

Contributed by Penny Belworthy

ZK-FRG Kubicek Balloon

OWNED by husband and wife team Paul & Marie Hicks, this balloon is a first of type for NZ. Manufactured by Kubicek Balloon and Airships of the Czech Republic, what sets this balloon apart from others is the polyester fabric used for the envelope which has significantly higher durability than nylon fabric at comparable

ZK-HUL MD520N



THIS MD 520N Helicopter is the newest addition to the Station Air Ltd fleet and will be used along side it's smaller 500C model brother for general lifting, mustering, farm work and hunting.

Laurie Prouting (Station Air CEO) travelled to Georgetown in the States to inspect the helicopter before flying it 8.5 hours to Falcon Field where they packed it into a container. It arrived in NZ on Boxing Day. The aircraft was selected because it's a Notar, (no tail rotor), being a big plus for safety and much quieter for operating in National Parks and other DOC estate. ZK-HUL was built in 1993 and was sent to Turkey but was never put into service until being shipped back to the States in 2001 where it was privately owned. It now has 1008 hours total time and is in pristine condition. Fitted with "much more radio gear than necessary", it also has an intelligent start to prevent hot starts.

Laurie said he is enjoying flying this new helicopter but feels a little bad about already having had the dogs in the back. They certainly enjoyed the plush carpet on the floor!



temperatures. Because of this, the balloon is able to be heated to higher temperatures therefore achieving greater height in flight.

Paul and Marie have been into ballooning for 4 years with this upgrade from a sports model enabling more adventure flying. The balloon is fitted with brand new Ignis burners and 2 German stainless steel Schroeder 70litre tanks having a minimum range of 1.5 hours. The basket is made of cane, wood and leather. It can carry up to three people and will be used for private flying only.

ZK-CCB Morgan Cheetah

WHAT ATTRACTED Jon Farmer to this particular type of aircraft was the stated 180hour construction time, however as he should have known (having already built 7 aircraft), they always take longer than you think. So 2 years later his first all metal aircraft is finished and ready for test flying.

The Cheetah is a 2 seat side by side aircraft, designed and manufactured by Morgan Aeroworks of Australia. It is powered by a Rotax 912 and will cruise at 100+ knots, has a range of 4 hours and stalls at 30kts negating the need for flaps. It has a steel tube fuselage with one piece fibreglass undercarriage and spring steel nose wheel. The wings are tapered both in thickness and in chord and are designed to be fabric covered although Jon decided that his wings and fuselage should be covered in aluminium. Thus only the tail plane is fabric covered.



The Cheetah has a roomy cockpit and three luggage storage areas, two behind the pilot and the third just behind the fire wall. Another alteration to the original design is a bubble canopy that Jon has fitted for better visibility. The aircraft has had its first fast taxi run and will soon be ready to take to the air. ...continued over page

ARRIVALS - January/February 2010

AWK Cessna 560	Airwork Flight Operations Limited	Auckland	Aeroplane
BGY Jabiru Jabiru J160 U/L	Mr I F Boag	Palmerston North	Microlight Class 2
CCB Morgan Aero Works Cheetah	Mr J B S Farmer	Auckland	Microlight Class 2
CON Bennett Condor	Kereru Trust	Wanganui	Microlight Class 2
EDY Zenair CH701 STOL	Mr G L Eady	Whangarei	Microlight Class 2
FRG Kubicek BB222	Mr P M Hicks	Matamata	Balloon
GDR Schempp-Hirth Ventus-2b	Sailplane Services 2005 Limited	Drury	Glider
GHB Grob G 103 C Twin III SL	Gliding Hawkes Bay & Waipukurau Inc	Hastings	Power Glider
GTG Schleicher ASK 21	Taupo Gliding Club (Inc)	Taupo	Glider
HIE Robinson R22 Beta	Helicare Maintenance Limited	Nelson	Helicopter
HUL McDonnell Douglas 500N	Station Air Ltd	Peel Forest	Helicopter
HUY Robinson R22 Beta	Pacific Aircraft Services Limited	Christchurch	Helicopter
HZH Hughes 369E	Blue Mountain Helicopters Limited	Taupo	Helicopter
IHT Aerospatiale AS 350B2	Alpine Choppers Limited	Queenstown	Helicopter
IJE Canadian Home Rotors Safari	John & Simonne Eaton	North Shore City	Amateur Built Helicopter
KAO Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
KAQ Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
KIW AutoGyro Europe MT03 eagle	Gyrate NZ Limited	Mount Maunganui	Microlight Class 2
KTZ Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane
PIP Flylight Flylight Dragonfly	Mr I Davidson-Watts	Greymouth	Microlight Class 1
RBG AutoGyro Europe MT03 eagle	Mr O H Stielau	North Shore City	Microlight Class 2
SBW Skyboard Cobra K Whisper	Mr R Harris	Temuka	Glider
SBX Skyboard Cobra K Black	Mr R Harris	Temuka	Aeroplane
SRN Sigma Aircraft Sigma-4	Mr M Vassiliev	Christchurch	Microlight Class 2
SXY Czech Aircraft Works Sportcruiser	Aerosport Aviation Limited	Cambridge	Microlight Class 2

TRANSFERS - January/February 2010

BPS Cessna 172A	Mr G D Monk	Hokitika	Aeroplane
CDL Tecnam P92 Echo Super	Leading Edge Aviation Limited	Helensville	Microlight Class 2
CFD Cessna 172D	SAB Avionics limited	Wanaka	Aeroplane
CPA Jabiru Jabiru J200	Van der Hulst Ltd	Dargaville	Microlight Class 2
CTQ Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTR Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTS Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTT Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTV Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTX Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CTY Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
CXF Cessna 150H	AERO-FX LIMITED	Nelson	Aeroplane
CXG Cessna 150H	CXG Syndicate	Manukau	Aeroplane
DAH Cessna A185E	NZSKYDIVE Limited	Pokeno	Aeroplane
DKM Cessna 172M	Mr M Punch	Wanganui	Aeroplane
DLN Piper PA-28-180	Aeromotive Limited	Hamilton	Aeroplane
DNS Cessna 172M	Air Fjordland Limited	Te Anau	Aeroplane
DQN Lake LA-4-200	Mr P W Dalley	Christchurch	Aeroplane
DXP Cessna 172M	Gulf Island Air	Kerikeri	Aeroplane
EKG Cessna 172N	Air Hawkes Bay Limited	Hastings	Aeroplane
ELF Cessna 172N	Helipro Aviation Training Limited	Paraparaumu	Aeroplane
EWA Cessna R172K	Ben & Theresa Geertson	Waipukurau	Aeroplane
FGZ Cessna 182N	NZSKYDIVE Limited	Pokeno	Aeroplane
FJH Cessna P206E	Manuka Air Limited	Methven	Aeroplane
FXY Alpha R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
GDG DG Flugzeugbau DG-1000S	Wanganui Manawatu Gliding Club (Inc)	Tauranga	Palmerston North
GES PZLSwidnik PW-5 "Smyk"	Y K Belworthy	Paraparaumu	Glider
GNT Schleicher ASW 20C	Mr D d S F Fagundes	Paraparaumu	Glider
GRY Schempp-Hirth Ventus-2cT	Mr A P Belworthy	Tauranga	Power Glider
GTX Schempp-Hirth Ventus cT	Edwards/Noble TX Syndicate	Auckland	Power Glider
HEN Kawasaki BK117 B-1	Skyline Aviation Limited	Napier	Helicopter
HFG Robinson R44 II	Helilease Intl. Trust	Auckland	Helicopter
HHC Bell 206B	Ashworth Helicopters (2009) Ltd	Gisborne	Helicopter
HHG Hughes 369D	Ashworth Helicopters (2009) Ltd	Gisborne	Helicopter
HIY Robinson R22 Beta	Alton Drilling Limited	Karamea	Helicopter
HJW Robinson R22 Beta	Valley Helicopters Limited	Paeroa	Helicopter
HKC Eurocopter AS 350 B3	Helicopter Services (BOP) Ltd	Taupo	Helicopter
HKC Eurocopter AS 350 B3	Helicopter Services Support Limited	Taupo	Helicopter
HLS Eurocopter AS 350 B3	Precision Helicopters Ltd	Urenui	Helicopter
HLY Robinson R44	Duncan Storrier Holdings Limited	Ashburton	Helicopter
HMC Schweizer 269C-1	Helicopter Flight Training	Auckland	Helicopter
HOQ Hughes 369D	Heliraro Ltd Brian McBride	Franz Josef Glacier	Helicopter
HWT Robinson R44	Mr D J Irvine	Christchurch	Helicopter
HWT Robinson R44	New Zealand Paradise Holidays Ltd	Auckland	Helicopter
HXS Hughes 269C	Heavy Jet (Auckland) Limited	Auckland	Helicopter
HXS Hughes 269C	Helicopter Flight Training	Auckland	Helicopter
HXT Robinson R44 II	Mr G J Pender	Wanaka	Helicopter
HZP Hughes 369E	Precision Helicopters Ltd	Urenui	Helicopter
IAN Robinson R44	Frontier Helicopters Limited	Whakatane	Helicopter
IKJ Eurocopter AS 350 B3	Volcanic Air Safaris Limited	Rotorua	Helicopter
IPM Schweizer 269C-1	Mr P E Maw	Matakohe	Helicopter
ISA Robinson R44 II	Ashworth Helicopters (2009) Ltd	Gisborne	Helicopter
IXP Robinson R44	Mr G A MacPhee	Marton	Helicopter
JEV Micro Aviation B22 Bantam	Mr A G McMaster	West Coast	Microlight Class 2
JIZ Rans S-6ES Coyote II	Mr D R Hopkins	Otago	Microlight Class 2
JOX Rand Kar Xair	Waikato Microlight Club (Inc)	Hamilton	Microlight Class 2
KCW Cessna 177RG	The Mary Francis Law Trust	Kawerau	Aeroplane
KHM Pitts S-2B	Aerostunts Limited	Christchurch	Aeroplane
LTF Tecnam P92 Echo Super	Mr R A Owen	Christchurch	Microlight Class 2
MBA Piper PA-34-220T	Izard Pacific Aviation Ltd	Taupo	Aeroplane
MBD Czech Aircraft Works Sportcruiser	Mr M Deane	Whangamata	Microlight Class 2
MDV Cessna 172N	MDR Aviation Ltd	North Shore City	Aeroplane
MTO AutoGyro Europe MT03 eagle	D M and P M Hall	Te Awamutu	Microlight Class 2
MPX Cessna R172K	G A Leasing Limited	Manukau	Aeroplane
NFO Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane
NFS Piper PA-34-200	Southlink International Limited	Christchurch	Aeroplane

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DIAMOND DA20



DIAMOND DA42



BELL 407



BELL 429



BEECHCRAFT BARON G58



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ZK-CON Condor

BILL BENNETT'S Condor is basically Minicab but has been constructed from Jodel D11 plans reducing the total weight so that it fits in the microlight class. Bill, a cabinet builder by trade, has always had a love for working with wood so when a mate offered him the bits and pieces that he had to build a Minicab, Bill decided to build a two seat aircraft that would fit into the microlight class. Three years later the Condor is just on finished and should fly for the first time in March.



ZK-CON has the same shaped fuselage as a Minicab but the wings have been modified to include flaps and it sits on an RV4 undercarriage. It will be powered with a new ULPower 260I engine from Belgium. A total of 4 engines have been brought into New Zealand, one having been installed into a Bantam by Max Clear. With the new propeller arriving at Christmas time and the fibreglass cowls currently being constructed the Condor should soon be completed and ready to fly. Bill's son Mike will probably do most of the flying while Bill continues to fly his Pelican.

ZK-GHB Grob G103 C Twin III SL

GHB is a new power glider for the Hawkes Bay & Waipukurau Gliding Club. President David Davidson said that at this time the Glider which is being imported from America is still on the water and is expected to arrive at the end of the month. The Club had decided to get all the paper work sorted out so that when the Glider arrived they would be all set to go.

This is a two seat model, (a twin ship to their existing one) and is self launching with a Rotax 505A engine that will fold neatly into the fuselage after launch. The glider is aerobatic rated although it is not the clubs plan to use this capability, rather the glider will be for training purposes. The club is pleased to have secured the GHB registration, standing for Gliding Hawkes Bay, as their existing glider is registered GYP, YP being short for Waipukurau.

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OLV Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane
OPA Vans RV-6	Ross Family Trust	Albany	Amateur Built Aeroplane
PAI Cessna TU206A	Adventure Aviation (NZ) Limited	Mount Maunganui	Aeroplane
PAS Jodel D.11	AERO-FX LIMITED	Nelson	Amateur Built Aeroplane
PKT Alpi Aviation Pioneer 200	ALPI Aviation NZ Limited	Kaukapakapa	Microlight Class 2
RMU Gippsland GA200C	M Hargreaves Ltd	Maungaturoto	Aeroplane
SDT Pacific Aerospace Cresco 08-600	Kairanga Aviation Ltd	Palmerston North	Aeroplane
TAW Piper PA-38-112	Helipro Aviation Training Limited	Paraparaumu	Aeroplane
TOD Cessna 152	Air Manawatu Ltd	Feilding	Aeroplane
TZD Robin R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
TZF Robin R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
TZM Robin R2160	Hamilton Aero Maintenance Ltd	Hamilton	Aeroplane
WAT Pacific Aerospace Cresco 08-600	Wanganui Aero Work (2004) Ltd	Wanganui	Aeroplane
WGE Cessna 172K	Adventure Aviation (NZ) Limited	Mount Maunganui	Aeroplane
WIK Dyn' Aero MCRO1 Club	Mr H A Lockie	North Shore City	Microlight Class 2
WIM First Strike Supercat	Mr J R Middlewood	Darfield	Microlight Class 1
YOG AutoGyro Europe MT03 eagle	Mr M Humbke	Tauranga	Microlight Class 2
YRA Yakovlev Yak-52	Mr A Chernigovskiy	Christchurch	Aeroplane

DEPARTURES - January/February 2010

AFO De Havilland DH 82A Tiger Moth	Mr J P Galpin	Te Puke	Aeroplane	W/D
ALN De Havilland DH 94 Moth Minor	Mr J P Galpin	Te Puke	Aeroplane	W/D
AWK Cessna 560	Airwork Flight Operations Limited	Manukau	Aeroplane	Exp
BFG De Havilland DH 82A Tiger Moth	Mr J P Galpin	Te Puke	Aeroplane	W/D
FRE Boeing 737-3U3	Air New Zealand Ltd	Auckland	Aeroplane	Exp
GLM Schempp-Hirth Janus	Wellington Gliding Club (Inc)	Lower Hutt	Glider	Exp
GLN Schempp-Hirth Mini-Nimbus HS 7	Lima November Syndicate		Glider	Dest
GVP Schempp-Hirth Ventus b/16.6	Mr R Annabell	Manukau	Glider	Dest
GWN PZL-Swidnik PW-5 "Smyk"	Wellington Gliding Club (Inc)	Lower Hutt	Glider	Exp
HEL Hughes 369D	Heli Sika Limited	Taupo	Helicopter	Exp
HSN Aerospatiale AS 350BA	Heli Support New Zealand Limited	Wanaka	Helicopter	Exp
HVX Schweizer 269C-1	Heliflight Ltd	Papakura	Helicopter	Dest
IMK Eurocopter AS 350 B3	Heli-Works Queenstown Helicopters Ltd	Queenstown	Helicopter	Exp
IMN Kawasaki BK117 B-2	Heli-Works Queenstown Helicopters Ltd	Queenstown	Helicopter	Exp
IXW Eurocopter EC 130 B4	Advanced Flight Limited	Auckland	Helicopter	Exp
JNC Boeing 737-376	Jetconnect Limited	Manukau	Aeroplane	Exp
KWI Cessna 210R	Unicab Marketing Ltd	North Shore City	Aeroplane	Exp
LTA Pacific Aerospace Cresco 08-600	Farmers Air Ltd	Gisborne	Aeroplane	Dest
LYP Britten-Norman BN2A-27	Air Chathams Limited	Chatham Islands	Aeroplane	Exp
MAD Pitts S-2B	The Great Stunt Company	Papakura	Aeroplane	Dest
MBR Socata TB 10	Mr M Ramamirtham	Malaysia	Aeroplane	Exp
PMD Thruster Aircraft Thruster	E D Syme	Ashburton	Microlight C1	W/D
RAZ UFO Helithruster	Mr N R Adlam	New Plymouth	Gyroplane	Dest
REL Auto Flight Ltd Tandem Dominator	Walnut Ridge Limited	Cromwell	Microlight C2	Dest
SAY Roko Aero NG-4 ML	Aerosport Aviation Limited	Cambridge	Microlight C2	Exp
ZII Micro Aviation B10 Bantam	Mr S C Brooking	Wairoa	Microlight C1	W/D

ZK-SRN Sigma 4

IMPORTED by Maxim Vassiliev, the Sigma-4 was designed in Russia by the Russian Avia – Designing Company and has a very unique and distinctive shape with its egg like cockpit for two side by side.



The main fuselage is of all metal construction with the outer skin of the cockpit and wings made from three layer fibre-glass panels with plastic foam filler. Power is from a Rotax 912 ULS engine. The semi cantilever high wing is equipped with slotted flaps and dropped ailerons. The aircraft sits on a tricycle undercarriage but can be fitted with floats or skies. It cruises at 90kts and stalls at 35kts and has a climb out rate of around 1000 fpm. The Sigma 4 has been flying in Russia for the last five years and was designed for training, tourism and sport.

ZK-GDR Schempp-Hirth Ventus 2b

THIS GLIDER was imported into New Zealand via Sailplane Services of Drury, Auckland, by its American owner and is one of 4 gliders that were introduced on to the NZ Gliding register at the end of last year by the company. It is currently hangered in Omarama.

The Ventus 2b, of composite construction, is substantially changed from its similarly named predecessor. It has a completely new Discus plan form wing with winglets and a larger/wider fuselage of 15 m. As a flapped sailplane, this 15 m version complies with the 15 m World Championships racing class. The design has been very successful with consecutive wins from 1995 to 2003.

Sailplane Services is a well known and very experienced business in the glider fraternity that focuses on refurbishment and repair of gliders. In recent years the company has expanded from Drury into other fields and is increasingly involved in general aviation as more composite airframes enter the market. They also work closely with the CAA and GNZ. (Gliding New Zealand) and can facilitate the import and export of gliders.

NZTE supporting New Zealand aviation

by Peter Smyth



Peter Smyth is a Sector Manager for New Zealand Trade and Enterprise (NZTE), based in Hamilton. He is a member of the Aviation Industry Cluster Advisory Board and has extensive experience in the aviation industry.

NZTE is the New Zealand Government's national economic development agency. Through a network of offices worldwide, NZTE aims to improve the international competitiveness and sustained profitability of NZ business by providing access to people, knowledge and opportunities.

NEW ZEALAND TRADE AND ENTERPRISE supports businesses to grow internationally through a range of services and programmes, including advice, training, mentoring, funding, and business and market development assistance for businesses of all sizes – from start ups to groups of established exporters. Many of these are open to all businesses, while some have eligibility criteria around firm size or level of development.

The past few years have been tough for New Zealand businesses, and the aviation industry hasn't been immune to the challenges that have arisen from the global recession.

However, while the global aerospace industry faces major challenges in the short term as a result of the recent financial crisis, and in the longer term from rising fuel prices and environmental concerns, it remains an essential industry for New Zealand and offers substantial opportunity for business growth.

Exports from the aviation sector, excluding Air New Zealand's passenger operations, were \$800 million in 2006, and the industry's goal is to increase this to \$2 billion by 2020. NZTE is committed to supporting the wider industry achieve this target, and to further strengthen New Zealand's capability and expertise in areas such as airline, military and helicopter pilot training; maintenance, repair and overhaul; VIP aircraft interior fit-out; light aircraft manufacturing; and technology based services.

NZTE has worked closely with Aviation New Zealand since it was established, and we continue to provide significant support to champion the international development of the aviation industry, encourage scale through collaboration to target specific opportunities and to connect international customers with New Zealand solutions.

Thinking globally

Global trends such as growing competition from low labour cost countries; the centralisation of modern aircraft maintenance, repair and overhaul by original equipment manufacturers; the push to maintain quality and ensure regulatory compliance; and of course the global economic environment and rising fuel costs, all impact on the local aviation industry.

If New Zealand is to remain competitive and exploit opportunities in international markets, the industry needs to:

- Continue to concentrate on developing specialised products and services, using design, applied technologies and new materials that increase efficiency, reduce weight and lower costs for aviation customers, and enhance safety.
- Focus on market niches that are less vulnerable to higher fuel costs and reduced demand, where quality is more important

"I urge companies... to get in touch if there are specific markets and issues you would like assistance with."

- than price, service differentiation is possible and margin is high.
- Effectively position New Zealand's capabilities to meet global demands by raising market awareness and facilitating market penetration using both export and in-market delivery models.
- Coordinate, efforts to overcome lack of scale and offer total solutions that deliver stable, ongoing business.
- Integrate companies more effectively into global value chains and make New Zealand a credible option for overseas companies interested in becoming more involved with the industry here.

Many New Zealand aviation companies are already responding to global trends and demands, and there are exciting opportunities to connect the aviation industry to emerging technology such as titanium, where New Zealand has a growing reputation for making titanium powders faster, more cleanly and better than anyone else.

NZTE's support for the industry is purposely focused on assisting New Zealand aviation to transform itself into a more specialised, globally-connected, high margin, sustainable service and manufacturing industry based on 21st century technologies. We are working closely with Aviation New Zealand and individual firms on a programme of coordinated effort in capability building, market positioning and development, and investment over a three–five year period.

Over the next few months in particular, the focus will be on the priority markets of North and South Asia, America, the Middle East and Europe. Events such as the Singapore Aerospace Expo and the Hamburg Aircraft Interiors Expo are important avenues for New Zealand companies to showcase their innovation, products and services. They are also a mechanism to explore alternative market opportunities, and get exposure to wider developments within the industry as a whole. NZTE will be providing in-market support at these and other events and activities being coordinated by Aviation New Zealand in key markets.

Helping businesses grow internationally

NZTE's network of international offices means that we have the ability to help businesses grow by building alliances and developing strategic commercial relationships overseas. These alliances can provide access to international distribution networks; new markets, skills and technology; and investment capital. Our global network of staff is tapped into aviation trends and developments in international markets, and NZTE has a significant amount of market specific intelligence and research that can help businesses stay on top of these. I urge companies to take a look at these resources on our website, and to get in touch if there are specific markets and issues you would like assistance with.

NZTE is committed to the aviation industry and we will continue working closely with companies to help them make the most of new market opportunities and achieve international success. NZTE's overall goal is to help firms create new and sustainable wealth for New Zealand, and the aviation industry is well positioned to contribute to this. We have the abilities and technologies to do some very special things and put New Zealand aviation on the world stage. The building blocks are in place and we have new innovations and new developments ready to go.

More information is available from www.nzte.govt.nz