."

After ten years of serious flying competitions, Yvonne had won every

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Yvonne receiving her Tissandier Diploma in 2013.

trophy and would have been repeating what she had already achieved if she continued. She decided to give up competition flying and concentrate on gliding.

Yvonne set her first gliding record in 1979, with a straight distance of 313.47 km and in 1981 set three records:

- NZ Single Seat (Feminine) Absolute Height record 29,650 ft.
- NZ Single Seat (Feminine) Out and Return distance 319.3 km (25.01.1981).
- NZ Single Seat (Feminine) Out and Return speed over 300 km 63.54 kph (25.01.1981).

In 1982 there were two more records and she qualified as a gliding instructor.

Yvonne established a new World Record in 1988, flying from Omarama to Mt Cook, with a Gain of Height of 33,506 ft and an absolute height in excess of 37,000 ft. She tried for about an hour to go higher but it was not to be.

Yvonne was the only woman tow pilot at the World Gliding Championships held at Omarama in 1995 and at the two Grand Prix events held in New Zealand, at which the best glider pilots in the world

competed. She has been a member of the New Zealand Association of Women in Aviation for 34 years.

Yvonne is one of those people who gives back. She has been on the committee and President of NZAWA, a long serving member of the committee and Club Captain of the Canterbury Aero Club as well as many years on the committees of both the Canterbury and Omarama Gliding Clubs (often simultaneously). She has been a huge, behind the scenes, presence with the Youth Glide organisation and is behind many successful fundraising attempts earning more than \$300,000 for gliding clubs and Youth Glide.

It was never her intent, but her services have been recognised. In 2012 she was awarded the Angus Rose Bowl, Gliding New Zealand's highest award and in 2013 the FAI awarded her a Tissandier Diploma for services to the sport of gliding. The NZ Order of Merit, coming from outside of aviation circles, shows what an extraordinary woman she is.

When I met Yvonne in the early '90s my initial tongue-tied hero worship quickly dissipated as this warm friendly

woman welcomed me into her circle and tucked me under her experienced wing. For many years Yvonne and I had a special date at Christmas Camp at Omarama. We would have at least one long and awesome cross-country flight together. It wasn't just about her teaching me; it was about the two of us enjoying each other's company as we explored the skies. We called ourselves the 'Ladies Who Lunched'. I had many other flights with Yvonne, including some particularly epic trips into the mountains around Arthurs Pass from the club's away camps based at Flock Hill.

I'll leave the last few words to Yvonne.

"It was certainly something special being a woman pilot when not many women were flying, and those times will never be repeated. It is good to see women out there in the flying world. I only wish I hadn't been age ineligible by the time women were accepted as pilots into the airlines and Air Force. However, I am very happy with all my flying experiences and memories and I am very glad that aviation found me. I am very humbled to get this award.

Jill McCaw



## Event Guide

August 4th - 7th

**Aviation NZ Conference / Trade Expo**  
Cordis Hotel Auckland. Themed 'Personal Health, Business Health'. Speakers, Divisional Meetings, Networking, Awards Dinner, Trade show Monday and Tuesday, Claude Vuichard Traing Day on Wednesday. See Conference Guide on page 49 of this issue of KiwiFlyer or visit [aviationnz.co.nz](http://aviationnz.co.nz) to register

August 17th

**Hawera Aero Club 90th Anniversary Dinner**

The club invites all past and present members to attend an anniversary dinner on Saturday 17th August. All enquiries and registration of interest to [secretary@haweraaeroclub.org.nz](mailto:secretary@haweraaeroclub.org.nz) or phone 06 278 6301

August 18th

**Hawera Aero Club Annual Dawn Fly-In**

Cooked breakfast, spot landing on arrival, prizes and no landing fees. Contact Julie Ingram 021 150 2351, [ja.ingram@gmail.com](mailto:ja.ingram@gmail.com) [www.facebook.com/HaweraAeroClub](http://www.facebook.com/HaweraAeroClub) September 11th - 15th

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November 17th

**Turangi Aero Club Fly-In**

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November 28th - 30th

**South Island Akro Fest**

Aerobatic competition and fly-in at Omaka Run by the NZ Aerobatic Club and hosted by the Marlborough Aeroclub. For more information and to register contact Andrew: [torque\\_roll@hotmail.com](mailto:torque_roll@hotmail.com)

January 25th - 26th

**Autogyro Association Fly-In**

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February 16th

**Turangi Aero Club Fly-In**

BBQ lunch and drink for \$15. No landing fees. Contact Alan: [xpdxrd@gmail.com](mailto:xpdxrd@gmail.com)

Email: [michael@kiwiflyer.co.nz](mailto:michael@kiwiflyer.co.nz) to list your upcoming aviation event here.

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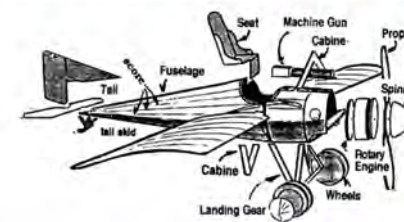
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Te Kowhai is a very well appointed airfield and the home of numerous privately owned aircraft.

# Fly yourself to Te Kowhai

Ruth Allanson recently toured her Tecnam Taildragger throughout the country, stopping in at Hamilton for a few days to occupy a stand at Fieldays, and also spending time at nearby Te Kowhai airfield.

Te Kowhai airfield is situated 15 km northwest of Hamilton and 40 km east of Raglan. Te Kowhai's central location and onsite facilities make this a real gem in the 120 odd airfields found in the AIP4. The airfield has been part of the Te Kowhai community for over 50 years, since the late Max Clear (Designer of the Bantam)

converted some farm paddocks into an airstrip with a vision that one day it would become an Airpark. The new owners, a group of passionate local flyers, share that vision and are also working to make the airfield sustainable to preserve it for the community and future generations of aviators.

Flying into Te Kowhai may seem daunting if you are a little rusty on airspace as maps are complicated by nearby Hamilton zones, however it's not difficult at all. The NZHN airspace lower level is 2500 ft, and the airspace to west shares the airfield frequency of 123.75, known as Black Sands CFZ. You'll arrive to

a long 05/23 grass runway of 983 metres, the circuit situated to the south to avoid flying over the local village. Landing fees (\$10) are monitored automatically and an invoice sent to the aircraft's registered owner.

The airfield has a large tearoom and briefing area, complete with a coin operated snack machine and full kitchen to make yourself lunch. Toilet facilities are adjoining - often overlooked as an essential part of itinerant pilot requirements.

NZTE has its own airport manager based on site. Pete's office is the closest to airside and he can organise fuel if you have left your BP card behind and also organise the onsite rental car for you. Last seen it was a Ford Falcon - which I'd happily take just for nostalgic reasons. Overnight parking is by the BP fuel pump and alongside the recently installed DC3, a fitting attraction to the field.

Te Kowhai is mostly made up of farms and lifestyle blocks with around 720 households in the area. The village includes a shop, greengrocer, takeaway and a school. The community has come together to build a lovely walk (proceeding a kilometre at a time) beside a lagoon that has been claimed back for all things nature.

There are many onsite private hangars and aeroplanes, big and small. Flight training is provided by Sally and Barry Readman in their Tecnam P96 Golf at an affordable \$165 per hour. They also run Sport Aviation Corp which is one of the organisations delegated by CAA under Part 149 to administrate the microlight licensing system. Sally has around 1000 pilots on her books currently.

Many people who are new to aviation are uncertain of the difference between a Private Pilot Licence and a microlight certificate. History dictates that microlight training was rather less vigorous than a PPL but these days the exams and flying hour requirements are quite similar. The most notable differences are to microlight medical requirements - equivalent to a 'P' Class driver medical (such as for taxi drivers) obtained from your GP. A microlight certificate limits you to flying a two seat aircraft, otherwise - given the performance capability of most modern microlights - there is little difference to holding a PPL.

Sally and Barry Readman have resided on the airfield for 26 years, also operating their other business Barsal Manufacturing, producing aircraft covers, fabric wing covers, and wind socks of any size. If you're unsure of exactly the type/shape you need, just book in with Sally (07 829 7520) for a personal aircraft fitting.

Te Kowhai is a hive of aviation with pro-active owners who are keen to attract the wider community to share their aviation interests. 'NZTE Operations' have recently set up one of the hangars as an events facility for functions and conferences. Enquiries to Amy on 027 328 2330.



Across the other side of SH1 is the Zeelong Tea Estate.

If you wish to stay on site, for just \$40 a night Sally can set you up in the Heartbreak Hotel which is self-contained with a double bed. If there is a group of you, there are two nearby bed and breakfasts: 'Bramble Cottage' and 'The Hangar'.

There is plenty of shopping and entertainment to be had in nearby Hamilton. Also within ten minutes drive is the Hamilton Zoo which I learned about from a family who dropped in with their C185 (for a cover fitting) then piled out with the children to visit the zoo while Sally went to work. For special treats there's Waikato Valley chocolates a few minutes from the airfield, selling all things chocolate including seconds; Yum.

On the eastern side of the city, Hamilton Gardens are internationally renowned and well worth a visit. You could easily enjoy half a day in these expansive and themed gardens alongside the Waikato River. If you need further temptation to visit, look up [www.hamiltongardens.co.nz](http://www.hamiltongardens.co.nz). Spectacular.

If you have some serious tea drinkers with you, take a 20 minute drive to Zealong Tea, the only commercial tea estate in NZ. Enjoy a tour, ceremonial tea tasting and high tea on the estate. [www.zealong.com](http://www.zealong.com). As an avid tea drinker myself, I can totally recommend this place. NZ cafes are very coffee focused so it is a rare find to be served tea in its rightful state.

Nestled in such an inviting and relaxed environment, Te Kowhai is a great blend of country meets town. I thoroughly recommend you make this a Place to Go this Spring.

Ruth Allanson



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Annual Conference  
Auckland 4<sup>th</sup> - 6<sup>th</sup> August 2019

## Event Guide

### Welcome Message

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

This year is special – it marks the 70<sup>th</sup> anniversary of the establishment of the New Zealand Aerial Work Operators' Association, now the NZ Agricultural Aviation Association. We will have an exhibition of agricultural aircraft at Ardmore on the Sunday with a special dinner that evening, followed by two days conferencing for most companies in the CBD, an Awards Dinner on Tuesday night at MOTAT, and then workshops and training from Wednesday through Friday.

I wonder if Lawson Field, Chairman of that meeting 70 years ago that agreed to form an industry association could have envisaged such an event 70 years later!

We are bringing the Conference to Auckland for the first time since 2007. Themed 'Business Health: Personal Health', we're focusing on the importance of getting both forms of health right – you can't have one without the other. The presentations address ways of improving the health of your business and personal health. We are supplementing this with some extremely good technical workshops to help you improve the way you operate.

Speakers include: Claude Vuichard, Dr Tom Mulholland, Politicians (Minister Twyford and Hon Paul Goldsmith), Matthias Seifert (Airbus), CAA, HIMS, PAN, several NZ companies, and some of our members who know what it is like working in small businesses. The exhibitors' area is full with companies from Australia, Canada, the United States and New Zealand. There are also some first-time exhibitors from Australia.

We'll be recognising some of our best and brightest at the Awards Dinner on Tuesday and offering visits to companies at Ardmore Airport.

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

If you have questions or need help, just ask us: Andrew Nicholson (027 280 2008), Bill MacGregor (027 436 0022) or me (027 600 9156). We look forward to catching up with you.

John Nicholson, Chief Executive, Aviation NZ.

### Why Attend?

#### Get Insights

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

#### Understand

how you can be more effective in your business.

#### Learn

from industry experts who share practical knowledge.

#### Connect

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

#### Meet

new business prospects.

#### Share

experiences with business people from New Zealand, Australia, and around the world.

### REGISTRATION

For more information or to register as a delegate, visit [aviationnz.co.nz](http://aviationnz.co.nz) and follow the directions from the home page.

The website also has information on accommodation in Auckland.



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## Trade Exhibitors

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	Booth
Aerial Toolbox	32
Aero Parts Australia	23
Airwork	28 / 35
Avant	14
Aviall	5 / 6
Aviation Safety Supplies	30
Aviation Trader	9
CAA	7 / 8
DroneZup	18
Educhem	22
Eye in the Sky	20
Field Air	26
Flight GSE	13
Flightcell	24
Glenbrook Machinery	14
Hawker Pacific	17
IMS	12
KiwiFlyer	L
n3	1
Oceania Aviation	10 / 11
Pacific Turbine Brisbane	31
Petroleum Logistics	3 / 4
Pratt & Whitney Canada	29
Redfort Group	34
RotorTech	2
Spidertracks	27
Standard Aero	25
TAE Aerospace	15
TracMap	19
TracPlus Global	21
XE	33



## Keynote Speakers

### Matthias Seifert Airbus Space and Defence

Matthias is presenting on Business Health on Monday 9:10am.

**About Matthias:** Matthias was voted best speaker at the 2018 Conference. He's back to give some more insights into the future of aviation and particularly from a New Zealand perspective. Matthias has spent some time in New Zealand since attending the 2018 conference and has a good understanding now of our sector.

### Tom Mulholland Founder of Doctor Global, the Healthy Thinking Institute and developer of App KND

Dr Tom Mulholland is presenting on Personal Health: work life balance, individual health and wellness, mental health and personal fitness on Monday at 9:50am.

**About Tom:** After 25+ years of working in the Emergency Department, Dr Tom Mulholland decided too many Kiwis were becoming ill from preventable diseases. He set out to become the ambulance at the top of the cliff, by turning a retro Chevy ambulance into a pop-up medical clinic, which he has travelled around New Zealand in, testing people for pre-diabetes, blood pressure, cholesterol and talking about smoking.

### Hon Paul Goldsmith Opposition Spokesperson

Presenting on The National Party's views on the future importance of aviation on Monday at mid-day.

**About Paul:** First elected off the National Party list in 2011, he is now Opposition Spokesperson for Economic Development, Science and Innovation.

### Adrian Littlewood Chief Executive, Auckland Airport

Presenting on Business Health on Tuesday 8:50am.

**About Adrian:** Adrian Littlewood joined Auckland Airport in 2009 and has been the Chief Executive since 2012. Prior to his appointment as Chief Executive, Adrian was the company's General Manager of Retail and Commercial. Earlier in his professional career, Adrian worked in strategy, product and marketing management roles at Telecom New Zealand.

### Hon Phil Twyford Minister for Transport

Presenting on the Government's views on the future importance of aviation on Tuesday 9:20am.

**About Phil:** Phil was elected to Parliament for the Labour Party in 2008. He is Minister of Transport, Urban Development and Economic Development.

## THE DINNERS

The agricultural aviation industry will recognise 70 years since an industry association was set up with a special dinner in the Cordis on Sunday evening. We expect a good number of agricultural stalwarts to attend and reminisce.

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

## THE TRADES

There are 7 more displays than 2018 with some first-time exhibitors. We also recognise 25 years of support for our industry and event by Field Air Australia. That is significant and committed support. There's a real mix of exhibitors and 'welcome back' to some who we haven't seen for a few years.



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# What's happening at Conference

## Conference Structure

The theme of Business Health and Personal Health - runs through the plenary (mornings of 5-6 August) as well as through the NZAAA, NZHA, Supply Services & Engineering and Training and Development conferences (afternoons of 5-6 August).

This year, we also have a very good range of practical workshops and training programmes. This includes a major focus on accidents, causal factors and solutions on Monday afternoon and another focus on SMS Implementation Plans and the issues companies are encountering to meet the requirements of that first audit, also on Monday afternoon. It is a case of learn from the experts – Joe Dewar from CAA and Claude Vuichard on accidents; Airbus, Airwork, Penny Mackay and John Sinclair on SMS.

Breaks during the conference will be held in the trades hall which this year features 35 stands compared with 28 in 2018. We'll also have a photographic display celebrating 70 years of agricultural aviation in or around the trades hall.

## Claude Vuichard Training

Claude Vuichard will run a one day safety seminar (7 August) on various aspects of helicopter operations, human factors and two days (8-9 August) of flying training with those who wish to make use of his experience and expertise. Claude has a NZ Instructor endorsement.

For those unable to make it to the Conference, Claude Vuichard will also be running a two day workshop for instructors and flight examiners at RNZAF Base Ohakea on 1 and 2 August. Thursday 1 August will be ground presentations and Friday 2 August flying in the RNZAF A109 simulator.

For more information on the conference, see [www.aia.org.nz](http://www.aia.org.nz)

## Highlights at Conference

There will be many, including: the number of interactive discussions, and the constructive and practical advice being provided by several speakers. Importantly, it is a chance to mix and mingle with the leaders of today and tomorrow. Learn from them and grow your business.

We look forward to seeing you there.



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# Aviation NZ 2019 Conference Programme

Sunday 4th August					
	Fly in and agricultural aircraft show at Ardmore Airport.				
TBA	Welcome Function at Cordis Hotel.				
TBA	NZAAA Celebratory Dinner and NZAAA Awards at Cordis Hotel sponsored by Ballance, Aspeq and Airfuels.com.				
Monday 5th August		Plenary Session			Current at 18th July
0900	Welcome.   Lloyd Matheson, President of Aviation NZ.				
0910	Business Health.   Matthias Seifert, Airbus Space & Defence				
0950	Personal Health.   Dr. Tom Mulholland				
1030	Morning Tea in Trades Display area				
1100	Personal Health.   Herwin Bongers, PAN & Simon Nicholson, Chairman, HIMS.				
1130	Business Health.   Claude Vuichard, Switzerland.				
1200	The National Party's views on the future importance of aviation.   Hon. Paul Goldsmith MP.				
1230	Lunch in Trades Display area				
	NZAAA	NZHA	T&D	E&S	
1330	Water and Soil Quality Dr Jacqueline Rowarth and a Fish and Game Rep.	TBA	Airline and Air Operator training requirements, presentations.	Opening, welcome, briefing and presentation. Chair John Cook	
1430	Tank Wagon requirements to meet HASWA requirements			EASA simpler and cheaper rules for GA: Don McCracken General Q&A & open discussion	
1500	Afternoon Tea in Trades Display area				
1530	Best Practice PAMU(Landcorp), DoC, Farm IQ, Spectral Management	TBA	Airline and Air Operator training requirements, workshop.	MRO, regulation and safety Matthew Harman	
1600				Shell Lubricants. Rob Bolton	
1630	NZAAA AGM		T&D AGM		
1730	Drinks Function in the Trades Display Area sponsored by Petroleum Logistics and Shell.				
Tuesday 6th August		Plenary Session			Current at 18th July
0845	Welcome.   John Nicholson, Chief Executive, Aviation NZ.				
0850	Business Health.   Adrian Littlewood, CEO, Auckland International Airport.				
0920	The Government's views on the future importance of aviation.   Hon. Phil Twyford				
0950	Professional behaviour. Raising the safety bar.   Panel				
1030	Morning Tea in Trades Display area				
1100	Aviation NZ AGM				
1140	Accident specifics.   Joe Dewar CAA				
1230	Lunch in Trades Display area				
	NZAAA	NZAAA 2	NZHA	T&D	E&S
1330	Accidents in New Zealand Claude Vuichard and Joe Dewar	SMS implementation and next steps. A discussion and conversation to help small operators Penny Mackay & John Sinclair	with NZAAA	with NZAAA	AC43.1 discussion open forum, comments and actions.
1400					AEANZ action plan, goal setting.
1430					Proposal for engagement terms with regulator.
1500	Afternoon Tea in Trades Display area				
1530	The Primary Industry economy Rob Davison NZ Beef & Lamb	SMS discussion continues	TBA	TBA	Selection of AEANZ Committee & Treasurer
1615	RNZAF low level ops CFS Team	Succession Planning		with NZAAA	AGM
1630	Hyperspectral Management		NZHA AGM		
1830	Cocktails and Canapes at MOTAT before Gala Dinner sponsored by Airwork.				

## Agricultural drones and more from DroneZup



Drones can efficiently undertake spraying, counting, and crop analysis tasks.

Established in 2018 by Helisika Helicopters, DroneZup is a company dedicated to supplying drones of various fluid capacity as a new way of accessing hard-to-reach areas for spraying and mapping.

Helisika have for many years, provided high quality helicopter services for a wide range of operations with pilots who have amassed more than 20000 hours of flying experience, says company Operations Manager Jaz Gribble. “AgDrones are an alternative method to helicopters for various situations including sensitive areas on farms. With the drones, we can get a lot closer to our target quietly, so it made sense to adopt the drone as a new, efficient tool.”

DroneZup drones are used for a variety of aerial tasks including surveying, spraying regeneration areas and sensitive boundaries, and in the aquaculture industry for feeding salmon at salmon farms. They are also used for applying product to moss and mould on roofs, sheds and other buildings.

DroneZup are resellers for several leading drone manufacturers. Current models are available with 10, 15 and 20 litre fluid capacities.

Anthony Gussenhoven from DroneZup says that “Drone use is perfect for moderate to steep blocks that are inaccessible by ground trucks. If you have ragwort, thistle or gorse and your land is wet, the drone can quietly spray without messing up your paddocks. We crop count and scan for bugs and diseases which in turn means you may only need to spray 10 per cent of the field. We are experts in agricultural drone use and have experience working across a number of other industries including construction and mining, utilities and telecoms, energy and renewables, facilities management, filming live events, wildlife monitoring, disaster relief, law enforcement and search and rescue.”

To find out more, call Anthony on 027 752 5252, email: [anthony@dronezup.co.nz](mailto:anthony@dronezup.co.nz), visit [www.dronezup.co.nz](http://www.dronezup.co.nz) or stop for a chat on stand 18 at the Aviation NZ Conference and Trade Expo.

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# Assured Quality, Traceability and Technical Support from Petroleum Logistics

**Petroleum Logistics / GOFuel** has firmly cemented its presence as the only authorised distributor for AeroShell products in New Zealand and the Pacific Islands. Recently Petroleum Logistics opened a new and much larger office and warehouse in central Wellington. The company now warehouses a wide range of bulk AeroShell stocks to cater for the needs of the New Zealand wide aviation industry, plus for the Pacific Islands.

Recently appointed Aviation Lubricants Manager Barry Brown has attended Aeroshell technical and product training from Aeroshell in China and now offers technical advice, training seminars and sales support, also acting as a direct link with AeroShell management and technical staff in Singapore.

Purchasing from an authorised distributor means that Petroleum Logistics customers can have the utmost confidence

that AeroShell will provide assurance of quality of product, traceability of supply, as well as technical support from their regional advisor in Singapore. "It's peace of mind we bring to our customers," says Managing Director Rob Bolton.

To further enhance their customer experience, Petroleum Logistics has appointed a number of 'authorised resellers' for AeroShell products. These companies are strategically located around New Zealand to hold product and support the AeroShell customer base. The company will soon be introducing a 'customer portal' where invoices, statements and product ordering can be carried out online to support convenience of ordering and account management. Ordering is already available online via [www.gofuel.co.nz](http://www.gofuel.co.nz)

Rob explains that the AeroShell brand has been the global number one selling lubricant brand for the past 11 years running and that naturally Petroleum Logistics are very proud to be associated with them. "With our official reseller network we're now holding stock throughout New Zealand and offering very competitive pricing," says Rob.

There's a special deal available to coincide with the Aviation NZ conference; For the next three months Petroleum Logistics are offering 10% off the purchase price of a carton of W15W50 semi synthetic piston oil. When ordering please mention the code 'PLPL' to receive the discount. To place an order phone 0800 42 83 83 or send an email to [orders@plpl.nz](mailto:orders@plpl.nz)

Rob invites all conference visitors to drop by the Petroleum Logistics stand at the Aviation NZ conference. "We have some exciting news to share," says Rob. "Gofuel Aviation = Lubricants and now also Aviation Fuels. We're also pleased to once again support the industry as a gold sponsor of the conference. See you there."

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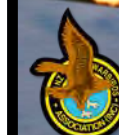
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### Polikarpov Po-2 ZK-POL

In our previous issue we featured Polikarpov Po-2 ZK-POL but regrettably identified it as first registered in Lithuania. Steven Witte of the Red Star Aviation Trust advises its first registration was in fact onto the New Zealand register. The aircraft is now based at Ardmore.

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### ...continued from previous page

NRG	Stoddard-Hamilton SH-2 Glasair RG	Mr A W Payne
NUU	Cessna 172R	Oceania Aviation Limited
NVC	Cessna T206H	Mr G J Bostock
OHS	LMA LMA-5XW	Mr G W Sturgeon
POP	Ragwing Aero Special	Mr D Baird
PTB	Pacific Aerospace CT/4E Airtrainer	Esk Resources Pty Limited
RAI	Rotor Flight Dominator	Mr P R Blaymires
RAU	Bruce Naish Gyro -1 Place	Mr R F Dickson
RBB	Auto Flight Single Seat Dominator	Mr B A Norgrove
SAQ	Fly Synthesis Storch S	Mr D J Stuart
SGW	Cessna 172P	Mr S J Wilson
SMP	Cessna R172K	Climb Unrestricted Limited
SWN	Alisport Silent Club	Mr E G Devenoges
TAZ	DHC-1 Chipmunk T10	Ardmore Aviation Services Ltd
TGF	Piper PA-28R-201T	The Goat Farm Limited
TOR	Cessna 172H	Mr C J Grylls
WEN	Avid Heavy Hauler UL	Mr G P Roysds
WHL	Cirrus Design SR22	WHL Syndicate
WJB	Jabiru Jabiru J160 U/L	Mr K G Olsen
XIT	Pilatus PC-6/B2-H4	Infinite Sky Planes Limited
YKA	Yakovlev Yak-52	Fine Particle Application Limited
ZAA	Cessna 172R	Tauranga Aero Club (Inc)
ZAB	Cessna 172S	Roc On Aviation Limited
ZAE	Cessna 172R	Roc On Aviation Limited
ZIG	Piper PA-32R-301	Aviation Teknology Ltd (Avtek)

### DEPARTURES - May / June 2019

CBY	Cessna 185A	Sky Sports (NZ) Limited	Masterton	Aeroplane	Dest
CUL	Piper PA-28-140	Eagle Flight Training Limited	Gisborne	Aeroplane	W/d
DHC	De Havilland Canada DHC-1A-2	Mr W Sutherland	Gore	Aeroplane	Exp
DLA	Britten-Norman BN2B-26	Commercial Helicopters Limited	Taumarunui	Aeroplane	Dest
EAP	Diamond DA 42	Ardmore Flying School Ltd	Papakura	Aeroplane	Dest
EMA	NZ Aerospace FU24-950	Otago Airspread Limited	Mosgiel	Aeroplane	W/d
EMQ	NZ Aerospace FU24-950	Otago Airspread Limited	Mosgiel	Aeroplane	W/d
EQP	Piper PA-28-181	Canterbury Aero Club (Inc)	Christchurch	Aeroplane	Exp
ESR	Cascade Kasperwing	C R & P M Holmes	Pukeatua	Microlight C1	W/d
EZI	Piper PA-22-135	Mr C M Batten	Silverdale	Aeroplane	W/d
FAY	Cameron A-120	Ballooning Canterbury.Com Ltd	Darfield	Balloon	W/d
FET	Tidco Powerchute	Mr M T Carter	Mount Maunganui	Microlight C1	W/d
FPQ	Micro Aviation B22 Bantam	Mr M J Swanson	Te Anau	Microlight C2	W/d
FYH	Micro Aviation B22 Bantam	Stratford Microlite Club	Stratford	Microlight C2	Dest
HFD	Eurocopter AS 350 B2	Mr B J Comerford	Porirua	Helicopter	W/d
HFU	Robinson R22 Beta	Tinui Downs Trust	Masterton	Helicopter	Dest
HGA	Schweizer 269C	Mr L D Ward	Invercargill	Helicopter	Dest
HGI	Bell 47J-2	HNZ New Zealand Limited	Nelson	Helicopter	W/d
HNY	Bell 407	Gisborne Helicopters Limited	Gisborne	Helicopter	Exp
HQK	Kawasaki BK117 B-2	Helilink Limited	Papakura	Helicopter	Exp
HXU	Hughes 369E	Gisborne Helicopters Limited	Gisborne	Helicopter	Exp
IMX	Kawasaki BK117 C-1	Southern Lakes Helicopters Limited	Te Anau	Helicopter	Dest
IVA	Bell 206B	Volcanic Air Safaris Limited	Rotorua	Helicopter	Exp
IZY	Robinson R44 II	Precision Helicopters Limited	Urenui	Helicopter	Exp
JAH	Pither Pither Monoplane Replica	Croydon Aircraft Co Ltd	Gore	Microlight C1	W/d
JBW	Micro Aviation B22 Bantam	Mr R J Kellahan	Fairlie	Microlight C2	W/d
JGG	Polaris FIB 582	Mr K C Shackleton	Pongaroa	Microlight C2	Rev
KEJ	Pacific Aerospace 750XL	Starsoft SC	Poland	Aeroplane	Exp
LAE	Micro Aviation B22 Bantam	Mr C R Holmes	Pukeatua	Microlight C2	W/d
LSV	Vans RV-12	Mr J A Evans	Whitianga	Aeroplane	Dest
MCE	Britten-Norman BN2A-26	Pacific Island Air Limited	Fiji	Aeroplane	Exp
MYC	Quad City Challenger II	Brown Syndicate	Auckland	Microlight C2	W/d
OJN	Airbus A320-232	Air New Zealand Ltd	Auckland	Aeroplane	Exp
OJO	Airbus A320-232	Air New Zealand Ltd	Auckland	Aeroplane	Exp
OKI	Boeing 777-212	Air New Zealand Ltd	Auckland	Aeroplane	Exp
PIG	Pitts S-25	The Cambridge Flying Machine Co.	Blenheim	Aeroplane	Exp
RBW	Air Command Commander	Mr S A Allan	Katikati	Microlight C1	W/d
SMW	Cessna 185C	Glenbrook Station (2010) Limited	Omarama	Aeroplane	Dest
SPY	Avid Flyer STOL UL	Mr S M Marshall	Hokitika	Microlight C2	W/d
TAM	Cessna 421C	Skywest Aviation Ltd	New Plymouth	Aeroplane	Dest
TLA	Boeing 737-3B7	Airwork Flight Operations Limited	Manukau	Aeroplane	Exp
TMG	Papa51 Thunder Mustang	Kiwi Thunder Group Ltd	Australia	A/B Aeroplane	Exp
WKA	DHC-2 Beaver Mk 1	Auckland Seaplanes Limited	Auckland	Aeroplane	Dest
WRU	Cameron V-90	Ballooning Canterbury.Com Ltd	Darfield	Balloon	W/d



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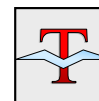
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