

KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 70 2020 #4



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From the Editor

This is a bumper 80 page issue of KiwiFlyer thanks to including our Annual Guide to Aviation Training. This includes not only profiles of numerous training providers across the aviation spectrum, but also plenty of advice for new and existing flyers. Articles within the Guide cover learning to fly considerations for newcomers, careers in the wake of COVID-19, getting value from your training dollars, and more. Don't miss the interview with Ross Crawford either which contains more than 50 years of instructing wisdom within. The Training Guide isn't just for new pilots however. Existing licence holders may wish to consider upgrading or updating their skills; a new rating perhaps, some mountain currency, or trying out the other side – if you've always flown fixed wing, have a go at rotary, or vice-versa. With the quality and technology behind modern light sport aircraft and autogyros, trying something different isn't necessarily that expensive either.

Readers likely look at some of the classic aircraft we regularly feature and wonder what the paths were that brought pilot and aircraft together, particularly for advanced types such as WWII Fighters. The answers, in the case of Yak-3U 'Steadfast' and Mark O'Sullivan are provided in an article by Mark which outlines the multitude of small steps and opportunities taken to get into the rarified aviation space he now enjoys. Mark's article is well-accompanied by the usual great photography of Gavin Conroy.

With new Hercules now in the pipeline for our RNZAF, Gavin has also contributed a portfolio and essay on our existing C130-H Hercules fleet. Knowing the right people and places, not to mention a formidable reputation for securing first class images, has created opportunities for Gavin to grow this portfolio over time. His images are worthy of a magazine of their own.

The usual other contributions are all present in this issue too. Frank Parker takes the 'Brisfit' to Thames, Ciaran Doolin talks about the origins of aviation meteorological forecasting in New Zealand, Ruth Allanson writes of flying and living in South Westland, Jill McCaw covers a new Gliding NZ training scheme, and more.

On a final note, when compiling the advertising index for this issue it seems there are a record number of advertisers within. Thank you all for your support. This is what keeps the magazine free of charge for all aircraft operators and aviation businesses in NZ. I and all our readers sincerely appreciate it.

Enjoy reading. Fly safely.

Michael Norton

Editor | Publisher
KiwiFlyer Magazine



KiwiFlyer Issue 70

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Squadron Leader Matthew Rieper flying Hercules NZ7005 in June 2020. Gavin Conroy photograph.



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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, Ciaran Doolin, Chris Gee, Jill McCaw, Frank Parker, Nick Ashley, Mark Woodhouse, and others.

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Two important ELT messages

Lloyd Klee from Aviation Safety Supplies Ltd. reminds users of Kannad ELTs that for the ten year warranty to be applicable, operators must register their purchase online at www.roliamaritime.com/kannad-integra-elt-warranty-registration-2 Lloyd says it appears that a number of certificates that come with the new ELT have not been provided to the operator. However he has records of the serial numbers and is happy to assist any operators to take advantage of the extended warranty.



On an important safety matter, Lloyd advises operators to be aware that switching units between Armed and Off/On requires the switch to be lifted. For the past six months, as a result of an incident overseas where a Kannad Compact ELT in an accident reset itself from Armed to Off, all Battery replacement centres have been checking the switch for broken lugs. Damage can be done when the switch is pushed across to Armed or from Armed to Off without lifting the switch. Lloyd has found the first failure in NZ so the issue is very real. The ARM / OFF / ON switch is designed to be lifted as it is switched. Failure to do so may break the locking lugs.

The Coro Club Café and Venue launches at Whitianga Airfield

A new café and venue has opened at Whitianga Airfield. Mitchell Coombes and Maree Champion were originally expecting to begin their new venture at Easter but plans changed with the arrival of COVID-19 and their much anticipated opening date instead became Labour weekend in October. Maree says the delay has however provided plenty of time for preparation and redecorating.

Their vision is to create a welcoming atmosphere to enable customers to relax and watch the aircraft that frequent the airfield. The location adjacent the town's industrial area also means that the locals and workers from surrounding businesses won't have far to venture for a coffee and

something nice to eat. Coro Club will be open 7 days a week from October through April offering a full cabinet food selection to cater to all tastes plus drinks and delicious Mt. Atkinson Coffee.

Mitchell and Maree met at High School in Hamilton. They have remained great friends since then, both coming from families with retail businesses and entrepreneurial parents. A family weekend in Whitianga at the beginning of this year lead to the foundation of the Coro Club. Mitchell normally works running a dairy farm management business in the Waikato/BOP as well as being a pilot with his own aircraft and strong ties to aviation. Based in Whitianga, Maree has many years of hospitality experience as well as a strong background in human resources. Having discovered the suitable space on the airfield they were both enthusiastic to create a destination café and Coro Club was born. Do be sure to stop by when you're next in the area.

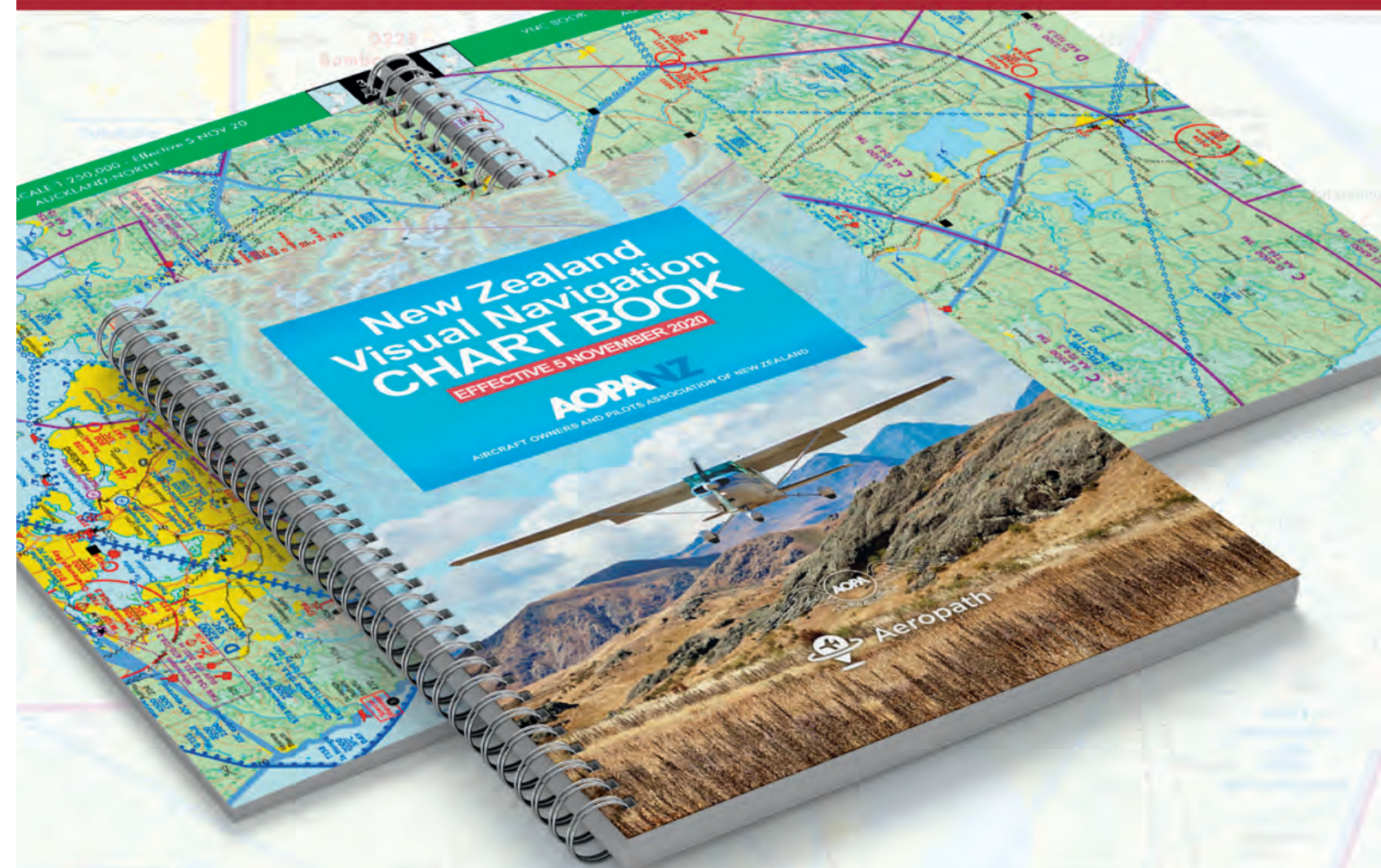
Changes abound for Salus Aviation

With COVID-19 and other hurdles, it's been a challenging year for the Salus Aviation Group, parent company of MRO services provider Oceania Aviation as well as other aviation business across NZ and the USA.

Salus Aviation Head of Marketing, Liv Lewis-Long says however that the challenges have provided a catalyst for positive change and paved the way for future success in NZ. "A group-wide restructure has right-sized the business for sustainable growth and led to a new, streamlined leadership team with significant commercial depth and a more strategic, commercial and customer-service focused structure," says Liv.

"The closure of Oceania's South Island maintenance facilities has consolidated the regional footprint to the North Island in the short term, although the customer base is by no means confined to this region as the business continues to build its customer relationships across NZ and internationally. The consolidation allows Oceania to align with regional industry partners to support the maintenance needs in Southern regions, while offering component repair and overhaul, parts sales and deep maintenance support for NZ and international customers via its Ardmore, Hamilton and North Shore facilities. As the business continues to rebuild post-COVID, it will look at opportunities to re-establish its physical

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presence in the South Island.”

The Salus Group has appointed a new CEO, with Greg Edmonds having taken on the role in August. Greg has extensive leadership experience across construction, aviation and transport (including seven years with Air NZ) and plans to build on the strong structure that the group’s departing CEO Nick Mair has established.

The restructure has also led to the establishment of separate operational and commercial teams, which together allow the business to focus on efficient customer service while maintaining a high standard of workmanship and compliance. Alex Spence, previously Oceania’s Sales Manager, leads the Sales & Commercial team for the group with a strong focus on improving customer support and service. Grant Crenfeldt joined the organisation from Air NZ and now leads the Operations team, with oversight of the Oceania’s Part 145 and Part 148 operations.

Under its new leadership, the Salus group will continue to seek growth and acquisition opportunities both here and abroad, including a renewed focus on its USA-based company Heli-Parts Nevada (HPN). The business is currently rolling out the first phase of a new partnership with global EMS operator Air Methods Corporation that positions HPN as their preferred fleet management provider. This partnership provides significant growth opportunities within the group’s aircraft and parts sales division and will open up their reach within the lucrative US market, as well as increasing supply opportunities into the NZ aircraft market.

Oceania Aviation and Aviation New Zealand announce new strategic partnership

A strategic partnership has been formed between Aviation New Zealand, the main industry association which represents the interests of the general aviation community, and Oceania Aviation. The partnership is designed to help both organisations to work towards their shared goal of growing the NZ General Aviation (GA) industry in a safe and sustainable way and will provide ongoing benefits for Aviation NZ’s members.

This partnership provides Oceania access to communicate and work with Aviation NZ’s 300 strong member base spread across GA operators, manufacturers, MROs, trainers, logistics and services providers. Several initiatives are being developed which aim to provide value to members, in line with Aviation NZ’s five key competencies of safety, advocacy, expertise, communication and benefits. Examples include member offers for Oceania’s products and services, the development of a new webinar series designed to educate and inform members, and member events.

Liv Lewis-Long, Head of Marketing at Salus Aviation, sees a huge amount of value for both parties, saying “We are extremely excited to be partnering with Aviation NZ and we see it as a great way to provide increased value to its members. We are aware of Aviation NZ’s credibility and advocacy within the local GA industry, and aligning ourselves with an organisation so deeply engaged with the sector will allow us to further support both current and potential customers better.”

Aviation NZ is also enthusiastic about the partnership. Chief Executive John Nicholson adds that “Aviation NZ values Oceania Aviation’s support and we look forward to championing the safety and interests of our member community together. Through the partnership we can provide even more value to our members who range from large businesses through to small owner operators.”

Further announcements around the initiatives being developed under the partnership will be made in the coming months.

Co-pilots’ careers take flight with launch of new cadet scheme

Established in 2017, PHI International was formed when PHI Inc. acquired HNZ New Zealand Limited (HNZ). Supporting a range of international businesses across New Zealand, Australia, the Philippines, Ghana, Cyprus and Saudi Arabia, the company makes some 20,000 journeys each year across open seas and desert plateaus, delivering clients to their places of work and home again.

PHI International have now launched a co-pilot training scheme from its New Plymouth base, propelling the careers of two young commercial pilots, Alicia ‘Liss’ Earle and Cory Sutton. The pair are currently underway with receiving around \$90,000 worth of post CPL training and when completed will qualify as co-pilots for the company, flying helicopters offshore from New Plymouth.

Liss and Cory were selected from a group of eight hopefuls to join PHI’s fully paid helicopter co-pilot training programme. Their journey to this point hasn’t been easy though, as both worked full-time to fund their commercial pilot licences, with Liss building up experience on tourism and charter operations and Cory extending his training with additional night and instrument time. Liss and Cory said the selection process was tough, including psychometric testing, a panel interview and a pilot aptitude test in a simulator.

PHI International Chief Pilot Russell Pirihi says the company wanted people who performed well under pressure and had shown commitment to pursuing a career in aviation independently. “We wanted candidates who are passionate about aviation to fit with the culture in our business,” Russell said. “Both Liss and Cory had done so much more than just the run of the mill basics to develop their career on their own. They’d both been working towards their instrument rating which stuck out as unusual for candidates at that level. It shows appetite and that they were pretty deliberate in

where they wanted to go with their flying careers.”

The candidates will undertake approximately 100 hours of additional flight training between them and when completed, they will be fully qualified IFR co-pilots.

PHI International Director of Flight Operations Peter Doole said programme is an excellent opportunity for cadets with low flying hours to gain experience in an IFR aircraft with an industry-leading company that offers extensive career opportunities. “We fly helicopters in some of the most demanding conditions including ferrying workers to offshore oil and gas exploration platforms and back home safely,” Peter said. “It is a highly skilled job that requires intensive training and operating at the highest levels of safety. We’re delighted to offer two young fresh faces such a strong start in their aviation career and we’re really excited to launch an initiative that will contribute to the growing demand for professional helicopter pilots in the industry. The co-pilot programme is one of a number of initiatives that the business will be looking at to bring more diversity to the industry.”

Fifth children’s book for Northland Emergency Services Trust

The fifth in a series of children’s story books has been released in time for the Northland Emergency Services Trust annual fundraising appeal which receives all proceeds.

Oscar’s Wild ‘n’ Windy Rescue follows brother and sister duo Ollie and Tia as they explore Cape Reinga when some wild weather and daring antics puts them in a spot of bother. Luckily, the new helicopter Oscar, Chief Pilot Tama, and Paramedic Poppy are not too far away.

Buy Oscar’s Wild ‘n’ Windy Rescue at nest.org.nz/bookstore

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At OzRunways we are continuing our commitment to New Zealand with an exciting new training partnership. We are offering North Island aero clubs the opportunity for in person demonstrations and training on our EFB apps. Taking off this November, visit ozrunways.com/nz/events for locations.

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News from the Massey University School of Aviation

Annual Open Day Success

Massey University School of Aviation's annual Open Day event for 2020 was as popular as ever with prospective aviation students, even though it was held under Covid Level 2 rules meaning everyone had to wear masks during their visit and access to the Aviation Centre was tightly controlled.

Saturday 12 September dawned sunny and calm, so it was a wonderful opportunity to showcase a stunning Manawatu Spring day to visitors from all over NZ. In all a team of six AFIs delivered 44 trial flights to prospective BAv students and in total 130 visitors 'checked in' on the day.

Visitors were split into groups not exceeding 25, were issued with 'virtual tickets' - enabling them to be scanned into the Aviation Centre - and their time in the actual Centre was restricted to a maximum of 3 hours per group. That period included programme presentations on both undergraduate degrees, Q&A with current students, trial flights, and Centre and hangar tours. CEO Ashok Poduval also shared his personal thoughts - based on his extensive aviation experience - on the current state of the aviation industry with the visitors.

It was encouraging to see that interest from prospective students remains strong. Many visitors commented that they appreciated the chance to see the facilities and meet Massey's Aviation staff and students in person. Prospective students were open to the fact that investing in a three year aviation degree at University in the next year or two will see them graduate at about the same time as the

aviation industry moves into a steady recovery phase.

The School of Aviation looks forward to welcoming the next new group of aviation students in 2021.

Massey University launches new course for Junior RPAS users

Aiming to build a sense of 'airmanship' and a culture of safety into young RPAS users, Massey's RPAS Team Leader Rick Watson designed an introductory course aimed at explaining - in a straightforward manner - the 'do's and don'ts' of operating an RPAS under CAA NZ Part 101 rules.

Rick has had positive feedback already from high school teachers who have viewed the prototype and who see a positive benefit for their own students in undertaking such a course as they increasingly look to integrate the usage of RPAS into various school subjects.

The course is designed for intermediate and high school students who are new to the RPAS environment or who may have received (or hope to) receive one soon. It will introduce them to the concept of 'sharing the skies' with other pilots of fixed and rotary wing aircraft, big and small. The course is available entirely online and does not take very long to complete. Rick will be available to answer their questions if required.

Successful completion of the course will gain the student a 'Massey University Junior RPAS Course' Certificate. Registration is on-line and any questions can be directed to the School of Aviation aviation@massey.ac.nz

Nearpod Interactive Learning

Dr Savern Reweti is one of the innovative teachers at Massey's School of Aviation and is constantly exploring new ways to impart the sometimes complex principles of Aeroscience to Massey's newest Bachelor of Aviation students, as well as to Bachelor of Aviation Management students and those enrolled in the Massey Flight Instructional Techniques courses.

He has incorporated Nearpod into his teaching methodology which he feels has advantages over what is called a 'flipped classroom'. To explain: 'flipped classroom' refers to both an instructional strategy and a type of blended learning that concentrates on delivering content outside of the classroom - often online. Students can watch lectures and engage in discussions online, and carry out research outside of class.

Savern elaborates further; "For the last six years, I have been using Nearpod as a student engagement platform to aid my classroom teaching at the School of Aviation. Nearpod supports my students' learning in a variety of ways. It enables students' opportunities for interaction through any IOS or Android mobile device and provides immediate feedback by having them draw on a map or diagram, respond to a poll question, post a note or image to a collaboration board, or take a multiple-choice test. It can also directly interact with Google Classroom. It is not 'technology for the sake of technology', but improves the learning process.

For example, when I am using Nearpod with my current Aeroscience class, I can get instant feedback to see if they have understood a difficult physics concept or if they need more discussion on the topic.

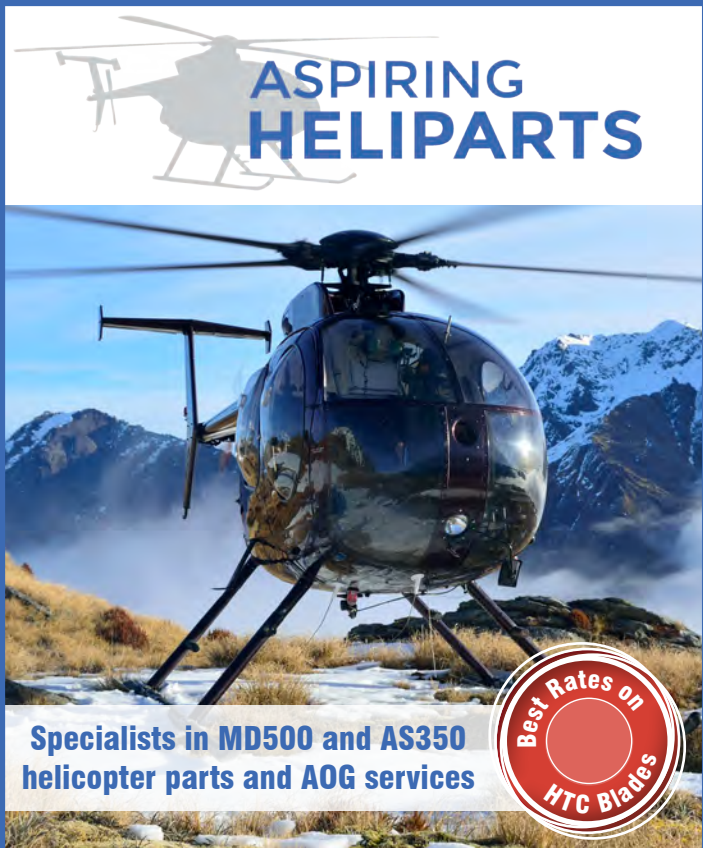
I can share a student's response anonymously with all the other students through their mobile devices and encourage

some classroom discussion. I can post an interactive diagram, Q & A session, multiple choice quiz, or open question. Students get instant feedback on their answers to these questions. This technology enables me to engage with each student in real time and I believe more active learning is taking place. In the traditional classroom I may pose several questions in class but only a few students may provide an answer or response and so it is difficult to know if all students have grasped the concept. A quick Nearpod quiz at the end of the class provides me with instant feedback on who may be struggling with the concept so I can now direct more attention to, and assist them with, additional learning resources."

Savern feels that Nearpod has several advantages over the more traditional PowerPoint platform.

"The NearPod display is projected on each student's mobile device and students can easily share a mobile device. Technical problems with PowerPoint projectors and presentations become irrelevant when using NearPod."

Some of the other interactive tools in use (apart from "Nearpodised" PowerPoint slides) include Q&A sessions that allow a speedy way to get real-time checking on students' comprehension of a topic, video playback, collaborative discussions whereby students can pin up points on a digital discussion board and quizzes whereby students answer a number of questions at their own pace. Savern also notes that NearPod has an important feature called 'Student Paced Mode' where students can review NearPod interactive lessons outside of the classroom, before or after the actual lesson. He says the interactive tools in NearPod are more comprehensive than the video-only aspect of the 'flipped classroom'.



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The Path to Steadfast

Mark on his first photo flight in Steadfast. I have known him for many years and it was obvious he would end up flying a WWII era fighter one day. I'm so pleased to see it happen.

When admiring classic aircraft, how often do those of us who don't own one, least of all a WWII Fighter, wonder what the owner's path was that resulted in acquisition and even more so, what was the path that resulted in becoming a competent pilot of such a machine? Whilst taking photos of the magnificent Yak-3U known as 'Steadfast', Gavin Conroy asked Mark O'Sullivan to share his story and some advice for anyone who might someday find themselves with similar opportunities. Mark kindly obliged with this text to accompany Gavin's images and captions.

A thought that surely stirs in the soul of any would be aviator is what is it like to fly a WWII Fighter? Before we get into it I wish to acknowledge the vast amount of display pilots and warbird aviators that are my senior who will be reading this. So for the purpose of this article I will describe the 'Path to Steadfast' as I have experienced it through my own eyes, in the hope it will give some guidance to others as to what I have personally found the requirements and commitments are. I feel on reflection there are various aircraft and components to all this that are pretty essential and these are described in the sections that follow.

Mentors

Above all if we don't have committed, experienced and knowledgeable mentors in our lives much of what we do becomes a difficult mystery to understand at times – nothing could be more so than aviation. I have been so privileged to gather many great mentors over the years with such varied backgrounds. All of these incredible people are still guiding me today helping me walk this path. You know who you are and I thank you all!

You will need "Discipline, Attitude, Knowledge and Skill". That's a great phrase cemented in my head that my close friend



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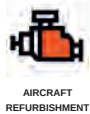
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LOGISTICS

and longest serving aviation mentor Tim Sullivan imparted to me as a 30 hour pilot some 16 years ago. Tim is that one person for me who stands out above all as he believed in me and my development right from the very start. Tim has a vast background in both vintage and commercial aviation and in my mind there is no doubt that I would never have got this far without Tim and all of his help, guidance and friendship. Tim is also a great philosopher and those reading this who know Tim will smile when I relate Tim once saying “When you start out in aviation you have an empty bucket of experience and a full bucket of luck. Over time you continue to fill your experience bucket and at the same time your many ‘experiences’ will mean you are slowly emptying your luck bucket. So one day if all your luck does run out you only have what is in your bucket of experience to get you through the situation you find yourself in.” – Great words! Yes there really have been so many excellent conversations and debriefs over the years. The point here is to find yourself that great mentor to guide you as we need these people in our lives.

Early days

I think a key turning point to getting on with my own development was purchasing a share in our local Nanchang and Tiger Moth combined syndicate. I only had about 70 hours total time when I brought my share so it was going to be a big learning curve after coming from Tomahawks, Cherokees and 172s! Sadly I watch so many new pilots get a little bored and feel like their own personal challenge is over after obtaining their licence. I knew that this Syndicate would keep me interested and hungry for learning for years to come!

Nanchang

The Nanchang is one of the understated training greats in my view. For a would-be vintage aviator with limited overall hours the Nanchang experience offers many of the standard complexities of any piston military aircraft. You have now launched yourself into Retractable undercarriage, Constant speed propeller, Radial engine handling, Cowl flaps, Oil cooler doors, Pneumatic systems, Tandem cockpit etc. This fully aerobatic aircraft gives you so much learning and preparation as well as being reasonably quick with a 135 kt cruise speed. It’s ‘Great bang for buck’ as we say. I can hear you saying “But it’s not a tail dragger”. That may be so but I think in those early days of your journey and with that limited bucket of experience in all things ground handling, landing etc., the tricycle element of the Nanchang is perfect. It removes that portion of concern to a low hour pilot at this point – a Yak-52 fills the same role just as well. Insurance companies are definitely more willing from this point because these machines are tricycle as well.

Tiger Moths

Once you have a tail wheel rating on say a Cub or Pacer for example you will be ready to hop into the Tiger. The Tiger Moth is a true thoroughbred and I totally understand the lifelong obsession pilots have with this little bi-plane. You’re now into an era of aviation long gone from our modern aviating lives. Bi-plane effect, open cockpit, inverted engines, hand swinging props, sticking impulse coupling, chocks, no brakes, high drag with low power... Sounds like fun? Well it is!

This is a fairly simple and honest airplane. You will find out what your feet are for, that’s for sure! If you’re flying poorly it immediately tells you and likewise if you’re flying it well. It is really fun to do aerobatics in but if mishandled it will willingly spin. The Tiger also was the aircraft that allowed me to get the experience and skills necessary to be able to fly a WWI Fighter - the Fokker DR-1 Triplane. That was a magic experience that I look back on with fondness!

Cessna 180/185

What’s this got to do with warbirds you’re saying? It’s just a Cessna 206 with the landing gear the other way isn’t it? Actually it’s far from it. The great Cessna tail dragger has been around since the early ‘50s and it has developed and continues to develop so many tail dragger pilots to have a great skills foundation that stick with them for life. I’ve proudly owned my 185 for a little over three years now and this beast having 300hp up front keeps your torque and P Factor skills in check constantly. The 185 has mass, inertia, and that spring steel landing gear will always keep you on your toes. If you’re just going to let it collide with the earth on landing and not fly it on as it demands, it will bounce you back to circuit height in a heartbeat. The enthusiast group that come with a Cessna 180/185 gets in your bones and once you get involved in bush flying you are hooked for life. This hones a whole different set of skills that cross into Harvards and so much else in the vintage aviation world to prepare you well. Perhaps one key element that comes from bush flying is the vital nature of placing the aircraft in the exact spot you mean to every time you land, as there is typically no room for error out there on bush strips I can tell you. I absolutely cannot recommend enough the development of skills that comes from flying the 180 or 185. This is also heavy tail wheel time welcomed by insurance companies if your plan is to move on to bigger things.



Mark flying Nanchang 20. Often he’s in it as camera ship pilot for me!



The Tiger Moth owned by a locally based syndicate that Mark is a member of.



Graham Orphan gave Mark the opportunity to fly this Fokker Triplane - a great thrill.



‘The Family Wagon’ is this Cessna 185. Mark loves this machine!

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Harvard

The 'Great Pilot Maker' as it is affectionately known is exactly that. The Harvard is almost like a bottle neck for experience and transition. All roads lead to the Harvard and all roads go from the Harvard if you want to get into a WWII Fighter.

I will always remember my very first flight in a Harvard 1076 with owner Rex Breton fondly. Some years later Frank Parker kindly offered to give me my introductory rating flight in his Harvard 1065 if I was ever in Auckland sometime. Needless to say I didn't waste time getting myself up there for that! Just walking up to the Harvard when you're about to fly it for the first time is a thrill. "Remember the Harvard is just waiting for you to relax," Frank Parker said to me from the back as we taxied out to the runway for the first time. They are words I won't forget! Only a year or so later Brent Collins Brought Harvard 7660 and relocated it to live at Omaka. Brent was very generous and allowed me to finish my rating in 7660 with good friend and mentor Ryan Southam. Brent soon had a change of circumstances and offered 7660 to me. It wasn't long until the deal was done. Harvards are just such an important part of world aviation history for me. After all this is the charismatic old warbird that trained our Allied Nations to go to war and I feel immensely privileged to own one!

People often ask me what it's like to fly and my own conclusion is that "A Harvard flies like a Harvard and it has its own rules typically". The Harvard has everything that's needed to gather all your previous skills and experience and bundle it together and put you to the test. I always tell people to never give the airplane an inch and don't let it get away with anything. Don't just except yaw or wander on landing EVER as these beasts will ground-loop in a heartbeat if you're not paying attention.

Once you have some time on the Harvard you will see it's a delight and constant thrill to fly and operate. It's not an overly difficult aircraft to fly at all in many respects but it has complex systems and all I can say is there is a lot to potentially forget particularly in the systems and emergency side of the aircraft. You do need to have a systematic military-type approach to this aeroplane as it won't forgive fools who forget. Regular self-checks on the operations and emergency checklists are standard for the Harvard.

So if you're out flying a Harvard why not take yourself up regularly and put yourself through the whole flight envelope, systems and emergencies. It's a trainer after all and that what it was built for – to train you. The potential bite factor I guess is very similar to a Tiger Moth in many ways as to a point it seems quite benign but if you want to get slow and a bit out of balance and load up the airplane by tugging on that stick it will flick in a heartbeat, sometimes resulting in a spin. All this can be dealt with of course - you just need patience and altitude.

Aerobatics in the Harvard are extremely fun! What might surprise some people is that the power to weight ratio of the Harvard is not particularly startling. At around 4200 lbs empty weight it's not far off the weight of a WWII Fighter but with a maximum of 600hp available some might say it is only just enough. However when all is said and done it's a Harvard and one of the great challenges is getting the most from the Harvard for the aircraft it is. I think that's why all who have flown it just love it. The Harvard It's a fantastic leveller and confidence builder and it is always up for the challenge. You just have to be prepared to meet it.

Insurance requirements have changed a lot in recent years. Simply supplying your hours and claim history isn't enough these

days. For transition to a WWII Fighter you will need to establish a training programme so you can show the insurance company how you intend to manage both your own risks and the aircrafts risks. Above all, the standard prerequisite is Harvard time and lots of it.

Steadfast

I'll interrupt the story of my progress towards Steadfast with a little background on the aircraft itself.

Steadfast is a Yakovlev Yak-3U powered by a Pratt and Whitney R-2000 Twin Wasp 14 cylinder radial with 1450hp dry or 1750hp running ADI (Anti-Detonant Injection). The aircraft embarked on an illustrious career under the ownership of Will Whiteside in the USA. Steadfast carried out six Reno campaigns notably winning first place in Reno Unlimited Silver in 2012 among other things. From here Steadfast went for the World FAI 1C1D Speed record for piston powered aircraft in its weight class. Steadfast set a new world record 416.02 mph (669.05 kph) and this world record still stands today. Steadfast also claimed the World FAI sea level to 10,000 ft time to climb speed record in its weight class of 125 seconds. Eventually once its race days were complete it moved to Australia where it lived for the next six years.

But back to my association with the aircraft...

"The Beast" as some call it was introduced to me at our local Classic Fighters Air Show in 2017.

James Crockett, Cameron Rolph-Smith and their team shipped this Yak-3U from Brisbane to NZ to be the star attraction for the show. I remember helping the guys put it together and organising smoke oil and the likes - never ever thinking for a second that one day I might own this beast! Fast forward two years and Steadfast came up for sale. I suggested co-ownership of the aircraft to



This was taken at 8000ft on a perfect evening at Omaka when conditions were just right.



Smiles all round following an aerobatic practice flight in the Harvard overhead Omaka.



Photograph by
Wayne Rigg EMV

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good friend Ronan Harvey. It happened that he had all the same feelings towards this very cool aircraft as I did and said let's get on with this! Job done you might say. From here Jay McIntyre and I headed to Brisbane to pack her up. Six weeks later it was assembled ready to fly at Omaka.

Preparing Oneself

So how does one prepare for a WWII Fighter then? I was so fortunate as it became apparent I had bought a WWII Fighter with a flying mentor attached to it! James Crockett had owned, flown and displayed Steadfast for six years in Australia. He was really proud to see Steadfast come to a great aviation hub like Omaka. James checked out good friend and local Instructor Ryan Southam on Steadfast. Ryan is another passionate Warbird aviator and personal mentor of mine and has flown most things with a piston attached. Ryan also has a good amount of hours on the Yak-3M 'Full Noise' so he was the obvious choice to train me in Steadfast. Together we formed a great learning circle taking in all we could about Steadfast and its quirks.

I don't mind admitting that just walking up to Steadfast initially the aeroplane just looks intimidating from every angle, especially for a newbie trying to prepare oneself to fly this monster. There really was so much mental preparation - Pilot notes, Engine handing etc. Early thoughts are that the airplane probably feels more like a Nanchang or Yak-52 inside the cockpit. Though with a Harvard background you are also thinking - where are the rest of the wings?

In due course the much anticipated 'race day' for me arrived: Briefing over and it's time to strap in. After the pre-start procedure

you light up that big Pratt and Whitney Twin Wasp. The sound of 14 individual stacks is amazing to the ear!! Taxiing the aircraft is simple but it's a very firm ride. Run up and pre take-off checks all done its time to line up and go. Tail wheel straight, bring up a little power against the brakes, look down and around for a final quick check and you're off...

Airborne

I really have to say from here all the practical thinking and planning in the world could not prepare you for the acceleration and noise of that first front seat take off in WWII Fighter-honestly!! Smoothly adding power whilst rolling but just resisting the urge to add a lot more power for a second whilst the tail comes up to help counteract the swing at this point. Once up and settled continue feeding the power in and the airplane will fly off at 40 inches / 2700 rpm all day long but you can push it up to 50 inches / 2700 rpm if you really want to. A 50 inch take-off is always exciting as hell in Steadfast I have to tell you! Once airborne, back to climb power at 35 inches / 2550 rpm at about 170 kts. Right, now that I've climbed like a homesick angel let's level off and set cruise. The high cruise power setting is 30 inches / 2000 rpm which gives a typical speed of about 240 kts - yep the world's disappearing under the wing pretty fast now.

Let's climb up and do our checks and set power for some aeros. Steadfast has a placarded VNE of 400 kts and typically for the loop you are looking for 300 kts entry. This is where everything you thought you knew before goes out the window - up and up we go. That engine just keeps pulling you to the heavens - Wow what a weapon! Over the top and looking down it's hard to believe



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the height gain. 4500-5000 feet is a typical loop every time! Barrel rolls and half Cubans are all very predictable. The roll rate of the Yak-3 is definitely impressive and 4 point rolls are nice and crisp.

Transiting from A-B at 240 kts invites a whole different level of planning too and between looking after your engine and getting to the gear extension speed of 160 kts take some thought at times. Once in the downwind with checks complete you need to be 130 kts or below to take the flap which is either up or down. A curving base/final is the only way in this aeroplane and as you push to full fine the prop has a lot of drag that you can use to your advantage where necessary. Then on speed on profile and looking for your landing spot. Stall speed is 87 kts dirty (93 kts clean) so you want to be over the fence at 105 kts every time. Steadfast is a fair amount faster over the fence than some of the other fighters, so for me it's been one hell of an introduction to WWII Fighters, that's for sure.

In Summary

So in summary and to close; It's definitely been a boyhood dream come true to own and fly a WWII Fighter like Steadfast - no doubt! It has taken a lot of dedication, commitment and sacrifice on many fronts - there is no question on that. My advice if you're going to embark on this sort of journey is to set yourself good standards, read manuals and training material, and find those good mentors! I do hope in some way I've shown others that the journey to flying these airplanes is definitely achievable - if you want it go and get it!

Cheers, Mark O'Sullivan



This is the cockpit of Steadfast. That is one long nose to look down!



Mark in his happy place, flying the Harvard.



‘Supporting Local’ by working together at home and abroad

Oceania Aviation and Talkcargo deliver a seamless MRO and Logistics service

Oceania Aviation aims to allow their customers to focus solely on “flying your aircraft – we look after the rest.” It’s a customer-centric goal based on the company’s long-standing approach to Maintenance, Repair and Overhaul (MRO) excellence, and it aligns well with logistics specialist Talkcargo’s mantra of “Tell us what you need and we’ll deliver it”. The two companies have collaborated on several projects recently, taking the concept of ‘support local’ a step further by working together to offer combined services to their international client base.

Oceania’s MRO work involves complex and challenging logistics – including aircraft disassembly and international parts sourcing, components transfer to and from overhaul facilities, aircraft return to service, and more, sometimes under the requirements of AOG and very tight timelines. The company is also engaged in the acquisition and sale of aircraft involving complicated shipping and customs logistics.

Recognising that aviation logistics is a specialist function and critical to efficient customer service, Oceania regularly engages with Aubrey Inston, Managing Director of Talkcargo to create an end-to-end solution such that customers never have to worry about the details of how their work is being accomplished. “We just want you to fly the aircraft,” says Liv Lewis-Long, Head of Marketing at Oceania’s parent company Salus Aviation.

A ‘Supporting Local’ relationship such as between Oceania and Talkcargo offers benefits to each company and to their customers. With that in mind KiwiFlyer asked Liv and Aubrey to share their thoughts on working together in the current environment:

What impact has COVID-19 had on the logistics involved with the business, both within NZ and internationally?

Aubrey: With the reduction in commercial flights coming into NZ, international freight capacity has been significantly impacted. There are still dedicated freighters from the US and other markets into NZ, but costs and lead times here have changed. It’s the same overseas, if not worse for other countries



Another Talkcargo international shipment underway



Oceania Aviation’s helicopter hangar at their Ardmore Base

that have numerous new protocols and processes to deal with. Both Oceania and Talkcargo are working constantly to stay current and find solutions for our clients.

The relationship between Oceania Aviation and Talkcargo has evolved over time, particularly with Talkcargo providing services to move items like engines and blades from customers to and from Oceania MRO bases. What other benefits have arisen on the maintenance side?

Liv: Partnering with Talkcargo has provided Oceania with specialised freight movement of helicopters, blades and larger modules, as well as complex international freight optimisation involving hazardous substances. They’ve been able to anticipate potential issues, combine shipments to reduce costs and go the extra mile when anything urgent is required. It’s that personal touch that makes the difference.

Those benefits must be a big benefit for customers too, especially in the present unusual times?

Liv: Compared to larger international freight forwarders whom we’ve had variable service from during COVID-19, Talkcargo have been able to stay on top of shipments to ensure deliveries are tracked and completed. Delays are prevented at ports thanks to good documentation and they’ve achieved cost savings and alternative solutions through their partner network, all of which we pass on to our customers.

It’s not uncommon for major MRO parts to be sent overseas perhaps to OEMs even though that work could be done in NZ. Surely there are benefits in keeping the work here?

Liv: There are so many. Customers can expect much faster turnaround from a local NZ MRO business, and personal customer service. Plus the benefit of being able to stop by at any time to discuss the job in person. Aubrey: There are also very likely to be cost savings across job rates, freight costs and even exchange rates.

That said, how has COVID impacted your ability to utilise your own network of parts and service suppliers?

Liv: Oceania has multiple distributorship agreements in place with most major OEMs which offers us a lot of options. Plus we maintain a large and regularly replenished inventory of parts for many of the aircraft flown by NZ operators. The impact has been more to do with how we manage supply to meet demand rather than actually affecting outcomes for our customers.

Oceania has always provided a ‘full solution’ in terms of MRO, and Talkcargo provides the same for logistics services. What does this all look like from a customer’s perspective?

Liv: Oceania offers turnkey MRO solutions for operators, meaning that we can carry out operators’ routine maintenance and inspections, and perform any repair or overhaul work that is required off the back of these services, and source any parts or components needed. This is all very seamless and cost effective for our customers. Part of our full solution includes logistics and the relationship with Talkcargo facilitates that very well. Aubrey: It comes to the fore particularly with aircraft acquisitions. Liv: Between us we can source, inspect, procure, transport, overhaul, comply

and deliver aircraft to our customer’s door, leaving them to confidently focus on growing their business. Aubrey: The relationship also works very well with items such as rotor blades whereby Oceania can handle repair work at their Ardmore base and Talkcargo can manage the transport of valuable cargo to and from the customers’ premises.

What is typically involved in bringing components or an aircraft from the operator’s base to Oceania’s MRO facilities?

Liv: It depends on size, weight, and value. It can be as simple as a normal courier despatch, or may need specialist aviation logistics to support the process of disassembly and packing, and preparation for freight with all the necessary Customs documentation and Port Authorities liaison and inspection requirements. Talkcargo make these complex operations simple, and often know our requirements before we even have to ask!

You make it sound easy but there must be surprises from time to time?

Aubrey: Actual costs involved in shipping can be chunky, even for a larger organisation, but we go out of our way to avoid surprises rather than deliver them. The downside is that competing organisations or sometimes people with the best DIY intentions, find out too late that unforeseen fees and even DG costs can mount up later and take the shine off what might have previously seemed like a better way to go.

The MRO / Logistics partnership works equally well to bring MRO work in from overseas, as it does to support NZ customers. How is that going in the current environment?

Liv: We aim to provide a holistic solution for each customer, offering parts supply, routine maintenance and overhaul capability all within NZ to support a fast and cost-effective turnaround time. We have built a lot of trust with overseas customers and enjoy mutually beneficial relationships with them so whilst there is a little less work from that direction at the present time, it’s simply due to reduced hours being flown. Work is ongoing however, a recent example being a set of blades out of Singapore which Talkcargo managed the delivery and return of. Actually they also recently arranged to ship our new Spanish staff member’s personal effects to NZ when we couldn’t find an easy solution.



Talkcargo is a specialist aviation logistics provider capable of assembling all the logistics pieces needed to ensure the most efficient time and cost outcomes possible. NZ owned and operated, Talkcargo also has offices in Australia and the UK and is a Board Member of the Aerospace Logistics Group, a global network of aviation transport specialists.

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Frank Parker and Gunner Gary Graham (also NZWA Administrator) in the NZ Warbirds replica Bristol F.2B for the a trip to Thames in honour of Sir Keith Park.

A Sunday Drive

In September at the entrance to Thames Airfield, a replica Hawker Hurricane was erected to honour local hero Sir Keith Park, RAF Fighter Pilot in WWI and Fighter Group Commander in WWII. Frank Parker flew the NZ Warbirds Association Bristol F.2B Fighter replica there for the occasion:

A quick Google search shows September is an interesting month in history. A few highlights are:

Sept 2, 31 BC; Roman legions under Octavian Caesar defeat Mark Antony's naval force at Actium.

Sept 2, 1666; The 'Great Fire of London' began at Pudding Lane.

Sept 2, 1870; Napoleon III surrendered at the 'Battle of Sedan', the beginning of the end of the Second French Empire.

Sept 1, 1939; Hitler's Armies invade Poland.

Sept 7, 1940; The Luftwaffe began its 'Blitz Bombing' of London.

Sept 15, 1940; The height of the

'Battle of Britain' with massive German air raids against London, Southampton, Bristol, Cardiff, Liverpool and Manchester. Britain claims 185 enemy aircraft shot down.

And this last date is the genesis of this 'adventure'.

The 15th of September has long been recognised as 'Battle of Britain Day', whereby Commonwealth Nations commemorate this epic struggle in the opening days of World War II. For many years NZ Warbirds Association has joined in these commemorations by conducting a flypast in association with the Air Force Association Service at the Auckland Cenotaph and other centres in New Zealand. This year however, was a little different and with 'Covid 2.5' in Auckland the planned Commemorative Service was cancelled. However, we were invited to participate in something rather unique.

One of the stalwarts in the defence of the UK was Sir Keith Park who led the RAF 11 Group in the aerial defence of South West England, the defence zone which suffered the brunt of the German assault. Sir Keith was a New Zealand 'lad' born in Thames. Fittingly on this the 80th anniversary, the local community rallied to honour this remarkable military 'son' by erecting a monument in the form of a replica Hawker Hurricane aircraft at the entrance of the local airfield which is named after him.

NZ Warbirds was asked to provide a flypast for the unveiling of this Memorial and what could be more fitting than to complete this in the recently delivered WWI replica Bristol Fighter (see KiwiFlyer issue 69) which is representative of the aircraft Sir Keith Park flew in WWI and in the livery of C814, an aircraft which he is associated with.

And to cap it off the flypast was completed by a Thames 'old boy', surname 'Parker' - well it's almost a fairy tale...



Frank and Gary en route Thames

To Thames

On Sunday 13 September it was my honour to fly the Bristol F.2B to Thames to provide a flypast for the unveiling of the Sir Keith Park Memorial at Thames airfield. This simple little trip had been in the planning for over 18 months since the 'Memorial Committee had contacted 'Warbirds' for participation. As a Thames 'old boy', participation was a 'no-brainer'. All I had to do was make it happen.

Preparation started the preceding weekend when the 'Brisfit' and pilot were prepared for flight post the winter hiatus; a few circuits at Ardmore to blow out the cobwebs. The preceding day the aircraft was fuelled and oiled ready for the trip to Thames. This was the first flight beyond the Ardmore area since the aircraft was delivered from Omanaia in March so fuel and oil were topped up to



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About Sir Keith Park

At the entrance to Thames Airfield on a wall alongside the replica Hurricane, several display panels have been placed which speak of the memorial, the Battle of Britain, and of Sir Keith Park himself. Keith Rodney Park was born on 15 June 1892 in Thames and died on 6 February 1975 in Auckland. The displays include a eulogy from Sir Keith's funeral as given by Air Marshall Sir Rochford Hughes from which the following achievements are summarised.

Keith Park was an Oxford graduate, gallant soldier and fighter pilot of the First World War, most distinguished Air Commander and Commander in Chief of the Second World War, keen businessman, yachtsman and a patron of Auckland City. He is perhaps remembered best as the RAF Commander of No.11 Fighter Group which blunted and then broke the main attack of the German Luftwaffe upon London and the heart of England in the dark days of 1940.

It was the squadrons of No. 11 Group operating from Biggin Hill, West Malling, Hawking, Manston, Tangmere, North Weald, Hornchurch and Rochford which bore the brunt of the battle. Commander Keith Park's Hurricane and Spitfire pilots, who were outnumbered and operating in small formations, broke up the massed groups of German bombers and fighters in a superb feat of defence.



Sir Keith Park was one of few who played a distinguished part in the two world wars, beginning as a teenager with the New Zealand Forces in the landing at Gallipoli. Later he was wounded in France, returned to England and declared unfit for further Army Service. He pestered the Medical Boards until in frustration they told him he could join the Royal Flying Corps if he could pass his flying tests. He did this in 1917 and by November 1918 had been decorated four times, shot down twice and promoted to Commander and finally Squadron Commander.

Two years on from the Battle of Britain, he was equally effective when in charge of the Air Forces breaking up the German and Italian attacks upon the lonely fortress of Malta, a keystone to the successful conclusion of the Desert War. Sir Keith was then made Commander in Chief Middle East, the vast Supply Base and Aircrew Training organisation using over 5000 operational aircraft based throughout Egypt and Palestine. He finished the war as Allied Air Commander in Chief, Far East in Singapore. One of the features of his leadership was the friendly contact he always maintained with his men. Many an airman might suddenly find a tall figure eating with them at a lunch table. That tall figure was also the Commander in Chief.

It was Winston Churchill who after personally watching Keith Park guide his fighters to a culminating victory against the Luftwaffe on Sunday 15 September 1940, said in a speech: "... Never in the field of human conflict was so much owed by so many to so few." This was a statement specifically about New Zealander Keith Rodney Park and the men he commanded.

the 'ferry' levels.

While the Saturday weather was brilliant, Sunday dawned a little overcast with a developing south westerly (Auckland springtime!) however, well within acceptable limits. Flight time to Thames was planned at 30 minutes, plus 5 minutes to spare plus 5 minutes 'fiddle' so we were starting at 0750 for 0805 airborne for a 0845 flypast for the unveiling of the Hawker Hurricane at the entrance to the Thames airfield. As noted above this project was commissioned by a local group to provide a tangible link to the memory of a famous 'son' of the town. The timings worked well with only a few minutes holding to make the time on target followed by a landing at Thames.

Following the mandatory 'cup of tea and a chat' with dignitaries and locals we were airborne again at 1130 for a flypast of the 'downtown' area for the Commemoration of the Battle of Britain. On this flight we were accompanied by Doug Brooker in his Spitfire TR9, another most appropriate aircraft for the occasion.

Following the downtown flypast it was time to head home whereupon the strength of the now 'developed' south-wester became apparent. The Brisfit cruises nicely at 75 mph (miles per hour for the modern reader) or about 65 knots. A 25 knot headwind makes for a very scenic - that is 'slow' - trip and a vehicle at 100 km/hr or about 55 knots has quite an advantage, however, I did observe that we passed at least one tractor on the Hauraki Plains!

A 30 minute flight to Thames became a 55 minute flight from Thames. Arrival over the 'Waterworks' (Ardmore VRP) was a welcome sight.

This was the first 'outing' for the F.2B since its brief appearance at the last 'Warbirds at Ardmore' open day, way back in pre-covid March. The aircraft performed flawlessly and this is hopefully the first of many engagements for this historically significant replica aircraft.

The Battle of Britain 'Flypast' is generally the start of the Warbirds flying season. This Thames event was a prelude to a Covid constrained flypast the following week at the Auckland Cenotaph. NZ Warbirds participation in these significant historical Commemorations is a significant component of the Associations 'raison d'être' and an important opportunity to 'show our flag'.

Regards, Frankly@xtra.co.nz



Replica Hurricane now at the entrance to Sir Keith Park Memorial Airfield, Thames.



Frank Parker & Bristol F.2B in a flypast of the Thames War Memorial Civic Centre.



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Charles Kingsford Smith being greeted by Captain Findlay at Wigram aerodrome, 11/9/1928, after the first successful flight over the Tasman Sea from Australia to NZ.

The First Flight Across the Tasman Sea

and the Beginnings of Weather Forecasting for Aviation in New Zealand

Continuing with his series of meteorologically inspired articles, Ciaran Doolin, MetService Meteorologist and Adjunct Teaching Fellow at Victoria University of Wellington, in this issue discusses some of the earliest aviation weather forecasting in New Zealand.

On 10 January 1928 two New Zealand Air Force pilots, Captain George Hood and Lieutenant John Moncrieff, took off from Sydney in what was the first attempt to cross the Tasman Sea in an aeroplane. Flights had been proposed in 1921 and 1924 but not attempted. An excited crowd of some 10,000, including the pilots' wives, gathered in Trentham, Wellington, to greet the airmen. But they never arrived – Moncrieff, Hood and their single-engine Ryan B-1 Brougham tragically disappeared without a trace.

In preparation for the flight, Hood and Moncrieff had approached the New

Zealand Government for meteorological assistance. Edward Kidson, newly appointed Director of the New Zealand Meteorological Service, provided weather reports and forecasts for 24 hours in advance to the aviators, in collaboration with the Commonwealth Bureau of Meteorology in Australia and Tasman shipping. On the day of departure, Kidson sent a message to the aviators indicating that light to moderate southeasterlies and good visibility were expected across the Tasman. After the flight failed to arrive, Kidson contacted the Division Meteorologist in Sydney, Mr Mares, asking him for his view on the incident. The advice Mares had given to the pilots was that while the weather was not ideal for the attempt, it was the best that could be expected at that time. Kidson reflected that, in his opinion, the aviators were apprehensive about inclement weather as they lacked the experience to mitigate the associated in-flight hazards. He concluded

that the pilots knowingly took a risk, but luck was not on their side.

Later that year, Australian pilots, Charles Kingsford Smith and Charles Ulm, accompanied by navigator Harold Litchfield and New Zealand radio operator Thomas McWilliams, made a successful flight across the Tasman. Departing from Richmond, near Sydney, on the evening of 10 September 1928 in the Southern Cross, a Fokker F.VIIb trimotor, the crew flew overnight, landing at Wigram, Christchurch, at just past 9am (New Zealand time) – a flight time of over 14 hours!

Kidson also provided reports and forecasts to Kingsford Smith and Ulm. Hourly reports were organised from lighthouses, with special weather balloon flights from Christchurch, and this information was passed to the aviators in flight. Kidson recommended to Litchfield that, given their planned destination was Wigram, an approach through the

Cook Strait and Wellington, rather than over the Southern Alps, was advisable. However, he emphasised to the aviators that the decision to depart rested with them and not the meteorologist, whose responsibilities ended with the provision of all available meteorological information and forecasts.

In the event, the conditions over the Tasman were appalling. A depression – probably a cold front – crossed the east coast of Australia during the 10th and made its way into the Tasman (see Figure 1). The pilots' account, published in a paper by Kidson in the *Quarterly Journal of the Royal Meteorological Society*, bears repeating because it shows how the flight might have ended in another tragedy (times are in Australian eastern):

"[A]t 19.50h. a very high cloud bank was seen ahead and at 19.55 lightning could be seen ... At 22.00h. the altitude was 8,000ft and three separate thunderstorms were visible. The aviators were hoping to pass over the storm ahead of them. At 22.10 no rain had been experienced, but the lightning flashes were becoming blinding. At 22.15 heavy rain was encountered, the altitude being 6,800 feet. The lightning flashes were very close. Bands of light encircled the propeller tips, being 9 to 12 inches wide round the centre and narrower on the outside propellers... On two occasions the searchlight... was lit up by the current passing through it. The following hour was the worst experienced. Ice, apparently from supercooled rain-drops, formed on the wind shield, the undercarriage, the engine bearer shafts and the wing itself. It was subsequently estimated that at one stage the machine carried half a ton of ice. Hail was met with at times and the leading edges of the propellers, which consisted of a compressed cotton fabric, were badly torn by it. It became very wet and cold in the cockpit. At 00.15h. there was a calm interval with improved weather. At 00.20 another very severe rain and lightning storm was encountered. Terrific bumps were experienced, vertical velocities of 3,000 feet per minute being recorded. On occasion there was a fall of 300 feet. The ice on the wings became thicker, and in very severe bumps the plane was forced down from 7,000 feet to 2,000 feet. At 00.30 it was fine again and stars were seen. At 00.40 heavy rain and very severe bumps were again encountered. Ice remained on the

Event Guide

November 1st
Tokoroa Aero Club Annual Fly-in
At Tokoroa. All welcome, Start 10am, Hangars open, refreshments available to purchase but not fuel. Facebook.com/TokoroaAeroClub

November 14th
Black Sands @ NZTE Fly-in
At Te Kowhai. Dinner and overnight options. Contact Bruce Cooke 021 112 2364 or bmcooke@waikato.ac.nz

November 15th
AOPA Christmas Fly-in
At Turangi. Starting 11am, \$15 BBQ lunch incl drink, no landing fees. Contact Alan Turner 021 458375.

November 26th - 29th
South Island Akro Fest
At Omaka. Aerobatic competition and fly-in. All welcome. Contact Andrew Love 021 818 816

November 28th
Matamata Fly-in
At Matamata. 11am start, sausages, banter and more. Contact Anna Doer 027 702 5924 or info@mac.org.nz.

January 1st
New Year's Day 2021 Fly-in
At Feilding. Spot prizes, No landing fees, Lunch at noon \$15, MOGAS on request. Contact Stan Hyde 021 045 3801.

January 30th - 31st
Autogyro Association Fly-in
At Dannevirke. Annual gathering of gyro enthusiasts. All welcome. Includes fly-out to Athbey Farm, socialising, AGM, lunches and more. Contact Bruce 027 620 5006

February 6th
Healthy Bastards Bush Pilot Champs
At Omaka. See advert this issue. Register by 29 January at www.marlbroughaeroclub.co.nz

February 21st
RV Aircraft Fly-in
At Turangi. Starting 11am, \$15 BBQ lunch incl drink, no landing fees. Contact Alan Turner 021 458375.

February 26th-28th
Wings Over Wairarapa Air Show
At Hood Aerodrome Masterton. See advert this issue. www.wings.org.nz

Having an event somewhere else? Don't forget to let the local operator or club know so they can prepare the airfield for you and top up the fuel tank.

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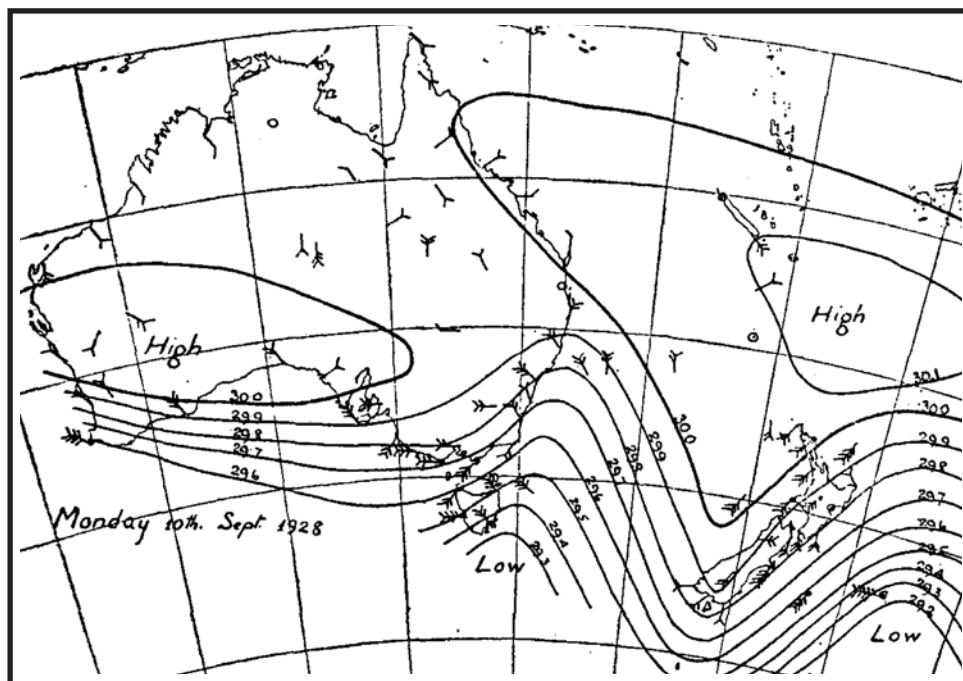


Figure 1 — Surface pressure analysis on the morning of 10 September 1928. Pressure units are inches of mercury. From Kidson, E., 1929: Meteorological Conditions during the First Flight Across the Tasman Sea. *Quarterly Journal of the Royal Meteorological Society*, 55, 53-54.

machine and it was bitterly cold... At 01.45 the worst of the weather was past..."

Although the weather was much improved for the remainder of the flight, with the aircraft having cleared the front, low cloud was extensive along the flight path. However, fortunately land was spotted through a break in the cloud and the pilots descended through the gap – the land was near Farewell Spit. A strong northwesterly was blowing at that time through the Cook Strait so some bumps were experienced on the final leg of the journey to Christchurch. Despite their

ordeal, Kingsford Smith and Ulm clearly appreciated the meteorological guidance provided by Kidson as they subsequently wrote letters warmly thanking him.

Meteorological services for flights such as the aforementioned were in their infancy and were arranged on an ad hoc basis. An organised service had been mooted in the early 1920s but never got off the ground. Routine forecasting for aviation did not commence until late 1935 when commercial trans-Tasman, trans-Pacific and domestic flight routes began to be established.

To provide adequate forecasts for aviation more sophisticated methods were needed than had erstwhile been in use. Prior to the mid-1930s, weather analysis had centred on the surface pressure field. However, Kidson revolutionised weather forecasting in New Zealand by introducing the theories and methods of the Bergen School of Meteorology, a Norwegian research group who were instrumental in turning meteorology into a rigorous scientific discipline. The Bergen scientists are best known for their emphasis on the importance of fronts to weather in the middle and high latitudes. In their view, not only are fronts responsible for much of the cloud and precipitation in these regions, but they are also the source of cyclonic development. Kidson had been interested in the Bergen School since the 1920s, but a patchy observational network and limited practical experience with their analysis methods inhibited his progress in applying them to the Australasian region. However, during the 1930s Kidson was able to establish strong professional connections with the Scandinavians. He visited Bergen twice during this time and managed to arrange for one of the Bergen meteorologists, Jørgen Holmboe, to spend seven months at the Meteorological Service, providing instruction in their methods. In doing so, Kidson placed New Zealand meteorology significantly in advance of countries like Australia and the United States, and made possible a robust forecasting service for aviators, which MetService continues to this day.

Ciaran Doolin 

How the Insurance Market Works

Peace of mind is one of the major reasons for holding an insurance policy. To ensure this peace of mind is on solid ground, it pays to use a specialist broker and always make full disclosures. Bill Beard explains:

The Aircraft Insurance Industry is relatively small. While there are many insurance brokers prepared to sell you aircraft insurance (mainly as a sideline to their regular business), there are only four or five recognised Aviation Underwriters writing risks in New Zealand. Aviation insurance is a highly specialised field because of the complex nature and range of the risks involved. As well, with the small statistical base upon which rates are calculated, insurance offers are largely "judgement rated" in accordance with particular company's overall underwriting standards and philosophies. An individual underwriter can sometimes have a broader range of rating latitude on a given class of risk and can be influenced by his or her personal evaluation of the risk.

A broker who is knowledgeable both

in aviation and insurance can more often than not, negotiate improved terms with an underwriter by clarifying information or offering additional details. For example, if a pilot has marginal experience on a particular aircraft then analysing experience the pilot may have on similar category aircraft or providing additional details on training and check-out procedures can be very helpful in obtaining better terms.

Often aviation insurers choose to deal with only one broker on a given risk and quote on an exclusive basis. In the case of renewals, the broker presenting or handling the account with a specific insurer remains the exclusive agent to that company. Other brokers will be precluded from obtaining terms from the holding underwriter. Some underwriters reserve this right to stop confusion. For example, in obtaining quotations on a Beech Bonanza or Cessna 210, these being fairly complex single engine aircraft, imagine one broker being aware of the significance of an instrument rating held by the owner/pilot and the other agent not familiar. The instrument rating would

be considered a very important factor by underwriters for this type of aircraft and the broker emphasising this stands to get a better quote.

On the other hand, a broker who provides underwriters with full details of previous losses may get a higher quote or even the underwriter may decline to quote - better that, than a broker who fails to recognise the significance of accurate information. Any broker who would omit such critical information stands to have a quote withdrawn or if loss details are not furnished to the underwriter, some serious problems could arise in the event of a claim. Insurance is all about peace of mind so best choose a broker you know and trust who has good aviation knowledge and specialises in light aircraft insurance.

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Aaron Patchett and Paul Hally bring Fox Moth ZK-APT in to land at Trentham Racecourse, from Omapa, 100 years to the day of the first flight across Cook Strait.

Cook Strait 100th Anniversary Flight

In August, the 100th anniversary of the first flight across Cook Strait was commemorated. Jared Le Roy attended and provides some history to the event, including just what a competitive affair the original endeavour was, in the following:

On the 25th of August 1920, the first ever crossing of the Cook Strait by air was completed by Captain Euan Dickson in an Avro

504K. The Le Rhône-powered Avro was owned by the Canterbury Aviation Company, and C.H. Hewlett, the company's Deputy Chairman and Chief Mechanic. Dickson was accompanied on the ground-breaking flight by J.E. Moore.

Canterbury Aviation Company (CAC) was established in 1916 by the former Mayor of Christchurch, Henry Wigram. Then known as the Canterbury Flying School, it served to train pilots who could be sent to Britain to fight in WWI. The school was

based in Sockburn near Christchurch, which was later renamed Wigram in Henry Wigram's honour, and trained over 170 pilots in less than two years. A similar school had been established near Auckland by Leo and Vivian Walsh in 1915, known as the New Zealand Flying School (NZFS). After WWI, the demand for pilots dropped, and both companies started looking for additional sources of income. Joyrides and aviation demonstrations, while popular with the public, would not be sufficient to ensure the financial stability of the two companies. Regular passenger flights and aerial topdressing would not be seriously attempted until the 1930s, so other options needed to be found.

Before August 1920, both companies had limited their operations to their respective islands. The NZFS prepared plans to fly from Petone across the Cook Strait to Marlborough and Nelson to draw more attention to their company. Arriving on the 19th of August 1920 at the Hutt Park Racecourse, they were joined by George Bolt on August 24th, a pioneering New Zealand aviator from the South Island who had been a mechanic at the NZFS. They too intended to use an Avro 504K for the trip.

The Avro 504 was a ubiquitous aircraft throughout the early years of aviation. With over ten thousand built from 1913 to 1940, they were used widely in both military and civil applications in every corner of the world. First flown in 1913, the Avro 504 was produced until 1940. The two-seat 504K proved to be especially popular for training and other utility roles. Many different engines were available to be used, but the CHC's 504K used for the crossing was equipped with a 110 horsepower Le Rhône rotary engine, giving it a maximum airspeed of around 150km/h and an endurance of around 3 hours.

After hearing of the NZFS's plan to cross the Strait, and knowing the considerable attention that such a crossing would generate, the CAC decided they needed to beat the NZFS to it. The trip would also serve to identify suitable places to land and refuel in hopes that regular mail or passenger flights could be safely operated. The CAC quickly formed a plan to fly from Sockburn in Christchurch to Trentham Raceway in Upper Hutt on the 25th of August. Departing at 7am, they faced strong headwinds and required a fuel stop in Kaikoura at 9.30am, before continuing on to Blenheim, where they arrived at 11.50am. The attempt



Captain Euan Dickson (left) after the historic Cook Strait flight on 25 August 1920, with aviation administrator C.H. Hewlett (centre) and engineer J.E. Moore.



Dignitaries assembled with pilots and Fox Moth ZK-APT at Trentham Racecourse.

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at crossing the Strait began at 12.55pm, following the coast to Arapawa Island in the Marlborough Sounds before crossing east to Wellington. As they overflowed Wellington, Dicksons plane drew significant attention from those on the ground, including parliamentarians in Wellington and the surprised NZFS team in Petone, before landing at Trentham at 2.10pm. The total journey had taken over seven hours, with nearly five airborne. With limited pilot aids and an open cockpit, completing such a challenging flight in the aircraft of the time was a real showcase of Captain Dickson and his crew's skill and determination. Having previously crossed the English Channel, which was no mean feat at the time, Dickson remarked that crossing the Cook Strait was more difficult.

The successful crossing proved the viability of aircraft for inter-island transport, and paved the way for airmail services and other commercial aviation ventures in New Zealand. Dickson, who was already well regarded, now received hero status across the country. The New Zealand Armed Forces also took notice, and a few years later established the New Zealand Air Force, purchasing land and equipment from Canterbury Aviation Company to establish the branch's first aerodrome.

100th Anniversary Crossing

100 years later and the Cook Strait is crossed by air all the time without a second thought except perhaps by the occasional microlight pilot in a headwind.

August 25th 2020 would see a re-creation of the pioneering flight that made it all possible. Unfortunately, the only surviving Avro 504K in New Zealand ZK-ACU was not able to be used for the flight. Instead the De Havilland DH.83 Fox Moth ZK-APT was used.

The Fox Moth is another important aircraft in the history of aviation. First flown in 1932, it was one of the earliest aircraft to have an enclosed passenger cabin, and, as it shared many parts with the very common DH.82 Tiger Moth, the Fox Moth proved to be a low cost and economical light passenger aircraft. It could carry 3 passengers and fly distances over 600 km.

ZK-APT is one of four surviving Fox Moths in New Zealand. She was originally owned and operated by Marlborough Aero Club, and made her first flight in New Zealand in 1947, continuing to serve until 1962 when grounded by the CAA and put in storage. She was rebuilt in 2009 and returned to the air again for the first time in almost fifty years. Now back in the Marlborough region and owned by PMH Aviation, APT is used mainly for scenic flights.

For the re-creation flight, APT was flown by Aaron Patchett and Paul Hally. Departing from Christchurch in calm weather conditions, Patchett landed at Omaka three and a half hours later, where he handed over to Hally to make the final leg across the Strait to Wellington, landing just before 2.00pm at Trentham Racecourse. A RNZAF NH90 chaperoned the flight and flew in VIPs to watch the anniversary landing take place, and a modest crowd of Wellingtonians enjoyed the unusual sight of the Fox Moth landing at the Racecourse. Watching the landing, I imagine it felt much the same way 100 years ago to the onlookers back then. Even a century after the original and much-celebrated flight, aviation can still draw a crowd and bring smiles to the faces of many.

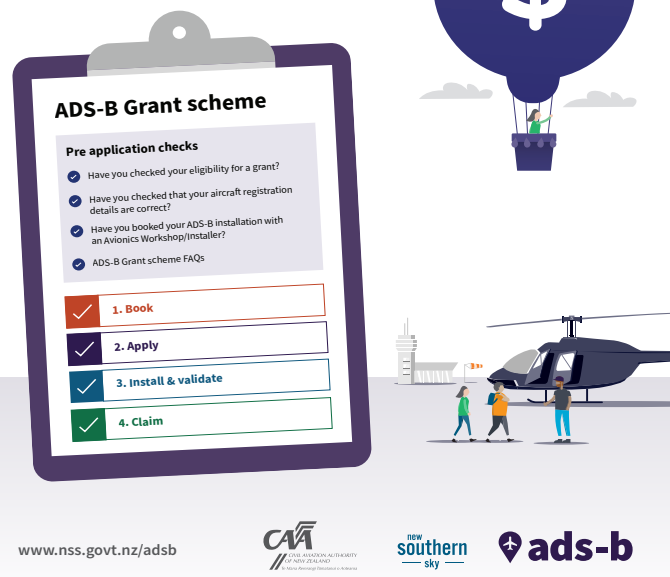
Jared Le Roy 

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Big Bay is 8 km wide and extends 8 km into the South Westland coast approximately 40 km north of Milford Sound.

Places to Go: South Westland

With the national focus now on local tourism and likely to stay that way for some time yet, in this edition of Places to Go, Ruth Allanson expands from her usual airfield to an entire area of the country – South Westland. It's a very special area too, being not overly populated, not overly travelled, and in Ruth's case, home. Ruth writes:

South Westland is a place in New Zealand which is not overly explored by New Zealanders, except by the keen mountain and bush pilots that venture away on fly-ins to experience the remote ruggedness and at times interesting weather. In these unprecedented times, we thought it a good idea to revisit some of New Zealand's best Places to Go, including parts of regions that are well worth planning a few days of settling in, exploring and getting to know your back yard. In this article I'm going to touch down in Haast and share more about this area and its surrounds, why Kiwis visit and end up staying in this remote part of the world and why any person who has made New Zealand home, absolutely needs to come and see this magical area.

History tells us that the locals went to work on the Mussel point racecourse to turn it into an airstrip in 1932. Improvements were made by the Government in 1936 to assist with the mail service, however it was not until the arrival of WWII that the Haast airstrip was identified as the main field and constructed in an 'all hands on deck' fashion. The Government of the time feared the Japanese may try to land on the long remote coastline of the West Coast so

the aerodrome was built for refueling the planes of war so they had wider range to patrol the Pacific.

Haast aerodrome is 22 ft in elevation and in walking distance of the Heartland Hotel and Johnston Motors (very handy if your aircraft runs on 95 octane). This hotel holds memories for many Kiwis growing up including myself. There were fun times when flying over with the parents on the way back from Cascade whitebait runs, picking up the bait in kerosene tins from Bruce Buchanan. Horses in the bar, Nolan family style, while helicopter rides operate from the front lawn. The carpark once staged the



An off-boat walk during a Waitoto River Safari tour.

biggest whitebait fritter world record attempt. A fellow leaned off a front-end loader with a gas torch to cook the top of the giant pattie that filled a large section of the car park. Needless to say, lots of money was raised by locals and much whitebait was consumed.

The approaches are clear for both 16 (right hand) and 34 and the 680m runway is surfaced with gravel. A \$10 landing is fee payable at the office near the fuel which is RD petroleum avgas or Jet A1. There is plenty of parking and the prevailing wind comes in from the sea; you must take your pickets and it is worth putting in the control lock if you are staying a few days. The weather can change on the coast very quickly and if you are out exploring you will want to be happy about where your plane is parked.

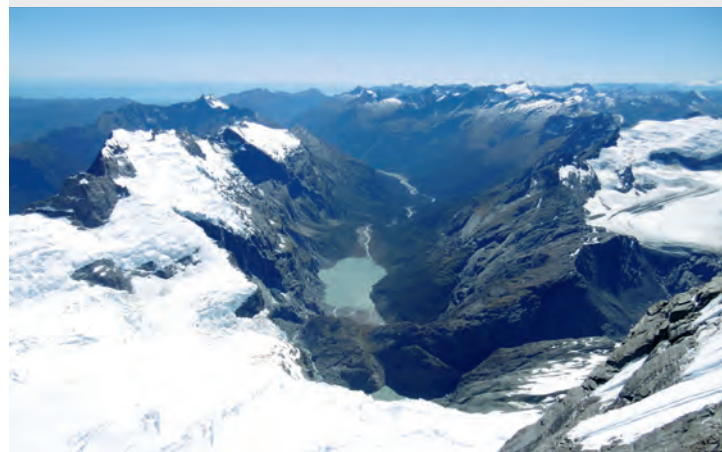
Accommodation sure is handy at this field with the hotel right across the road, (03 750 0828). You can dine here with a view of your aircraft. There is also the Haast village nearby with hotels and backpackers. A good all-rounder is Wilderness accommodation. They are right in the village next to the grocery store and a short walk to the tavern and the clothing shop. Check out www.wildernessaccommodation.co.nz. Let Ollie know you are flying in and he can pick you up.

Life at Haast has not changed too much in the last few years. The population between Jackson Bay and Paringa is 249 people. However, after one particular bad road outage, a cell phone tower was erected so you are able to receive mobile coverage just around the village and airfield. That's handy if you are on a flight plan or wish to phone your flight followers upon landing.

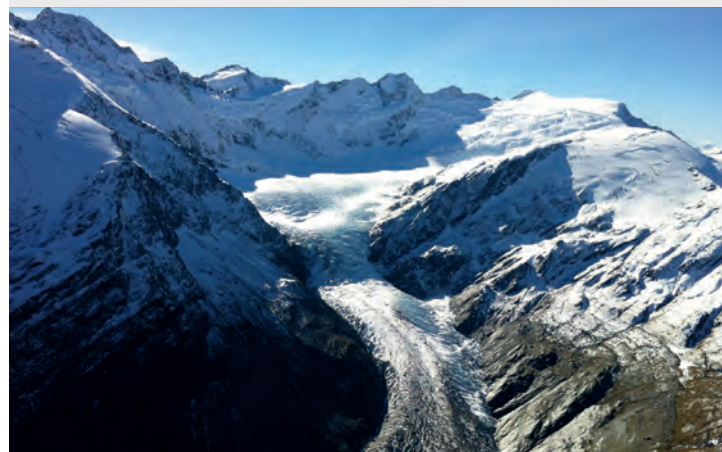
There are no hire vehicles in Haast. Both the Heartland Hotel and the Hard Antler Tavern provide courtesy coaches which is useful if you are dining at either of these establishments. Aside from motels and the grocery & takeaway shop in Haast town,



Navigating the Waitototo River



Looking down the Waitototo River from Mount Aspiring.



The Dart Glacier.



Looking west from the Waitototo Valley.

you will find nice meals at the Hard Antler which is open from 7.30am. It is right beside Heli Services which offers helicopter rides, kayak hire and also stocks a good range of locally written books of which there are quite a number and all worth a read. In the back of the town there is the Santana Possum Merino shop which sell a large range of high quality clothing at a realistic price - and is owned and operated by pilots. They also have possum pelts, sheep skins, honey and a large range of skin care plus the fantastic South West Productions iconic flying/deer movies on DVD. www.haastshoponline.co.nz.

From the township there is the Dennis Road track that you can walk out to the Haast Beach area. Head past Haast Beach store, the motels and the garage which is also the postal centre. Fossick for beautiful stones on the beach then wander back to the hotel and the airfield via the road. Life here feels as it was 30 year ago, so slow down, take some time to take it all in.

Haast is situated within the UNESCO Te Wahi Pounamu world heritage area. The road was finally joined just north of Haast 56 years ago, which meant commercial logging did not reach this area. Therefore, the forest remains untouched, as it was of many thousands of years ago when Moa and the giant Haast Eagle roamed the earth. The Waitototo River Safari is a jet boat safari that takes you into the heart of this country, across the alpine fault line, one of only 3 places in the world where tectonic plate boundaries actually occur on land which means during the off-boat forest stroll you will see rocks that are incredibly rare. There is iron ore rock that is only found in two other areas of the world and originates from the earth's core - which is what the famous 'Red Hills' are made out of (inland from Cascade Point).

The snow-capped mountains are only 30 km from the Tasman Sea, and shoot upwards along the fault line from the flat coastal land which is a giant swamp floating on a great underground water pan. There is a book named 'Blood River' by John Breen which tells the tale of farming, courage and epic disasters up the Waitototo valley which many people who come on the tour have read - and which inspired them to come and see for themselves.

The jet boat company is owned by myself and my husband and after all the years we flew over South Westland, it really is a special thing to be able to own a business that explores the area by the river giving us the true lay of the land. Every single tour is different and the scenery changes around every corner. The duration is just over two hours. We stop at the Kiwi zone where we talk about the breeding programme for the country's rarest Kiwi which is slowly returning to the forest with releases occurring via our boat - each a memorable community event. At the top of the river you can disembark for a look at the ancient forest, the best example in the world of what Gondwanaland looked like. There is plenty of commentary about the local flora and fauna and how farming has endured in this area over the years. A hot drink and home-baked scone and then back on the boat for a swift ride back down the river to the Tasman Sea, finishing up a reflecting side tributary to view the breeding ground of the whitebait. The jet boat is not a thrill ride so is ideal for families with little children and less mobile folk. People have a chance to view the famous Kotuku (white heron); the adolescent birds fly down from their birthplace at Whataroa to learn to fly before returning to Okarito to breed. Top rated as the best boat tour in Lonely Planet, this tour is pegged on many people's bucket list. Come and join us. www.riversafaris.co.nz 03 750 0780.

Jackson Bay is the end of the road on the West Coast of the South Island and was once home to a failed settlement that the then Government had encouraged people out from Europe to

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settle, with the usual promises. Families arrived full of enthusiasm in the 1870s only to find very windswept and undeveloped blocks with no houses and supplies incredibly lean. With the lack of supplies, shelter and the hard conditions that prevailed the settlement did not survive long but those original families make up the main families that still live and farm the Haast area today. These days Jackson Bay is home to commercial fishermen. It is a beautiful place to visit plus there's the iconic Craypot restaurant that sells lovely fish meals during the summer months. Dayna and Nicole Buchanan, the owners, are descendants of the early Buchanans who worked the land and sea, boating whitebait up from Cascade on the ocean to the canning factory and making a living from this remote land. www.thecraypot.com

Haast is an excellent base for daily fly arounds which is why the field is popular for fly-ins. The first famous discoverer of the south Westland area was Charles Douglas. He spent more than 40 years walking this almost impossible land to survey it for the Government. Equipped with woolen gear, a tarp and a dog, he walked sometimes in socks and spent weeks in certain spots, trying to make headway (such as the upper Waiatoto River) and lived mainly on tea, tobacco and native birds. The rivers ruled people's lives until the advent of bridges. Life revolved around tides, rain and the grace of the ferryman. However one of the early mail men named Charlie Smith was able to deliver the mail on time every fortnight by horse - the post office clock could be set by his arrival at 4pm in all weathers. Sometimes his mail arrived slightly wet from the Haast River which was often high. The very first air mail service arrived 31st December 1934 by Captain Mercer. Many locals at this time thought this a blessing. Civilisation was now just an hour away instead of three days. Others weren't so enamoured

with viruses now arriving quickly. Those days there were virus challenges as well, for example the polio epidemic in 1937 when all of New Zealand's schools were closed.

There are local fields to visit such as Mussel Point (Kerry 03 750 0848) and Neil's Beach, but further afield poses more of challenge as it is rugged country so it is vital to be prepared. A note here; these airstrips require a certain skill level and experience and I would not recommend landing on them unless you have these skills or are accompanied by a well-versed Instructor.

Cascade is south of Jackson Bay and is where the only commercial white baiting occurs - ferried out by C-185. (A young pilot's job of lifting buckets of bait into the plane, then carrying out loads of bait on a 200m strip). Having spent time there over the years, I realise that the pioneering spirit was very strong back in the '30s when Bruce and his brother Ted Buchanan worked hard to ship the whitebait north to Jackson Bay so it would be then met by road for shipment to the Nolan's canning factory to preserve the fish and send to market. Rough seas and sometimes the boat not being super reliable made for some amazing adventures with plenty of Kiwi ingenuity when it came to survival.

Further along the coast, at Gorge River, Robert Long and Catherine Stewart live at this remote spot with access either by walking in, usually from the end of the Jackson River Road or via their airstrip which was until recently already challenging enough. Then in 2018 a storm took a big chunk away from the middle, requiring even the most experienced pilot to make extremely accurate approaches and landings. Robert Long arrived here to live in 1980 and met Catherine Stewart when she walked in during 1987. I have visited them many times over the years, taking in friends and visitors and the reception is always the same. Catherine

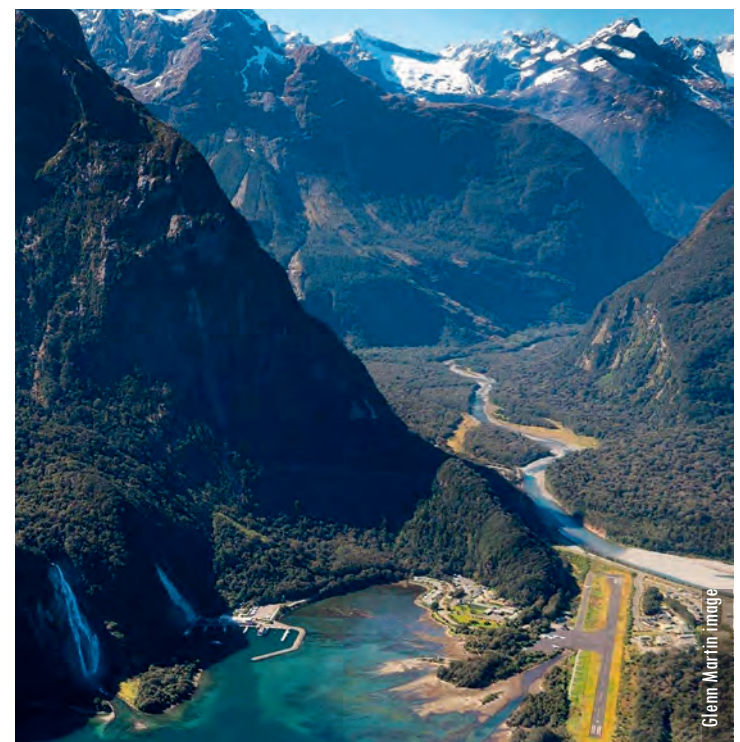
stokes the fire and a hot cuppa arrives with some delicious homemade cake. I always try to take something interesting, at the very least milk and butter but one load I had was large bags of fresh tomatoes from a friend that had an overabundance in his glass house. Both Robert and Catherine have written the most interesting books, 'Life on Gorge River' and 'Wife on Gorge River'. If you are looking for two great reads, find these books online or you can buy them at Haast township.

Another great flight while based at Haast is down to Milford Sound. In my opinion it is the most spectacular coastal flight that can be undertaken in New Zealand. It is also one of quiet remoteness. Flying around South West Fiordland requires forward planning and also thinking about what you have on board to maximise survival in the unlikely event that you had to land the aircraft on the coast and leg it. I always wear sturdy tramping boots, take heaps of spare clothing, water and food. But you may like to have a backpack in the back with survival gear in it, such as foil blanket, burner, knife, rope, candle, extra provisions etc., just to make sure. Flying into Milford requires a briefing from an experienced local pilot if you have not been in there in the last 6 months and also a landing permit from DOC. Phone the Fiordland district office 03 249 0200 (Monday to Friday). It is a truly stunning place in which to fly so well worth the preparation which is definitely required.

Heading back to Haast, you may overfly Big Bay, a beach landing location that has always been serviced by boat or plane. Many folks have made this their permanent home, while others come and go for its renowned fishing and surfing. The Olivine Ice Plateau sits to the east overlooking Big Bay in its tall vastness and I am struck how fortunate we are as pilots to see from above what

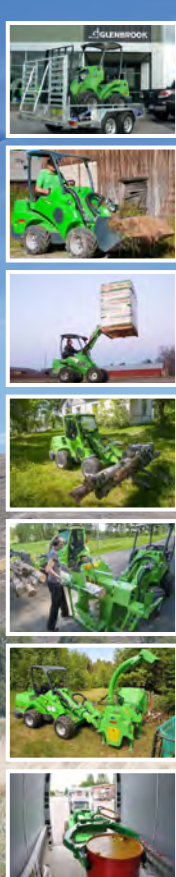
our extraordinary homeland has to offer us in nature, abundance and stunning scenery. So jump online, www.westcoast.co.nz, do some planning to visit this area, feel free to email me for tips - and do put South Westland on your list of Places to Go Soon.

Ruth Allanson 



Milford Sound requires preparation to fly in to but is well worth the visit.





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Celebrating the C-130H

Hercules NZ7005 in the hands of Squadron Leader Matthew Rieper forming up on another Hercules flown by Squadron Leader Brad Scott earlier this year.

With thanks to everyone in the RNZAF who made this opportunity possible.

With the recent announcement that the RNZAF will purchase five Lockheed C-130J-30 Super Hercules, Gavin Conroy looks back at the C-130H model that has served New Zealand with RNZAF 40 Squadron since 1965, and for which he has built up an extensive photography portfolio over the years. Gavin writes:

The Hercules was a massive step forward for the RNZAF in technology, speed, range and lifting capability. It replaced types like the C-47, Bristol Freighter and Hadley Page Hastings. All of these were powered by piston engines, but now the turbo prop was the way forward for 40 Squadron.

It is amazing to think that all five aircraft, NZ7001 through to

When five Hercules were purchased by New Zealand in the 1960s the Hercules was quite a new design. By the time Lockheed had got to the H model, many thought it was the pinnacle of the type and the RNZAF was one of the first Air Forces to receive H models off the production line.

Although the aircraft have been upgraded since 1965 the type is now showing its age. Most Air Forces have moved on from the H model to the J, and spares have become harder to come by as the worldwide population shrinks due to technology marching on. The latest upgrade started in 2005 and saw the aircraft have its

NZ7005 are still flying today and none have been damaged in accidents. It's testament not only to the ability of the aircraft, but also that of the pilots who have flown them - and their instructors.

40 Squadron have operated these aircraft in many countries around the world including hot locations like the Middle East and Vietnam, and colder ones such as Antarctica.



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main wing sections replaced, glass cockpit installed, and self-protection systems added. Each Hercules was upgraded one at a time and the RNZAF re-designated it as the C-130H(NZ) once completed. It was one of the most extensive upgrades given to a Hercules fleet world-wide.

These aircraft are still kept in great condition, in fact when the RNZAF take aircraft away or have foreign aircraft here the RNZAF Hercules appear younger due to their presentation and serviceability levels. Many overseas crews have been a surprised to find out how old our aircraft really are!

The five Hercules we have are arguably the most important RNZAF aircraft in the inventory. When mother nature has struck here and around the world, the Hercules has always been one of the first types to go help providing food, water, and medical aid to those who need it.

For airshow goers the Hercules has always been one of the main draw cards with pilots showing off its agility in the air as well as its short take-off and landing ability. The new aircraft will start arriving in 2024 and the Squadron will be fully equipped in 2025 so make the most of the H model when you see it!

In with the new

There is no doubt that the H models are well overdue for replacement; the combined fleet has completed more than 140,000 flying hours between them. The advantages of the J model Hercules over the H model can be summed up as follows:

The Super Hercules is 30 knots faster in the cruise, it can fly 600 nautical miles further with a 15 tonne payload, can carry 128 passengers up from 92 and can carry a 21 tonne payload compared with the H model's 18.

The aircraft will be outfitted with a wide-bandwidth, high-speed satellite communications system and an electro-optical/infrared camera. "The satellite communications system will allow imagery, video and data to be streamed in real time, and the camera allows for aerial surveillance, including at the same time as the aircraft is undertaking transport tasks, particularly useful on humanitarian and disaster relief operations, and search and rescue missions," said Defence Minister Ron Mark earlier in the year. "This equipment will make our new Super Hercules among the most capable in the world. Generations of New Zealanders have grown up and grown old with the Hercules, and they know these aircraft are an essential first line of response. This decision ensures the Defence Force will have the capability it needs to meet expected future tasks. This fleet will ensure the Defence Force can continue to support New Zealand's community resilience, our national security, our contribution to our Pacific neighbours and the wider global community".

The modern engines offer far better fuel efficiency, and the navigational suite and self-protection systems are far superior, all of which will add up to a better serviceability rate.

The 1.5-billion-dollar deal for the new J models includes all supporting infrastructure required as well as training and a flight simulator. It is a deal the New Zealand taxpayer will see paid back in spades just like the H models have done.

The replacement of the H model Hercules has been talked about for years and several new aircraft were considered but in the end the Hercules will be replaced by another Hercules. Other aircraft looked at included the C-17 which was considered too big for what the RNZAF need so would have been under-utilised; the Airbus A-400M looks

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On approach to Woodbourne a few years ago during a dramatic sunset caused by bushfires in Australia.



Tactical take-off on the grass at Woodbourne.



The lovely head on profile of Hercules 05.



On approach to land at RNZAF Base Ohakea.



Smiles all round by Matthew and his crew. The 40 Squadron crews are always fantastic to fly with.



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good but had unresolved questions around it; the latest aircraft to be flown and under consideration was the Embraer KC390 which had very good specifications but is still in the testing phase. All this considered, a J model replacement was deemed the best all round option for the RNZAF at this time, and being nearly five metres longer will add a lot more flexibility to the amount of load it can carry. So far more than 400 J models have been supplied to world wide so it is a proven platform.

As for the H model, I guess one of the last questions we need to ask ourselves is what will happen to these aircraft once retired, hopefully more than one appears at museums in New Zealand, it would be a shame if those of us who love the Hercules could not go and see one of these legendary aircraft that have done so much for our nation and its reputation around the world.

By the time 2024 rolls around the H model will have been in service for just under 60 years. I doubt that anyone one involved in purchasing the H models back in the 1960s would have imagined that.

On a final note, readers may be interested to know how many hours each of our Hercules have flown. Here are the totals as at the start of September 2020.

NZ7001 delivered to the RNZAF in 1965: 31626 flying hours.

NZ7002 delivered to the RNZAF in 1965: 31293 flying hours.

NZ7003 delivered to the RNZAF in 1965: 30296 flying hours.

NZ7004 delivered to the RNZAF in 1969: 27256 flying hours.

NZ7005 delivered to the RNZAF in 1969: 28490 flying hours.

Photographing our Hercules in operation and at airshows around New Zealand has been an enjoyable endeavour over the years. I hope readers also enjoy the included images.

Gavin Conroy 



Hercules overhead a RNZ Navy ship.



Passing the Sky tower in Auckland.



Out for a photo flight in the far north of NZ.



Off on a mission.



Awesome flare drop at Warbirds Over Wanaka 2014.



Sunset departure out of RNZAF base Woodbourne.



Warbirds Over Wanaka 2010.



Nice prop vortices at Warbirds Over Wanaka 2014.



Tactical grass landing at RNZAF Base Woodbourne.



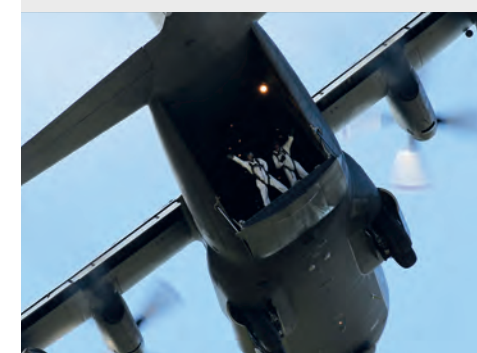
About to touchdown after another thrilling display.



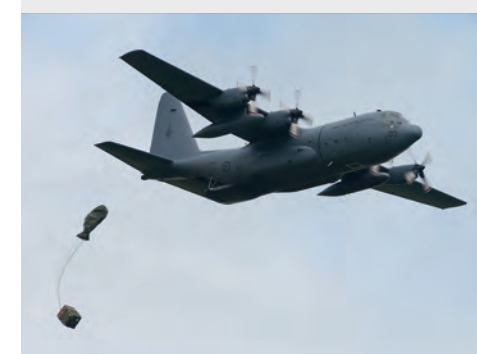
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The modernised cockpit of one of our Hercules.



Loadmaster party trick - waving to the air show crowd.



Dropping a load in the Awatere Valley near Seddon.



Load going out the back during a low level mission.



The lack of underwing fuel tanks is a give away for a J model.



RAAF J model with specially marked tail for 50 years of Hercules operations.



Dual cross country flying over the Canterbury Plains

Gliding NZ rolls out new training scheme

A glider flies the same way it always has and the skills necessary to fly (and land) a glider remain the same as they have always been. What has changed is the way students train. Learning to fly has become much more interactive. Welcome to the Soaring Journey, writes regular KiwiFlyer Soaring Contributor Jill McCaw:

A few years ago, Gliding New Zealand, in conjunction with Sport New Zealand surveyed a multiple number of issues among their members with a particular emphasis on member satisfaction.

There was a lot of number crunching and some valuable insights. It became obvious that many people were leaving the sport about two or three years after

joining. They were making it to solo, but not going on to enjoy cross-country flying. Why was that? Some teasing of the data suggested that the training programme, while perfectly good at teaching people to fly, lacked in other areas. Students found there was no sense of making progress, they spent too much time waiting on the airfield with no guidance, lessons were rushed with no (or no time for) pre and post flight briefings or checklist signoffs and there were communication failings across several areas. And once a member made it to solo, they were let loose, with little training or encouragement for progressing to cross-country status.

Cross-country status was seen as key because the data showed that cross-country pilots were hooked. All long term club members – some more than 50 years of membership, are (or were) cross-country pilots.

In today's busy world, value for time is a key driver for having a good experience

and the training programme itself and the management of that training program are at the heart of the gliding experience.

Which gave the impetus to rebuild that training from the ground up.

The Soaring Journey invites the student to be a full participant in the process. It starts with the GNZ 'Introduction to Flight'. This celebrates the pilot's first flight with a Soaring Certificate and an invitation to continue with the Introduction to Flight course, six flights that will cover the first ten steps to becoming a solo pilot. Once completed and having received the certificate, the student pilot will have a good idea if gliding is for them, they'll have come to know the club and other members and the choice to continue with a full membership will be easy to make.

From there, it is into the full training programme. The student will be expected to prepare for their lessons through interactive online tools and videos and the instructor can refuse to fly if they haven't done the groundwork. Lesson time with the instructor will include pre and post flight briefings, meaning the actual time in the air working through the exercises will be focused and productive.

The check boxes that go with this section of the training are not too different to those used in the past, because, as previously mentioned, what you need to know to fly a glider hasn't actually changed. This section is aimed at getting the student to that first exciting milestone in their flying career – the first solo. This momentous occasion will be greeted with every bit as much enthusiasm (and buckets of water) as it has always been. The student can be very proud to have piloted an aircraft, on their own.

The leap from solo pilot (someone who is safe to take off, make a circuit and land) to a cross-country glider pilot is huge. A cross-country pilot has the skills to keep the aircraft aloft through finding rising air and avoiding sink, and to chart their way across country and face the potential of a land out – common for all flights out of range of the airfield. Power pilots know of the raised workload from landing in an unfamiliar field. Imagine that when the field may literally be a paddock, with troughs, wires, ditches, long grass, unseen obstacles, and no windsock. There is also no go around option. A glider pilot cannot fly cross-country until their landing skills are up to facing this eventuality.

It's not surprising that many people leave the sport before achieving this.

The new syllabus recognises that cross-country flying requires specialised training and mentoring. Once the celebrations of solo are over, the syllabus now leads the student onwards with a series of new easily attained goals as they gain experience in the sky. The first step is as a Soaring Pilot. These pilots will be competent at staying in the air – using thermals, ridge and wave lift near their home airfield. They'll fly with an instructor and solo, consolidating their aircraft handling and discovering the important 'seat of the pants' feel of rising air. Moving past Soaring Pilot towards the full Cross-Country Pilot award, some of the dual flying will be with cross-country experts and mentors with the whole instructional team involved in the pilot's progress.

Once cross-country status is achieved there are more goals to work towards, FAI distances, height gains, local club awards and competitions to fly in. The sky is your limit.

Jill McCaw 



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An interview with Ross Crawford

After an extensive (and ongoing) aviation career in New Zealand, with a significant contribution to instructing and instructional techniques, Ross Crawford will already be known to many readers. Qualifying as an Instructor more than 50 years ago, he has acquired a wealth of experience across a broad spectrum of NZ aviation. And from experience comes wisdom, a good deal of which Ross has kindly shared in this interview with your KiwiFlyer Editor.

What was your original attraction to aviation and what was the reason for commencing a career in Australia?

Growing up near the Gisborne Airport and hearing the Beavers running up in the morning, WW2 books and movies, youthful excitement about flying; I can't really pin it down to one thing.

Having completed my CPL, there didn't seem to be much in the way of openings in New Zealand at that time. I had always been "Willy Wanderer" to my family and Aussies training at Wanganui insisted that Oz was the land of opportunity, "thousands of jobs". I sold my motor scooter, bought a one-way airfare and went for a look.

So you entered the aviation industry undertaking flight instruction, charter and agriculture operations in Australia in 1966. And qualified as a flight instructor more than 50 years ago.

Yes, February 1967. I had spoken to Jim Hazelton by phone in the course of job hunting and he suggested I come out to Bankstown for a chat. After 20-30 minutes, he said "We need a flying instructor at Orange, would you be interested?" I said yes with enthusiasm and then confessed that I didn't have an Instructor Rating. "No problem," he said, "we'll train you and you can pay us back." And I was on my way the next day.

Hazair was a small Ag operation, three or four aircraft with a small flying school attached, a couple of Cherokees (140 and 180) and a Cub. Initially, I was engaged in instruction and single engine charter. Towards the end of 1967, the Chief Pilot said to me that



Ross Crawford on his last trip with Air New Zealand.

they would need another Ag pilot and asked if I was interested. I gained wonderful experience in three disciplines without changing jobs.

With involvements in CAA, Massey University, Flight Examining and more, you haven't just stuck with the one thing throughout your career. Have the different opportunities just appeared or have you actively pursued them?

I came to the realisation a few years ago that I have never been a goal setter; more, an opportunity seeker. Consistently over the years, I have taken opportunities when they presented; some required hard work. In almost every case, particularly the Ag experience, A Cat Instructor Rating and the University degree have resulted in doors opening that I had never envisaged.

Those opportunities that you've taken have formed a very successful career that you must look back with pride on. Younger readers looking at your CV and trying to get a foot on the ladder no doubt think how lucky you've been. Of course, the harder you worked the luckier you got, but what other things have helped create that luck?

I ran an Instructional Techniques Course (ITC) last year with about eight participants. When they spoke about their aspirations in the introductory phase, every one of them spoke about instructing for a while, get a B Cat, then hopefully, into the airlines. I couldn't help but ask why anyone would put a ceiling on their potential. I have always taken an opportunity if I felt I could do it and had the prerequisite experience.

We should be writing a book instead of an interview but in broad terms, how have times changed over the years regarding flight instruction – and has all the change been for the better?

I learned to fly in a tandem two seater, fabric covered taildragger with few instruments, no flaps or radio. I've often said that the advent of lift augmentation and radio technology just complicated what started out as fun. A lot has changed. The regulator has had about three name changes, a PPL could be completed in 40 hours, Air Traffic Control was a part of DCA, you could fly anywhere in NZ with just four VHF frequencies, 1953 CA Regulations became the CA Act 1990. Many Instructors were ex war-time pilots in contrast to the prevalence of low time instructors of the last couple of decades. That "wash-out" of experience levels is perhaps the biggest change in flight instruction today and was one of the drivers for the ITC implementation for C, D and E Cat training. It is a step in the right direction but not enough. Too often, instructors don't talk about "why" a skill or knowledge is taught. If given that relevance, students see a reason to learn it. Additionally, few instructors talk about the practical applications of the theory their students learn for the written papers: the passage of a forecast cold front on a planned route may affect the time of departure and the route flown. One PPL candidate I discussed this with commented "Nobody ever talked to me about things like that." That sort of depth doesn't just come from experience but is an omission in instructor training.

Has it all been for the better? As with the comment about flaps and radio, it has all become more complex, both the aviation environment and the delivery of training. Much change has been driven by necessity and evolution. By and large, I think there are many good people doing their best. On a more positive note, it has been a wonderful era to be involved in; having instructed in DH82s and B747s and many in between is pretty gratifying.

Your CV includes 1000 hours of ag flying. Was that all in Australia?

It was.

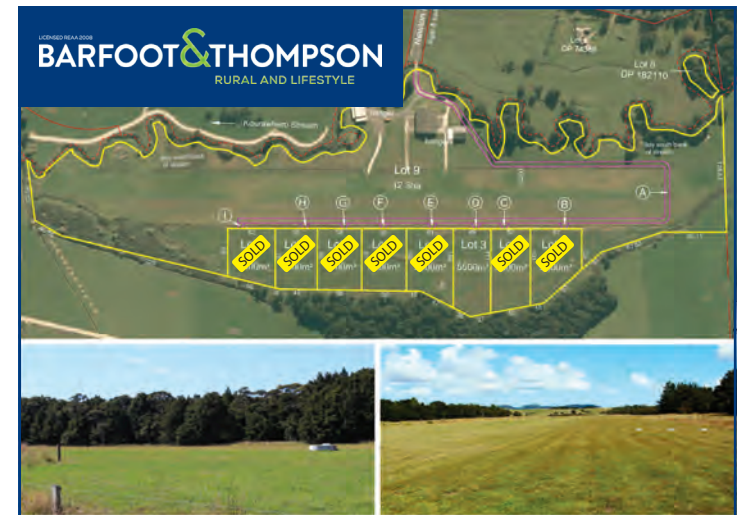
For some pilots, low level commercial ops and near constant landings and take-offs are the dream job, but you moved on.

The best flying there is without being shot at. Limit flying in an aircraft that is allocated exclusively to you and that you are solely responsible for including cleaning and arranging maintenance. Many people viewed ag pilots as cowboys, particularly in the '50s and '60s but I found that most were total professionals; some of the best I have seen in any branch of the industry. Flying in an environment with small safety margins means discipline and professionalism are required to survive. That experience, and the accuracy demanded in particular, was a wonderful benefit to handling skills.

However, you soon moved onto airline flying, joining Air New Zealand in 1972. Was airline flying always the career plan?

I had two years with the Commercial Pilots School at Wanganui Aero Club before joining NAC. Great experience as I lectured Principles of Flight and Performance and Navigation while training CPL students and Instructors. Ivon Warmington was now CFI and I could not have had a better friend and mentor. While working in that environment, completing my A Cat was something of a formality.

Airline flying always appealed for job security and the aircraft I might fly. I had 34 years with the airline, enjoyed some great flying, continued with my enthusiasm for training and even made



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a contribution in the training administration. Throughout that time, I kept in touch with GA flying.

You've had more than 25 years of involvement with the Walsh Memorial Scout Flying School. Sharing your passion for aviation has clearly been a passion in itself. The Walsh is all about ab-initio flying taught by volunteers to enthusiastic young people during two weeks in January every year. You've committed a full year of your life to it. Tell us about your motivation towards 'the Walsh' and the satisfaction you've no doubt enjoyed from this.

I had known about the school since 1971 after training one of my CPL students for an instructor rating. We suggested he go to "the Walsh" and I indicated that if he didn't, I would. I somehow was left with the impression that it was an opportunity for young instructors to gain experience. It wasn't until I was asked to present the Air NZ prize at the 1989 school and had a number of instructors, some were first officers I flew with in the airline, suggest that I should be contributing my experience and qualification. So the following year, I renewed my A Cat and did that.

The Walsh Memorial Scout Flying School is unique, a wonderful opportunity for youngsters and long-serving staff become something of a family. I have continued to return for two or three days at the beginning of each school to complete a few Instructor Renewals.

As a member of Warbirds and the Tiger Moth Club you probably have some interesting ratings on your licence. What are your favourites and how did you come about acquiring them?

I have always enjoyed flying in almost everything I've flown, often for quite different reasons. Acquiring ratings is essentially a case of being in the right place or paying for it but I've been lucky that it's mostly been the former. In the end, if I had to nail it down, there are two favourites. The aircraft I started topdressing in was an early model Cessna 180 (short fuselage), a 'pilot's aeroplane' with beautiful handling qualities. In airline flying, the 747-400 is an icon in aviation and great to fly.

The Tiger Moth and the B737(-200) are pretty special and anyone who saw me hooning in a Cub will know that I had a hell of a lot of fun in them too.

You were obviously highly qualified before undertaking a BAvM at Massey University. What motivated you into that study and what has it led to?

Bloody-mindedness really. I was the only one in my family without a University degree and felt I needed to prove a point to myself. Once again, however, having achieved it with no particular goal in mind, it opened doors. A number in fact; the most

significant has been my involvement in Instructional Techniques courses. A prerequisite for Presenters is a tertiary qualification in some form of teaching and one of the subjects I had taken to 3rd year level was Instruction and Learning (along with Air Safety Investigation and HF in Aviation). Some 640+ aspiring instructors have now completed my IT Course and I've had 125 on the Examiner Theory one-day course I developed. I also supervised the 2nd year paper in Instruction and Learning at Massey for 3 years.

You've been involved from grass roots through to consulting on policy and education at the CAA level. If you could change any part of the aviation system we exist within, what would it be and why?

At my interview for the CAA Board, I was asked a number of times in different ways, "how could the Entity improve its relationships with industry?" My response was "to eliminate the use of prosecutions as a first resort." I'm not sure we've seen a lot of progress in that regard. In my view, the biggest problem faced by the Authority is that they are poorly resourced. There are some really good people doing their best. Perhaps the best illustration of this is that the North Island Aviation Safety Advisor's position has been vacant for more than a year, and it is apparent that this is because the 'Safety Authority' can't afford a salary package that would attract the right person.

You also have a tremendous amount of experience as a Flight Examiner. Tell us about how you approach that role.

I have never seen examiners as an elite group of specialists sitting isolated from flight training; they are an integral part of it. The role of examiners is simply to audit the quality of the training a candidate has received. Additionally, I believe that once an examiner has seen the required standard demonstrated, they have the opportunity to enhance a candidate's skills or knowledge by discussing or demonstrating options. Anyone who has attended one of my courses will be familiar with my adage that "No pilot should fly with a more experienced pilot and not learn something!"

I was always surprised when involved with the selection panel for the ALPA A Cat scholarships, at applicants who would tell us they wanted to get an A Cat so that they contribute to standards as an Examiner. As I have said, it is good instructors who contribute to high standards. I was an A Cat for 22 years before I sought a GA examiner approval.

Any tips about how candidates should approach their flight tests?

That responsibility rests with the Instructors. Too often there is a tendency to prepare a candidate with a focus on known preferences of a particular examiner. The focus must always be competence in

every skill in the syllabus. When that is achieved, a candidate can be guaranteed to pass.

More generally, you've accrued a lifetime worth of aviation wisdom. Are there any particular learnings you wish could simply be taught rather than absorbed over time? Are there things you wish someone had told you before you needed to figure them out yourself?

This is a hard question because you don't know what you don't know. I was fortunate in that I had very good instructors for both PPL and CPL training; Peter Banks (in his first flying job) and Ivon Warmington (with his vast experience and brilliant instruction skills) respectively. I learned early on to listen and to seek information when I sensed the need. I always felt I had been well prepared and was conscious of the fact that a new licence is a licence to learn.

You will have come across aviators of all shapes, sizes, backgrounds, motivations, and intellects. In terms of attitude and approach to flying, what makes a great pilot? What should our aviation youth (or aviators in general) strive for?

The answer is in your question. I have found that while sound, good quality training gives a pilot a head start, it is attitude and professionalism that determine how a pilot will develop. One of the best command checks I ever did was with a pilot who didn't have great natural ability but his attention to detail, comprehensive preparation and professionalism were exemplary.

And from the same point of view, what makes a great instructor?

We spend time on this on my IT Course because I encourage students to adopt the desirable attributes of the best instructors and teachers they have encountered and eliminate any undesirable traits, they may have. In essence, enthusiasm for the role, interest in both the job and students, passion, communication skills, expertise, honesty, humour, good flying skills, flexibility... You get the picture. I encourage instructors to remember that "You are not teaching someone to fly, you are training a pilot."

Becoming an instructor is (perhaps far too) commonly undertaken for

the primary purpose of hour building. And you have indeed provided Instructional Techniques training to a great many young instructors on just such a path. Would you share any views on whether this is the right approach for the industry.

As mentioned, it is a step in the right direction and an attempt to compensate for the lack of experience available in instructor ranks. I expressed my concerns (in writing and discussion) with CAA at the time the four-day ITC was proposed, that it had excessive emphasis on academic content and was mis-timed. I argued that an aspiring C Cat with low experience would benefit more from practical guidance than a focus on academic principles of instruction and learning. For that reason, what I present draws heavily on my years of instructing.

Secondly, I argued that because many C Cats no longer contribute after they have "warmed a seat" for long enough to get where they want to go, it would be better to require a two-day course of a practical nature for C Cats and target the four-day course as a requirement for the B Cat upgrade. You know then that they will have some practical experience to relate to and have demonstrated a commitment to flight instruction. I adhere to that view but acknowledge that CAA had a difficult enough task imposing the present requirement.

Not that long ago, airline pilots were in such demand that flying schools struggled to retain instructors and thus in recent years there has been a lot of emphasis on instructing as a career in itself. Do you think the industry is there yet in encouraging and valuing this appropriately?

No. The problem is that there aren't the financial resources or structure. Some of the larger schools have created career structures which is laudable but GA is simply not able to compete with the lure of modern large equipment and ultimately, the \$\$\$\$. Unfortunately, very few are motivated to contribute their new and enhanced experience to GA training.

In the early '80s as Fleet Superintendent (F27) for Training at Air NZ you were involved in a review of Instructional Techniques that was adopted across all Air NZ fleets.

Interestingly, I had developed on a small scale, an introductory



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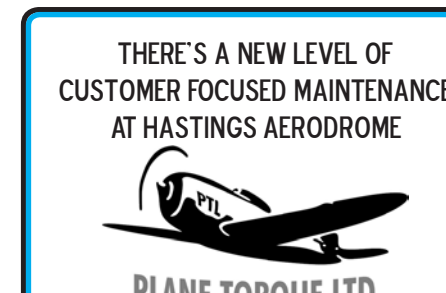
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instructional techniques briefing and discussion when I was involved in instructor training at Wanganui. Harry Bielby, then with DCA was of the view that it was the only such training outside the military. As a First Officer in NAC, I was surprised that Training Captains had no training for the role. The culture was good, there was a willingness to provide good training but no structure or consistent pattern in line training. Later, in the second phase of my Command training on the F27, the Training Captain said "You're pretty experienced and most of what you need to know has been covered so I'll simply operate as a safety pilot." When I was appointed to a position responsible for the delivery of training for what was then a very busy fleet, I was able to do something about it. I worked with a Simulator Instructor, Gordon Thompson and we developed a modular programme with, initially, one day for Line Training Captains and more for Check Captains and Flight Instructors. I was able to introduce it such that the training became a requirement for all fleets and later on, Instructional Techniques training was significantly advanced, particularly by Kaye Sutherland.

And later as Chief Training Captain, introduced Human Factors training at Air NZ. The process of good instruction was obviously an early interest that you've maintained to this day. What started off that interest for you?

There are a number of questions in one there. Last first; Ivon Warmington was the catalyst for my interest in instruction. While completing the 50hr CPL course at Wanganui, it was apparent that I would need more hours before the flight test. Ivon asked what I would like to do and I said aerobatics. In the course of an early lesson, I spectacularly fell out the bottom of a barrel roll, not uncommon! As I was recovering, I said "I think I know what was wrong there, rolling too fast and not enough pitch up." Ivon asked if I had thought about being an instructor and went on to tell me that anyone who could correctly critique what went wrong and what was required to rectify it should consider instructing.

As related earlier, my first job was instructing and I enjoyed it. I have always seen quality training as the means by which standards are achieved and as a result, that has been my focus.

I was tasked with introducing a programme of Human Factors or CRM training for all pilots, flight engineers

and later, flight attendants to Air NZ. It was initially viewed by a few with some reservation but was soon accepted as a positive and popular enhancement of the airline's training programmes. This was entirely due to the outstanding team of 'Presenters' we assembled to present the courses and the quality of the material developed. I wrote in a memo at the start of the programme that I envisaged the principles embodied in HF training would become an inherent part of all training and that has become the case.

You list golf, reading and watching sport as interests outside of aviation. Is the pendulum swinging more towards these interests now or do you find yourself just as involved in aviation as always? And do you still enjoy it in the same way as when you started out?

I guess my enjoyment has mellowed with time but I still love the sensation of getting airborne and the joy of 3D freedom that is flight. The reduction in activity is more to do with the fact that I don't maintain the same level of currency I did. My enthusiasm for flying is still strong and I still take great pleasure from working with young instructors.

Many of your students will have gone on to achieve great things themselves. Are there many that you've kept in contact with? What are some of those highlights?

None spring to mind but when I look through log books and ITC records, many have done well. Three I have had some involvement with are making outstanding contributions in Aero Clubs. James Churchward at Tauranga, Andrew Sims at Wellington and Aaron Pearce at South Canterbury.

Over 50+ years you will have seen the industry go through numerous cycles of boom and bust times. What would you say to those finding themselves facing difficult times at the present? Or to those contemplating starting out in 2021?

We will come through this but this is the worst shock to impact the industry in our lifetimes and it will be a very slow recovery. In fact, the industry will never be the same as we have known it. As you say, we have seen boom and bust in the past but nothing on this scale and with such a broad impact.

Thanks Ross. Readers are sure to enjoy all of the insights and wisdom you've shared.

Michael Norton 

The KiwiFlyer Guide to Aviation Training

October 2020 Supplement



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In the Wake of COVID-19

Considerations for Newcomers

On an Instructional Techniques Course

About this Guide

WELCOME to the KiwiFlyer Guide to Aviation Training in New Zealand. This special annual supplement includes articles related to aviation training as well as profiles and some great advice from leading flight training providers from around the country.

Participants in this Guide cover a broad training spectrum and readers will find a wealth of opportunity whether it be a microlight certificate for Sunday flying, a PPL to take the family on holiday by helicopter, through to fully structured programmes designed to set the career pilot up on a fast track to airline employment.

There are articles covering selecting a flying school and many other questions for newcomers with ambitions in the industry, tips to save on training costs, incorporating academic studies into an aviation career, and on considerations regarding the current environment with COVID. There are also many snippets of wisdom amongst the various training provider profiles.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every NZ Secondary School and students interested in aviation will find much useful information within. Aviation training is not limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level. How about adding some ratings to your licence, undertaking aerobatic or other advanced training, or learning to fly an autogyro or glider. As well as the fun of learning, these might be skills which could be helpful to have someday.

Even those who might not be immediately interested in training for themselves should find it interesting to look through this guide and observe the many and varied training approaches that are available. The range extends from small companies and personal one-on-one tuition through to corporates with fleets of aircraft, an array of lecture facilities and purpose built student accommodation, and everything in between.

In most cases, participants in the guide provided their own material for publishing and often are speaking directly to prospective students. Several have taken the opportunity to tell of student achievements that they are justifiably proud of.

Our industry is a close one and word of mouth is a frequent and trusted form of recommendation. If someone asks for your advice on matters of training, please refer them to this Guide which is also available for download from our website along with most other KiwiFlyer articles and back issues.

Aviation as a Career Option in the Wake of COVID-19

A message to Careers Advisors from Mark Woodhouse

I'd like to address this opinion piece primarily to school Careers Advisors, but also to interested school leavers.

I have recently heard that some school Careers Advisors are advising students not to consider aviation as a career option, even when this is a strongly held objective. I can understand why they may think this, however I would contend that a career as a professional in the aviation industry remains very much a realistic option.

Like becoming a medical professional, aviation requires commitment and time, whether Air Traffic Control, aeronautical or maintenance engineering, piloting, airline or airfield management, becoming a regulator, or some other field. And there are many.

While the actual time required to qualify and gain employment in the aviation industry varies with the role, with the student's intellectual and financial capacity and with their commitment, between two and five years is not unrealistic. Students entering the industry now will be qualifying at about the time the worst of the effect of COVID is expected to be passing. It appears to be broadly anticipated that efforts to improve testing and the development of a vaccine will see a new normal in about 2022.

Before student loan funding of aviation training, one of the more common pathways to an aviation career was to gain a trade or other employ and fund the training progressively over a medium to longer period. And for some this is their pathway today.

Prior to the COVID pandemic there was an acknowledged and growing shortage of entrants to many aviation professions, especially engineering and piloting. Clearly this has been interrupted, but demand for air travel will eventually resurge and the shortage will manifest again. It is also expected that due to the brutal impact of the current situation on the aviation industry, many current aviation professionals will retire or change careers, potentially exacerbating future shortages.

The latest New Zealand CAA's Vector magazine (Winter 2020) includes an article on a group of young New Zealanders who are determined that COVID will not stand in the way of their dreams. They feel that the pandemic may have forced them to alter their plans, but that it will not stop them.

To students I would say, pursue your dreams. Nothing worth having comes easily. To borrow from a past President of the United States (who had very good speech writer!)

"We choose to go to the Moon," Kennedy said. "We choose to go to the Moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organise and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win, and the others, too."

I think his words have application today. If it were easy, everyone would be doing it!

Qualifying and building a career in the aviation industry is anything but easy. It is long and hard, requiring passionate commitment. It always has been. Certainly, COVID adds a dimension to the challenge, but I am very comfortable in my contention that COVID should not be a reason for a determined student not pursuing their passion.

This too will pass.

Mark Woodhouse 



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Jared Came (DipAv-Airline Preparation)

"I can feel that the students aren't a number because the school is giving me special training. They see my weaknesses, so I can have additional training to focus and help me improve. I've developed into a much better pilot."

Kit Chiu (DipAv-Flight Instruction)

"When I was looking for an aviation school, I visited all of them. What hooked me on NAC was the people. I felt more welcome than anywhere else. I loved the Airline Integration Course. The guest speakers were one of the best parts, learning different aspects of the aviation industry, from the flight attendants, the maintenance engineers and from the experience of the pilots. I definitely recommend it."

Tom Shaw (DipAv-Airline Preparation)

"I spoke with a few Air NZ employees and they all spoke very highly of the PFTOs, and specifically NAC. I'm massively impressed. It's easy to talk to whoever you have to. As most of the instructors have trained here, the standard is the same amongst them so it's easy to transition. They're all fantastic and really nice people. The theory material that we are provided makes it so much easier when you're studying. The whole experience is positive. I've found it enabling."

Jordan Osmaston (DipAV- Airline Preparation)



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Learning to Fly Considerations for Newcomers

With many years of flight instructing and examining in his logbook, including as Chief Flying Instructor / Head of Training at Canterbury Aero Club and the International Aviation Academy of New Zealand, Nathan Clarke has mentored a very large number of aviation students through their training. He answers some common questions here:

Committing to learning to fly is a complex, expensive and laborious exercise, but one that can be looked back upon with warm feelings if the journey is enjoyable. Let's look at some of the considerations that can help ensure this is the case. One of the first things I would do is download the NZCAA Good Aviation Practice booklet 'How to be a Pilot'. This guide explains much of what is required to achieve the various licences.

What Should My Goals Be?

Before choosing who to train with you should write down your goals and expectations then make sure these align with the educational philosophy of the school or club you are considering.

The following questions may be helpful in setting those goals and expectations. I'll talk about recreational flying first as it is a prerequisite to the Commercial Licence (CPL). You can always knock out a CPL later if you decide you like this flying business and want to move on to earning income from it.

What about recreational flying?

Recreational flying in NZCAA certified aircraft requires a Private Pilots Licence (PPL) or Recreational Pilots Licence (RPL). The syllabus is the same for each licence but with different medical requirements. Some flight restrictions are applicable under the RPL due to the more basic medical requirement. My recommendation would be to achieve a full PPL under the Class II medical if you can and then go to the RPL later if you want or need to due to medical issues. If you are considering flying professionally ask your doctor to check you out for a Class I medical before you start, to make sure you will be fit for commercial flying.

If you want to fly microlights there are plenty of clubs around that will help you out. Microlight training is governed by organisations certificated under CAA Rule Part 149. These include RAANZ (Recreational Aircraft Association Of New Zealand) raanz.org.nz, SAC (Sport Aviation Corp) sportflying.co.nz and Flying NZ (RNZAC) flyingnz.co.nz. They are the backbone of our grass roots aviation scene in NZ.

What's your passion?

Consider the end goal of your flying and incorporate as much of that into your basic training as you can. Be specific so a training syllabus can be drawn up to minimise the advanced training that will be needed after gaining your licence. If you are

a business owner and want to use an aircraft for getting around the country then you will probably want to fly above the weather and be instrument flight rules (IFR) capable. Thus you need to find training in an IFR equipped aircraft with a suitably qualified instructor preferably based at an aerodrome that has IFR ground equipment. The IFR environment is very procedural so the discipline of incorporating the procedures during basic training will have become second nature when your instrument rating training begins.

At the opposite end of the spectrum, if you are mad keen on being in the outdoors and want to land on airstrips in the back country, the small rural aero club or school could be your ticket to comprehensive mountain training during your PPL journey.

How long to PPL?

You need to be quite decisive when choosing the regularity of your flying. I recommend 2-3 lessons per week if you can manage it, so you are building on the previous lessons with confidence. If you can only manage a flight per week, that is ok, but it will take a few more hours because the odd weather or maintenance delay will cause your flying to regress slightly between lessons. I would allow seventy hours total for the PPL because that is what I see in current logbooks for the average student. Flying in all the seasons for your area is useful to experience the changing weather phenomena and patterns around your district.

The educational process is not just hours in the logbook and time on the ground should at least mirror the airtime for each lesson. Knowledge underpins all education and flying is no different. The instructor should be very thorough delivering the theory that relates to the lessons and must set goals that need to be

met before advancement to more complex lessons. You can make use of bad weather days to increase knowledge and work through real life scenarios you will face in the air.

Learn the basics well so the foundation is set for advancement when the time comes. Find out the process for getting into theory exams early because this knowledge also underpins your learning in the aircraft.

The PPL journey should be a highlight of your life especially the significant milestones; first solo, first solo cross country, PPL Flight Test.

What If I've been a bit dodgy?

If your criminal or driving history has a few blemishes you are best to have a good read of the fit and proper process on the NZCAA website before committing to learning to fly. The fit and proper process culminates with the application for the licence so you need to have assurance that you won't be declined fit and proper status after you have passed your first flight test. If you have a driving record that does not look as though you have respect for regulations you could be required to have a period free of driving infringements before you may be accepted as 'Fit and Proper' to hold an aviation licence.

What about Commercial?

New Zealand is a well recognised area of the world to train to a high CPL standard. There are many schools and clubs to choose from and a good place to start your research is the New Zealand Qualification Authority (NZQA) which lists all the schools on the aviation diploma qualification framework with some brief information about each school. Once again think about your end

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goals, are you on the Airline journey eventually, or Agricultural, or maybe Instructing/Examining? If you want to fly around mountainous terrain for your first job you might be best to do your training in the area you are seeking employment. Not only do you get to know the area you also get to know the people. Aviators in this country are very closely connected big family and your connections will be the key to your first job which is traditionally the most difficult to land (pun intended).

How many hours do I need?

It's one thing to have your freshly minted CPL in hand and another thing altogether to have the experience required for your first or subsequent aviation job. Most organisations are now employing on suitability to role rather than emphasis on flying hours. Pilot employers have a saying "a thousand hours can be the same hour a thousand times". You will need a minimum number of hours to apply for the role, but more importantly what do the hours involve, are they varied? Different aircraft types? Where have you flown to? Flying hours and hard skills are important but most employers are putting equal emphasis on life skills, soft skills and attitudes. You need to find an organisation that will set you up to grow in these areas if required as well as teach you to fly so you are an employable pilot. Researching this information can be easier said than done; you will need to look closely at the activities offered outside the flying syllabus and how you can incorporate some of this learning into your journey, both within the organisation and from external sources. Make sure you ask if you are allowed to work while studying; working is one of the best places to learn life skills that are essential for pilot employment.

Is the military for me?

The RNZAF is a good option if you think the spit and polish of the military will suit you. Check out their website and entry criteria. Be prepared for a thorough selection process that will take some time to complete. The course is tough, and you will need to commit to a period of service with the Air Force before returning to civvy street. If you are thinking that the military is 'free training' it won't work for you. If you are to serve King (Queen) and Country you will need to commit 100% to the military ethos.

How can I fund my training?

One opportunity out there at the moment that shouldn't be overlooked is the work available in the primary industries that traditionally would be offered to international workers. By working long hours and living frugally you will have excess funds that can be spent at your local aero club or flying school. These smaller clubs and schools may not be able to offer a diploma under NZQA but they can still offer CPL training and good potential for employment. The advantage to this is no student loan and more exposure to the industry at the grass roots level. You will have the opportunity to enter club competitions, fly different types, go on cross country flights with other students and locals and be involved in the social scene. This journey may seem quite long in the beginning but with good financial discipline you will be surprised how quickly the flying can accumulate with the added advantage of the life skills learned on the job. Often the contact with local operators can also lead to your first job.

Student loan funding is available for Kiwi students for the Diploma in Aviation from several schools and for the Bachelor of

Aviation degree course from Massey. This is actually inadequate to meet the needs of the course and you will need to meet the shortfall with your own funding.

Do I have to be interviewed?

Most training organisations have an interview process. This can be daunting, especially if it is your first. The key to success is preparation. Think about how you would prepare for an airline interview and approach it the same way. Dress well, be well groomed, take your logbook and any supporting documents if you have already started flying. Your preparation should include a thorough knowledge of the organisation itself and their aircraft types. You should be able to talk about the learning to fly process and your desired pathways after graduation. Be prepared for and expect questions and scenarios around integrity, teamwork, leadership and communication. Most of all, be who you are, the school needs to see whether you are a good fit for aviation so you don't waste your time and (a lot of) money on a career that you are not suited to.

Remember too that the selection process is a two-way street; you are selecting a school and the school is selecting a student. Make sure you have a good look around, chat with the students and staff you come across. Forget about your phone for a while. If you are made welcome and the vibe is good you are probably on the right track.

What other considerations are there?

Often overlooked is the opportunity to spend time with fellow aviators; you can learn much about flying from talking with fellow

pilots. Most pilots enjoy having a yarn, regardless of the level of experience. Look for these social areas around the schools or clubs you visit.

Discuss your career plans with working pilots to get an idea of the job and lifestyle you think you're looking for. I think most pilots will agree that your passion for aviation will be what gets you through any low points in your career; there will be pitfalls on the way that other industries are more resilient to.

Make sure you research what your training money will buy you and remember cheapest is not generally the best. Be prepared to pay good money for good training. You can check the NZQA website for the schools on the qualification framework where there is information on each school regarding student and staff numbers, safety data and reviews. The school's websites will show entry criteria, course information and selection process.

The whole game has changed post lockdown. I have been asked by many pilots what I think may happen and what the best options are. My crystal ball doesn't have the answers at the moment - I must put it out on maintenance. One thing I do know is that people want to travel, that won't change. When people want to travel pilots fly them. My gut tells me that the industry will come again, and with a vengeance. Maybe now is the time to train? If you have your heart set on being a pilot and that's the only job you want, if you are prepared to start at the bottom and work your way up, then you will find work eventually.

Most people say "the job is what you make it" but pilots simply say "I've got the best office in the world."

Good Luck!

Nathan Clarke 



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Flight Training in a COVID World

Ardmore Flying School is reinventing itself to create new opportunities for aviators and keeping the dream alive

We're staying Positive!

Despite COVID-19, it's not all doom and gloom out there. The airline sector has been broadcasting significant pilot shortages for a decade, and despite significant redundancies world-wide, many pilots have taken early retirement, or will be at retirement age when the industry (hopefully) picks up again. Many redundant pilots have also now branched into different careers. So, when the props start to turn en-masse, the COVID break is likely to only have made a dent in what is an overall pilot deficit. Furthermore, many airlines in Asia and Europe are already rebounding on the back of burgeoning domestic travel, and with a two-year lead time for training for a commercial pilot there is still a good case for starting training now.

At Ardmore Flying School, approximately 70% of our training is for international students, despite this we have been lucky enough to retain most of these as well as our domestic students even through the lockdowns this year so we still have plenty of training to complete that will keep us busy for some time to come. Plus, the recent Government decision to allow 250 international post-graduate students in to New Zealand for education this side of Christmas has left the door ajar for conversations about restarting further international training early in the new year.

But what just happened?

The first global crisis in generations has hit the aviation industry like a flock of geese through both engines and has had operators scrambling to locate the Hudson. It's almost hard to imagine the scope of impacts from the COVID-19 virus on the sector over the past nine months. In a matter of weeks we progressed from having conversations about 'the nasty flu', to having international borders closed, holidays cancelled, and airlines around the world ground to a halt to stem the spread. The impact on the professional flight training sector has been doubly difficult, having both the supply of international students and demand for airline ready cadets affected simultaneously.

Like most aviation organisations, at Ardmore Flying School we have had to react decisively, and as a result of having been through

two 'lockdowns' in Auckland, we have also had two re-structures this year leaving us lean, keen and ready to take on new challenges. The key challenge for us: maintaining an optimistic and positive business outlook in an environment of significant business and individual uncertainty on a global scale.

Reinvention at Ardmore Flying School

Despite our optimism if COVID has taught us anything it is that we need to be prepared for any eventuality, and an over reliance on international training in the current uncertain environment would be taking a risk with the prospect of further lockdowns or extended periods of border closure still an unknown. This is why we have been taking a good look at ourselves and what we could be, and are opening the door to re-focus on engagement with budding Kiwi aviators and the next generation of pilots.

Through summer programmes for schools, to making aircraft available for rental flights, recurrences and BFRs, to simply getting the barbecue warmed up on Fridays and making excuses for people to visit the school we are looking at any and all opportunities to drive both the professional and fun aspects of aviation alongside each other.

We will continue to offer our professional pilot training programmes and our recently approved Level 5 Diploma in Aviation (General Aviation) – Aero is a great starting point for this that will allow international and domestic students to complete their PPL, CPL and Instrument rating and then staircase to either the Level 6 Diploma in (Flight Instruction) or (Airline Preparation) (or both!) if they wish.

We are CAA Part 141 approved, NZQA Approved, a preferred provider for TEC student loan funding and a signatory to the Code of Conduct for the Pastoral Care of International Students. We also have CAAV (Vietnam) approval to train Vietnam Airline cadet pilots.

Our Pacific Simulators EuroJet 4.5 A320 fixed base simulator provides an excellent platform to deliver our Multi-Crew Integration Course. This course, taught by retired airline Training Captains, is proving a significant benefit for those wanting to join

an airline and begin type rating training. 36 hours exposure to 2-crew operations in this simulator provides a challenging but very enjoyable learning experience for those completing the Airline Preparation Diploma and is the perfect stepping-stone to airline opportunities.

Student Loan funding is available at Ardmore Flying School – however, places are limited, and a comprehensive selection process is undertaken such that only the best candidates enrol under this funded option.

Courses & Qualifications

Ardmore Flying School delivers the following components:

- Private & Commercial Pilot Licences
- Single & Multi-Engine Instrument Ratings
- New Zealand Diploma in Aviation (Level 5) GA - Aeroplane
- C-Category Flight Instructor Rating – New Zealand Diploma in Aviation – Flight Instruction (Level 6)
- Air Transport Pilots Licence Examination Credits – New Zealand Diploma in Aviation – Airline Preparation (Level 6)
- Multi-Crew Integration Course – MCIC - New Zealand Diploma in Aviation – Airline Preparation (Level 6)

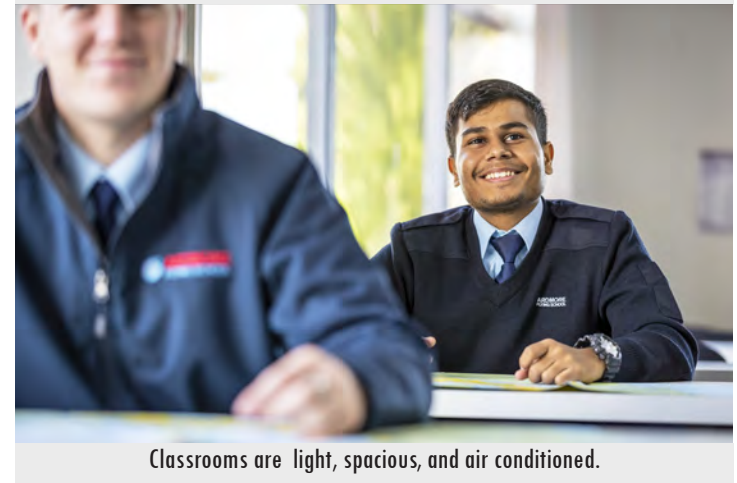
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For more information on our training and employment pathways:

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Training in Ardmore Flying School's Airbus A320 Simulator.



The Best Path to the Aviation Industry

Within the purpose-built flight training facility sited opposite the terminals at Christchurch International Airport, students with a career goal and passion to be a professional pilot study, fly and socialise in the environment that fired their ambitions.

The International Aviation Academy of New Zealand, IAANZ, has some exclusive benefits that help their students' progress smoothly through their chosen qualifications. Training from an international airport is the obvious one, in particular for multi-crew coordination IFR training. A wide range of experience is also gained from operating out of grass runways as is the case not only at Christchurch but also at IAANZ's exclusive satellite airfield five minutes away at West Melton. Rangiora Airfield adds a third base and provides quick access to mountain flying terrain.

At Christchurch a team of engineers provide on demand service and expertise to maintain IAANZ's fleet of G1000 glass cockpit and analogue aircraft.

Our passion for excellence, commitment to safety and dedication to exceptional customer service is encapsulated in our

core values that drive the organisation. Purpose built lecture rooms, individual briefing rooms and flight planning areas are all under the same roof, not to mention the lounge with an unparalleled view of the airport's runways and Café 140 that provides a variety of food options for hungry pilots.

As an Air New Zealand flight training partner, IAANZ offers an Airline Integrated Course run by the airline. In addition it offers three NZ Diplomas in Aviation – General Aviation L5, Flight Instruction L6, and Airline Preparation L6. Along with Air NZ, IAANZ is well connected to other airlines and Civil Aviation Authorities – a benefit for both domestic students seeking a career overseas and international students who have selected IAANZ because of its quality of training standards.

Our course numbers are small enough to provide individual attention but large enough to respond to industry needs. In addition to class room courses IAANZ also offers eLearning for PPL theory.

A NZQA placed category one provider, IAANZ is constantly striving to improve in



every area staying well above the national pass average and helping young aviators graduate with the qualifications and skills sought after by the airlines.

The Christchurch lifestyle, being part of the rebuild of a modern city, the proximity of mountains and sea, all add up to a place of choice for our trainee pilots.



Fulfil your Dream of Flight with the Canterbury Aero Club

So when you were last watching or flying on a commercial airliner, were you wondering what it would be like to actually fly one yourself? It's an amazing dream that can be achieved with dedication and a team committed to your success.

With more than 92 years of flying history the Canterbury Aero Club has the knowledge and skills to take you on a journey to explore aviation or become a licensed private pilot. The experienced team of instructors will not only have you enjoying your unique endeavour, but also prepare and guide you to become a conscientious and practical aviator.

The Canterbury Aero Club and its team will take you from humble beginnings to flying an aeroplane by yourself and impressing your family and friends with the new ability you've gained. But don't think that it stops there...

Once you've got your licence the journey of being an aviator has only just begun. Maybe you're an adrenalin junkie and going upside down doing aerobatics sounds like you? Or maybe you want to experience flying a tail dragger in our Piper Super Cub and landing in short strips in the mountains? Anything is possible, all while enjoying spectacular scenery. As a club member you have access to other similar aero clubs all around New Zealand and also the opportunity to participate in the Flying New Zealand national competitions - an excellent way to hone your skills while being around an even larger group of enthusiasts.



Our friendly club atmosphere will enhance your flying experience as you immerse yourself in an environment shared by multiple generations happy to provide advice, interesting stories and congratulations.

Now is the time for you to take the next step and experience the sensation of flight. Become part of a family and join New Zealand's largest Aero Club to turn your dreams into reality.

To find out more contact us on 03-359-2121 or visit www.cac.co.nz





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REPRESENTING AERO CLUBS THROUGHOUT NEW ZEALAND



Aviation is an exciting, technologically advanced and innovative industry. Those who embark on a career as a pilot find it to be an exhilarating, challenging and rewarding experience! In New Zealand hundreds of pilots graduate every year – and a large proportion of these come from their local Aero Club. Aero Clubs offer some of the best all round pilot training afforded in the aviation industry.

In most cases there are no official academic prerequisites to undertake flight training. There is a common misconception that top results in certain subjects, eg. mathematics and physics, is a requirement. Although a good grounding in science subjects and mental arithmetic is desirable, it is certainly not necessary. In quite a few instances it has been noted that once someone has started their journey towards their Commercial Pilots Licence, and in particular has reached their first solo flight, the study they have completed has flowed into their everyday schooling subjects. Medical standards do apply, and to enrol in some training programmes, other criteria such as pre-screening interviews and aptitude tests must also be met.

A number of Aero Clubs around New Zealand now run the Young Eagles programme. This programme is specially designed for students between the ages of 12-18 years old. It gives the students a basic understanding and introduction to the world of aviation. This allows the student time to work out if an aviation career is for them. As well as Young Eagles, some of these Aero Clubs work with Gateway to offer aviation trade subjects which can earn NCEA credits.

All in all, pilot training and ancillary aviation vocations are accessible to nearly all students who display a real interest or passion in any aspect of aviation. Your local Aero Club will be able to inform students of exactly what's involved and help them make the best decisions about their flight training and future aviation career.

Getting Value for your Training Dollars

Aaron Pearce is CFI and Manager for the South Canterbury Aero Club plus an enthusiast for microlights and all other things aviation. Most of your training cost is related to hours on the aircraft hobs so it's important to make all of them count. In this article Aaron offers several tips to get the best value possible from your training dollars. Aaron writes:

You've decided to do it! You've mustered up the courage to walk into the local aero club or school and said "I want to learn to fly". You'll probably be introduced to a person wearing a white shirt who has a couple of planks on their shoulders and they may speak in abbreviations just to confuse things further.

You will have so many questions, and at the start there is a little bit of jump in, hold on and you'll pick it up along the way with how things work, but by far the most common question when people enquire about learning to fly is how much does it cost?

It's no secret learning to fly isn't the cheapest hobby or career path to get started on. It's a hard question to answer because everyone learns at different rates and this will affect the total cost by the time you're ready for a flight test. However, there are some easy things you can do to make sure you're getting the best value for money and aren't being milked of your hard earned flying dollars.

One of the easiest ways to save yourself time and money during your training is to know what comes next and be prepared for each lesson before you arrive. There are a few things you can do to help yourself here; always ask for the notes on your next lesson before you leave, have a read over them and that way you already know what's coming and what the objective of your next flight is. This may also save you and your instructor time in the briefing room - again saving you money!

Knowing the syllabus but also the standards you're aiming for helps too. You can find these in the Advisory Circulars and Flight Test Standards Guide on the CAA website. Take control of your own learning, know the syllabus and track your hours of each requirement yourself. Don't



Good preparation by students will help to maximise the value of expensive engine running hours.

just rely on your instructor to tell you what's coming next.

Learn your checks - with many organisations charging the aircraft hire from prop start to prop stop, it means any time spent on the ground with the engine running is costing you money.

Spend time learning your checks, take a photo of your cockpit and sit at home with the photo and your checklist running through your start, run-up, pre take-off, trouble and shut down checks.

Not only will you learn the flow and layout saving you time and money but you will wow your instructor as they get to sit there quietly and watch you fly through your checks like a pro.

On an average day it shouldn't take you any more than 6 to 10 minutes from start to take off, maximising your flight time for the money spent.

Get onto your exams early. So many times I see students fly through their training in the plane because, yes it's the fun and easy part, but you will hit a point where unless you have all of your exams done you cannot sit your flight test and you cannot fly cross country. You become the circuit warrior, stuck in the circuit or the local training area just maintaining currency or revising previous manoeuvres but not moving any closer to the end goal. To avoid this, always be studying and moving towards your next exam. Keep in mind you have three years to complete all of your exams and then a further three years from the date of your last exam to sit the flight test, so don't get caught by having to pay to re-sit exams before your flight test, because they expired.

Have you ever watched aerobatic pilots before a competition? They will walk around with their arms out flying their sequence in their head. If it's good enough for Kirby Chambliss, Matt Hall and Paul Bonhomme, it's good enough for us. Learn to visualise and practise procedures on the ground, walk around the coffee table flying the circuit in your head, verbalise your checks to help commit them to memory. You will look like a complete nutter to everyone else but hey, welcome to aviation - we're all a little bit weird and you'll fit right in. I have even drawn the circuit on the apron with chalk and have had my students walk around it and the results are remarkable.

My last one is really simple, "Smooth is fast and fast is smooth". What I mean here is do not rush, slow down, take your time and give yourself space. If your instructor is rushing you, tell them you need a second, and slow down. Stay calm, give yourself and the aircraft time and space. Things can always be sped up later when you're ready. Give yourself time to think, learn and consider. In doing this you give the aircraft time to properly respond to your commands and requests, the results of which will help with your learning process.

I hope in these ramblings of a Chief Flight Instructor I have given you some tools to start on your own journey in joining us as a licensed pilot, or have given you ideas to take to your next lesson for ensuring you get the best value for your money and progress towards a timely and successful Flight Test.

Aaron Pearce

027 846 6287 or cfi@scaeroclub.co.nz



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South Canterbury Aero Club have a fleet of Piper and Cessna aircraft available, plus a Nanchang.

Situated in the uncongested airspace of South Canterbury, surrounded by wide open space bordered by the Southern Alps and the sprawling coastline. South Canterbury Aero Club is ideally located to help you achieve your aviation goals with both professional or recreational training.

South Canterbury Aero Club and its professional instructors embrace club style flight training, meaning training at your pace, in your time, supported by our friendly team of instructors, club members and students who are interested in your success.

The club offers training in general aviation aircraft towards private and commercial licenses, as well as microlight pilot certificates in a late generation microlight. SCAC also offer Terrain Awareness, Basic Mountain Flying in real mountainous terrain, Tailwheel Training in our super cub, as well as Spin and Aerobatic Training in our Cessna 150 Aerobat.

Operating from Richard Pearse Airport just 3 miles north of Timaru City, means low training costs with no unnecessary holding, airways or tower fees and no excessive landing fees added onto every flight lesson.

Over the last four years under our current Chief Flying Instructor the club has maintained an immaculate safety record and maintained a better than 90%

pass rate on flight tests for our students including PPL, CPL and Instructor's ratings.

SCAC is nationally renowned for its strong youth flying including Young Eagles and Gateway programme, helping our youth members achieve credits towards their school NCEA certificates through their flight training achievements. Many of our youth members have also achieved large flying scholarships through FlyingNZ, helping them financially towards their flying goals.

Through learning to fly with us and becoming a South Canterbury Aero Club member you will have many opportunities to get involved with club activities outside of your regular lessons including fly aways, social events and regional and national flying competitions.

Many of our commercial students and instructors have gone on to fly in other commercial operations, including Ag flying, Sounds Air, Air New Zealand, Glenorchy Air and Air Safaris.



For more information please contact Club CFI and Manager Aaron Pearce on 03 688 2355, send a text to 027 846 6287, email: cfi@scaeroclub.co.nz or visit: www.scaeroclub.co.nz

North Shore Aero Club

Auckland's Premier Flight Training Facility

Whether you're looking at a career in aviation, or you'd like to pursue a Private Pilot Licence and fly for recreation, North Shore Aero Club is the place for you. At North Shore we understand that even after a thousand take-offs, it's that first one that remains special. It's that feeling that makes people want to learn to fly, to put in the effort so that one day, they can give someone else that same feeling as they pull away from the ground.

Expert quality instruction and an ideal location

Good instruction is key, and at NSAC we pride ourselves on our top class team. With two 'A' Category instructors and Flight Examiners on staff, we have the expertise to provide comprehensive instruction in a concise manner.

We've been training pilots for more than 50 years and have a highly respected reputation for producing quality pilots. Commercially you'll find our students now working for airlines such as Barrier Air, Air New Zealand, Cathay Pacific, Qantas and Emirates, to name a few!

Located just 25 minutes north of Auckland, once airborne you are immediately positioned within a large, un-crowded flight training area, with low flying areas, Control Areas and Control Zones easily accessible. The terrain is varied and there's a number of friendly airfields to visit all within 15 nautical miles.

Our enviable location enables efficient PPL and CPL training, and being only 8nm from Whenuapai Air Force base, with its RNAV (GNSS), VOR/DME and ILS/DME approaches, combined with our own RNAV (GNSS) approaches into North Shore, we are ideally located to complete an Instrument Rating.

Our fleet of aircraft are designed to accommodate your

professional and recreational training needs. They are maintained and presented to the highest standards, and are serviced by maintenance providers based at North Shore Airport.

Popular individual courses

At North Shore all our courses are available as practical modules, with individual theory courses covering everything from the recreational RPL and PPL, to the professional CPL, MEIR, and Instructor Rating. We're set up to tailor training to meet your goals.

Our ground course schedule is comprehensive, with full time PPL ground courses held four times per year, and C-Category Instructor and Instrument Flight Rating ground courses also held twice per year. We offer weekend and evening PPL courses too, enabling school students and those who work full time to get on top of those dreaded PPL theory exams.

Kick start your career with our NZQA Diploma in Aviation

With many airlines these days looking for more than just the basic qualifications, we're proud to offer the New Zealand Qualifications Authority (NZQA) certified Diploma in Aviation Level 6. This course, as well as confirming to Civil Aviation Authority requirements, provides students with a nationally recognised qualification.

Welcoming friendly Aero Club environment

Our friendly team at NSAC are waiting to discuss your options with you – we're open 7 days from 8am until 5pm, or later during the summer months. We warmly welcome you to call in anytime and it will be our pleasure to show you around.



NORTH SHORE AERO CLUB

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PPL, CPL, INSTRUMENT RATINGS AND INSTRUCTOR RATINGS

FULL OR PART TIME STUDY - CAA APPROVED - NZQA ACCREDITED

Heliflite Charter and Training at Ardmore

To become great at anything you need to know your equipment inside and out. Based in Auckland at Ardmore Airport, Heliflite not only operates helicopters, but also repairs, builds, and maintains them. We are a one stop shop for everything rotary, and offer a full range of helicopter services including maintenance, training and commercial ops. All of our operations are certificated by NZCAA.

As well as learning to fly helicopters,

our students are able to learn about the maintenance that keeps them in the air, and our busy Part 135 charter operations also mean that students with us have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters range from two-seater piston, up to large multi-engine turbines. We offer full training course packages in R22, R44 and Schweizer 300 helicopters.

We are also certificated by NZCAA to provide Robinson Safety Awareness training, mandatory for all new and existing R22 and R44 pilots.

Our private pilot programme focuses on training pilots to operate light helicopters as safely as possible, and our commercial programme builds on this by adding practical skills that are highly valued by commercial operators.

Our CPL students gain a lot of exposure to commercial-style flying as part of their course, and we encourage them to include a large amount of R44 time (which we offer at a very competitive rate) as part of their minimums to ensure they are in the best position to land that elusive first flying job. In the later stages of our CPL course, we treat all of the flying as though it was a commercial job which ensures that pilots are well versed with the legal and other requirements of flying for hire and reward.

Our standard CPL course includes two type ratings and an unrestricted night rating on top of the usual minimums if time allows. All of this commercial focus means that by the time our students obtain their commercial licence, they are ready to be a valuable asset to any flying organisation.

We have a great team of experienced and highly qualified pilots that include IFR rated A-Cat plus B and C-Cat Instructors, as well as a professional group of ground staff to ensure that you are guided through your training safely, efficiently, and with the minimum of fuss. Once you have your licence and have been signed off by our Chief Pilot, we have a variety of helicopters available for private hire. This means that you can take a helicopter away for private use on your own time, be it a trip to the bach for the weekend or just a flight around the city with friends.

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights. Our Instructors will give you a taste of everything, from pre-flight preparation through to the ultimate test of co-ordination - hovering! Our training rates are some of the best in New Zealand and we offer discounts for bulk training packages.

We welcome you to swing by to meet the team and enjoy a tour of our facilities at 57 Vicia Lane, Ardmore Airport. For more information contact Sylvia on 09 299 9442 or visit our website www.heliflite.co.nz



PPL and CPL TRAINING
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R22, R44, S300
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Microlight Fixed-Wing and Gyro Training at Tauranga

If you want to acquire the most cost-effective and fun aviation licence available, then microlight flying is for you. This is also a great place to start if you have aspirations of bigger qualifications later but want to sample the air and get some experience in a logbook before committing to the much higher cost of training in certified aircraft for General Aviation licences.

Tauranga is a perfect place for both rotary and fixed wing microlight training, both of which are available from Gyrate and the Aviation Centre at the airport.

Students can choose from a Magni M24 (fully enclosed with side by side seating) autogyro, a German Auto-Gyro MTO3 (tandem and open seating), or a Tecnam Sierra two-seat aeroplane. All can be operated on the same microlight licence which covers rotary and fixed wing aircraft, though of course specialist training and ratings are required for each type.



Tecnam Sierra and Auto-Gyro Calidus at Tauranga.



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Originally formed in 2006, Gyrate has been owned and operated by Bruce Anderson since 2017. Bruce who is an Instructor himself, is supported in that role by two others, Arthur Warner for fixed wing training and well recognised Senior Instructor Phill Hooker who instructs in both types and many other aircraft as well. Bruce summarises their motivation in one sentence “This is a fantastic sector of the aviation community to be involved in and it really deserves a professional and specialist approach to training and up-skilling.”

Enquiries are welcome from ab-initio students through to existing experienced pilots looking for the next challenge or wanting to try something that's just a bit different. Bruce warns though that gyro flying is addictive (this is after all the fastest growing sector of light aviation) and there are many who started out with a trial flight and now operate their own aircraft. Advantageously, it's all comparatively inexpensive with good quality second hand gyros available from \$30,000 – extending all the way to \$180,000 for state of the art new European machines with a full suite of avionics. Those European aircraft are popular too, with many hundreds being produced every year and taking to the skies in countries all over the world. There's a New Zealand manufacturer as well. Autoflight in Hamilton produce their version of the American Dominator design here under licence.

Why so popular? The performance, safety and reliability of these modern designs, combined with simple handling, risk-free slow flight, short field operations, very low operating costs and microlight medical requirements, is making the autogyro a machine of choice for recreational aviators worldwide. They're not only perfect for recreational applications either. In many countries, gyros also undertake commercial activities such as crop spraying in South Africa and mustering and patrol work in Australia.

Training with Gyrate and the Aviation Centre

Students train at Tauranga on factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace. Introductory and dual training is undertaken on school aircraft and solo flying can then be undertaken in a student's own or syndicated machine.

With many private strips and grass airfields readily accessible, it is easy to build confidence and develop students' abilities to handle the wide variety of situations encountered as a General Aviation pilot in New Zealand. Bruce, Arthur and Phill encourage cross-country and short strip training which requires thinking ahead and conducting properly stabilised approaches – all things that promote confidence and make for much better pilots regardless of whether you intend to operate from remote airstrips and paddocks or not.

The three Instructors apply a very professional ‘GA’ approach to microlight training, paying special attention to areas of perceived risk for their students. For example a critical area of gyro training is ground-based ‘rotor management’, something that can catch out an unprepared pilot leading to mishaps. Sometimes lacking focus in the past, it's an integral part of the training programme at Gyrate.

For more information

Bruce and his team look forward to introducing new people to the world of microlight aviation via trial flights, training students through to their own full licence, or helping existing pilots to sharpen up pilot skills. Contact Bruce on 027 620 5006 or Arthur on 021 543 391 or email: fly@gyrate.nz www.gyrate.nz

Mainland Aviation College

“Where students come before all else”

Based at the Dunedin International Airport and in operation for over 25 years, Mainland Aviation College has been highly successful with countless students now in the aviation career of their choice. In the most recent years Mainland Aviation College have at least 30 of their students now flying as Captains and First Officers for Air New Zealand. Others have chosen careers in Instructing, Ag Flying, Outback Flying, Charter Flying, Seismic Flying, and more...

Mainland Aviation College is in the unique position of having a successful Multi-Engine Air Charter division, Mainland Air Services Ltd. After gaining the required amount of hours with Instructing, students are then offered further training to fill positions in the Charter division, as they become available. This immediately gives those selected the opportunity to gain Multi hours which are priceless in some areas of aviation – and puts them a step closer to realising their dream.

Mainland Aviation College is a NZQA Approved PTE, for delivering the Diploma in Aviation to both Domestic and International students. The College is also Pastoral Care approved and provides safe, warm and clean accommodation for those students who require it, at a very minimal rent per week.

As well as providing flight training for the Diploma in Aviation, Mainland Aviation College students can choose to extend their skills with: Aerobatic training, Strip landings, Beach landings,

Mountain flying (which our location is perfect for), Tail wheel ratings, Instrument ratings, and more...

It is important to Mainland Management that students are provided with the best training opportunities they can get. This led to the decision of ‘capping’ student numbers to ensure that training is personalised with no unreasonable waiting times for Instructors, aircraft and courses. Because of this approach, our students complete their course in the required timeframe which saves them money and continues to keep the good name of Mainland Aviation College.

We have a large fleet of training aircraft and are very lucky to have a base of experienced Instructors including A-Cats, B-Cats and C-Cats which is quite a rarity in these changing times of aviation.

Our CEO, Philip Kean, has been in the aviation industry for over 50 years and is still actively flying. Instructing, Charter flying and Flight testing. His experience in all types of aircraft and flying is an asset to the college. Philip runs an open door policy to his office, where students are welcome anytime.

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Study Support from Waypoints Aviation

Pilot Books - Ground Courses - Mock Exams - iBooks

Owned and managed by Mark and Ruth Woodhouse, Waypoints Aviation provides a comprehensive range of study support material for student pilots working through their licence examination credits. Mark is an experienced ATPL ground instructor, currently employed as an international pilot with Air New Zealand.

Resources offered by Waypoints include the PilotBooks series of flight and ground training textbooks, Apple eBooks, online Mock (practice) Exams, and Ground Courses. The majority of this material development has been led by Mark himself, who is continuing to extend the range as opportunity permits.

PilotBooks and eBooks

The well-known and respected PilotBooks series of flight and ground training textbooks for the PPL, CPL, IR, BTK and ATPL have been authored by Walter Wagtenonk, Stewart Boys and

Mark Woodhouse. These books have become the de facto purchase for most new student pilots starting their careers and many will be pleased to hear that Waypoints are presently also developing more volumes in the series.

Waypoints are continuing to work on a project to convert the PilotBooks range of conventional paper textbooks to eBooks. To date fifteen of the textbooks have been converted, i.e., the Flight Training Manual and Volumes 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 and 14 can be purchased through the Apple iBookstore. Volume 17 ATPL Navigation General will be available in the coming months. See www.waypoints.co.nz for details. [KiwiFlyer has sampled these on an iPad. They are easy to use, very elegantly presented, well-illustrated, and include interactive question and answer sessions for each chapter, as well as links to Waypoints mock exams. Considering these are

textbook, they have a great deal of visual appeal - the layout, fonts, and use of imagery are very good. Tools to view the different layers in each book (chapters, sections, questions, etc.) are all user-friendly. Text is searchable, and you can add highlights and notes to it for your own reference. It's also of course much more portable than a textbook and easy to refer to whenever the opportunity permits. If you're an iPad using aviation student, this is probably a study option that's perfect for you. And if you haven't got an iPad it's potentially enough justification to buy one.]

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASPEQ examination (similar to the old Sample Exam papers they used to make available). Question bank sets are available now for all of the PPL(A) and (H)

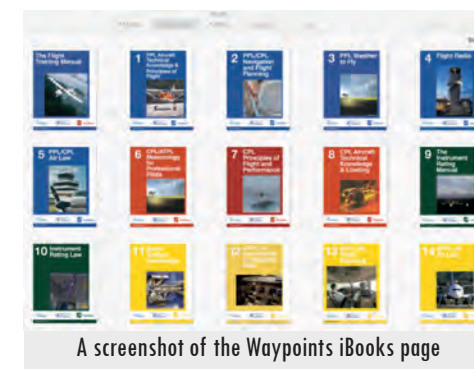
subjects, for all of the CPL(A) subjects, for BTK, for IR Air Law and for six of the ATPL(A) subjects. More mock exam question banks are under development, with priority going on the IR, CPL(H) and ATPL Meteorology subjects.

Each mock exam you sit is unique, made up of a set number of multi-choice questions generated randomly from a large master question bank, covering the full syllabus of each subject. All content is modelled on the type of questions you may get in the real ASPEQ examinations.

These mock exams are designed to fine tune and focus your knowledge in preparation for the real examination. Each multi-choice item comes with a syllabus reference and a study reference.

Free Stuff

Waypoints believe passionately in quality training. Consequently, we have developed and offer pilot study support material which will help you develop appropriate knowledge, skills and attitudes to achieve your flying dreams - safely. Material on our Free Stuff page is offered to you as a free download, in pdf and MS Word formats, as it becomes available. Its



A screenshot of the Waypoints iBooks page

content has been produced and collated from a wide range of sources and where possible we have given full credit to the original author(s).

Ground Courses

Waypoints provide ground courses for the higher level professional licences and ratings. ATPL theory, and BTK ground courses are run in conjunction with and based at the Nelson Aviation College in Motueka. Waypoints works very closely with the College.

For more information visit:

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Study Aviation Engineering with NMIT

If you have an interest in aircraft and enjoy repairing and maintaining engines, have an eye for detail and love a technical challenge, then a career in aviation engineering is a great option to consider. As New Zealand's first approved NZCAA Part 147 Certificated Maintenance Training Organisation, NMIT has the experience and resources to offer training that provides you with a gateway into an

exciting career in aircraft maintenance.

The NMIT Aviation Engineering School is located at RNZAF Base Woodbourne. Although COVID-19 has added disruptions to 2020, the NMIT Aviation Engineering team say they have seen an increased intake and opportunities for students during this last year.

Qualifications offered include a NZ Certificate in Aeronautical Engineering

(Level 4) and a Diploma in Aeronautical Maintenance Certification (Level 6).

NZ Certificate in Aeronautical Engineering Level 4

This two year programme is NMIT's main 'Into-Employment' aeronautical engineering programme and provides all the skills and knowledge needed to kick start a successful career in the commercial Aeronautical Engineering world.

The programme has an excellent reputation in the NZ aviation industry and abroad. As a graduate you will be work ready with the proficiency and reliability to be a motivated and trustworthy employee.

A healthy number of graduates have progressed through the Certificate during 2020 and gone on with confidence to gain apprenticeships in a buoyant industry. Interviews are underway for the 2021 intakes in February and July, both of which are certain to achieve a full cohort. Students are encouraged to apply early as only limited spaces are available.

Diploma in Aeronautical Maintenance Certification Level 6

This flexible learning New Zealand Diploma in Aeronautical Maintenance Certification programme allows students to work towards gaining their NZ CAA Aircraft Maintenance Engineering Licence and the Diploma while continuing full-time employment. The online programme integrates theory with practical illustrations so that course information is easily correlated with daily work experience.

2020 has also been NMIT's first year delivering the Level 6 training scheme options for non-licensed engineers employed in the aviation industry. While these training schemes don't lead to the Diploma qualifications, they do allow engineers to work towards gaining their NZ CAA licence.

Aircraft Engineering Knowledge

From February 2021 a newly developed subject, Aircraft Engineering Knowledge will be available on the Diploma as well as a training scheme. These options are perfect for people in the aviation industry wanting to further secure employment options.

nmit.ac.nz/aviation-engineering

Aviation Engineering

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Professional Training to get your Career off the ground with Ardmore Helicopters

Choosing the right helicopter training organisation is the most important decision you will ever make in your flying career. Getting a Commercial Pilot's Licence (CPL) is the 'easy' part. Finding a company that will employ you as a low hour pilot is where the difficulty begins and this is where Ardmore Helicopters Limited can help.

Why train with us

At Ardmore Helicopters you will find a relaxed and friendly atmosphere, and tailored training programmes to suit individual needs. Our highly experienced team of professional career instructors, which includes two A-Category Instructors/Flight Examiners and B-Category Instructors, takes a personal approach to student training offering one-on-one tuition. Frank Parker, who owns and manages the company, has been involved in the industry for over 35 years and has an extensive background in the military and civil sectors. Frank holds an A-Category Instructor Rating and a range of Civil Aviation Authority (CAA) flight testing privileges.

Courses offered

Ardmore Helicopters has been training top quality pilots for over 25 years. We offer a comprehensive range of training options from Private Pilot through to Commercial Pilot, Basic Gas Turbine Ratings, Instructor Ratings and numerous Type Ratings.

Our students train in the Cabri G2 and S300CBi helicopters, which are unsurpassed for their excellent safety record.

Why train at Ardmore Airfield

Ardmore Helicopters is based at Ardmore Airfield, South Auckland, which is New Zealand's busiest general aviation aerodrome. This gives our students the best situational awareness training possible.

Additionally we are just five minutes flying time from Auckland

International Airport so our students experience regular exposure to controlled airspace.

The Hunua Ranges are five minutes away so Mountain and "bush" training is also on our doorstep.

Ardmore Helicopters has built a reputation for training pilots to the highest standards to maximise their employment prospects. This is particularly important in an industry where employment is very competitive and jobs are often obtained solely through reputation and word of mouth. Pilots trained by Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including Rescue, Police, Tourism, Agriculture, Commercial, Corporate and Utility work. If you would like to talk to graduates of Ardmore Helicopters who are now flying professionally, we are very happy to put you in touch with them.

If you have ever wondered about becoming a helicopter pilot then try an Introductory Flight Lesson. This is where you will spend time on the ground learning about the aircraft, then take to the sky with an Instructor for a local flight. Once airborne, the controls will be yours for some basic manoeuvres and on returning to the airfield your instructor will demonstrate an autorotation (landing without engine power). We conclude with you trying your hand at hovering. You will still be smiling from this experience a week later.

For more information

If you think helicopter flying is for you, come out to our base at Ardmore Airfield for a coffee and chat. Phone us on 0508-CHOPPER or (09) 298 1899 for more information about how we can help start your flying career. You can also visit our new website at www.chopper.co.nz and request an Information Pack.

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Flight Training - Theory Courses - Type Ratings

On an Instructional Techniques Course

The Civil Aviation Authority requires new C, D and E category Instructors to have completed an Instructional Techniques Course prior to their Instructor rating issue flight test. This course runs over four days and has a credit that is valid for just 12 months, so candidates do need to ensure they sit their Instructor rating before the credit expires.

Flight Test New Zealand run regular IT courses throughout NZ, taught by Ross Crawford (who was interviewed earlier in this issue of KiwiFlyer). The course covers the academic requirements and theory of instruction, but thanks to Ross' background, is loaded with the sharing of wisdom from Ross' practical experience of more than 50 years of flight instruction. Ross says he deliberately orientates his training towards the practical as he believes the training experience should be enjoyable and memorable rather than one of immersion in theory books.

Ross relates all aspects of the course to aviation with examples and anecdotes and ensures there are practical illustrations of every part of learning theory and the principles required to be covered. The four day course is structured around Principles of Learning, Training Aids, Human Factors, Air Exercise Training, and actual presentation experience and observation.

During the course, every participant undertakes three presentations to the group. A warm-up presentation on the first day is about themselves, plus the best Instructor or Teacher they have had and why. On the second day, each must give a five minute presentation on how an aircraft flies, aimed at someone with no knowledge of aircraft, hence a requirement to teach within a time frame and without using any technical jargon. The last day of the course is devoted to twenty minute presentations from each participant on a subject of their choice related to aviation.

These presentations offer some a first experience of talking in front of a group and interacting with their audience, maintaining interest, recovering from a hole, etc. They provide an opportunity for all those involved to pick up on issues such as good use of diagrams, presentation material, humour, style, etc., as well as less desirable traits such as talking to the board, nervous tics, being an unintended source of distraction from the lesson, and more.

Constructive criticism and debriefing skills are also developed, as the prior presenter must give a debrief to the current presenter's presentation which is then followed up with a group discussion and wrap up from Ross. There are always noticeable improvements to the presentations given on the first three days. Also noticeable on the last day is how each presenter picks up on the strengths of previous presentations and builds them into their own. (Hint to future attendees – go last!)

The format Ross follows provides plenty of take-away learnings, as all involved experience what works and what doesn't. The approach taken also helps to overcome presentation nerves and teach participants how to deal with these.

Ross' presentation style is to raise issues with bullet points which are then discussed interactively with the class who can take notes in their workbooks. As an example, a bullet point of 'Instruction in the cockpit' will involve a discussion covering; When and when not to speak; Coordinating pattern with the brief; Relating instruction to ground and previous lessons; Knowing when to be reassuring; Knowing when to stop a lesson early; Determining the correct pace for the exercise; and Keeping calm, structured, and focused. The discussion, note taking, and anecdotes involved make for



Ross Crawford (L) with participants on an IT course at Southern Wings.

memorable (and often entertaining) teaching.

Ross offers good advice for when the time comes to sit the C-Cat issue test. He says one of the most important issues is that candidates are confidently prepared to simply explain the considerations involved in any exercise. They need to be able to demonstrate Principles of Flight concepts based on notes they have prepared themselves, rather than from another Instructor's notes or PowerPoint presentation. This is a common reason for C-Cat exam failure, with those who have learned Principles of Flight purely from a text without practicing explanations and diagrams themselves, often exposing deficiencies in their knowledge and teaching techniques.

Ross also reminds potential Instructors of the responsibility of the task; "You are not teaching someone to fly – you are training a pilot." Young students will often put their Instructor on something of a pedestal (deserved or undeserved) and learn and later mimic the behaviours they have observed. Instructors owe it to their students, and our aviation industry, to do the best job they can and ensure that all the habits they pass on are good ones.

Your KiwiFlyer Editor completed an IT course with Ross a few years back. From an initial outlook of 'I don't really want to go on a four day course', I have to say it soon became suitably interesting and informative and worthwhile. Ross does bias the course toward aviation and associated anecdotes, rather than textbook theory, and this makes the time on course go faster as well as being more memorable and at times entertaining. The structure is good too, with students clearly gaining instructional skills and confidence throughout the course. I'm more of a textbook learner than a course attender, hence enrolled somewhat begrudgingly, and was a little dismayed to find that the entire fourth day would be dedicated to presentations from all attendees. That didn't seem like learning anything. In fact that's where the most valuable learning was. Watching others present/instruct using different styles is a great way to develop your own style in terms of what you think works well and what could be improved. And all of these things are discussed in the group following each presentation. In hindsight it's hard to criticise the CAA requirement for the course at all, though I do concur with one of Ross' comments in his interview in this issue of KiwiFlyer – It might be better to require budding C-Cat Instructors to first complete a shorter two day course, then require a further two or three day advanced course upon graduation to B-Cat status. One might also ponder the potential benefit of encouraging ongoing recurrent training workshops thereafter.

Michael Norton



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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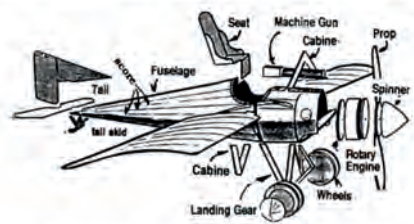
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Challenges of Documentation & Regulatory Compliance

In this issue we start an occasional series on regulatory compliance contributed by Jaivir Singh who will be known to many certificated organisations throughout the country from his work within the CAA Airworthiness team. Now Jaivir continues in the field as a Freelance Airworthiness Consultant. He writes:

Regulatory compliance and the need for audit trails have put a lot of emphasis on management of documentation. Practices followed at a work place must be reflected in documentation which when scrutinised during audits and suchlike, may indicate any differences an organisation has from the procedures, processes and standards laid out in their manuals.

Documentation is a record of work done and standards followed and the details of personnel who carried out the work. This includes not only planned work but also work arising during maintenance, operations, design, manufacturing, supply and to meet regulatory requirements such as duplicate inspection, release to test flights and release to service.

The quality of an MRO business's product is demonstrated through production of documentation which provides accurate and complete records of maintenance work carried out following standards and compliance with regulatory requirements.

In challenging times, operators and customers especially look for cost effectiveness. How much is enough in documentation and where should you put the limit so it meets customer needs and regulatory compliance?

It is really critical to manage documentation so as to ensure that work done is correctly recorded. In this time of change, there are plenty of challenges to manage paperwork to meet the various demands of those who require it. An MRO business which deals with a number of customers and regulatory authorities has to understand different requirements and train their staff to meet these requirements. There are some big challenges involved. These include; Adaptability to changes required to meet customer needs; Cost Effectiveness; Globalisation and the competitive environment; User Friendliness of documents; High quality work descriptions; Human Factors management, and more. I will address some of these issues and more in future comments.

Jaivir Singh 027 445 4220

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The airframe structure is of flat metal with load-resisting panels. The wing presents a high lift aerofoil with flaperons having manual control, and is fitted with vortex generators that increase the cruise speed but retain the very low stalling speed. The two large lateral doors allow easy independent access to the cabin. The large cockpit is designed to accommodate taller pilots. The build time for Tony with this new Savannah was only 850 hours, which he found 25% easier the second time around as he could recognise the parts by sight. With the added advantage of lock-down he could spend 7 hours per day 7 days a week on the project.

Aeroplane	W/d
Aeroplane	Exp
A/B Aeroplane	W/d
Microlight C1	W/d
Glider	Dest
Helicopter	Exp
Helicopter	Exp
Helicopter	Exp
Helicopter	Rev
Helicopter	Exp
Helicopter	Rev
Helicopter	Exp
Helicopter	Exp
Helicopter	Exp
Helicopter	Dest
Helicopter	Exp
Helicopter	Exp
Helicopter	Exp
Microlight C1	W/d
Aeroplane	Dest
Aeroplane	W/d
Aeroplane	Exp
Microlight C2	Rev

A man and a woman are standing next to a red biplane on a grassy field. The biplane has "LAP" written on its side. The man is wearing a dark jacket and blue jeans, and the woman is wearing a dark jacket and blue jeans. The biplane is red with white stripes and is parked on a green lawn under a clear blue sky.

A collection of various automotive gauges and sensors, including speedometers, tachometers, and pressure gauges, arranged on a surface. Some gauges are black with white faces, while others are silver or chrome. Some have digital displays, and others are analog. Some are connected to wires, and some are plugged into a power source.



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100



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