

The KiwiFlyer Guide to Flight Training

WELCOME to the KiwiFlyer Guide to Flight Training in New Zealand. This special annual supplement includes articles related to flight training as well as profiles and advice from a number of flight training providers from around the country. Participants in this Guide cover a very broad spectrum of aviation in New Zealand and readers will find a wealth of opportunity for flight training whether it be a microlight certificate for Sunday flying, a PPL to take the family on holiday by helicopter, a taildragger or gyroplane rating, through to fully structured programmes designed to place the career pilot in immediate employment as soon as their qualifications are completed.

There is now just one nationalised Diploma in Aviation available in New Zealand (previously there were 28). This has four strands, to be chosen depending on the career choice of the student. Mark Woodhouse from Waypoints Aviation

explains this as part of an article to update readers on the variety of changes made to pilot training in the last 12 months.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every Secondary School in New Zealand and students interested in aviation will find plenty of options to consider from the information within. Training is no longer 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.

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 large 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. Even if additional or currency training is not immediately for you; if someone asks for your advice on matters of training, please refer them to this Guide and support those organisations who have made the effort to become involved with it. The Guide is also available for download from our website along with most other articles and back issues.

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Former Wing Commander Andy Hailey is among the world's elite flight trainers, having served as Chief Flight Instructor at the RAF equivalent of the US Navy's 'Top Gun' fighter pilot school before moving on to fly Eurofighter Typhoons.

Both are driven by a passion for their profession and real pride in their students' achievements.

Training takes place around one of New Zealand's most attractive flying arenas where stunning natural scenery not only offers fabulous outlooks on every flight but also a great variety of challenges within easy reach.

The Southern Alps dominate the skyline in a region internationally renowned for its mountain flying, while having

the western edge of the South Island a short hop away means students can learn the intricacies of coastal conditions too.

Wanaka Flight Training aerobatic instruction brings yet another style into a full portfolio of pilot skills on offer.

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Long sunshine hours and calm conditions have long made Wanaka a national aviation icon so there's no shortage of pilots and enthusiasts to share the experience with too.

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Air Hawke's Bay's (AHB) history in aviation education can be traced back more than 80 years. As the wholly-owned company of Hawkes Bay & East Coast Aero Club, we specialise in providing full-time integrated pilot training for both domestic and international students. We were the first training provider to receive CAA Part 141 certification, and our courses are accredited with NZQA. Additionally, we have been appointed by the Air NZ Aviation Institute as one of its preferred five Flight Training Organisation partners to provide career training options for aspiring pilots. This partnership facilitates airline styled airline-style selection criteria and training standards which will enhance student's employability into Air NZ.

AHB delivers programmes registered under the NZ Diploma in Aviation which attracts funding through the student loan scheme. This new qualification has been developed in consultation with the Aviation Industry and offers specialised pathways to an Airline pilot career or other professional roles in aviation. Completing this qualification will also provide students with further pathway employment opportunities as a pilot in instruction, tourism operations, air charter, corporate aviation, national and international airlines, and other specialist aviation activities.



Steve and David started their career with Air Hawke's Bay.

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For more information

Our contact details are listed below. We look forward to meeting with you.

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MASSEY University continues to refine and improve both equipment and training methodology in its drive to offer students the highest standard of aviation education and training in NZ.

In November 2012 two new Frasca Mentor AATDs (Advanced Aviation Training Devices) will be installed at the Milson Flight System Centre. These will complement current Part Task Trainers and Simulators. The Mentor AATD (Advanced Aviation Training Device) is a Part Task Trainer specifically designed by Frasca International (USA) to allow for training in Massey's Diamond DA 40 in order to meet the changing needs of flight schools worldwide.



New Simulators have just been installed at the Milson Flight System Centre.

They support the new generation of integrated avionics such as the Garmin G1000 which are installed in the School of Aviation's Diamond aircraft fleet. The Mentor is a compact, high quality simulator with features that include Jeppesen navigation data, full size flight controls including rudder pedals and brakes, Garmin G1000 instrumentation, Graphical Instructors Station (GIS), multi-channel sound simulation and a TruVision visual system.

In addition, the School of Aviation is currently developing new teaching and learning technology for future Bachelor of Aviation – ATP students. Through a project called 'Digital Future Flight', the School of Aviation is developing 'Diamond Studies'. This is a fully interactive self-paced learning package accessible via any computer or handheld device with internet access and flash capabilities.

Instead of fixed 'in-class' time, students will be enabled to manage their own academic studies by completing self-study whenever they are not required to fly. Students will be expected to be responsible, disciplined, and well organised in planning their self-study and practicum work to ensure they meet pre-determined academic and practicum deadlines.

The lessons will be presented online in a linear fashion, much like reading an online book and will replace a significant number of class lectures. Students will receive learning modules in addition to traditional learning methodology (textbook, manual, or classroom-based instruction), and content will be delivered in a way suited to all learning styles; from visual animations and spoken lectures, to interactive diagrams and 3D models. However the students are not abandoned to their own devices. They may:

- Instigate online forums at any time to ask about aspects they don't understand.
- Assist each other online, with Paper Coordinator input.
- The Paper Coordinator will hold tutorials called "D-Tutorials" at regular intervals during the course.
- Module summary quizzes will be held regularly to test students' knowledge and to highlight areas requiring improvement.

- Using the feedback from the module quizzes, in order to improve students' understanding the Paper Coordinator may then further explain any complex concepts and principles requiring extra attention.

Numerous benefits offered

The benefits from this interactive learning style compared to traditional teaching methodology are numerous. Students can:

- Learn at their own pace.
- Watch animations making it easier to understand complex concepts and principles.
- Interact with complex models, charts and diagrams to improve understanding.
- Retake the lesson if any concept is not fully understood.
- Utilise module summary quizzes to test knowledge and identify areas for improvement.
- Revise for examinations by accessing notes provided for study.
- Finally and most importantly, students will be more readily available on favourable flying weather days whilst using the 'bad weather' days to undertake academic and ground work. This will enable all students to use their time to the maximum capacity, regardless of weather.

For more information

Contact Anke Smith at Massey University to find out more about this or any other aspect of the extensive aviation training that is offered by the School of Aviation. (Details at left.)

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In Aviation the Only Constant is Change

Contributed by Mark Woodhouse

PILOT TRAINING in New Zealand is changing. While this is not unique in our history, the rate of change arguably is. How so? Are the changes good for pilot training or not so good? Well it depends on your perspective and the approach you take to the challenges of becoming a pilot.

While the changes affect both fixed wing and helicopter pilot training, they do so in slightly different ways. This article is mainly about fixed wing pilot training.

There have always been significant challenges, not the least of which are the costs, the training intensity, the experience requirements and the rigour of the ground and flight testing required to gain each level of pilot licence. But the rewards for achieving your dream of attaining a professional pilot licence are growing, as demand for qualified and experienced pilots steadily increases.

So what are some of these changes?

New Zealand Diploma in Aviation

Previously there have been about 28 different aviation diplomas offered by various tertiary institutions around New Zealand, all with slightly different requirements. These are being phased out and from now on there is only one diploma programme available to student pilots enrolled and funded through the Tertiary Education Commission (TEC). This is the New Zealand Diploma in Aviation.

The NZ Diploma in Aviation has four strands; General Aviation, Flight Instructor, Agricultural, and Airline Preparation.

All student pilots will complete a normal PPL and CPL in accordance with the current New Zealand Civil Aviation Authority (NZCAA) syllabus requirements. After that, the New Zealand Diploma in Aviation course completion requirements will depend on the strand chosen. For the Airline Preparation Strand, student pilots will follow their CPL with a multi-engine instrument rating (MEIR), an ATPL ground course and training to prepare them for airline multi-crew flying operations, such as Air New Zealand's Airline Integration Course (AIC).

The Air New Zealand Aviation Institute's FTO Partnership

In the last year or so Air New Zealand's Aviation Institute has formed a partnership with a number of Flight Training Organisations (FTOs). Five in fact. They are:

- Air Hawke's Bay (Hastings)
- International Aviation Academy of NZ (Christchurch)
- Massey University School of Aviation (Palmerston North)
- Nelson Aviation College (Motueka)
- Southern Wings (Invercargill)

Student pilots who are enrolled with one of the Air New Zealand FTO Partners will complete programmes for either the New Zealand Diploma in Aviation (Airline Preparation Strand) or the Bachelor of Aviation Degree (Air Transport Pilot).

Despite materially increasing your chances, Air New Zealand

currently makes no guarantee of a pilot position to students who complete their training with an FTO Partner. They have a systematic and formalised recruitment process which includes many factors. However in the process of establishing their FTO Partnerships, Air New Zealand have made it clear that they prefer pilot applicants to have attended formal ground training for their ATPL subjects and that they highly value a good training record. The following sub section is an extract from a series of articles written for Pacific Wings Magazine by Christine Ody. Christine is currently a First Officer in Air New Zealand's Boeing 737 fleet and is the airline's Aviation Institute Project Pilot.

Importance of a good training record *(courtesy Christine Ody)*

Pilots invited to attend an Air New Zealand Group interview may be required to bring their official exam and flight test pass/fail record from Aviation Services Limited (ASL - the body contracted to run all of the regulatory exams and flight tests), especially if they do not hold University Entrance level qualifications. This ASL record shows every attempt at an exam or flight test that the pilot has ever made - so any failures will be very visible.

While the NZCAA licensing system accepts an infinite number of attempts at any exam or flight test (with only small restrictions placed on the frequency of those attempts), employers tend not to be so forgiving. A record that shows multiple failures tells an employer one of two things about the applicant: that they lacked either the motivation or the ability to pass the first time. Neither scenario is desirable in an environment where every moment a pilot spends in training is a cost to the airline.

If you are serious about a career as an airline pilot, 100% effort from day one of your flight training is an absolute must.

ATPL Ground Courses

Student pilots enrolled on the Air New Zealand FTO Partner programme need to have completed an ATPL course before commencing the Air New Zealand Airline Integration Course (AIC). Nelson Aviation College, in conjunction with Waypoints Aviation and Dragonflight Aviation, are offering their Full ATPL Block Course at Motueka three times per year from 2013. Details of these courses can be found at www.nelson-aviation.co.nz and at www.waypoints.co.nz.

The overall pass rate for their Full ATPL Block Course delivered in mid 2012 was 92%, with an average pass mark of 83%. This was the result for the first sitting for all of those students who sat on the scheduled exam dates as part of the course.

The Changing Availability of Student Loan Funding

The government, through the Tertiary Education Commission (TEC), has capped the number of Equivalent Full Time Students (EFTS) funded for pilot training at 450 EFTS from 2012, down from 600 EFTS per year previously. The TEC are also funding fewer FTOs than in previous years. A final decision on exactly which FTOs will receive student loan funding in 2013 and beyond, and the number of EFTS each FTO receives has not yet been made.

The Cost and Funding of Pilot Training

The costs of pilot training are high and increasing. Anyone with a car knows that the cost of fuel, while fluctuating, is trending upwards. Pilot training is inevitably going to feel these fuel cost increases. The NZCAA have recently announced the results of their funding review, and it will come as no surprise that fees for their services have risen, in many cases significantly. Much of this increase will need to be passed on.

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- Airline Transport Pilot Licence (ATPL) and other pilot stuff...



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Jef De Becker Photography

While student loan funding is available for pilot training, it is limited. The government has now capped student loan funding for pilot training at \$35,000 per EFTS. This means that student loan funding will not cover the full cost of your training and you will have to fund a proportion yourself. The exact amount varies but can range from \$15,000 to upwards of \$40,000. For example, the New Zealand Diploma in Aviation, including the Air NZ AIC has a minimum cost of about \$110,000 and is about 2.4 EFTS, so only attracts roughly \$84,000 of student loan funding.

Student loan funding is not the only source of funding for your training. For years, before student loan funding was available at all, student pilots worked at all sorts of trades and jobs to save and pay for their own training. Many have argued that such effort led to a better pilot outcome. I suspect there are good and not so good outcomes from whatever way training is funded.

The Rewards

While all of this may seem daunting and economically unobtainable, the rewards are real. Most pilots are in the career because they are passionate about flying and consequently love their chosen profession.

Also, the airlines are hiring - now! The long-talked-about boom in demand for airline pilots is here. Air New Zealand is steadily hiring into their regional fleets and has been for some time. The airline also recently announced plans to hire up to 22 new pilots into their jet fleets in the first six months of 2013, and I expect they will hire many more beyond.

Other international airlines are also hiring the best available Kiwi pilots, with quite a number going to Cathay Pacific's cadet programme in the last year or so. The reputation of New Zealand-trained pilots is strong.

Yes, the investment you are expected to make in your training is huge. But now that the airline industry is hiring pilots, and this demand is expected to intensify, the return on your investment, if you perform well, should be achieved much more quickly than in the past and should be well worth the investment.

If you are interested in a career as an airline pilot — or if you are part way through your pilot training and aspire to join an airline - in Christine's words "100% effort from day one of your flight training is an absolute must."

Work hard, and remember, nothing worth having comes easily.

Mark Woodhouse

Waypoints Aviation Ltd. and Air NZ Boeing 777 Second Officer



Flight Training MANAWATU
World Class Aviation Training in New Zealand

Flight Training Manawatu is a leading New Zealand Flight Training School with more than 20 years experience in producing highly skilled aviators. We offer a friendly, professional environment for both New Zealand and International students.

Located at Feilding Aerodrome, just 10 minutes from Palmerston North, the flying school is in close proximity to a variety of navigation aids as well as having airspace around the airfield that is very conducive to efficient ab-initio flight training. The flying school currently operates 6 Cessna 152s and 3 Cessna 172s which provides students with the opportunity to learn to train in a variety of aircraft.

We offer small class sizes with an Instructor Student Ratio of 1:3. This ensures our students receive individual attention from our instructors, excellent preparation for examinations and maximises time spent in the air.

Flight Training Manawatu offers the NZ Diploma in Aviation Level 5 General Aviation Strand and Level 6 Flight Instruction Strand, both of which are NZQA approved.

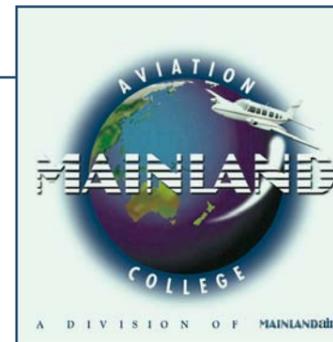
Pilots wishing to gain more experience or qualifications can undertake further training to gain a night rating, a C Cat Instructor rating and a multi engine rating in the school's Partenavia P68B, a 140knot, GPS approved, cabin class aircraft. Students flying the Partenavia or the C172 for instrument training can fly to Wanganui for NDB work, to Ohakea for ILS, and to Palmerston North for VOR training. All are within a few minutes flying time of Feilding Aerodrome.

In addition, Flight Training Manawatu operates the only Beech King Air C90 in New Zealand that is dedicated to advanced multi engine turbine training.

Early commercial experience is a benefit to students wishing to have a successful career in aviation. Flight Training Manawatu is able to offer such valuable experience to pilots via their association with Air Manawatu. This co-operation allows for students to gain experience in aerial photography, gas pipeline inspections and forestry surveys. Pilots also have the opportunity to move into charter work.

For a successful career in aviation visit the Flight Training Manawatu website to download a prospectus, or contact us on 06 323 3641 or email: info@flightmanawatu.co.nz. We welcome your enquiry.

www.flightmanawatu.co.nz



MAINLAND Aviation College is a professional pilot training school based at Dunedin International Airport. It is fully approved to deliver the recently introduced New Zealand Diploma in Aviation (Aeroplane) qualification and was the first flight training school to award this new diploma earlier this year.

Students who complete the Mainland diploma course graduate with a Private Pilot's Licence, a Commercial Pilot's Licence, a multi engine instrument rating and an Instructor's rating. Air Transport Pilot Licence exams are an additional option.

Mainland has a fleet of ten training aircraft including two tail wheel aircraft which are used to increase flying skills in general and also to provide industry specific training to students wanting to pursue careers in general aviation.

Dunedin International Airport provides a great learning environment for students. The close location to the Lakes District enables students to become competent in flying over mountainous terrain and in varying weather conditions. With two of the most experienced instructors in the country, Mainland has a very high

pass rate and a high percentage of former students are now flying for international airlines, domestic airlines and third level operators. Our relatively small numbers of students (20 domestic and 20 international) allow us to focus on quality and on each student individually and our graduates have a high job placement rate.

Mainland Aviation College is the training side of Mainland Air Services 2010 Ltd. which also

operates a busy charter business with three twin engine aircraft. Students who show ability and focus are normally taken on as instructors and then worked into the charter side, gaining invaluable twin engine charter time, a critical hour building experience which is highly valued by airline and general aviation employers.

Whether you want to be an airline pilot or pursue a career in general aviation, Mainland can deliver the training you require. All prospective students are encouraged to visit our facebook page <https://www.facebook.com/#!/mainlandair> or our website www.mainlandair.com.

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A Flying Start with Ardmore Flying School

THE FUTURE looks bright for aviation students who are attaining their Diploma in Aviation at Ardmore Flying School.

The Boeing Corporation's Current Market Outlook predicts an international requirement for 460,000 new pilots by 2030.

And opportunities are endless for Kiwi trained pilots, who are well regarded by international standards with airlines recruiting pilots at levels unseen for decades.

Ardmore Flying School is experiencing this demand first hand. The signs of unprecedented recruitment are clear as a growing number of our graduates and instructors are already sought after by airlines at home and abroad as well as second tier general aviation Air Transport Operators (ATO's).

But whether you are training to become an airline pilot or just want to learn to fly for fun, Ardmore Flying School has the experience and the resources to cater to your needs.



The fleet includes 17 Cessna 172R and 3 Beechcraft Duchess (above).

- C-Cat Instructor Rating
 - Airline Transport Pilot Licence Ground Course
- Commencing from 2013:*
- Basic Gas Turbine Knowledge Ground Course
 - Crew Resource Management Introductory Course

Location, Fleet and Training Facilities

Ardmore Flying School is located at Ardmore Airport which is one of New Zealand's busiest GA airfields. As a training centre for the aviation industry, Ardmore is second to none. Approximately 50% of all New Zealand pilots undergo their training at Ardmore. There are often in excess of 250 student pilots from all over New Zealand and a number of international students spending around 18 months living in and around the airport in order to complete the training.

Ardmore Flying School specialises in tailoring flight training programmes to suit the student's individual requirements. The school is open from 7am seven days a week, 364 days a year except Christmas Day.

New students will generally complete their ground course theory first in one of our four lecture rooms that are air-conditioned to provide a comfortable learning environment at any time of the year.

Different instructors are assigned to each subject with an assistant. This provides an environment whereby students can get much needed mentoring and tuition both in and out of class. The largest class size you can expect to encounter will be 23 students; most average no more than 18.

Once students complete their ground course theory, they start their practical training. Whenever students are available to fly, so are we. Devising a schedule for flight training is best achieved through

a one on one discussion between the instructor and the student. Our instructors closely manage each student's training and flying programme so they achieve maximum value for money, all the while providing an in-cockpit environment where students can thrive.

Learn to Fly for Fun

Have you always just wanted to learn to fly for fun?

Seats in our highly popular Part Time Private Pilot Licence Ground Course have been filling fast. Running over 10 consecutive Saturdays, students from all walks of life get the chance to sit in a classroom environment with the opportunity to interact with instructors.

We also have many part time students who fly over weekends or on their days off. Having this flexibility to accommodate these students allows them to work towards their Private Pilot Licence and fly at their own pace.

NZQA approved Diploma in Aviation

It is important for aviation students to attain a tertiary qualification as part of the items required to apply for employment with most airlines. Ardmore Flying School's full time students are enrolled in our program which delivers professional pilot training including:

- Private Pilot Licence
- Commercial Pilot Licence
- Single and Multi Engine Instrument Rating

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- *Multi Engine Instrument Rating
- *C-Cat Instructor Rating
- *Basic Gas Turbine Knowledge (new 2013)
- *Airline Transport Pilot's Licence
- *Crew Resource Management (new 2013)

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Like Us On





DID YOU KNOW that the most rapidly expanding sector of light aviation is gyroplanes? From just one European manufacturer more than 350 new aircraft a year are taking to the skies in more than 39 different Countries. Clearly the performance, safety and reliability of modern gyroplanes reaches well into the lower end of the GA market but when you combine this with simple handling, low operating costs and microlight medical requirements it soon becomes apparent that this is the thinking man's flying machine. Economical to maintain and weather capable, these aircraft can come equipped with the latest glass cockpits and comfort to attract even the most discerning passenger.

Gyrate NZ Ltd. was established in Tauranga in 2005 to address the expansion of gyroplanes in this country and has recently developed further with a sister organisation in Dunedin. When the CAA issued an exemption to CFI Tony Unwin allowing him to provide training for 'hire and reward' on microlight gyroplanes, they created a unique facility which now operates seven days a week from its own hangar and classrooms at Tauranga City Airport. Students train on brand new factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace alongside commercial aircraft in a busy traffic environment. With many private strips and grass airfields easily accessible it is possible to build confidence and develop students to handle the wide variety of situations they are likely to encounter as a general aviation pilot in NZ.

Initially entering aviation as a skydiver, Tony qualified for his PPL on a Tiger Moth and then went on, via gliding and Air Taxi

operations, to a commercial flying career that included Lockheed Tristar, Boeings and Airbus.

Qualifying as a gyroplane instructor in 1993, Tony teaches to an established syllabus and has turned many ab-initio aviators into very capable and confident gyronauts. Conversion from fixed wing or helicopter experience is straight-forward and progress to an instructor rating is actively encouraged.

Gyrate South, based at Taieri airport near Dunedin operates an AutoGyro Europe training aircraft as well as supporting many local owners with their own machines. Following the global trend, further expansion of the Gyrate concept is forecast into the world of more traditional aviation.

In New Zealand gyroplanes are classed as microlights and are administered on behalf of the CAA by Part 149 organisations such as RAANZ or SAC. Pilots require a medical declaration from a doctor equivalent to that issued to a car driver. Gyrate provides

dual training on school aircraft but solo flying must be done in a student's own machine. Those with their own single seat aircraft can be progressed by an observing instructor using a handheld radio.

At Tauranga we are fortunate to have the support of the Airfield Management, the understanding of some exceptional Air Traffic Controllers and continued high quality maintenance from Rotax agent Solo Wings.

This makes for a total package that creates a high quality one stop shop for all aspects of gyroplane training.

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Dual training at Tauranga in a German built MTO-3 gyro.

Being the largest flying school in the Auckland region, our fleet currently includes 17 single engine Cessna 172Rs and 3 multi engine Beechcraft Duchess BE76, giving students plenty of opportunity to further their training.

Towards the end of the students' training, they will engage on both single and multi engine simulators. Ardmore Flying School utilises two simulators to enhance the training experience. It creates a controlled environment for instructors to teach in all weather conditions. They also have the advantage of being able to freeze the simulator to allow students to assess the situation and prepare for the next part of the lesson.

Future Employment Opportunities

With numerous graduates now working within NZ and overseas, Ardmore Flying School is highly regarded for the quality of its training. Ongoing discussions with airlines ensure our programmes not only surpass the requirements of NZ CAA licencing but also provide the experience airlines are looking for in their applicants.

Training professional pilots since 1961, Ardmore Flying School has trained many Captains and First Officers flying for airlines around the world and we are now also training their children. But you don't need to have your family history littered with pilots, anyone can learn to fly and seek a career flying in New Zealand or abroad.

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CTC Aviation Training (NZ)

CTC is recognised across the industry for providing the highest quality pilots, having state-of-the-art training facilities with highly qualified instructors, and for sustaining strong partnerships with some of the world's leading airlines.

With group headquarters and three crew training centres in the UK, and a purpose built pilot training centre in Hamilton, New Zealand, CTC is an expanding global organisation. Each year CTC trains between 1200 and 1900 pilots for approximately 50 global airline partners worldwide.

As a CTC cadet, you will find yourself absorbed in an airline focused training environment where you will be coached to achieve the high standards expected within an airline. From developing a professional attitude to honing your technical skills, CTC's training programmes will put you on the path to fulfilling your dream of becoming a commercial airline pilot.



Crew Training Centre - Hamilton

Fleet: 34 Aircraft including C172, Diamond DA20, Diamond DA42, Piper PA44

Instructors: 51 full-time Flight Instructors

Facilities: Purpose-built modern training facility and aircraft apron
Diamond DA42 and King Air B200 simulators
On-site aircraft hangar and maintenance facility
Fully equipped accommodation centre

Courses: **Jetstar Pilot Cadet Programme**
Duration: 19 months. Training through to an Airbus A320 Type Rating

NZ Diploma in Aviation (Level 6)
Duration: 18-19 months. Training through to CPL/MEIR and either Airline qualification course and ATPL theory or C-Cat Flight Instructor Rating

International Pilot Programme
Duration: 16-17 months. Training through to CPL/MEIR & ATPL theory.

Contact: Phone: 07 843 3304 Email: info@ctcaviation.com

Web: www.ctcwings.com/nz www.facebook.com/CTCAviationNZ

IS YOUR FUTURE UP IN THE AIR?

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- » Jetstar Pilot Cadet Programme
- » NZ Diploma in Aviation
- » International Pilot Programme

www.ctcwings.com/nz



Ardmore Helicopters offer Commercial Experience that helps to get careers off the ground

CHOOSING THE RIGHT helicopter training organisation is perhaps the single most important decision you will ever make in your flying career. Getting a Commercial Pilots Licence (CPL) is the "easy" part. Finding a company that will employ you as a low hour pilot is where the difficulty begins. These days, commercial operators aren't just interested in the number of hours you have. What they are really interested in is your commercial experience, and this is where **Ardmore Helicopters Limited** can help.

Ardmore Helicopters has an Air Operators Certificate (CAR Part 135/119). This Certificate permits us to conduct Air Transport and Commercial Transport flights for "hire or reward". Our commercial pilots regularly carry out scenic tours, banner towing, photography, frost protection, passenger transfers, heli-surfing and more. Only companies that have an Air Operators Certificate can conduct these flights, and it is the experience that our graduates obtain from these flights, which helps kick start their careers and separate them from "the rest".

Ardmore Helicopters is renowned for our relaxed and friendly atmosphere. Our experienced instructors (which include two A-Cat and 2 B-Cat) take 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 30 years and has an extensive background in the military and civil sectors. Frank holds an A-Category Instructor's Rating and a range of Civil Aviation Authority (CAA) flight testing privileges.

All training programmes are tailored to suit individual needs. Ardmore Helicopters is approved by the NZ CAA and NZQA to offer private and professional pilot training. We offer a comprehensive range of training options from Private Pilot through to Commercial Pilot, as well as Basic Gas Turbine Ratings and Instructor Ratings. As we are NZQA approved, student loans may

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Providing Personalised Training to Private and Commercial Pilots for over 20 years

be available if certain criteria are met.

The company fleet includes a Schweizer 300CB, two Schweizer 300CBis, Robinson R22 and R44 and a Bell 206 Jet Ranger. Ardmore Helicopters has built a reputation for training pilots to a high standard and for maximising the employment prospects of our students. 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, tourism, agriculture, commercial, special operations, corporate and utility work.

Prospective students sometimes like to

talk to past students who are now flying professionally and Ardmore Helicopters 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'll 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. Most students are still smiling from this experience a week later.

If you think helicopter flying is for you, come out to our base at Ardmore Airfield for a coffee and chat. We look forward to meeting you. Phone us on 0508 CHOPPER or visit www.chopper.co.nz

At left: Advanced flying opportunities are only a short distance away from Ardmore Helicopters' base at Ardmore.





Career mentoring at Southern Wings

WHAT IS the most important thing we want you to know about Southern Wings as a provider of aviation qualifications in New Zealand?

It is that above all, we care about you and your journey into a career as a pilot, from beginning to end.

A Personalised Approach

Southern Wings is not a big and impersonal organisation where people get lost or where you become a number, that's not the Southern Wings way. We are interested in quality, not student numbers, and we don't aspire to be the biggest, just the best. Our business is not based on economic growth; it is based on student achievement. And our instructors are passionate about flying and all things aviation; they are here because they want to share that passion and their experience with the next generation of professional pilots.

The process of choosing a profession and then a career path into that profession can be quite overwhelming for a young person. A lack of worldly experience, knowledgeable mentors and plain English information can make the process even more perplexing. In the case of aviation there is also the added anxiety that comes with securing the financial resources to complete the necessary flight experience, and the academic requirements required to achieve an aviation qualification that will lead in to employment as a pilot.

Southern Wings is aware of all of those difficulties. We've been around long enough to have covered that ground and walked that path with hundreds of students. For Southern Wings the process begins with a concerted effort to address the requirement for information and to ensure that our staff provide an offer of guidance in the role of mentors. To that end we run regular information days but often the exchange of information and mentoring is more personal, between Southern Wings staff members and an individual or the candidate and his or her family.

Student Funding Available

As an NZQA and Ministry of Education approved provider of the New Zealand Diploma in Aviation, Southern Wings is able to offer a number of positions which are eligible for student loan funding. We are



also looking at innovative ways in which we can assist in providing a bridge between the financial resources available through student loans and the full cost of the selected strand of diploma course.

The Diploma in Aviation is a two year course and is available at Southern Wings as the General Aviation strand for those who want to make a career operating light aircraft, the Flight Instructor strand for those who want to be aviation tutors and instructors and the Airline Preparation strand for those with their eyes firmly fixed on an airline career.

Air NZ Aviation Institute Partner

Perhaps the most appealing thing about Southern Wings for student candidates who are eyeing up a profession as an airline pilot is that we are a flight training organisation (FTO) partner with Air New Zealand, providing an integrated course of training leading students into training and career opportunities with the airline. In essence training with Southern Wings to gain your aviation qualifications puts you many steps down the track towards employment with the airline. Air New Zealand require standardisation of policy and procedures and even navigational systems in advanced training aircraft. We can say that we as a flight training organisation meet the exacting standards set by the airline.

A Great Location

There are lots of other appealing advantages to making Southern Wings your flight training provider; things like that Southland, away from the intensity and bustle of northern centres is more laid back and often considered to be more friendly and warm on a personal level and offers some outstanding recreational and lifestyle advantages. If you enjoy the unspoiled outdoors, Southland is unparalleled.

From a flight training perspective Southland has it all, relatively uncluttered airspace, ready access to controlled airspace and approach procedures and both procedural and a transition into radar controlled instrument environments. Southern weather has attracted plenty of bad press in New Zealand but the irony is that although it can cause some frustration the payoff is immediately evident in that pilot graduates have learned to cope with a wide variation of environmental and

weather challenges and are versatile, robust and confident having established their own and the aircrafts abilities.

There are additional opportunities that becoming a southern trained pilot has as well. We will offer you things like a survival training course, a variety of experiences like mountain flying in Fiordland, access to some remote and challenging landing areas and aerobatic training as standard. Employers know that pilots trained in our environment, by Southern Wings make quality employees; and that will count in your favour when it comes to securing your first general aviation job, even if it is a step on the way to an airline position.

Opportunities and Mentoring

Southern Wings also maintains very close links and working relationships with a wide range of Southern New Zealand general aviation operators, we know them well, they know us well, they have employed our graduates before and know what they can expect and they participate in internship programmes and work experience opportunities we provide for our students.

But the one thing we want you to remember is that with Southern Wings it's not about numbers - it's about quality and it's about us becoming your mentors and doing all we can to walk with you through this part of the journey. Somehow our graduates seem to continue to remain friends long after being a pilot has become their profession.

Contact us today to begin that journey, even if you are not quite ready to start yet or you want some help in figuring this all out. Phone 0800 284 283, email info@southernwings.co.nz or visit www.southernwings.co.nz



Captions:

1. Alpha 160a in front of Southern Wings Invercargill Airport base.
2. Southern Wings aircraft on approach to Milford Sound during a mountain flying training exercise.
3. Southern Wings students attending a pre-flight brief.
4. An aircraft deliberately left out of the hangar overnight provides students an ideal opportunity to work first hand on pre-flying in winter conditions.

New Aircraft for Diploma Students

FOLLOWING a search to find a cost effective, state-of-the-art Flight Trainer the Waikato Aero Club has now taken delivery of two Italian manufactured Tecnam Light Sport Aircraft.

Club CEO Richard Small explains that Waikato Aero Club students "are future airline pilots - we obviously want to provide them with the best training



technology available and the Tecnams do just that. The Tecnams have full electronic flight display screens preparing students for the transition to the Club's Glass cockpit IFR flight environment".

Waikato Aero Club utilises a Piper Archer 3 and a Piper Twin Comanche equipped with Garmin GPS units and Aspen EFIS panels for advanced training.

The Club was among the first flight-training providers to gain NZQA accreditation to deliver the NZ Diploma in Aviation and has 5 students currently

undertaking the programme. Intakes for the 2013 Programme are planned for January and June.

A new flight training funding model has been mandated by Government. Students can expect to make a financial contribution to cover the shortfall between funds available via the student loan scheme and the

actual cost of training.

The Club has already received a number of applications and interest in places for next year is high. To register interest for the 2013 NZ Diploma in Aviation Programme, please contact us on: 07 843 5655, email: info@flywaikato.co.nz or visit: www.flywaikato.co.nz



The Dargaville Aero Club Free Flying School

DARGAVILLE AERO CLUB is open to all students, NZ wide, who are genuinely interested in learning to fly for recreation or aviation as a career. The club offers both microlight and GA training, operating an Italian Fly Synthesis Storch as their primary training aircraft. Also on line are a Cessna 172 and a Fly Synthesis Texan, a carbon fibre aircraft very popular with club members for comfortable cross country trips.

A unique feature of the club is that all tuition is given free of charge. All the student pays for is the cost of operating the aircraft. The club is able to do this from the profits of its own farming operations. Accommodation at the club premises is also offered free of charge. Students need only bring sleeping bags and their own food. Training is available by arrangement on a seven day basis and not just on weekends.

The club is famous for its Saturday lunches, started 30 years ago and still held every Saturday at 12.30pm. As well as being a fun social gathering, this provides a great opportunity for anyone interested in flying to come along and look at the aircraft, meet some club members, ask questions, and go for a fly!

Phone Murray Foster for more information on 027 478 4308 or visit goflying.co.nz



Free of charge PPL theory and practical tuition

Free of charge Basic live-in accommodation

Extend your skills with Mountain Flying NZ

WITH ALL the articles and stories around these days it is easy to forget about the true reasons one must add the experience of flying in the Southern Alps to their piloting bucket list. In the old days growing up in a flying family I remember often waking up some days with Dad asking “well where will we fly to today”? As a child I thought the world was our oyster – now I know that NZ is our pearl and particularly the Southern Alps.

This fact is often emphasised by the pilots we take flying but it really hit home when I took a good friend of mine (who has just turned 80) flying around our favourite area the other day. Douglas Yarrall is a very experienced pilot who has flown far longer than I have and he is an Instructor in the North Island. He was stunned at the beauty and of all the scenery and different skill sets to learn. He has not stopped talking about it and is imploring his students to come and check out what the fuss is about.

Many people think that mountain flying is a set course or a certain number of hours and then they can tick the box. It is however more like building a foundation so knowledge can be achieved by layering upon your current experience levels. It is really a journey in which you should be prepared to take your toothbrush. Generally we recommend 4 days of around 12-16 hours flying in total - less or more can be arranged, depending on budget and time. We have clients who come back and do this amount each year to continue building their experience levels.

We offer a comfortable learning environment for all pilots, whether new to the sport or old hands getting back into it - the key being to tailor-make the experience to suit. On arrival we make a plan around your own set of skills and your particular interests that you wish to achieve from your flying.

The advantage of learning with us is you may visit remote places that are not readily

accessible, shared with us by our pioneer instructors, where most other instructors would not consider taking pilots to visit.

Our focus is on quality of service which is why our standard is high. This allows pilots to gain understanding as well as learning key procedures such as ridge crossing and valley flying. This increases pilot skills generally, building a safety foundation on which long term repeat lessons in the mountains become very valuable.

On the first day we teach height definition which allows the pilot to learn how far away they are from terrain vertically and horizontally. That allows us to lead into valley flying which is how to fly safely in a confined space. We then land at the first mountain airstrip for a hot drink and a home baked scone to allow time for relaxing and a de-brief. After that we carry on in the same manner throughout the day, stopping every hour or so to allow the lessons to cement and also to give the pilot some time to enjoy and soak in the surrounding environment. We have real characters for people to meet and that can easily take up an hour of two of chatting over home baking.

All pilots like to ideally fly in fair weather but this is not always possible. For that reason we train in reasonable weather and in not such good weather. This is great for the day when you do get caught out and it allows practice under calm and controlled conditions.

What we have learnt from instructing in the mountains in the last 12 years is that the standard of the average pilot can be greatly improved with encouragement and discipline, which in turn allows them to expand and grow with their flying and ultimately gain far more pleasure out of it. If you want to see a stunning short clip taken from our ‘office window’, check out our ‘About’ page at www.mountainflying.co.nz.

We look forward to meeting you soon.



Lake Wanaka, looking toward Minaret Station and Makarora. Both have strips that we use for training.



Approaching a saddle. Training is undertaken in a variety of weather conditions to broaden pilot skills.



Gorge River. Home of ‘BeanSprout’ and a good place to stop for a picnic.



Milford Airfield far below, with the snowy tops of Mt. Tutuko in the foreground.



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Mentored Advanced IFR Training at RidgeAir

BASED AT Omaka Aerodrome in Blenheim, RidgeAir offers Advanced Multi Engine IFR training that incorporates a high level of mentoring to young pilots. Training is almost always ‘one on one’, as the company only takes on one or two students at any particular time. As well as focused and personal training, trainees may also be given the opportunity to operate as Pilot in Command Under Supervision (ICUS) on Cessna 402C and Seneca IV charter flights under the tuition and guidance of an experienced Captain.

Such ‘real-life’ training with commercially experienced Instructors is invaluable and sets RidgeAir IFR training well apart from the typical alternative of repetitive and predictable scenarios and hour building.

RidgeAir training has a strong emphasis on Two Pilot CRM, including Checklist Philosophy, Scan Flow Techniques, Intercommunication skills, along with Emergency and Abnormal Phase One and Phase Two procedures. This has a lasting effect on trainees, who are ultimately looking to transition to a major airline. Under RidgeAir, the trainee has the opportunity to gain a sound understanding of two crew / two pilot procedures whilst

being mentored in real life IFR competencies, where real decisions need to be made in a wide range of scenarios.

Training with RidgeAir under an Instructor who has extensive real-life experience, has proven to be of great benefit for trainees, many of whom come to the company with a set goal in mind such as an upcoming airline interview or job qualification requirements. This is an area of advanced training that has proven to be a significant niche market for RidgeAir, fitting in well with the company’s structure and genuinely personalised training philosophy.



RidgeAir trainees might find themselves flying this Cessna 402C as Pilot in Command Under Supervision, under the guidance of an experienced Captain.

RidgeAir also offer Type Ratings on both aircraft types plus GPS/ GNSS RNAV and Advanced IFR Instrument training to students. Chief Pilot Ross McCullum says the focus during training is Cockpit Management; “These days with RNAV procedures becoming prolific and aircraft equipment such as GPS being closer to the functionality found on something like a Boeing 737, it is important that the pilot learn to utilise the automatics and navigation equipment to their full extent.”

For more information, phone Ross on 021 246 2544, email: ross@ridgeair.co.nz or visit www.ridgeair.co.nz



PACIFIC HELICOPTER TRAINING is based in Christchurch, New Zealand. We are NZCAA Part 141 approved, offering a range of services for those who may simply want to obtain a Private Pilots Licence in order to fly for recreation; individuals who wish to operate helicopters as a career with a Commercial Pilots Licence; and others wishing to enhance their skills and abilities with an Instructor rating, sling rating, night rating and more. Pacific Helicopter Training is also available to those seasoned professionals looking at requiring further Type Ratings and Bi-annual Flight Reviews.

Unlike many training schools, Pacific Helicopter Training is available for flight training 7 days a week, allowing those working and studying weekdays the opportunity and flexibility to enjoy flying at a time that suits them.

Limited student numbers means personalised career training at Pacific Helicopter Training. We are happy to be the small guys offering flight training to a select few who aim to achieve safe and highly professional standards.

Pacific Helicopter Training is proud to be the first in New Zealand to receive the new revolutionary Guimbal Cabri G2 Helicopter. The Cabri G2 is the only piston helicopter designed from scratch with the safety of its occupants as top priority. It delivers a level of safety that was until now reserved for the military and a few expensive turbine helicopters. In fact it is the only piston engine helicopter to be certified under EASA CS-27 and FAA Far 27 rules.

Please contact us today or drop in for a chat for more information.



GUIMBAL

More safety. More utility. More fun!



Pacific Helicopter Training introduces revolutionary safety standards with the new Guimbal Cabri G2.

We have limited student numbers to ensure personalised career training.

Contact us for PPL and CPL training, Type Ratings for G2, R22, R44, Night Ratings and Instructor Ratings.

Christchurch International Airport
Contact Chris: P: 03 359 6891 M: 027 316 8444
E: chris@pacificaircraft.co.nz

www.pacifichelicoptertraining.co.nz

International Aviation Academy of New Zealand



The fleet includes several Piper Warriors and Piper Archers, most of which have glass cockpits.

LOCATED AT Christchurch International Airport in a stand-out, modern complex is the International Aviation Academy of New Zealand (IAANZ), home to around 100 commercial pilot and flight instructor trainees per year.

With a fleet of 35 aircraft and one of the most experienced instructing teams in Australasia, the IAANZ has long been the 'trainer of choice' for those pilots heading towards an airline career.

As a preferred training partner in Air New Zealand's Aviation Institute, the IAANZ's training programmes have been designed to deliver 'airline ready' pilots who are well matched to the changing demands of the airline industry.

The advantages of training at an International airport are huge, and allow trainee pilots to develop skills in a truly professional airline environment. Please contact us to find out more. We look forward to meeting with you.

For more information: Phone 03 358 0477 or visit our website at www.flighttraining.co.nz

Domestic Student Programmes

- NZ Diploma in Aviation (Airline) – Level 6
- NZ Diploma in Aviation (Flight Instructor) – Level 6

International Training Programmes

- Call for details

Our Fleet

- 35 aircraft
- 3 flight simulators

Bases

- Christchurch International Airport
- West Melton Airfield

Benefits and Resources

- Air NZ Flight Training Organisation Partner
- 75 years of flight training experience
- Air conditioned lecture rooms
- Dedicated student study areas
- Spectacular flight training environment
- Diverse weather conditions
- Large 'in-house' maintenance base
- Hangarage for all aircraft



NZQA Registered

Train at Matamata with Middle Earth Flying School

Personalised PPL, CPL and MEIR Training

No wasted taxi or holding time

Controlled airspace is only moments away

Focused and cost efficient

Our brand new Tecnam Twin is here

Owned and run by airline pilots with industry experience spanning over four decades

Our Mission at Middle Earth Flying School is to educate and empower the next generation of professional aviators. Owned and run by professional pilots, the team at MEFS is dedicated to passing on our passion for flying to our students.

Our CFI, David Giles and CEO, Malcolm Reynolds, have between them over 30,000 hrs and 50 years of flying experience. We are based at Matamata, a low-traffic movement airfield allowing for faster, safer and more efficient training. Hamilton and Tauranga are minutes away, for advanced training in controlled airspace. With a low student to

instructor ratio, one-on-one mentoring is possible for all learners and training can be tailored to suit each individual's requirements.

We currently offer training at all levels from PPL through to MEIR using our two single engine trainers and our latest addition, the Tecnam P2006T Twin. We have an excellent flight safety record and a 100% first-time licensing exam pass-rate.

So, whether you are looking to indulge in recreational flying or seeking pathways to a career in aviation, please get in touch with Malcolm at MEFS.

Malcolm: 027 484 0635

E: malcolm@mefs.co.nz

www.middleearthflyingchool.co.nz



If you're serious about a **Professional Career** then train with us in a **Professional Environment**



www.flighttraining.co.nz

International Aviation Academy of New Zealand Ltd.
Christchurch International Airport Ph: 03 358 0477



Pilot Training with Golden Wings

WHETHER you are a brand new student taking to the skies for the first time or an experienced professional looking to enhance your aviation skills, Golden Wings Flight Training is perfectly equipped to meet your needs!

With purpose built facilities and highly experienced instructors we offer full or part-time courses for PPL and CPL as well as Multi Engine Instrument Ratings and Renewals, Instructor and GPS Ratings.

Approach: Our training philosophy is to understand our student's ambitions and tailor their training accordingly. A low student to instructor ratio is maintained to ensure personal attention and quality teaching.

Aircraft: For Advanced multi-engine students our brand new Piper PA-44 Seminole is equipped with a modern Avidyne glass cockpit presenting students with the opportunity to up-skill themselves to the latest technology and providing the very best preparation for that next career step.

Location: Nelson is blessed with some of the best weather in New Zealand and offers a beautiful climate for flying. Varying terrain provides a diverse and challenging environment within the controlled airspace of a significant airport.



Golden Wings operate this brand new Piper PA-44 Seminole from Nelson.

For more information:

Golden Wings Flight Training offer high quality, professional training that is time and cost efficient and will make you a better, safer and more confident pilot.

Contact us now to discuss your training requirements.

Phone: 03 545 9924, Email: training@goldenwings.co.nz or visit our website:

www.goldenwings.co.nz



Why fly with the North Shore Aero Club?

PASSION... is what drives our Instructors here at the North Shore Aero Club. We are passionate about our students doing well, passionate about our students developing safety orientated attitudes and passionate about helping our students achieve their goals. So when you are looking for a Flight Training School or an Aero Club to gain your Private Pilot License, engage in some aerobatics, or complete a Multi-Engine Instrument Rating, North Shore Aero Club has it all.

LOCATION... We are just a hop, skip and 20 minute drive from the Auckland CBD, up the Northern Motorway. Once airborne, you are immediately positioned in a large, un-crowded flight training area offering low flying areas, CTA's, CTR's, varied terrain and a number of friendly airfields to visit all within 15nm.

EXPERIENCE... Our permanent senior instructional group have logged more than 10,000 hours combined. Most of our Instructors are 'B' Cat Instructors with Multi Engine, Night, Aerobatic and IFR training capabilities. Best of all they are all very approachable and aviation enthusiasts... again this year many of our instructors joined our students on a club flying trip around the South Island. Past North Shore Instructors have experienced great success all over the world moving to airlines including Air New Zealand, Cathay Pacific, Virgin Atlantic, Qantas, Pacific Blue and Emirates, flying Beech 1900D, Q300, Boeing 737, 747, 767, 777, and Airbus 320, 330, 340 and 380 aircraft.

GREAT AIRCRAFT... If you are seeking variety, North Shore is the place for you, boasting a large fleet full of great options. Five Robin 2120 aircraft form the backbone of our training fleet, with Cessna 152s, Cessna 172s, Cessna 182s, and Piper PA-28s available. For Aerobatics, you can choose from a Robin 2160 or a Slingsby T67M-200. For Multi Engine Pilots we have a competitively priced Gulfstream American GA-7 Cougar online.

GREAT IFR OPPORTUNITIES... Only 8nm away from Whenuapai Air Force base, with RNAV (GNSS), VOR/DME and ILS/DME approaches, North Shore is ideally located for completing an Instrument rating. We have two RNAV (GNSS) approaches at North Shore and with Whangarei and Great Barrier Island within easy range, we have access to NDB approaches too. Our IFR fleet includes two PA-28s, C182s, and the GA-7. Most of our IFR aircraft are equipped with the Garmin 430 GPS and the C182T has the latest Garmin 1000 allowing us to offer Technically Enhanced Cockpit training

A FULL RANGE OF TRAINING... No matter what type of flying training you require, NSAC will be able to help you achieve your goals. In the air we offer training for PPL, CPL, Aerobatic Ratings, Type Ratings, Instrument Ratings, Instructor Ratings, Night Flying Training, Terrain and Weather Awareness, Basic Mountain Flying and Multi Engine Training. On the ground we offer full and part time PPL, CPL, Instrument



The Gulfstream GA-7 on line at NSAC.



At the airfield, taxiing to holding point 03.



At Big Boys Toys with the Robin training aircraft.

Rating, and Aerobatic Ground Courses, all designed to make those pesky exams a little easier.

GREAT SOCIAL OPPORTUNITIES... We have plenty of social activities for our members to enjoy. This includes flying trips, Pilot Nights, Movie Nights, Aviation Pub Quizzes, Club Parties and much, much more. Our club lounge/bar is also a great place to relax after your flying and to catch up with flying friends; it's amazing what you can learn from chatting with experienced

pilots. We have regular events where we invite guest speakers ranging from Glenn Martin telling us all about the Martin Jetpack, sessions on using the iPad as an electronic flight bag to all day SAA forums by specialists on how to build your own homebuilt aircraft.

LOW COST... In 2013 we celebrate owning our own airfield at Dairy Flat for 50 years. The flying school is part of the club, pays no rent to use the airfield and all our aircraft are debt free. We are registered as a not-for-profit organisation and whilst our instructors are amongst the best paid in the country, the club management boast a team of enthusiastic business professionals who give their time and expertise for free. Why do you care? This matters because we are not here to make a profit - our sole purpose is to promote the love of aviation and pass-on our skills and safety culture to our students.

VISIT US... Feel free to pop in for a visit and a cuppa at Postman Rd, Albany - head north from Auckland up SH1, take the Silverdale off-ramp and head south along SH17. We look forward to sharing our passion for flying with you.

John Key visits North Shore Aero Club

PRIME Minister John Key visited the North Shore Aero Club earlier this year to watch the National Championships and Trans-Tasman Wings Trophy competitions. In a speech to the assembled pilots, John explained "If I had not become Prime Minister I would have become a Pilot or a Butcher" and promptly jumped into a nearby 172 to try it out for size.

"How many hours has this done then" John asked Daryl Gillet, the North Shore CFI, to which Daryl explained how this was one of the oldest aircraft online at the Club, kept in top condition by Flightline Aviation at North Shore.

The Prime Minister stayed for far longer than planned and chatted to club members,

competitors and especially the group of assembled 'Young Eagles', a programme to help teenagers become pilots.

The pilots of the North Shore Team won the 'Team Trophy' for 2012 and all teams were very appreciative of the hosting and excellent organisation of the event - "the best ever Nationals".

When it was time to leave, NSAC President Alan Hull handed the Prime Minister a Trial Flight voucher without an expiry date, "just in case you want to take

up the offer at some future date". "I think I will" said John.



John Key meeting the Young Eagles.



At the controls, trying on a C172 for size.



NORTH SHORE
Helicopter Training
LTD

Fly the dream, dream

LOCATED JUST 20 minutes north of Auckland's CBD, North Shore Helicopter Training (NSHT) is one of NZ's most highly respected helicopter training organisations.

New Zealand Qualification Authority (NZQA) registered and certified as a Part 141 Training Organisation by the CAA, the company has an enviable accident free track record of training ab-initio through to instructor pilots with Roy Crane as CFI supported by a team of commercially experienced instructors.

Based on North Shore Airfield, excellent forestry, coastal and controlled zones are on the doorstep and with the Coromandel mountain ranges not far away, the company can easily offer a comprehensive training environment for all levels of experience.

With R22s as their core trainer and with a full range of turbine machines at their disposal for endorsements, students are exposed to the real world of helicopter operations. Recognising that time is of the essence, NSHT have also set up a successful two-week PPL theory course to cater for those who need to study and pass their

exams within a tight timescale or who struggle to find the time in their hectic lives. Run every six weeks in co-operation with the North Shore Aero Club and with a 90% first time pass rate, they believe they have hit on a winning formula.



As well as ab-initio training in R22s, North Shore Helicopter Training have access to a range of turbine machines for endorsements and advanced training.

The company's philosophy is for every budding pilot to "Fly the Dream..." Gaining the licence is just the first step, enjoying the rewards of flying these great machines is quite another. The team proactively encourage students to hire the R22 and with access to R44s for self-

fly hire or syndicate membership, students can participate in the coveted and unique NZ Helicopter Championship, or join in on annual heli-safari trips with up to 12 other fully laden helicopters on adventures throughout the country.

The team at NSHT are proud of their history, excited about the future and look forward to welcoming you on the amazing challenging and exhilarating journey of learning how to fly.

Contact us on 09 426 8748 or visit www.helittraining.co.nz



Kick Start Your Career With Us

<p>Private Pilot Training</p> <p>Private Pilot Licenses... Type Ratings... Foreign License Conversions... Aerobatic Ratings...</p> <p>Club Trips... Competition Flying... You name it, we do it...!</p>	<p>Commercial Pilot Training</p> <p>Commercial Pilot Licenses... Multi Engine Ratings... Single Engine Instrument Ratings... Multi Engine Instrument Ratings... Technically Enhanced Aircraft Ratings... C - Cat Instructor Ratings... Instructor Rating Endorsements... And Much Much More...</p>	<p>Why choose North Shore Aero Club?</p> <p>You'll have some of the best facilities in the country available here at NSAC, including your own airfield located within your own training area providing an outstanding VFR training environment. With GPS approaches into North Shore and Whenuapai's ILS & VOR just 8 miles to the South, you'll be ideally situated for IFR training as well. Full time, part time and customised training programs available.</p>
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