



Would you like to fly for Air New Zealand?

EVERY year towards the end of August the Air New Zealand Aviation Institute holds a 'Pilot Career Open Evening' for budding pilots and their families to attend. This year, two events were held a week apart at the Institute bases in Auckland and Christchurch. Also exhibiting at both events were the four Aviation Institute Training Partners, being Massey University School of Aviation (Palmerston



Air NZ's first Boeing 787-9 Dreamliner. More are arriving in the next few months.

North), Southern Wings (Invercargill and Ardmore), Nelson Aviation College (Nelson), and the International Aviation Academy of New Zealand (Christchurch). KiwiFlyer went along to the Auckland event this year and came away impressed.

The first clue to the event's popularity was the considerable number of cars and buses parked on the roadside. Two sessions were run, one at 5pm and the other at 7pm. The 5pm one we attended contained at least 300 people, mostly teenagers learning about aviation as a career option, but also a good number of parents. I wondered how many of the parents might have been quietly wishing they'd attended something similar a few decades ago.

Chris Kriechbaum, Boeing 777 Captain and Manager Pilot Development Programmes led a presentation that covered all of the background information any potential airline pilot (or their parents) might have wanted to know. Of course much of the information is available online from the Aviation Institute's own website, but nothing beats hearing it presented in a personal manner from someone who has been there, done that, and is now at the peak of their career. The talk also provided for a good amount of interaction with numerous questions from the floor throughout.

Often, published material goes into plenty of detail about the requirements and process of achieving a qualification or career, assuming one has already decided that is indeed the career they seek. It was undoubtedly useful for many present to hear about the lifestyle that comes with an airline career, both the good and bad

aspects and the sacrifices and expectations within.

Given New Zealand has one national airline, and Air New Zealand is thus a preferred option for many pilot trainees,

it was also particularly useful to hear of their selection criteria, scale, pilot demand, and internal promotion processes. It was also very interesting to learn about the 'life of a domestic pilot' versus the 'life of

a long-haul jet pilot', and the opportunities to move within the ranks once accepted and on-board with the company.

In this short article we can't detail the entire presentations given, suffice to recommend anyone contemplating an airline career should attend an event like this when the next opportunity permits (keep an eye on the Aviation Institute website). However some of the numerous points of interest from the presentation are below and do offer a small insight into a flying career with Air New Zealand.

Things you might be interested to know

Air New Zealand currently employs close to 1500 pilots across three airlines.

Most people are aware of the 'experience gap', whereby having acquired your various licences you need to acquire experience before achieving the minimum Air New Zealand application lodgement criteria. This varies with demand for new pilots but is currently placarded on the careers.airnz.co.nz website at a very low 500 hours for a regional airline position. Minimum criteria also include respectable 'fit and proper person' requirements. Beware. There were some justifiably concerned questions asked about demerit points on your driving licence.

It's apparent that if you want to get to the top of the ladder you have to start early. Air New Zealand promotes only from within and your ability to 'bid' for an available position within any one of their airlines depends on your length of service. Of course you also then need, and are competing with others on 'merit', but if you want a seat at the table you'll have to

have the 'seniority' points to bid with first. And that clearly means getting your foot in the door as soon as you can, and bidding your time while experience (and length of service) accumulates. Staff movement between airlines however, is solely merit-based.

The lifestyle has good and not so good aspects, all depending on your perspective. A domestic pilot could be away from home every second night and will get 8 days off per 28 day roster. Starting salaries aren't too bad, currently between 53 and 73k for a Year 1 First Officer with Air Nelson or Mount Cook Airlines, depending on the airline and your ATPL qualifications.

Be warned that the airline market, although incredibly buoyant currently, is historically incredibly cyclical. In a downturn, promotions can stop for long durations and you could be stuck in the same role for perhaps 8 or 9 years, albeit with gradually increasing salary. Equally, in an upturn, there could be multiple promotions within that period - although there are rules about staying on type in a fleet for a time (two years for example) following a new type rating. And once you're flying that type, you're only flying that type until the next promotion.

A short-haul pilot flying an A320 domestically and through the Pacific can expect 7-10 overnights per 28 day roster, and 10 days off within. An A320 First Officer currently earns circa \$115k.

By comparison, a mid to long-haul pilot might have up to a 10 day stretch away from home on some routes. You'll be doing a lot of night flying which requires self-preparation to be ready for work (afternoon sleeping for example which sounds delightful but isn't). You'll get a minimum of 10 days off every 28. As a long-haul Second Officer (can fly above certain altitudes but not allowed to land or take off) you'll currently earn just over \$100k, moving to 150k+ as a First Officer. Chris wouldn't tell us what the Captains earn.

What are the current prospects? Airlines are growing like never before thanks to the burgeoning middle class in countries such as China and India. Boeing expect their world fleet and passenger numbers to double in the next 20 years. The bulk of this new demand is, lucky for us, in the Asia/Pacific region. CNN recently reported that if China employed 100 new pilots every week for five years they still

wouldn't have enough people to fly all the planes that will be there. So the future looks good, particularly if you also consider that due to long periods of nil employment in recent decades, Air NZ's current pilots are biased towards the retirement end of the spectrum. But how to make yourself stand out as an Air New Zealand candidate?

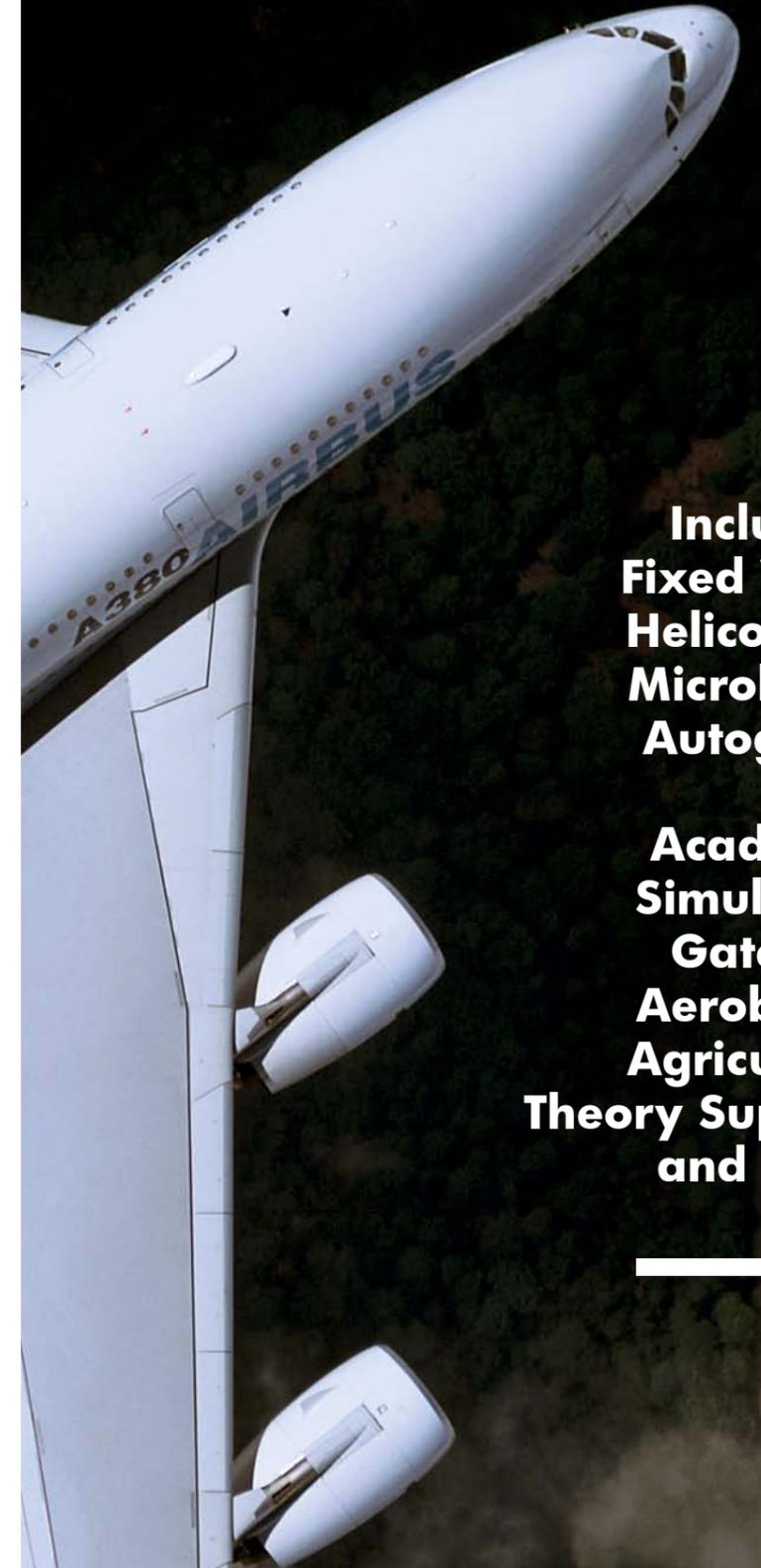
Chris took the audience through the stages of 'Student Pilot', 'Preferred Pilot', the 'Experience Gap', and then becoming an AirNZ turbo-prop Pilot. Three have obvious explanations. The 'Preferred Pilot' is one who has trained with one of Air New Zealand's 'Preferred' Flight Training Organisations. These partner organisations were mentioned at the start of this article. Of course, merit comes into the equation and arguably is the most important part of it, but all other things being equal, the preferred pilot at the time of selection will be as the term prescribes, and you'll get one of the earlier seats at the interview table. Just make sure you've got all your other necessary attributes aligned as well. These include: Passion, Stickability, Resilience, Determination, Responsibility, Discipline, ability to Learn, having a Steady Personality, ability to Communicate, and more. You also need a Class One medical and the right qualifications. The real message is that if you seek this career, you need to have already started applying these things in your life - now. They aren't attributes you can switch on for the job interview.

Chris then went through the various licences, qualifications, and experience requirements - all of which can be quickly found online, hence aren't repeated here. One thing is worthy of repeating however and that is the stickability word. It could easily take you five or even ten years to fill the 'experience gap' and you'll need to be prepared to leave home and work anywhere, doing nearly anything, for nearly nothing, to get those valuable hours into your logbook. That experience gap is almost a rite of passage in the commercial flying industry and certainly sorts the keen pilots out from those who aren't keen enough. It can be a hard time, but nearly every commercial pilot out there is sure to tell you the rewards have been worth it.

For more information on an Air NZ career, visit www.aviationinstitute.co.nz or www.careers.airnz.co.nz or speak to any of the aforementioned flight training providers - all of whom have content and contact details in the pages that follow.

The KiwiFlyer Guide to Aviation Training

Supplement Edition
September 2016



Including
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Gateway
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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 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, or even a gyroplane or trike rating, through to fully structured programmes designed to place the career pilot in immediate airline employment as soon as their qualifications are completed.

There's an inspiring article by Mark Woodhouse reflecting on the gift of flight. There's 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 Secondary School in New Zealand and students interested in aviation will find plenty of options to consider from the 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 an aerobatic or floatplane rating to add some variety to your flying?

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 KiwiFlyer articles and back issues. Careers Officers or anyone else who would like extra copies of this issue sent to them are welcome to email: michael@kiwiflyer.co.nz with their details.



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IAANZ Training from International Airport

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 courses. Training from an international airport is the obvious one, for multi-crew coordination IFR training in particular, but a wide range of experience is gained from also operating out of 500m runways as is the case at IAANZ's exclusive satellite airfield five minutes away at West Melton. Rangiora Airfield adds a third base to the mix and provides quick access to mountain flying terrain.

At Christchurch a team of engineers provide on demand service and expertise to maintain IAANZ's modern fleet of glass cockpit and analogue aircraft. Safety is their Number One priority. Soundproof air-conditioned 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. External ASL examinations are conducted on site.

As an Air New Zealand flight training partner, IAANZ offers an Airline Integrated Course run by the airline, which is part of the NZ Diploma in Aviation (Aeroplane) – airline preparation qualification run by the Academy. Along with Air NZ, IAANZ is well connected to other international airlines – a benefit for both domestic students seeking a career overseas and international students who have selected IAANZ because of its quality of training standards.

"We are always striving for the highest possible first time pass rate for all our students," says CFI/Head of Training Nathan Clarke. Frequent intakes means class sizes are small and an in-house mentoring programme gives one on one help to any student.

"The student is our customer, the customer comes first. Our course numbers are small enough to provide individual attention but large enough to respond to industry needs. It's a fine balancing act we're constantly attuned to," he says.

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 trainee pilots at IAANZ.



Three A Cat Instructors at IAANZ are, from left, Nathan Clarke (CFI/Head of Training/Examiner), Jason Hobday (IFR Team Leader/Examiner), Jeremy Ford (Deputy CFI/Examiner).

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Employment Outcomes is our Focus at Ardmore Flying School

WHEN training to enter the aviation industry as a pilot, what is always the biggest challenge for young graduates?

Your first job, right? Getting your first start. Unfortunately, the industry is littered with budding young pilots who struggle to find their first opportunity after completing their training, many of whom leave the industry. That's why it's very important to ensure your training provider is focused on employment outcomes.

A lot has happened in this regard over the last 12 months at Ardmore which is home base to Ardmore Flying School and its subsidiary company, Ardmore Helicopters.

Whilst maintaining its position as one of New Zealand's largest trainers of domestic students, Ardmore Flying School has also been very focused on international markets, particularly in the Asia/Pacific region. This focus has seen the number of international students training at Ardmore increase through the schools relationship with international partners. A significant upside of these new international relationships is an increase in aviation job opportunities for recently trained graduates.

As a result of this strategy, Ardmore Flying School CEO Mike Newman believes that in the foreseeable future, through its very successful internship programme, the school will be able to employ directly or facilitate the employment of many of its graduates either here in New Zealand, or at an overseas base. In fact, the school now encourages ALL its students to complete the double NZ Diploma in Aviation programme in both Airline Preparation and Flight Instruction. With this qualification, a graduate will be ideally positioned to take up one of the different opportunities available.

During the last six months, the number of internships available to suitably qualified graduates from Ardmore Flying School has been ramping up. With the national airline (as well as others) also now aggressively recruiting experienced instructors for their turbo-prop cockpits, the time is right to pursue a programme that will offer you a significant opportunity to build your aviation career.

Mike is very interested in talking to young, enthusiastic wannabe aviators who wish to consider the school's courses and discuss the employment opportunities becoming available in 2017/2018.



Our fixed wing fleet includes Cessna 172s and Beechcraft Duchess Be76s.



Helicopter training is carried out in robust and stable Schweizer 300CBs.

But wait, there's more?

Yes, these opportunities don't just happen in the fixed wing world. The helicopter industry is also seeing pressure coming to bear on pilot numbers, as industry growth and workforce retirements create employment vacancies.

The recent acquisition of Ardmore Helicopters Ltd. by Ardmore Flying School sees the same opportunities becoming available for rotary wing pilots. A recent deal and a leading South East Asian helicopter operator will create a number of graduate pilot opportunities from 2017 onwards. Ardmore Helicopters will also be seeking applications for helicopter instructors as the school seeks to fulfil new pilot training commitments made to international customers.

Courses & Qualifications

Ardmore Flying School delivers the New Zealand Diploma in Aviation programme for both fixed and rotary wing aircraft, including the following components:

- ➔ Private & Commercial Pilot Licences – Fixed & Rotary Wing
- ➔ Single & Multi-Engine Instrument Ratings
- ➔ New Zealand Diploma in Aviation (NZDipAv) in General Aviation (Level 5)
- ➔ C-Category Flight Instructor – 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)
- ➔ Basic Gas Turbine (BGT)
- ➔ GPS Ground Courses

More about Us

Ardmore Flying School and Ardmore Helicopters have more than 80 combined years of pilot training behind us. We pride ourselves on innovative thinking and an excellent reputation for providing well-trained graduates to airlines and the aviation industry. Our fully-integrated tailored flight-training programmes transform students into strong, decisive and skilled pilots, capable of operating at the highest levels in the ever-changing commercial

and corporate sectors.

We operate more than 20 aircraft including Garmin 1000 equipped Cessna 172s, Beechcraft Duchess Be76s, Schweizer 300 CBI helicopters, plus Frasca twin-engine and King Air Turboprop simulators. As well, we have access to numerous other aircraft for training and type ratings, including turbine powered helicopters.

Our briefing rooms and air-conditioned classrooms are equipped with the latest electronic teaching aids.

Obviously we're located at Ardmore Airport in South Auckland. You'll be training at the busiest airport in New Zealand which isn't at all as daunting as it might sound. In no time you'll become familiar with protocols and relaxed amongst traffic. Those are very important skills that might otherwise take years to develop. Weather conditions at Ardmore rank among the best in NZ with only the very odd day where operations have to be cancelled due to adverse weather. The local training area and surrounding districts offer diverse topographic and climatic conditions. Our helicopter students benefit from operating in the nearby Whitford Forest and Hunua Ranges, and for more mountainous terrain the Coromandel Ranges are only a short flight away.

Pilots trained by Ardmore Flying School and Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including airlines, charter, rescue, tourism, agriculture, commercial, corporate and utility operations.

We are NZQA approved and hold CAA Rule Part 141 approval for flight training. Student Loan funded training opportunities are available but are limited so early application is recommended for these sought after training positions.

Visit and Fly

If you have ever wondered about becoming a fixed wing or helicopter pilot then call in and enjoy 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 if you're trying your hand at helicopter flying, you'll also get some time hovering, as well as an auto-rotation demonstration. When we're back on the ground we'll debrief and answer any questions you have. Take some time to look around and meet our experienced and friendly team. You might like to also talk with other students already on their way toward a career in aviation..



For more information

For more information on our fixed wing or helicopter training and employment pathways:

- ➔ Visit www.ardmore.co.nz or look us up on social media
- ➔ Call 0800 Ardmore or email: info@ardmore.co.nz
- ➔ Or come in and chat with one of our friendly team members who will guide you on the path towards aviation success.



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We offer professional pilot training within a perfect flight training environment. We are establishing purpose-built, world-class training and accommodation facilities at Whanganui, to be known as the airport and city campuses respectively. We are well-resourced and will operate from a Part 139 airport, having ready access to all ground-based navigation aids and modern GPS approaches. We are proud of our multi-cultural, female friendly, inclusive environment and have the flexibility to offer personal training to suit your individual needs. We look forward to flying with you. Follow us on Facebook.

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Phillip Bedford, CEO.

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BASED in Blenheim and flying out of Woodbourne Airport, RidgeAir specialises in advanced multi-engine flight training and CAR Part 135 charter operations.

Operating highly-equipped Piper Seneca IV and Cessna 402C aircraft, their niche market over the past six years has been IFR renewal and upgrade training, initial Multi-Engine Type Ratings and subsequent type training for pilots who are contemplating working overseas and see the benefits of travelling with a Cessna 400 series rating on their licence.

RidgeAir can also provide full training for initial Multi-Engine IFR ratings including NDB, VOR, ILS and RNAV applications. RNP training will soon be added to this list once a further avionics upgrade to Dual GPS Garmin 650 series units is completed.

RidgeAir's Seneca provides for an ideal and cost-effective training platform that allows trainees to gain experience utilising the full gambit of modern technology. The aircraft is fully de-iced with wing de-ice boots, prop heat, windshield heat, and radar. It is fully equipped with GPS RNAV dual left and right pilot/co-pilot instrumentation and also has factory installed oxygen for high altitude flight. Trainees gain additional experience operating with retractable undercarriage, constant speed propellers, and turbo charging which takes the piloting to the next level.

Chief Flying Instructor at RidgeAir, Ross McCullum has a wealth of experience in training and airline operations, having been the Head of Training and Standards for a major regional airline based in Queensland Australia. Ross says, "I like to keep it simple and practical and to encourage students to take a commercial approach to their flying." By 'commercial approach', Ross means that he provides and trains for the proper use of scan flows and checklists to streamline preparation and departure - so when the flying starts it is as close to a professional approach and flight as it can be. Ross explains: "I see other trainees spending 15-20 minutes on the ground with engines running prior to departure. It's a bit like watching paint by numbers. The student should have learned and been prepared to get in the plane and immediately complete an efficient scan flow and checklist process. Then be ready to go just as if it were a commercial charter." As a charter operator himself, he knows that is what employers are looking for. Ross says that when done correctly and efficiently, these skills will make the prospective employee pilot shine above the rest of the job candidates when they are having that all important job interview and check or sim ride.

Word gets around quickly. RidgeAir have trained nearly 50 students over the past six years, many of whom are now working full time as airline pilots or flying IFR Charter operations. To name a few, his prodigies include flight crew now working for Air New Zealand, Virgin, Air Asia India, Air Chathams, Air Rarotonga, Air



RidgeAir's Cessna 402C (above) and a Piper Seneca are both highly specified aircraft, used for training and charter duties.

Napier, Life Flight, Tasman Aviation, Air Milford, Sounds Air, and more.

RidgeAir can provide students with comfortable self-catering accommodation and transport during training in Blenheim. All charts, headsets, and landing and airways fees (aside from Wellington) are covered in the aircraft rate.

All training at RidgeAir is undertaken on a one-to-one basis. Students should allow 5-6 days or less for upgrade training, or 2-3 weeks if completing a full rating. For more information contact Ross directly on 021 246 2544.

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Already operating a modern fleet of aircraft, New Zealand Aviation also has a significant expansion programme underway. Two Jet A-1 powered Cessna 172s are on the current flight line – one with a Garmin G1000 glass cockpit – and three more are on order for delivery over the next 20 months. There is also a Diamond DA42 on order to support their existing Tecnam P2006 on multi-engine training duties. A Victa Air Tourer completes the line-up, available primarily for aerobatic training.

As well as expanding the aircraft fleet, New Zealand Aviation is also expanding its footprint. In October 2016 an 'Advanced Flying

Centre' will open at Whakatane Airport. Approvals are being sought from NZQA to offer Diplomas in Aviation (Flight Instruction, Airline Preparation and General Aviation) at the Whakatane base, with the first course intake expected to occur in June 2017. The Advanced Flying Centre will handle all Multi-Engine IFR and



Individual support is always available at NZ Aviation. Flying Instructor Zarah Aranha is pictured at right working on navigation theory with a student.

Instructor Rating Training, as well as catering to the local market of people wishing to gain their commercial pilot licence and onwards qualifications.

Student to instructor ratios are deliberately kept low at New Zealand Aviation, allowing plenty of time for one-on-one mentoring and tailoring training to suit each individual's requirements. New Zealand Aviation maintains a tradition of the company to teach flying in a hands-on, experiential manner,

so that students graduate not just with a freshly printed licence, but fully ready for the next step in their aviation career ladder.

For more information contact Mitchell Coombe on 021 453 410, email: admin@newzealandaviation.com, visit www.newzealandaviation.com, or call in to see us at Matamata for a tour of our facilities and an introductory flight. We look forward to meeting you and to helping launch your aviation career.

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Mitchell: 021 453 410

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Heliflite Charter and Training

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 and NZQA.

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 at Heliflite have the opportunity to gain valuable experience in a real-world commercial business.

Our large fleet of modern helicopters includes the Robinson R22 and R44. We offer full training course packages in the R22 and R44 helicopters, as well as type ratings Bell 206 turbine machines.

We are also certificated by NZCAA to provide Robinson Safety Awareness training, mandatory for all new R22 and R44 pilots, and a requirement for existing pilots from either December 2016 or June 2017 depending on operations performed.

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 in either the R22 or R44. 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.

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Study Support from Waypoints Aviation

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, Ground Courses, online Mock (practice) Exams, an iPhone flashcard App and eBooks. 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 Wagtendonk, 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 the Flight Training Manual and Volumes 1, 4, 5, 7 and 8 can be purchased through the iBookstore. 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 is 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.]

Ground Courses

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

Online Mock Exams

Waypoints Mock Exams are multi-choice practice exams, styled on the real ASL examination (similar to the old Sample Exams they used to make available). Question bank sets are available now for all of the PPL(A) and (H) subjects, for CPL Air Law and for PofF, for BTK, and for four of the seven ATPL(A) subjects.

More mock exam question banks are under development, with priority going on the ATPL(A) 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 ASL 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.

iPhone Flashcard App

The Waypoints iPhone Flashcard App is a free App which allows student pilots to purchase sets of question and answer flashcards for each of the subjects, for both aeroplanes and helicopters, at each of the licence and rating levels. The flashcards comprise short answer knowledge review questions and cover the full AC61 syllabus for the applicable topic, and are designed to reinforce previously learned knowledge in preparation for the ASL examination. Each Q&A item comes with a syllabus reference and a study reference.

For more information visit:
Facebook.com/WaypointsAviation
or waypoints.co.nz where there's also a lot of free material (pilot notes and articles) available to download.

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LOCATED JUST 20 minutes north of Auckland's CBD, North Shore Helicopter Training (NSHT) has a history as one of New Zealand's most respected helicopter training organisations. Student loan funding is available and the company has an enviable safety track record of training ab-initio through to instructor pilots. NSHT is approved by NZQA to offer the Diploma in Aviation to Levels 5 and 6, and are also certificated as a Part 141 Training Organisation by the CAA.

NSHT ex-students are found around the globe, either flying their own helicopters or working in diverse fields from Commercial Tourism, Search and Rescue, Oil and Gas and Agriculture to name a few. CFI and Airline Flight Examiner Roy Crane's extensive domestic and international commercial and training experience is complemented by a team of instructing staff who are committed to excellence and training you to the highest standards.

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

Currently using 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. NSHT have also designed a range of theory training modules including successful two-week PPL and six-week CPL theory courses 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.

NSHT also offer a range of specialty courses for those who want to

Be awesome... Be a Helicopter Pilot

improve their overall flying skills or as an addition once a licence has been obtained.

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 encourages students to hire helicopters for self-fly hire or syndicate membership. Students can also participate in the NZ Helicopter Championship, or join in the annual 5-7 day adventure packed NSHT heli-safari trips around our stunning country - so there really is something for everyone to scratch their aviation itch.

The team at NSHT look forward to welcoming you on the amazing, challenging and exhilarating journey of learning how to fly.



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At North Shore Aero Club, we have been training pilots for over 50 years and with our excellent pass rates, NSAC pilots have experienced great success all over the world moving to airlines including Air New Zealand, Jetstar, Virgin Australia, Cathay Pacific, Virgin Atlantic, Qantas and Emirates to name a few, flying everything from Beech 1900Ds to Airbus A380s.

With airlines these days looking for more than just the basic qualifications, gaining a Diploma is the ideal way to upskill and with our integrated course, it couldn't be easier.

Popular Individual Courses

All our courses are available as individual theory and practical modules covering everything from the recreational RPL and PPL, to the professional CPL, MEIR, and Instructor Rating. With NSAC's experienced instructors, ideal geographic location, modern aircraft fleet and top class facilities, the cost of training is extremely competitive.

Our theory ground courses are one of NZ's most popular with people coming from all over the country to take advantage and make those pesky exams a breeze. Full details and timetables can be found on our website which is continually updated as new course dates are released.

Expert Quality Instruction

Good instruction is hard to come by 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.

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Located on Auckland's North Shore, we are just a hop, skip and 20 minute drive from the Auckland CBD, up the Northern Motorway. Once airborne, you are immediately positioned within a large, un-crowded flight training area offering low flying areas, CTAs, CTRs, varied terrain and a number of friendly airfields to visit all within 15nm. All this equates to very efficient PPL and CPL training and of course being only 8nm away from Whenuapai Air Force base with it's RNAV (GNSS), VOR/DME and ILS/DME approaches and our own RNAV (GNSS) approaches into North Shore, we are ideally located for completing an Instrument Rating.

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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.



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Reflections on the Gift of Flight

contributed by Mark Woodhouse

To quote an old Italian gent...

"When once you have tasted flight you will forever walk the earth with your eyes turned skywards, for there you have been and there you will long to return."

Leonardo da Vinci

MOST OF US vividly remember our first flight and our first solo, but there are always other flights we remember fondly.

I remember one night when I was flying solo in a Strikemaster jet, during my wings course training in the Air Force. I was authorised to 'generally' fly circuits, but we were permitted to vacate the circuit for rejoin practice. So after a couple of touch and goes away I went. The moon was full and the weather was fairly good, with about five eighths fair weather cumulus cloud (the cauliflower looking stuff). As I departed the circuit and climbed to visual conditions above the cloud the most spectacular conditions greeted me; the moon was illuminating the edges of the cloud - the



Here's a picture of some of the Cumulus cloud Mark mentions, this image taken by your KiwiFlyer Editor at almost 10,000 feet approaching Great Barrier Island. Why would you fly a Robinson R22 that high for no reason? That was exactly the reason, and look at the view!

classic silver lining. I spent the rest of the sortie playing around the clouds having an absolute ball. Literally wheeling and soaring in the moonlit silence, and even did a few aers. Magic! On landing my instructor debriefed me, and had a little glint in his eye as he noted that it had taken me a while to rejoin. I suspect he might have been watching on the ATC radar.

My first real IMC flight as PinC (that is on my own, solo, sans instructor) focused my mind big time. Again it was in the Strikemaster, which has no auto-pilot, and I worked on my scan so hard the VSI didn't move. I had only ever seen that when the instructor was flying. In fact for many months I honestly believed there was an instructor/student switch which caused the aircraft to deviate wildly when I took control.

While I was flying out of Wigram in Christchurch, both on the Iroquois and the Airtrainer, I had a number of flights into the high country, often on days that you have to see to believe. The snow covered land, on a calm day, is breathtakingly beautiful. It washes away all of the world's troubles. Very good for re-aligning perspective.

I was seriously fortunate to have had some excellent instructors

over the years. And if you can, I strongly suggest you find and invest in the best instructors available. They are worth their weight in gold. One of my early instructors encouraged me not to be afraid to carry out a go around if I wasn't absolutely comfortable with the approach. He used to say "It's okay to give it away". His other saying was "Listen to the whispers". His guidance undoubtedly saved my life. I was number two in a helicopter formation flying a 270 degree pitch and break. In the latter stages of the manoeuvre I lost sight of the lead helicopter, and in my head I heard his voice. I applied collective and went around. Observers on the ground say that my skids were mere feet from the rotor of the lead helicopter. Had I delayed my decision the outcome may have been disastrous.

I remember arranging a flight with my son. He had about 40 hours but hadn't flown in a while, and I felt like getting a bit of air under my ... When the next day dawned it was eight eighths DS, low cloud base and only average visibility. He expressed genuine

sadness that we wouldn't be able to fly. No no no, but we will. We departed the control zone Special VFR and flew along the coast to the low flying zone at 500 feet and in the bad weather configuration. It was legal, and I was very happy that the weather pattern was not going to deteriorate and embarrass me. He manoeuvred the aircraft around the area for 20 minutes or so, gaining a true appreciation of much that we learn from the textbooks. On our return to the circuit we did a couple of touch and goes, then called it quits. He claimed it was the best flight he had done, and I believe him. Real weather experience is invaluable.

My wife has not previously been altogether enthusiastic about flying in light aircraft with me - I can't really blame her. I once asked if she wanted to come up and her response was "Why, are there shops up there?" Which is not at all fair on her (don't tell), as she has a great sense of humour. One day at the Walsh the Met man put a quiz up on the Ops Room door - "Why is the sky blue?" My wife's answer - "Because if it were pink you guys wouldn't go flying!" Anyway, she did take up my offer, and we went for a short famil flight in a JF Tecnam. When I introduced her to the trim, she picked it up immediately. "Oh, just like an auto-pilot!". Okay, not

quite, but I can live with that.

This last story begins with me flying as co-pilot with the squadron boss. We were leading a three ship Iroquois formation, and I was unable to locate the highest feature within miles - on a gin clear day! I hadn't managed the transition from a 1:250,000 scale map, to an inch to the mile scale. Needless to say it was my round that evening, with me feeling pretty stupid but I resolved to improve my map reading skills.

Some months later I was the RNZAF search and rescue co-pilot in Christchurch and we were called to pick up an elderly North Canterbury farmer who had somehow become caught between his dozer bucket and a tree, disembowelling himself. The weather was terrible, with cloud down to between 50 and 100 feet above the ground. We flew gingerly just above the roof tops from Wigram out to the coast by New Brighton, then north up the coast at little more than wave height. I remember navigating past Goat Bay (Cheviot) and turning inland at the Conway River, with my previous performance very much in my mind.

I guided the Skipper inland at very low

level, telling him that when we flew over a spur line coming down from the left we would see the police cars with their lights on. Can you imagine my relief when - there they were!

We uplifted the farmer (who was holding his own entrails on a pad of cotton wool - they certainly breed 'em tough) and his wife, and flying them back to Hagley Park where they transferred to an ambulance and on to Christchurch hospital.

Six months later, on a Friday afternoon, the farmer walked into our crew room with a case of beer under his arm. "There you are chaps, thanks for coming and getting me."

For each of us our flying experiences will be different, often challenging, sometimes memorable but always real. I seldom meet another pilot who isn't passionate about their gift of flight.

This article was contributed by Mark Woodhouse (A-Cat Flight Instructor, GA Flight Examiner, CFI of the Walsh Memorial Scout Flying School, Boeing 787-900 First Officer, and owner of Waypoints Aviation).

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YOUR FLIGHT PATH

ServiceIQ's Aviation Gateway Flying Programme is a great way for students to get a feel for what it's like to be a pilot and work in the aviation industry before taking the next step and investing in full-time formal training. It also helps them gain acceptance into formal pilot training. On successful completion, students will have:

- ✓ achieved up to three flights towards a Private Pilot's Licence (PPL)
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- ✓ useful knowledge of the aviation sector.

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Start your Flying Career at School !

FEW things capture people's imaginations like flying. Whether it's watching a jet race overhead, seeing hi-tech planes in the latest big-screen action movie, or the excitement of jumping on an airliner, the freedom of flight is fantastic. And some people want to take it further, with the ultimate ambition to be a pilot.

Young New Zealanders who dream of learning to fly can become fully-fledged commercial pilots at one of several tertiary institutions. But it's an expensive career to take off with if you're not 100% certain it's where you really want to land, or if you've got what it takes to fly.

It's one great reason why ServiceIQ's Aviation Gateway Flying Programme is the perfect place to start. Gateway is a programme for school age students in year 12 or 13 who think they want to become a pilot or have a career in the aviation industry.

It's a great opportunity to try it before you commit to spending a lot of money in professional training.

The course structure is really simple. It covers a whole range of topics but not in-depth so it's easy to understand the different roles and how the different parts of the aviation sector work together.

The programme is coordinated with some local aero clubs for the structured flight training course, and works closely with the airline industry for the rest of the course content.

One day, you'll be learning to fly: how to take off, use your hands on the controls and apply the power. You'll get to do most of the flying, apart from landing. On other days, you could be one of very few people in the world who get to experience first-hand what goes on in the Control Tower.

You just can't get access to these places unless you're on the Gateway Programme. It literally opens doors to a fascinating world most cannot enter.

You'll also visit and hear from experts in many other areas of the aviation sector.

Our brief to the workplace is straightforward: they explain to students what it is they do and how it fits into the aviation sector. We're talking about Air Traffic Controllers, Air New Zealand pilots, Aircraft Engineers, and Rescue Managers.

The programme is a huge success, and a number of students who have attended our Gateway programme have gone on to complete tertiary training and achieved their dream to be a commercial pilot.

An advantage of Gateway can come when students apply for this next step. Assessors at the pilot training organisation see that the applicant has shown real motivation, and can check their attitude and hand and foot skills with the Gateway instructors.

The result of ServiceIQ's programme is always a good one because students get all round industry exposure and can find out early whether it's something they are suited to and want to pursue.

Find out more

To get a student's career off to a flying start in 2017, and find out if your local aero club offers Aviation Gateway, talk to the team about ServiceIQ's Aviation Gateway Flying Programme, on 0880 863 693 or email: schools@ServiceIQ.org.nz

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Waikato Aero Club Graduate Profile
Greg van der Meulen
First Officer Cathay Pacific

Graduating from Waikato Aero Club with a CPL & MEIR, Greg says, "My time at Waikato Aero Club provided me with practical learning and training techniques which have allowed me to branch in to many areas of aviation including parachute dropping and bush flying, right through to my current role as First Officer at Cathay Pacific. There are many methods and environments in which to learn aviation theory and skills but I found that Waikato suited me perfectly - and they consistently turn out pilots of an extremely high calibre. An added bonus is that the friendly Club atmosphere allows newcomers to chat with industry veterans and form connections which can come in handy when you are looking for that all-important first job."

Waikato Aero Club is accredited by the New Zealand Qualifications Authority and offers Student Loans and Allowances. A limited number of positions are now available on our New Zealand Diploma in Aviation programme starting January 2017.

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IF you're reading this, you might have just started an exciting career in Aviation.

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It takes a lot of commitment to become a helicopter pilot. There are theory exams to pass, practical flight techniques to learn, flight tests to pass and then a job to get.

You must be committed to succeed and you will need a positive and professional approach to your training and

ultimately your job. Aviation is no place for someone who tries to cut corners or who looks for shortcuts. Everything must be done properly and procedures must be followed.

If this sounds like you then a fun and rewarding career is ahead.

Choose wisely

The first step is to select a training provider that has a focus on doing things correctly. No Shortcuts! They should be able to provide you with practical work experience and assist you in getting a job. HeliSolutions instructors are also commercial pilots undertaking a wide range of commercial operations in both New Zealand and overseas. They have a wealth of practical industry experience and knowledge. At HeliSolutions, you'll receive a huge benefit from being immersed in a commercial helicopter business while you train, gaining valuable practical experience.

HeliSolutions can train you in both of the theory and practical flying skills required to achieve your Private Pilot Licence (PPL),

Commercial Pilot Licence (CPL), and Flight Instructor Rating (C-CAT). We also provide a range of advanced training options including basic gas turbine (BGT), mountain, sling, night cross

country, type ratings for a wide range of helicopter types - both single and multi-engine, and can provide winch operator training.

Our training is directly focused on giving you the skills required to gain employment. We will also assist you to get it. The team at

HeliSolutions has been

involved in training more than 250 helicopter pilots over the last decade. Every pilot we train goes out into the helicopter industry and adds to our extensive national and international network which is exceptionally useful when assisting you to find your first job. Where you go from there is over to you! Your professionalism, attitude and drive will be the ultimate determining factors of your success.

The next step is up to you... are you up for it? What are you waiting for? If you really want to be a helicopter pilot, give HeliSolutions a call and we **will** get your career underway.

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Southern Wings is an Air New Zealand Preferred Flight Training Organisation (FTO). There are only four FTOs in New Zealand and Southern Wings is the only FTO with two bases. By choosing to train with Southern Wings as an Air NZ Preferred Flight Training Organisation, prospective pilots will be assured they are:

- Joining a flight training programme designed to produce commercial airline pilots;
- Likely to succeed as they have met airline styled entry criteria for programme selection;
- Going to be interacting with airline personnel;
- Air NZ's preferred low hour candidates for turboprop First Officer positions in times of high demand for new pilots.

There is a distinct advantage to being based at both ends of the country. Southern Wings students experience the opportunity

to fly and enjoy the variation of terrain, weather, controlled and uncontrolled airspace across New Zealand. Southern Wings boast highly experienced instructors who are passionate about flying and they want to share that passion and their experience with the next generation of professional pilots.

The New Zealand Diploma in Aviation at Southern Wings

provides training relevant to commercial considerations. From crew and passenger demands, or weather and air traffic disruptions, today's modern airline pilot needs the ability to manage all of these issues in addition to demonstrating well-honed flying skills and possessing an in-depth knowledge of modern aircraft systems. This course prepares you for the demanding and multi-faceted pilot role.

The New Zealand Diploma in Aviation course that Southern Wings provides has three streams; General Aviation, Instructor and Airline Preparation. All students of these streams will complete a Private Licence (PPL)

and Commercial Pilot Licence (CPL). After that the completion requirements depend on the stream chosen. For the Airline Preparation stream, students will complete a PPL, CPL, Multi-Engine Instrument Rating (MEIR) and all of their ATPL theory. Then they will undergo a secondary selection process for entry into the Airline Integration Course (AIC).

The New Zealand Diploma in Aviation is student loan funded.



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Microlight Academy

FlyWest Microlight Academy is one of the only flying schools in the Auckland area specifically catering to microlight flight training. Earlier this year we introduced trike flying into our training programme, achieving good growth in interest and student uptake. Offering a simple, yet safe way to learn to fly, trikes provide for excellent local flying in scenic areas such as Kaipara Harbour and Muriwai Beach in the West, and the areas around Orewa, Waiwera and Omaha on Auckland's East Coast.

We will be adding further to our aircraft fleet in the near future. Under consideration are the A22 Foxbat and the Quicksilver GT500. This plan will help free up the Tecnam to be more available for pilot rental.

FlyWest are the New Zealand agents for Quicksilver Aircraft who have been designing and manufacturing classic microlight aircraft for well over 30 years. They have recently achieved SLSA category approval for their iconic Sport 2S design and offer this as a factory produced option out of their kit aircraft range. The GT500 is their lead performer with classic yoke control, tandem seating and a viewing platform second to none due to the high wing, rear engine combination, while offering closed, partially closed and open cockpit flying in the same aircraft!



Based at West Auckland Airport Parakai, FlyWest is well situated for anyone in Auckland wanting to learn to fly for leisure. With new hangars in the offing this summer, leisure flying activity is set up for growth at Parakai which offers a relaxed and enjoyable social flying atmosphere. The airport is the closest airfield to some 250,000 residents of West Auckland, and it's not too far from other parts of Auckland either.

As well as flying for leisure, microlight flying is a very inexpensive way to get a 'taste' of aviation for anyone thinking about more advanced training or flying for a career.

We welcome all enquiries to Richard on: 0800 FLY WEST (359 9378) or visit www.flywest.co.nz



WITH bases at Tauranga, Auckland (Parakai) and Dunedin, Gyrate is the professional option for anyone seeking the outstanding flight freedom and safety that modern gyroplanes provide.

Gyroplanes are now the fastest expanding sector of light aviation. From just one European manufacturer more than 400 new aircraft a year are taking to the skies in more than 40 different countries. Clearly the performance, safety and reliability of modern gyroplanes reaches well into 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



New gyroplanes for training look fantastic and fly better.

to handle the wide variety of situations they are likely to encounter as a general aviation pilot in New Zealand. Gyrate provides dual training on school aircraft but solo flying must be done in a student's own or syndicated machine. At their main base of Tauranga, Gyrate provides a one stop shop for everything to do with Gyroplanes.

the most discerning passenger. Modern Gyroplanes offer top quality VFR flying but avoid many of the operating costs associated with GA aircraft.

Students train on factory built aircraft equipped with radio and transponder, permitting operation in controlled

airspace. With many private strips and grass airfields easily accessible from each of the three Gyrate bases, it is possible to build confidence and develop students' abilities

to handle the wide variety of situations they are likely to encounter as a general aviation pilot in New Zealand.

Gyrate provides dual training on school aircraft but solo flying must be done in a student's own or syndicated machine. At their main base of Tauranga, Gyrate provides a one stop shop for everything to do with Gyroplanes.

Home Delivery Gyroplanes and Training

AT Gyrate, we're now offering a service to come to you and instruct, wherever you are. There is an additional cost involved but accommodating an instructor and covering positioning costs could be preferable to breaking into your life pattern and having all those travel and accommodation charges away from home. If you don't have your own airstrip then look around. Is there a local operator or airfield with suitable space nearby for you to train? Maybe there is an option to share; could it be the start of a syndicate or maybe an expansion plan for an aero club? Experience shows that we can convert fixed wing instructors

to fly a modern gyroplane in five to ten hours. The differences are not as great as you might be thinking but the flying attributes are outstanding. The all-weather capability is the highest in the microlight class and the high wing loading provides a smoother ride than many heavier aircraft or helicopters.

So whether you want to purchase a new or pre-loved aircraft from us, or whether you're looking just for flying lessons in one of our factory-built two place machines, the option now exists for us to deliver training (and an aircraft) directly to you at your local airstrip (or paddock if suitable). Contact us anytime for more details.

Fly with Gyrate | Tauranga | Auckland | Dunedin

0800 FLY A GYRO fly@gyrate.co.nz www.gyrate.co.nz

Real experience that counts when you train with Shoreline Helicopters

GETTING your first flying job won't be about how much you spent (or saved) while learning to fly. It will depend on the attitude you have developed and how much 'real' experience you have gained during training.

Training is our business at Shoreline Helicopters and we aim to produce above average private and commercial pilots. We offer one-on-one tuition from a very experienced instructor and are CAR Part 141 certificated for flight testing and competency checks. Company owner Rick Graham lives and breathes helicopters and aviation, and has thousands of hours experience with a vast knowledge to pass on to students.

Over the last 37 years Rick has been involved in deer recovery, air transport, spraying, topdressing, and more. Commercial operations have also included rescue and medevac, winching, rappelling and human sling loads, fire-fighting, and long-lining. Students gain a huge advantage by having the option to become involved in some of this commercial and agricultural flying, at the same time as undertaking training with us.

We operate in the sunny Hawke's Bay area in close proximity to 5500 foot mountains and control zones. We have very few delays due to poor weather and helicopter availability is high because we keep student numbers low by only those with suitable aptitude and motivation.

All training is undertaken on our Hughes

300C. This is a very stable, safe aircraft to learn to fly in. There is plenty of room in the cabin and when undertaking ag training we can carry a legal spray load of 100 litres with instructor and student on board – making for a very efficient classroom. Our ag training syllabus includes spraying, topdressing, seeding, mustering, VTA (Vertebrate Toxic Agent) and GPS navigation. Our sling load training is also comprehensive, starting with the basics then introducing long-line work and also practical farm and industrial applications of laying fence lines and concrete etc.

Our optional night flying training can include practical frost protection experience on some of the orchards we support. We'll also train you for remote (away from the airport) night operations.

Checks and Renewals

Aside from PPL and CPL training, we also offer Robinson Safety Awareness Training, Part 135 and 137 Competency checks, Instructor renewals including night privileges issue, and Human Sling training. There are several companies in both the North and South Islands that we undertake competency checks for.

For more information

Contact Rick Graham on 027 443 3537, email: shlineheli@xtra.co.nz or visit www.shorelinehelicopters.co.nz to find out more. We look forward to meeting you.

Shoreline Helicopters Limited

Based in sunny Hawkes Bay

Part 141 certificated

Agriculture Ratings

Human Sling Training

Robinson Safety Awareness

Instructor Renewals

P135/137 Competency Checks

Students who are selected to train with us are exposed to a wealth of commercial experience and have the enviable option of becoming involved in some of the commercial and agricultural flying we do.



Contact: Rick Graham

P: 06 836 6798

M: 027 443 3537

E: shlineheli@xtra.co.nz

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Producing Industry-Ready Pilots

92% of Air Hawke's Bay Graduates have gained aviation employment

THE Air Hawke's Bay internship programme which has been operating since 2001, has been well received by the aviation industry and is the instrumental reason why our graduates are finding jobs.

The internship programme becomes available in the second year of the NZ Diploma in Aviation two-year programme and provides students with the opportunity to develop both technical and non-technical skills. This is a unique feature of our programme and has proven to be very successful and rewarding for our graduates.

The internship requires our students (Interns) to complete an Instructor Rating at the beginning of their second year of the Diploma course, which allows them to provide instruction services under direct supervision. This allows our Interns to log extra hours and simultaneously develop their soft skills which are viewed as important attributes for a professional pilot's career pathway. Furthermore, our students are provided with the additional opportunity to be introduced to air transport operations involving turbine engine aircraft. Having the scope to record additional flying hours as an instructor, together with sitting in the right-hand seat of turbine aircraft observing air transport operations, prepares our students extremely well to enter the aviation industry. Skills gained (technical and non-technical), coupled with increased flying hours, provides our graduates with a superior advantage to enter the aviation industry when they complete their two-year diploma programme.

Advanced Technology

Air Hawke's Bay continues to develop and invest in a vast range of technologies to assist our students with the delivery of programmes, and improve learning outcomes:

- i-Pads issued to all students to allow 24/7 access to relevant resources and documentation.
- Free unlimited fibre internet access for all students.
- Access to our custom built web based applications.
- A comprehensive e-learning system based on the Moodle platform, enabling our online distance learning capability, and

enhancing face-to-face delivery of 23 theory subjects (PPL, CPL, IR, ATPL) supported with a question bank of 5300 questions.

- Online booking and student management system including access to student training records, integrated with our accounting software.
- Go Pro cameras used as cockpit video/voice recorders to increase safety, improve flight instruction, and to enhance student debriefs and revision.
- In-flight footage of lessons being flown, including immersive 360 degree virtual reality – students can experience the manoeuvre before getting in an aircraft!
- Full Microsoft Office subscription available to students for their time studying with us.

We provide relevant technology that's useful to tomorrow's pilots. As industry demands it, we'll be ready to provide it with our own technology specialists.

Superior Course Outcomes

The New Zealand Diploma in Aviation is offered over two years, and students graduate with a range of outcomes. In addition to the standard CPL, Instrument Rating and ATPL theory courses, Air Hawke's Bay provides more value through programmes such as C- Cat Internship, Turbine Operation Experience, a full range of Instrument Ratings endorsements (glass and conventional), advanced aircraft type ratings, and the opportunity to build Pilot in Command IFR hours. With our additional support course for CV and Interview preparation, together with all of these additional course opportunities, our students are ensured of being industry-ready upon graduation.

Enquire Now

Visit us at Hastings Aerodrome for a personal tour, or contact us by phone on 06 879 8466, email: info@airhb.co.nz www.airhb.co.nz





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Operational experience and a Pilot Licence from Reid Helicopters in Nelson

THE first thing the Reid family will tell you is that their company, Reid Helicopters, is not a training school. But they do offer one-on-one helicopter flight training "like no other company in New Zealand".

Reid Helicopters are busy commercial helicopter operators in Nelson who offer just one commercial student at a time the opportunity to work in the field with Instructors on commercial operations. As well as learning to fly, students gain valuable on-the-job experience which can easily place them at the top of a prospective employer's candidate list. Chief Pilot Toby Reid says that all past students have gained employment in the industry, and with contacts throughout the world, the company is well placed to help students find their first aviation job.

There are three Instructors on staff, all who are highly experienced commercial pilots flying turbine helicopters on a wide range of operations including long line, fire fighting, power line,

remote area work, and more.

All training is undertaken using a Robinson R44 which means students achieve their licence with more time on type, a particular attraction for potential employers given that most first flying jobs will be as an R44 pilot.

Toby says that as well as providing exposure to all company operations, their training approach is about teaching new pilots the right attitudes to help get their first job and how to work in a team environment. Another benefit of training with Reid Helicopters is their location. Nelson has some of the highest sunshine hours in New Zealand and very few bad weather days, as well as having great access to mountain flying and nearby controlled airspace.

Training positions at Reid Helicopters are not offered lightly. If you have enthusiasm, dedication, and a great attitude towards safety and hard work, then contact Toby to find out more (details below).



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- FORESTRY
- SEARCH & RESCUE



We are commercial helicopter operators who offer one full-time commercial student at a time the opportunity of training alongside us as we work. Our three Instructors are highly experienced commercial pilots who teach the attitude and skills you'll need to secure your first job in the industry. That's why all our past students have gained employment and are now working throughout the world. Contact us to start your career.

Based in Wakefield, Nelson P: 03 541 9530 E: admin@helicoptersnelson.co.nz www.helicoptersnelson.co.nz



Robinson Safety Awareness Course mandatory for all R22 & R44 pilots

NZCAA recently set a series of 'Director's Conditions' (effectively a fast-tracked rule), mandating specific safety awareness training for all Robinson R22 and R44 pilots. These conditions which are already in effect, were set to help reduce the accident rate of these prolific types in New Zealand, and to bring such requirements more in line with those made by the FAA. The implementation dates for compliance with the new Robinson Safety Course requirements are:

- From 1 July 2016; student pilots, plus instructors giving Robinson safety awareness training will do so in accordance with the Director's conditions.
- By 31 December 2016; pilots engaged on 'hire or reward' operations must complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- By 30 June 2017; pilots not engaged on hire or reward operations must complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- Thereafter, pilots are required to complete a CAA approved Robinson safety awareness course, or Robinson factory safety course, every 24 months.
- From 1 July 2016, existing type rated R22 pilots whose normal 24-month safety awareness training falls due, will be required to complete a CAA approved Robinson safety awareness course, or Robinson factory safety course.
- From 1 July 2016, any pilot completing a new type rating on the R22 or R44 will be required to comply with the Director's conditions.

The prescribed Safety Awareness Course must be taught by a CAR Part 141 certificated organisation.

The Robinson Helicopter company have been very supportive of these new conditions. Earlier this year, as well as presenting a

Robinson Helicopter Safety Awareness Training

CAA Approved Course

Examiner available for R22/R44
Instructor Training Approval

CPL (H) and PPL (H) compliance with CAA
Directive for pilots of R22 and R44 helicopters

24 month Refresher and Competency Checks

Contact: Steve Kingsbury on 07 866 5623
or Rob Anderson on 021 290 0999

Flight Test
New Zealand www.flighttestnz.co.nz

factory safety course, owner Kurt Robinson and Chief Instructor at Robinson, Tim Tucker, along with two Robinson test pilots provided a full day of training in New Zealand for local Flight Examiners. Flight tests were then undertaken such that the Examiners present became accredited to examine in Robinson Safety Awareness under the new conditions.

Our NZ Examiners are subsequently creating their own courses using the base of knowledge circulated by CAA to meet their conditions. These courses must then be approved by CAA before being offered to local pilots by Part 141 certificated local organisations.

Courses now available

One such company is Flight Test New Zealand (FTNZ) who are now accredited to cover all training and examining requirements for the conditions, both for individuals and for instructors who need their own approvals. FTNZ recently held their first such course at Advanced Flight in Auckland for four of the company's R44 pilots.

The FTNZ course has been written by Robert Anderson and comprises half a day of theory and discussion, plus a minimum 1 hour flight (more for a low-hour or un-current pilots). Rob has a wealth of experience behind him. He originally trained in an R22 before moving on to instructing and a variety of commercial flying operations. Now an A-Cat instructor with GA flight examining privileges, he is currently an Auckland based Westpac rescue pilot, and still very current in small helicopters which he flies regularly.

Rob says his course is focused on practicality and is designed to engage with pilots. It includes numerous video clips including real accident footage and discussion. Theory components are specifically presented using easy to understand concepts. Rob says the flying component of the course is designed to support the theory and safety principles that are discussed. It includes low rotor rpm recognition and recovery in five different phases of flight, advanced auto-rotations (customised to the student's level), power management, avoiding low G, dynamic rollover and vortex ring state recovery – which he promotes as a great opportunity to practice the Vuichard recovery technique (this recently popularised technique formalises and simplifies recovery making it more intuitive and beneficial – google it if you're unfamiliar). The training and flight of course concentrates on higher risk activities that have been known to lead to accidents.

A pilot might typically combine the new Safety Awareness Course with a BFR which FTNZ can also conduct – Rob says to allow an extra half day and additional flight.

The FTNZ course is mobile and can be operated anywhere in NZ. Courses will be held regularly within the greater Auckland and upper North Island areas. A course can be run for an individual but is more ideally presented to small groups which helps promote discussion. Helicopters can be made available for hire if required.

Booking and contact details

A good idea is to contact Flight Test New Zealand now with your expiry and availability requirements, such that attendees can be grouped together to reduce cost. Contact Rob on 021 290 0999 or Steve Kingsbury on 07 866 5623, or for more information visit www.flighttestnz.co.nz

Training and Certification for UAV Operators

UAV, UAS, RPAS, and Drones all refer to the same thing, unmanned aircraft. This new aviation industry is growing rapidly and creating challenges for Pilots, UAV operators and CAA to keep up with the pace of change. KiwiFlyer asked Steve Kingsbury of Flight Test New Zealand to explain some of the new rules recently announced and the training regimes being put in place to meet them.

NOBODY really knows how many UAV's are in New Zealand as they can be purchased via traditional retail outlets or online directly from offshore suppliers. Most are used recreationally, however the professional industry is also growing apace with a wide variety of commercial uses for these versatile craft. The White House in USA has recently issued a statement which projects the UAV industry in the USA to be worth \$82b and 100,000 jobs by 2025. [Fact sheet dated 02 Aug 2016: New commitments to accelerate the safe integration of unmanned aircraft systems.]

How then do we incorporate these craft into the airspace traditionally used by larger fixed and rotary wing aircraft? CAA has published CAR Part 101 and Part 102 which covers the operational requirements for UAVs. Education of UAV operators is the key to ensuring that airspace is kept as safe as possible.

Part 101 covers the general procedures. A few of the common requirements are: a UAV must be kept in visual sight of the operator at all times, flights are not permitted beyond 400 ft AGL, night operations are limited shielded operations, operations within 4 km of the airfield boundary are not permitted unless the UAV operator has been trained or is accompanied by a fixed or rotary wing pilot and the airfield operator has been informed. There are also restrictions of flight over property with all flights needing

to have the permission of the property owner.

To operate outside of these general guidelines requires Part 102 certification, with each application assessed by CAA. This is similar in concept to an Air Operator Certificate and specifies that a written exposition must cover all aspects of the operation and have CAA approval.

Public awareness of these rules is gaining momentum. A number of commercial UAV operations working under Part 101 are finding that they are being required to achieve the higher standard of Part 102 to continue to their work with organisations such as Councils, Government departments, large companies, and port authorities.

Notification by NOTAM of UAV operations is increasing as is education of the UAV industry on the need to ensure that they do not come into conflict with other airspace users.

Flight Test NZ has partnered with Aviation Safety Management Systems to form UAV Training which provides training for UAV operators and consulting for Part 102 expositions. Training courses are conducted throughout New Zealand.

For more information

For more information contact UAV Training via www.uav-training.co.nz or Flight Test NZ via www.flighttestnz.co.nz

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After Graduation

What are some Massey students doing?

There are many students in aviation who find that their training was in fact the easy part. The bigger challenge arises when it is time to find their first aviation job. The success rate for Massey University students is consistently high, and here's a sample of what some of them are up to now.

Keagan Gaarkeuken

Degree: Bachelor of Aviation – ATP (graduated in 2011).

Current role: **First Officer Mount Cook Airlines (Air NZ).**

December 2010 - Completed a BA degree including 'C' Cat Flight Instructor rating and then employed as a Graduate Flight Instructor at Massey University School of Aviation. By late 2011, offered a full-time Flight Instructor role at Massey University.

September 2012 – Hired as First Officer for Eagle Airways (Air New Zealand Link) Whangarei, Northland. At Eagle Airways, appointed as Pilot Representative for their Fatigue Risk Management System - Working Group.

May 2015 – Now located at Hamilton and attained the rank of Captain for Eagle Airways. Also appointed the Chairman of the FRMS Working Group – Regional Airlines.

March 2016 - Moved to Mount Cook Airlines flying the ATR72.

Keagan says, "It's how you conduct yourself and your attitude from day one that determines how well you'll go. Setting myself high standards of professionalism has made the journey a bit easier".

Greg White

Degree: Bachelor of Aviation – ATP (graduated in 2014).

Current role: **First Officer Jetstar NZ.**

December 2013 - Completed BA degree including 'C' Category Flight Instructor rating.

March 2014 - Worked as a commercial line pilot with Skydive Australia, based in Far North Queensland at 'Jump the Reef - Cairns'. During his time with Skydive Australia, Greg was also promoted to Senior Pilot for the Queensland and Northern NSW operations – a senior management role within the company.

October 2015 - Commenced ground training with Qantas Link in Sydney, completing his Dash 8 Q300 Type Rating.

December 2015 - Moved to Auckland, now flying the Jetstar regional routes around New Zealand.

Amber Briery

Degree: Bachelor of Aviation Management (graduated in 2014).

Current Role: **Franchising and Licensing Development at Signature Flight Support, Florida, USA.**

December 2012 through June 2013 - As part of her degree, completed an internship project as an Airside Operations Intern at Auckland International Airport. Also undertook a research paper on performance measurement.

September 2013 - A semester as a Massey University exchange student at Embry Riddle Aeronautical University, Florida USA.

December 2013 - Completed degree.

February 2014 through April 2014 - Air Traffic Management Research Assistant at Embry-Riddle Aeronautical University.

September 2014 through July 2015 - Customer Services Representative at Signature Flight Support, Scottsdale, Arizona, USA.

A highlight there was scheduling and implementing a reservation and slot allocation system for the 2015 Superbowl.

October 2015 - Promoted to Franchising & Licensing Development, Signature Flight Support, Orlando, Florida in a role that includes assisting in expanding Signature's business portfolio.

2016 - Enrolled in Massey University Master of Aviation (Professional Practice) by distance learning.

Amber says, "I have always been fascinated by airplanes and wanted to study aviation since I was young. The Bachelor of Aviation Management gave me an insight into the aviation industry including hands-on experience within the industry".

Jess Klitscher

Degree: Bachelor of Aviation Management (graduated 2014).

Current Role: **Operations Coordinator at Hawker Pacific's FBO at Sydney (Kingsford Smith) Airport.**

November 2013 - Completed degree.

March through September 2014 - Ramp Agent and Customer Service Agent at Skippers Australia. Jess says she then understood "how ground operations work and all the behind-the-scenes work that goes into ensuring aircraft are ready for passengers on time."

March through September 2014 - Hawker Pacific Flight Centre Attendant (casual) based at Perth. Jess says of this time, "I was introduced to the wonderful world of corporate and VIP aviation and absolutely loved it!"

September 2014 - Promoted to Operations Coordinator, Hawker Pacific, Sydney, Australia.

2016 - Commenced Master in Aviation degree (distance learning).

Woody Andrew

Degree: Bachelor of Aviation Management (graduated 2016).

Current Role: **Aviation Consultant at AirBiz.**

February through August 2015 - During his degree, completed an internship project with Fieldair, Palmerston North in a project support role.

September 2015 - one semester as a Massey University exchange student at Embry-Riddle Aeronautical University Florida, USA.

December 2015 - Completed degree.

March through June 2016 - Intern at AirBiz (Auckland).

June 2016 - Full-time role as Aviation Consultant at AirBiz.

Woody says, "I love the aviation industry. I spent a few years working in operations at airports and wanted a clearer pathway to management and to move from day-to-day work to long term conceptual strategies. I love the challenge and variation at AirBiz - one day I'm working on planning for an airport, and the next I'm flying overseas for a workshop. And I have travelled to Australia, Tonga and Fiji since starting with Airbiz only four months ago!"



Jess Klitscher's Aviation Management degree helped her gain an Operations position at Hawker Pacific in Sydney.

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