

# The KiwiFlyer Guide to Aviation Training

September 2017 Supplement



## ARTICLES

- 30 Get started at School
- 54 If you want to be a Heli-Ag Pilot
- 40 If you want to be a Helicopter Pilot
- 29 The Shiny CV Principle
- 56 Start an aviation career with Gliding
- 24 Training Opportunities for NZ

## PROFILES

- 56 AeroHire
- 45 Air Hawke's Bay
- 34 Air NZ Aviation Institute
- 28 Ardmore Aviation Technical
- 26 Ardmore Flying School
- 57 Ardmore Helicopters
- 48 Ardmore MEIR Training
- 51 Auckland Aero Club
- 39 Canterbury Aero Club
- 48 Christchurch Helicopters
- 25 Flying New Zealand
- 46 GCH Aviation
- 58 Gyrate NZ 2017
- 53 Heli-Solutions
- 44 Heliflite Charter & Training
- 38 IAANZ
- 36 Massey University
- 31 Nelson Aviation College
- 50 NZICPA
- 32 North Shore Aero Club
- 50 North Shore Helicopter Training
- 49 Redbird FMX
- 42 Reid Helicopters
- 43 RidgeAir Flight Training
- 52 Service IQ
- 51 Shoreline Helicopters
- 35 Southern Wings
- 49 Waikato Aviation
- 33 Wanaka Helicopters
- 41 Warbirds Over Wanaka
- 47 Waypoints Aviation

# Asia/Pacific Aviation Growth Presents Training Opportunities for New Zealand

A September 2017 statement from New Zealand's Aviation Industry Association, Aviation NZ, highlights the growth expected in the international aviation industry over the coming 20 years, and speaks to how NZ domiciled training organisations can participate and benefit. There is an equally significant parallel benefit for aviation trainees of course, who should find it progressively easier than their predecessors to acquire quality aviation employment here and overseas. Students of aviation in 2017 and beyond should study with enthusiasm. They can expect the world ahead to be full of opportunities. The Aviation NZ statement reads:

“Reports released internationally in recent months about growth in Asia/Pacific aviation suggest that our aviation training sector has a bright future,” says Aviation NZ Chief Executive, John Nicholson. But we can't take anything for granted. Whilst we have trained pilots for the international market for over 100 years, many countries are pursuing opportunities to provide crew, engineering and pilot training to the Asia/Pacific region. It is still a competitive market.

Some of the reports:

- Boeing's 2017 market outlook estimates 16,050 new aircraft will go into the Asia/Pacific region during the next 20 years. Airbus puts it at 14,280.
- The Asia/Pacific region is predicted to need between 220,000 and 253,000 new pilots and between 228,000 and 256,000 new engineers in commercial aviation in the next 20 years according to Boeing and Airbus.
- Boeing says the Asia/Pacific region will need 308,000 new cabin crew by 2036.
- Bombardier, which focuses on the 60 to 150 seat segment, predicts the Asia/Pacific region will take 4200 new aircraft during the next 20 years.

- Honeywell predicts good helicopter sales into the Asia/Pacific region.
- IATA predicts that global air traffic will double by 2036 with half this growth occurring in the Asia/Pacific region.

The major aviation countries in the Asia/Pacific region cannot meet their training needs locally. Several companies have set up or bought pilot training companies in Australia and South Africa.

Some Asian airlines have set up cadet programmes with trainers in Australia and the United States.

CTC Aviation, now L3 Airline Academy (NZ), is one example of an international company which has set up in NZ and is training pilots for a broad range of airline customers. Some other NZ trainers have now secured pilot training contracts with airlines. We are also seeing Asia/Pacific companies sending their engineers here for training.

A number of our trainers are now recognised by aviation regulators in several Asia/Pacific markets and several have been approved to train for specific markets.

A further positive development is occurring with some NZ companies providing training directly into international markets. This puts us closer to the customer. But it means we have to be more culturally aware and send our 'A Team' to provide the training. If we get this wrong, it can impact adversely on the reputation of the whole training sector.

Airways NZ has been providing English language training and air traffic control training in Asia/Pacific for a number of years. The organisation has met the challenge of providing training in-market as well as bringing students to New Zealand for training.

In 2016, our international competitiveness was improved when

NZCAA introduced a new Part 147 maintenance training organisation rule and a new integrated professional pilot training programme. These changes made us 'more relevant' to potential international customers.

In many cases, the ability to open and build markets works best when Government and Industry work collaboratively. Vietnam is a good case in point where a Government to Government aviation collaboration agreement was signed in 2015, with a technical agreement signed between our civil aviation authorities earlier this year. A good number of Vietnamese pilots and air traffic controllers are now being trained by NZ companies, both in Vietnam and here.

However, developing opportunities presented by recent announcements in the Asia/Pacific region is not for the faint hearted. It requires commitment and cultural empathy must be a given. This can be helped with collaboration between NZ companies, and can be accelerated where Industry and Government address one of the biggest challenges faced: 'Why New Zealand'. "Get things right and our aviation training industry has a very bright future," says John.

Did you know that aviation in NZ has had quite a bright past too? We were the first international customer for Boeing, started the first pilot training school in 1916, had the first airmail in 1919, were very early adopters of agricultural aviation, and with around 4700 aircraft, have one of the highest per capita ratios of aircraft to people in the world.

To contact Aviation NZ: [officemanager@aviationnz.co.nz](mailto:officemanager@aviationnz.co.nz) or visit [www.aviationnz.co.nz](http://www.aviationnz.co.nz)



# 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 rating, through to fully structured programmes designed to set the career pilot up for airline employment nearly as soon as their qualifications are completed.

There are articles covering how to get a cost-effective start in aviation whilst still at school. There are articles of advice for setting up a best possible CV, and also for how to best pursue rotary winged careers. There are also many snippets of wisdom amongst the various training provider profiles.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every 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 gyroplane 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 their details to: [michael@kiwiflyer.co.nz](mailto:michael@kiwiflyer.co.nz)

Finally, a message to experienced and wise readers who might look at the articles within and wonder that they should also share some of their accumulated wisdom with the upcoming generation of pilots. Please do. Contact us at KiwiFlyer and we'll be only too happy to work with you on future content.



EXPERIENCE THE GREAT ABOVE

## A Passion for Aviation

Thousands of professional and recreational pilots have learnt to fly at their local Aero Club.

## Earn as you Learn

An Aero Club is the perfect place to learn to fly outside your working hours, or just at your own pace. Full time courses are available as well.

## Train to the Highest Level

From a first introductory flight, to private, commercial, multi-engine professional licences and instructor ratings. The choice is yours.

## Share in the Benefits

As a club member, you're also an owner of the aircraft. Aero Club profits are put back into facilities and equipment and towards keeping costs to a minimum.

## Become a Young Eagle

Flying NZ operates the Young Eagles programme that gives young people aged 12-17 the chance to experience flying and learn about aviation through organised events and activities. Costs are minimal and every year scholarships are awarded to help fund flying lessons.

## Nationwide Locations

There's an Aero Club located near to you. Visit the Flying NZ website to find your nearest location. We look forward to seeing you soon.



Fly for fun or fly for a career. Aero Clubs will assist you to achieve your aviation goals.

For more information visit: [www.flyingnz.co.nz](http://www.flyingnz.co.nz)  
or phone 0800 422 635

# Employment Outcomes are our Focus at Ardmore Flying School and Ardmore Aviation Technical

When training to enter the aviation industry as a pilot or technician, 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 and technicians who struggle to find their first opportunity after completing their training, many of whom then leave the industry. That's why it's very important to ensure your training provider is focused on employment outcomes, and delivering a level of training that the industry's employers are wanting.

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

Ardmore Aviation Technical is the new Aeronautical Technician training facility based at Ardmore Flying School's Campus 2 - in a hangar they share with the NZ Warbirds Association at Ardmore.

Whilst maintaining their position as one of New Zealand's largest trainers of domestic students, Ardmore Flying School and Ardmore Aviation Technical have 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 and Employment Pathways Programmes, 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 pilot trainees to complete the double NZ Diploma in Aviation programme in both Airline Preparation and Flight Instruction, while Aeronautical Technical students can take a two year Certificate in Aeronautical Engineering. With these qualifications, graduates will be ideally positioned to take up one of the different opportunities available.

During the past 12 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-



Our fixed wing Cessna 172 & Beechcraft Bc76 fleet will soon include Diamond DA42s

prop cockpits, the time is right to pursue a programme that offers graduates a significant opportunity to build their aviation career.

Mike is very interested in talking to young, enthusiastic wannabe aviators and technicians who wish to consider the school's courses and discuss the employment opportunities becoming available in 2018/2019 and beyond.

## 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 expansion of Rotary Wing courses by Ardmore Flying School sees the same opportunities becoming available for future helicopter pilots. A recent deal between the Flying School and a leading South East Asian helicopter operator will create a number of graduate pilot opportunities from 2018 onwards. Ardmore Flying School will also be seeking applications for helicopter instructors as the school seeks to fulfil new pilot training commitments made to international customers.

## More about Us

The senior management teams at Ardmore Flying School and Ardmore Aviation Technical have more than 100 combined years of pilot training and Aeronautical technical experience behind them. We pride ourselves on innovative thinking and an excellent reputation for providing well-trained graduates to airlines and



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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, and Schweizer 300 CBI helicopters. We are also undergoing acquisition of Diamond DA42 multi engine trainers. On the simulator front, we are well equipped with Frasca twin and single engine simulators, as well as a King Air Turboprop simulator for advanced multi crew training. We also 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 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 autorotation 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



Helicopter training is carried out in stable and robust Schweizer 300 CBIs

might like to also talk with other students already on their way toward a career in aviation.

## 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

## For more information

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

- Visit [www.ardmore.co.nz](http://www.ardmore.co.nz) or look us up on social media
- Call 0800 Ardmore or email: [info@ardmore.co.nz](mailto: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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Enrolments team  
today to find  
out more

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# Aviation Technician Training

## now available at Ardmore Aviation Technical

**Have** you dreamed of working at the cutting edge of one of the world's fastest evolving industries? In response to industry concerns of a forecast worldwide shortage of aircraft engineers, Ardmore Aviation Technical (AAT) now offers a two-year aeronautical engineering training courses based at Ardmore Airport. This is a course designed to give graduates a distinct advantage over their peers by being able to present themselves to employers as genuinely 'work-ready'.

Programme Manager for Ardmore Aviation Technical is experienced engineer Peter McCarty. "Young people today are very good at Googling information," says Peter. "We hope to give them the ability to reason solutions to problems they will encounter. We aim to give students a broad foundation in hand skills as well as the theoretical knowledge that will equip them to think for themselves. Our course is designed to take young people who have an aviation interest, but not necessarily any practical knowledge or skills, and make them Safe, Knowledgeable and Useful on their first day of employment. The demonstrable knowledge, skills and experience they have when leaving here will make them shine at job interview time."

The Ardmore Aviation Technical two-year Aeronautical Engineering training course is focused on equipping students with fundamental skills and knowledge on which they can build their careers. A strong emphasis is placed on practical paperwork from the first day; the use of worksheets, time recording, parts tracking through release notes and requisition documentation. Demonstrating this approach, Peter explains that the current intake of students is building a Corby CM-2 Kestrel as their Year Two Project. The aircraft construction encompasses all of the syllabus requirements, honing practical skills while the systems dovetail into the textbook/classroom work to create an integrated learning environment.

The same integrated approach is taken in Year One where students develop skills with basic metalwork exercises. The series of projects follows the same format: Students first create a drawing that develops their technical drawing skills and interpretation ability, and then create the item - in most cases tooling or equipment which they keep and will use throughout their career.

Successful students graduate with the NZQA approved NZ Certificate in Aeronautical Engineering (Pre-Employment



Erwin and Ramith at work fabricating parts for the Corby Kestrel project.

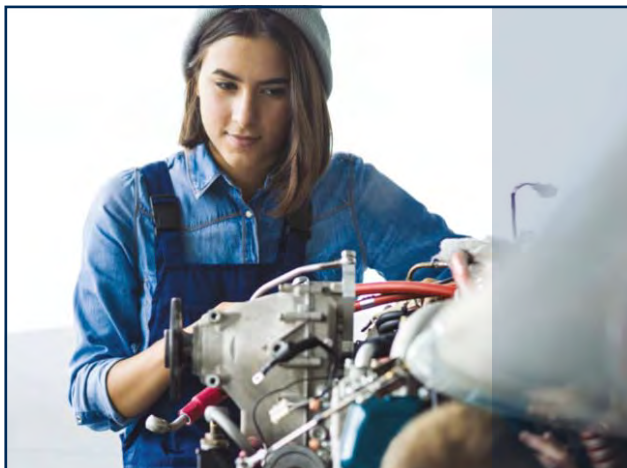
Skills) (Level 3) and NZ Certificate in Aeronautical Engineering (Workplace Introductory Skills) (Level 4).

Wherever there is overlap between NZQA credit requirements and AME (Aircraft Maintenance Engineer) licence exams, students will also sit appropriate LAME papers, thus taking steps towards becoming a licensed engineer.

The course premises are located in the large NZ Warbirds' hangar at Ardmore. "It's quite symbiotic," says Peter. "In the Warbirds hangar we have aircraft types from WWI through to the A-4K Skyhawk. There are fabric covered and open cockpit aircraft, radial engines, liquid cooled engines, gas turbines from the early centrifugal compressors through to a high by-pass fan engine, and more. These 'training aids', along with the varied fleet of aircraft domiciled elsewhere at Ardmore make it easy to view in real life what is being discussed in the formal classroom. Walking from one aircraft to the next and physically seeing the developments, designs and various systems and features that have evolved through history certainly brings to life the learning experience".

AAT graduates will have the skills and knowledge to be employed as basic unlicensed aeronautical engineers in both the general aviation and airline industries. They will also be able to apply for AAT's Employment Pathway Programme as a trainee aircraft engineer potentially here in New Zealand or offshore.

Enquiries are welcome for the next Ardmore Aviation Technical course intake. Visit [www.ardmore.co.nz](http://www.ardmore.co.nz) for more information.



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# The Shiny CV Principle

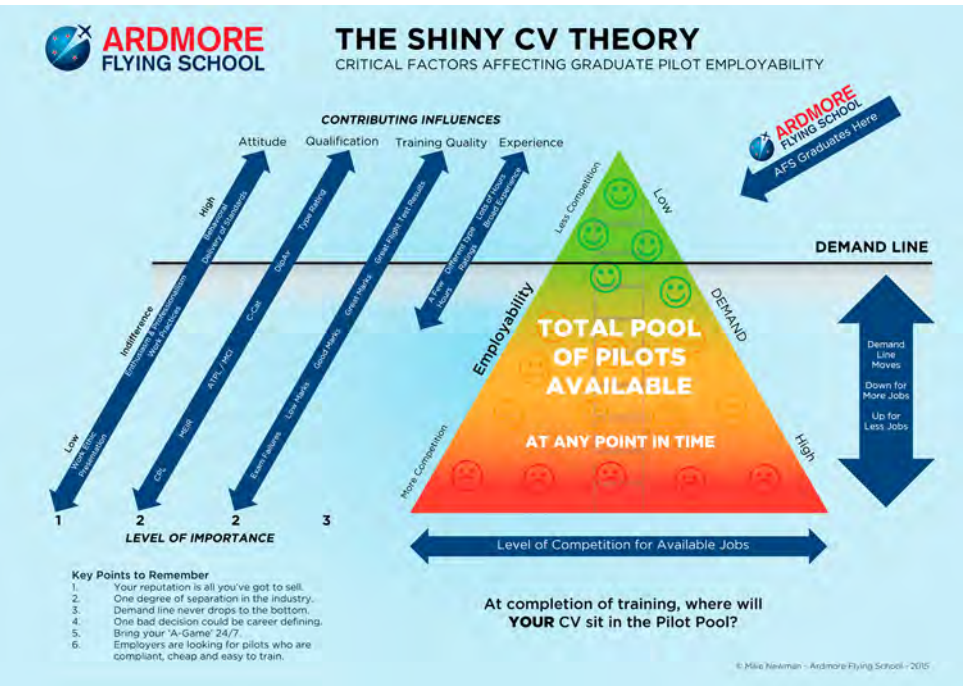
## Don't Underestimate the Importance of Great Training Results

More than a summary of the qualifications you have earned, a good CV will show prospective employers how well you have earned them. Mike Newman, CEO of Ardmore Flying School calls this the 'Shiny CV Principle'. He explains:

A common mistake made by many young trainees (not only in our industry) is a lack of focus on the results they are achieving during their training. Sometimes, there's an attitude amongst students that "I only need to turn up occasionally to class and that is good enough". Unfortunately, these students will generally fail to meet the standards required of the industry, and will invariably find themselves unemployable in that industry, even if they do eventually pass the courses. So the message is... Exam and assessment/flight test failure as well as the quality of all the subsequent training does have a consequence in terms of later career options.

A potential airline or ATO employer is now becoming increasingly interested in looking at an applicant's exam transcript and detailed training records as an indicator of attitude and ability. And as exam failures are with the student for life, the quality of the preparation, approach to and execution of the training is now more important than ever.

At Ardmore Flying School and Ardmore Aviation Technical, we focus very heavily on our students training well and on employment outcomes for our graduates. We are not satisfied with just



passes, we want students to pass well.

We call this the "Shiny CV" principle.

Veterans of the industry all agree that the aviation industry has its unique ways of filtering out the people who it deems as not worthy, those who have not trained well enough, do not have the right attitude or the right level of skill. The best CVs always rise to the top of the pile, so the focus here at AFS/AAT is to ensure ALL our graduates have developed not only a very good quality training outcome, but their attitude and professionalism is apparent as well.

At Ardmore, we are in the business of producing aviation graduates whose CVs shine ahead of their employment competition, ensuring that they are more

than adequately prepared for the challenges ahead as they embark on their aviation careers. Graduates with the 'shiniest CVs' also get the opportunity to take advantage of the Employment Pathways Programmes available here at the school. This programme is a formal relationship with a number of employers who are positive about offering opportunities to the best aviation graduates that we can produce. These relationships allow us to present suitable graduates for employment with these partners.

So the message here is that current opportunities in the industry are strong for those graduates with the 'Shiniest CVs', i.e. those who have a demonstrable history of excellent attitude and performance. Contact us to find out more.



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# How to Get Started while you're still at School

contributed by Mark Woodhouse

New Zealand is well served by several organisations who make it their business to help develop interest from the next generation of aviation enthusiasts and professionals. Mostly volunteer based, these organisations offer a variety of ways a young person can become involved in aviation either for general interest, recreation, or with a career in mind. To help spread the word, this article was kindly 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).

So, you like the idea of flying, but people have told you it is hard to get into and very expensive. Well to an extent it is, but you might be interested to hear that there are many individuals, organisations, programmes and events that will help you explore and progress your interest, some at little or no cost.

In this article I will tell you about opportunities that are

focused on helping you begin the process of learning to fly, such as, but not necessarily limited to:

- The Walsh;
- Youth Glide;
- Air Training Corp;
- ServiceIQ Aviation Gateway Training;
- Young Eagles; and,
- Aero Clubs.

## The Walsh Memorial Scout Flying School

The Walsh is an annual two week tented flying camp held at Matamata in the Waikato for 16 to 20 year olds. The camp is a National School of Scouting NZ and is supported by The Royal Aeronautical Society and a number of major corporates such as Air New Zealand and Airways Corp, as well as many smaller companies, individuals and the local community.

The school is established for up to 44 Ab-Initio (which literally



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**If you want it - go for it.**

**And don't let set-backs along the way discourage you.**

**Persevere.**

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means “from the beginning”) Students, 26 Returned Students and up to 4 Student Staff. Members of Scouting NZ have priority for places up to the end of August and then remaining places are open to all applicants. Overall about 40 to 50% of the students are from Scouting and about 25 to 30% are female, with that proportion growing. The school has been over-subscribed for many years now, so a ballot is run to determine which of the applicants is fortunate enough to gain a position. That said there are usually withdrawals for one reason or another, so the waiting list does get used.

All staff, instructors and controllers attend on a voluntary basis, with varying levels of support from their employers.

For more information go to [www.scouts.org.nz](http://www.scouts.org.nz) then click on National Schools/Flying

### Youth Glide

The Youth Glide Soaring Development Camp is a live-in event aimed at taking any gliding youngster, at any stage of flying, and helping them to develop further. These events are run by Youth Glide NZ which is a not-for-profit organisation providing education, tuition and training for all relevant skills necessary for gliding in NZ. Participating students range in ages from 14 to 24.

Instructors, tow pilots and other helpers give freely of their time and expertise, many of whom come back year after year. The programme is augmented by great educational and social events.

There is much more to Youth Glide than just getting young people into gliding; they benefit in many other ways such as providing positive interactions with adults and giving them goals for lifelong learning, recreation and careers. Over the years many great friendships have been cemented at these camps, with competition for places at future camps now becoming quite tough.

While Youth Glide began in Omarama and Canterbury a similar but separate camp is now being run at Greytown in the Wairarapa and Youth Glide groups are now active in most gliding clubs. There is actually an awful lot of effort, time and money going into helping young people fly gliders.

For more information see the separate article later in this issue.

### The Air Training Corp (ATC) National Aviation Course

The Air Training Corp is part of the New Zealand Cadet Forces (NZCF) and is for both girls and boys aged 13 to 18. The NZCFs are a voluntary, disciplined, uniformed youth leadership training organisation and while they are not part of the New Zealand Defence Force (NZDF), they are directed by the Chief of Defence Force, on behalf of the Minister of Defence, and are supported in partnership by the NZDF and the community.

One of the major events within the ATC is the National Aviation Course, which is a week-long flying course held at RNZAF Base Woodbourne in January each year. While numbers are limited and students are picked from applicants around the country, in 2016 47 pilot and navigation cadets took part in this intensive flying course.

## NELSON AVIATION COLLEGE



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While their friends were hitting the beach over the summer break, these ATC students spent the week studying everything from aircraft maintenance, pre-flight checks and radio procedures, to flying with a general aviation flying instructor. By the end of the course the ATC cadets aim to pass their flight radio exam and get their wings by making their first solo flight. The weather at Woodbourne in 2016 was kind and a better than average number of solo flights were achieved.

In the words of one parent; "... had an amazing time and came back so inspired and motivated. We were thrilled about her achievements, so whomever needs to hear 'thanks' we cannot say it enough!"

The National Aviation Course is now a well established and successful feature of the ATC annual calendar. The course enjoys a good level of financial support and awards from a number of very generous sponsors for which they are always most grateful.

For more information go to [www.cadetforces.mil.nz/about/air-training-corps.htm](http://www.cadetforces.mil.nz/about/air-training-corps.htm)

### ServiceIQ Aviation Gateway Training

ServiceIQ is the Industry Training Organisation (ITO) for aviation (including pilots), travel, tourism, museums, hospitality and retail, and is committed to helping young New Zealanders make a start in their careers.

ServiceIQ offers a wide range of training opportunities including the Aviation Gateway programme. The purpose of this programme is to enable schools to provide senior students (year 11 and above) with access to structured workplace learning that helps

them to kick-start their aviation career by gaining foundation knowledge, skills and experience, and to gain unit standards while doing so.

A student's ultimate career role could be as a pilot, flight attendant, aeronautical engineer, airport operations manager, air traffic controller, academic, regulator, tourism operator, or many other related occupations. The Aviation Gateway programme can also help students make professional contacts that can open doors in the future.

There are two types of Gateway training programmes available, either a programme ready made by ServiceIQ, or a DIY programme, where your school's Gateway Coordinators select the best ServiceIQ products to create a tailor-made learning programme for you. Both programmes take place in the classroom and/or an industry workplace.

ServiceIQ's Aviation Gateway training programme is a fantastic way for you to get a feel for what it's like to fly an aircraft, plus gain insights about other aviation industry roles. If your passion is to be a pilot, this first-time flying experience helps you gain acceptance into full-time flight training when you leave school.

You will do your training flight with a CAA qualified flying instructor at a local aero club during term time. The programme usually takes about 10 weeks, and normally runs between 1.00pm and 3.30pm. Students who successfully complete the programme will have gained:

- Up to 18 credits towards a national qualification;
- Up to three flights towards their Private Pilot's Licence (PPL);
- Real skills and knowledge of the aviation industry; and,
- An insight into many different career options.



NORTH SHORE AERO CLUB

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CONTACT US ☎ 0800 4WINGS ✉ [info@nsac.co.nz](mailto:info@nsac.co.nz) 🌐 [www.nsac.co.nz](http://www.nsac.co.nz)

ServiceIQ also offers a Gateway “Flying NZ” Flight Training Scholarship to a stand-out student who has successfully completed the Gateway Aviation training.

While the ServiceIQ Aviation Gateway training programme is not offered in all schools, it may be available in yours, so ask your school Careers Advisor, and if its not, encourage them to explore setting it up.

For more information go to [www.serviceiq.org.nz/schools/gateway-training/serviceiq-gateway-aviation-training/](http://www.serviceiq.org.nz/schools/gateway-training/serviceiq-gateway-aviation-training/)

## Young Eagles

Young Eagles is an aviation immersion programme for young people between the ages of 12 and 17. It is offered by many aero clubs under the auspices of Flying New Zealand (the trading name of the Royal New Zealand Aero Clubs - RNZAC). Young Eagle members will get the opportunity to experience many different aspects of aviation, from visiting air traffic control units and maintenance organisations, through to flying in an aircraft, with an instructor of course. Young Eagles will have the opportunity to actually control the aircraft, experience how it works and to look down on the world from above.

Whether you are interested in aviation for a career or for recreation, or you are just curious to find out what it is all about, Young Eagles might just be the starting point for your aviation adventure. If you are interested contact your local aero club and see if they offer the Young Eagles programme. If the aero club in your area doesn't offer the Young Eagles programme, maybe your enthusiasm will encourage them to join.

For more information go to [www.flyingnz.co.nz/youngeagles](http://www.flyingnz.co.nz/youngeagles)

## Aero Club Flying Days

In late 2016 the North Shore Aero Club held a Flying Day for disadvantaged kids which was funded by the club committee and a number of club members and other individuals, some of whom also gave their time and aircraft for free.

Participants were organised through Variety and Stand Children's Services and about 50 kids were taken on two or more flights each. Some wanted to fly the aircraft, some not, and a number of the flights required the accompanying parents/caregivers. It was a major logistics exercise to organise and despite some mildly challenging weather conditions, the day was an unmitigated success, with the group photo showing many beaming smiles. After certificates were handed out the kids treated those who had created their day to a “shy but sweet rendition of Leonard Cohen's ‘Hallelujah’ - priceless!” Well done NSAC!

## To conclude

As you can see, there are opportunities out there which will help you learn about the aviation industry and help you take those first tentative steps toward either a career or a recreational interest in aviation. The opportunities I have touched on above may not be all that exist, and to the others I apologise for not mentioning you.

If you are interested, don't sit back and wait for it to come to you. My observation is that to be a professional in our industry takes a determined investment of effort, time and to some extent or other money. It is not easy, but there are those prepared to help you, and most aviation professionals I know are passionate about their chosen careers. If you want it - go for it. And don't let set-backs along the way discourage you. **Persevere.**



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We are not just a training institute, but an active part of one of the world's most innovative airlines – Air New Zealand, giving you hands-on access to innovative real world experiences and state of the art facilities. So if you have an interest in aviation, or a full blown passion - we'd love to talk with you!

In 2018 the Air NZ Aviation Institute and its preferred flight training organisations will induct the next generation of aviation industry professionals. Global aviation industry projections for staff in technical roles continue to be very strong particularly in the Asia Pacific region. A career as an aircraft maintenance engineer or pilot will be challenging, but you will be rewarded with a career of international opportunities, and changing technologies.

The Aviation Institute works closely with four flight training organisations across New Zealand to ensure a future supply of pilots is available to the airline industry. If your aspirations include becoming a commercial airline pilot, you should take the time to discuss your plans with one or all of the following organisations



- the International Aviation Academy of New Zealand, Massey University School of Aviation, Nelson Aviation College or Southern Wings.

If you are thinking even more hands on, then perhaps a career as an aircraft maintenance engineer is for you. The Aviation Institute's one year New Zealand Certificate in Aeronautical Engineering (Pre-employment Skills) – Level 3, is a prerequisite for a trainee or apprenticeship position at Air New Zealand Engineering & Maintenance. Graduates from this course also go on to start careers with other aviation and engineering companies and the RNZAF. Opportunities for further study are also available to diploma level with the Aviation Institute, including the internationally recognised EASA (European Aviation Safety Agency) qualification and to degree level via a pathway to one of two European universities.

For further information on any of these options, visit the Aviation Institute website at [aviationinstitute.co.nz](http://aviationinstitute.co.nz)



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Southern Wings is interested in quality; we do not aspire to be the biggest, just the best. Our dedication to quality aviation training and safety earned us the CAA Directors Award for an Organisation in 2015. Our personalised service with deliberately small class sizes, and both practical and theory qualifications that are highly valued by those in the aviation industry are all features you'll enjoy when you land a place with Southern Wings.

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 training programme designed to produce commercial airline pilots;
- Likely to succeed as they have met airline styled selection criteria;
- Going to interact 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 NZ DipAv course that Southern



A Southern Wings Alpha 160A

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

The NZ DipAv is student loan funded.

## SOUTHERN WINGS



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# Multiple options for aviation training and careers available from Massey University School of Aviation

From ab-initio through to cadet pilot training, and with academic programmes stretching from Bachelor degrees through to advanced Doctoral studies, Massey University School of Aviation has all the aviation educational bases covered. The School maintains outstanding student resources and is an Air NZ Preferred Flight Training Organisation.



Wings Ceremony 2016: BAv Graduates & Instructors



Diamond aircraft are approved for PBN operations.

## Flying Programmes

The Bachelor of Aviation is an integrated degree aimed at preparing professional aviators for the fast expanding aviation industry. The programme carries an ISO-9008 certification and while predominantly training young NZ student pilots, the degree also includes among its current student body, aspiring pilots from Singapore, Thailand USA, and Korea.

Students relish the challenges of flying Massey's highly technologically advanced fleet of Diamond aircraft, equipped with full digital avionics approved for Performance Based Navigation operations. Massey University School of Aviation is the first flight training provider in NZ to carry this approval. Also differentiating the BAv from other flight training schools in NZ is Massey's scenario-based flight training methodology and use of Apple iPads as EFBs.

Students in the BAv see their practical training imbedded into their university papers, graduating with their degree as well as CPL/MEIR and a 'frozen ATPL'. In addition, there is the optional Flight Instructor Course for final year students, the successful completion of which culminates in a 'C' category flight instructor rating.

A special feature of the flight training programme in the School of Aviation is multi-crew training, designed to prepare students for functioning as flight crew members in air carrier operations.

In addition to the School's highly trained and experienced flight instructors, students are taught by a faculty of highly qualified academic researchers and teachers, whose extensive expertise garnered over many years in a wide variety of aviation environments is now translated into an academic framework.

The School also offers cadet pilot training for airlines, either as part of the

Bachelor of Aviation (ATP) degree course which includes an internship, or as a professional pilot training programme with no tertiary qualification.

## Academic Programmes

Massey's aviation academic programmes are available both on campus and to overseas students through blended learning, using STREAM, the University's learning management system.

Those students not wanting to fly professionally as a career can study the aviation industry via Massey's business programme designed for the aviation industry. At bachelor level, this will lead to a Bachelor of Aviation Management (BAvMan). The qualification provides valuable and much needed specialist training in the aviation business sector for young school leavers, as well as providing a way for aviation industry professionals to improve their skills and knowledge to thereby further their aviation careers.

All the BAv Man courses (papers) are available as either internal options, or via Massey's well-established fully distance study option enabling full time work and part-time study.

BAvMan graduates can be found all over the world in roles as varied and exciting as the industry itself.

Those wanting a postgraduate aviation qualification can apply to enrol in the Master of Aviation programme which offers two distinct pathways; the Master of Aviation Research and the Master of Aviation Professional Practice. The MAv is also available by distance learning. Graduates of the MAv (who include members of the NZ and Australian Defence Forces) can be found working around the world - in Mongolia, the South Pacific, the UAE, and in a number of global airlines and airports.

The School's Doctoral (PhD)

programme in aviation involves full time study of three years or part time study of up to six years. Students are required to be on campus as a doctoral programme is not available through distance learning.

Massey School of Aviation faculty's research expertise includes areas such as;

- Application of biodiesel on aviation diesel engines
- Development of low cost RPAS
- Low cost force feedback flight control systems for use in flight simulation
- Aviation economics, including the Asia-Pacific airlines and the European airlines/airports
- Sustainable development in aviation
- Efficiency evaluation of banking and financial institutions
- Aviation, psychology & human factors
- Low cost PC based training devices

## Short Courses

Massey University School of Aviation also provides short courses related to aviation studies. For example, the use of RPAS (UAV) continues to expand rapidly in NZ. To meet the demand for training non-aviators in the use of their RPAS units in an aviation environment, Massey has developed the very popular three day short RPAS course 'Introduction to Regulations and Operator Conduct'.

Massey offers two types of CAA approved RPAS practical assessments – the RPAS MultiRotor Manual Reversion Flight Test and the MultiRotor GNSS Only Flight Test. In addition Massey can offer current Part 102 operators a Part 102 MultiRotor Annual Operational Competency Assessment.

Graduates include members of the NZDF, NZ Police, NZ Fire Service, NZUSAR, a number of regional councils, as well as those working in the forestry, real estate, aerial mapping, oil and gas, and tourism industries.

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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 mean 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. [flightraining.co.nz](http://flightraining.co.nz)



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The Canterbury Aero Club offers top tier flight instruction while providing exciting opportunities to explore our beautiful country and enjoy a club atmosphere. Whether in training or once you've achieved a Private Pilots Licence, you'll be exposed to club adventures including flights to Kaikoura, Wanaka, Cromwell, Mt. Cook and other locations for glacier exploration, fishing, tramping, jet boating, golf or car racing.

Our club atmosphere highlights the common love of flying with multiple generations happy to provide advice, interesting stories and congratulations.

As a Club member you can participate at the Flying New Zealand national competitions - an excellent way to hone your



skills while being around an even larger group of enthusiasts.

The opportunity has presented itself and the next step is challenging yourself to start. Grasp every chance to live an exceptional life. Visit [www.cac.co.nz](http://www.cac.co.nz) to find out more.

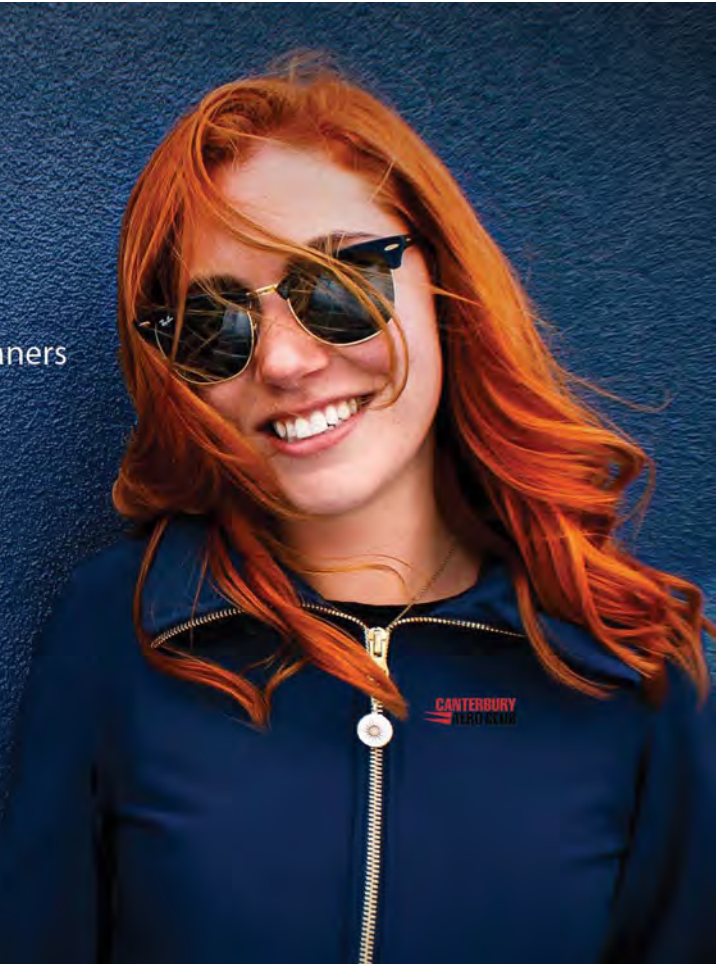
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# If you want to be a Helicopter Pilot

## Good advice on getting a start from Toby Reid of Reid Helicopters Nelson

Garvin Conroy image

Reid Helicopters Nelson Limited's AS350 over the golden sands of Abel Tasman National Park

Gaining a commercial helicopter pilot licence and becoming a commercial helicopter pilot are not the same thing. The former is an exercise in ticking off theory subjects, flying lessons, and hours in your logbook. The latter is a completely different exercise in attitude, hard yards, experience building, professional relationships, and determination. Those who successfully complete both exercises are sure to enjoy very rewarding careers. But how to make sure you're not one of the many who never actually progress much beyond an initial (and very expensive) licence? Toby Reid, of Reid Helicopters Nelson Limited, contributed this article to KiwiFlyer offering valuable advice that all aspiring rotary wing pilots should consider:

**How does** a newly qualified helicopter pilot or someone interested in training know where to start if they have never had exposure to the industry? How hard is it to find your first job? What sort of qualities are operators looking for in new pilots? How do I get in contact with companies when I am job hunting? These are questions that some trainee pilots neither know the answers to, nor are they confident about where to start asking.

Trainees who know someone in the industry and make the right decisions often manage to get a start reasonably quickly. The ones that don't however, often struggle along until either paying to get their hours up, or by sacrificing years spent mostly on the ground waiting to build time from ferry flights.

In the current climate there are still plenty of opportunities for newly qualified pilots to get a start reasonably quickly however what we notice is that a lot of pilots coming through are not

prepared to fight hard for a few years to make this happen, or willing to travel long distances for an opportunity.

If you think you can train for your licence in your home town and then after completing your training, commence flying in the same area, you should probably reconsider. If you really want opportunities, you need to seek them out – and you may not be moving back home for another 5 to 10 years. We have people with young families and ties to a certain part of the country enquire about training and I always ask the question, what is your family going to do when you get your licence?

If you don't already have work lined up then I think the need to be ready to travel after you finish your licence is very important. Because this can be expensive, often students who finish their licence and are short on funds end up stuck working outside of the industry while they save to get away. In the past I have put opportunities in front of new pilots with jobs in Australia and they haven't been able to accept them because of either finances or family. You have to ask yourself, why spend the money to train if you won't be able to accept good jobs when they are offered? On this note I think it's important when budgeting for a licence that you also take into account what you are going to do at the end. Think about things such as airfares to Australia, accommodation for a month and even purchasing a car there to get around the big distances involved. My students have even found cars to be more expensive in Australia than in New Zealand so consider that too.

Here are some comments from a few other long standing NZ helicopter operators whom I asked to offer advice for trainees and also to tell of their experiences with new pilots over the last few years.

### Dave Armstrong; Kaikoura Helicopters

"I always say; I can teach most people to fly, but I can't teach them to have the right attitude.

These days new pilots don't seem to have a fire in their belly. On the tourism front, we aren't just looking for a great pilot, we are also looking for a tour guide with great people skills. If they haven't got a personality, then they haven't got much to offer us. I also always use the word awareness and you can soon see if someone hasn't got it. Neat presentation, honesty, commitment and loyalty are also important. It's great when someone has the ability to sell a product, and computer skills in this day and age are a great added quality.

If someone calls looking for work, I always suggest they email a CV through with a photo of themselves on it. It is always good to put a face to a name when you have a file full of CV's.

If they take the time to call in, and keep in touch, that shows dedication and enthusiasm. They are always a stand out from the rest. We have seen a decline in applicants coming through in comparison to 3 or 4 years ago."

### Michael Glynn; Mountain Helicopters

"Over the past 20 years Mountain Helicopters has employed many low hour helicopter pilots. Many have gone on to large companies in NZ or overseas and a few have started their own successful companies. The qualities we look for are a genuine enthusiasm for rotary aviation, personal discipline and a healthy work ethic. It goes without saying we look for a dedicated personable individual and a sense of humour whilst not a prerequisite is a useful attribute in a challenging industry such as ours."

### Tim Barrow; Volcanic Air Safaris

"The attributes I look for in a pilot are someone with a strong work ethic who is a good team player. Young pilots wanting a break in the industry should have a picture of where they want to end up and a plan as to how they are going to get there. If they are honest about their end goals then companies such as ours can play a pivotal role in helping them achieve those goals. Also key is a great personality; without question you can teach someone to fly but you can't always teach them how to act and great client interaction is essential!"

To reiterate Dave's comments on sending CVs: If you really want a job with a company you need to show them how keen you are. Go and visit them with your CV. If they don't have a position at the time but want to keep in touch with you into the future, go and visit them again next time you are passing. Sitting in your lounge and sending CVs off to operators is not likely going to get you a job.

Since student funded training has become harder to get there have been less helicopter pilots being trained per year in New Zealand. This should start opening more opportunities for newer pilots to be trained up by local companies. In the past three years our own students have all gone into work within New Zealand whereas prior to this it was predominantly Australia. Australian operators are also still employing low hour / newly qualified pilots that have been trained in New Zealand as NZ students finish a licence with more hours than those with a standard Australian CPL.

The number of helicopter training schools in New Zealand has reduced and this means there are less low hour instructors coming through. This is a huge advantage to students training at the current time as most helicopter training schools in New Zealand now have much more experienced instructors on offer. These schools also generally have a commercial element to them so students can be exposed to real operations throughout their training and will learn additional skills to help them in the future.

Doing the right thing for your career isn't rocket science and from the comments above it is obvious that a good attitude, personality and work ethic are worth as much as, if not more than what your logbook has in it or what you think you can do in the air.

In summary, my advice to newly qualified helicopter pilots is to try and get involved with an operator, knuckle down and work hard, and to keep a positive attitude. Don't get involved with politics and keep an open mind for your future. If you work hard and keep positive there is no reason why you won't be able to enjoy a successful career and achieve the goals you set for yourself.

### For more information

Toby can be contacted on 03 541 9530, email: toby@helicoptersnelson.co.nz or see overleaf for more information.



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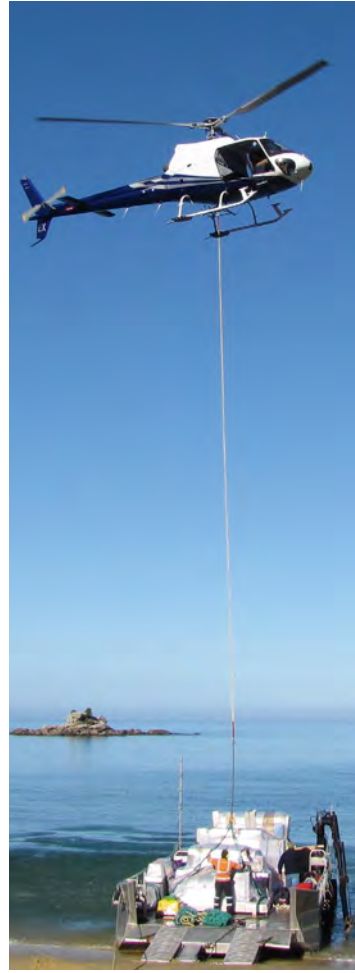
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# Operational experience and a Pilot Licence from Reid Helicopters in Nelson

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,

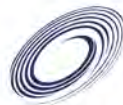
remote area work, and more.

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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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](http://www.helicoptersnelson.co.nz)

# Specialist MEIFR, RNAV and RNP Training available from RidgeAir in Blenheim

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 seven 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. Full MEIFR training is available including NDB, VOR, ILS, and RNAV applications. RidgeAir's RNP certified Seneca has recently received an all-glass cockpit upgrade and now features Garmin G500, GTN650 and GNS530.

The 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 more than 50 students over the past seven years, many of whom are now working full time as airline pilots or flying IFR charter operations. These include flight crew now working for Air New Zealand, Virgin, Air Asia India, Air Chathams, Air Rarotonga, Air 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.



RidgeAir's Cessna 402C is used for training and charter duties.



RidgeAir's Piper Seneca panel with Garmin suite newly installed by Avcraft Engineering at Feilding. Ross says he was delighted with their work: "Avcraft were on time, on budget, kept me informed throughout, and of course are a Garmin authorised dealer and service centre. Anyone wanting to upgrade should talk to Jake and Matt at Avcraft. I can't recommend them highly enough."

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# Heliflite Charter and Training at Ardmore

To become great at anything you need to know your equipment inside and out. Based in Auckland at Ardmore Airport, Heliflite not only operates helicopters, but also repairs, builds, and maintains them. We are a one stop shop for everything rotary, and offer a full range of helicopter services including maintenance, training and commercial ops. All of our operations are certificated by NZCAA 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 with us 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 on Bell 206 turbine machines.

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

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

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

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

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

If you are interested in what it takes to learn to fly helicopters, come along and try one of our 30 minute introduction flights 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.

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



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# Air Hawke's Bay Students are being provided with Career Pathway Opportunities with Employers

**Recent** developments have seen Air HB formalise arrangements with major GA employers to give students 'real time operational experience' during their training and identify possible employment opportunities after graduating.

A significant decrease of fixed-wing CPL issues and instrument ratings over the last three years (CAA stats), coupled with an increased demand for commercial pilots worldwide, is presenting a significant supply/demand challenge for the industry.

In response, Air HB is formalising career pathway opportunities as an 'added value' feature of its proven internship programme which is offered to students within the two-year NZ Diploma in Aviation course.

Over the past ten years, Air HB is proud to have seen 90% of its graduates gain employment in the aviation industry. With these recent 'real-time operational experience' initiatives, the company expects this percentage to increase.

It is acknowledged within the industry that the biggest hurdle for any student after completing training is finding their first job. Once past that major obstacle, other job opportunities and advancement become available.

To become a qualified commercial pilot requires a significant investment of time and money and the return does not eventuate until they find meaningful employment. So it is advisable for new trainees to understand the career pathway opportunities

and challenges before committing to such a large investment. (Compounding the problem, the industry has been fragmented in co-ordinating such pathways and greater collaboration between training providers and employers would be beneficial to new entrants.)

Before becoming a professional aviator, identifying employment prospects and understanding career pathways are key elements of this commitment.

In the past, many students have lacked an understanding of how and where they are going to get their first job as a commercial pilot or instructor.

Air HB's internship programme for NZ Diploma in Aviation Students, which has been operating since 2001, has been instrumental in graduates being successful in finding jobs after their training. The internship programme becomes available in the second year of the NZ Diploma in Aviation course. It requires students to complete an Instructor Rating at the beginning of their second year. This allows them to conduct instruction services and at the same time continue completing the diploma qualification. With the combination of diploma course hours and instruction hours, students can log up to 500 hours over the two-year programme.

To view these new 'real-time operational experience' initiatives, visit the Air HB home page at [www.airhb.co.nz](http://www.airhb.co.nz)

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**[www.airhb.co.nz](http://www.airhb.co.nz)**



Diamond DA42 - The latest addition to the Air Hawke's Bay training fleet

**Ask about our Internship Programme where Instructor-rated Diploma Graduates are achieving up to 500 hours only two years after enrolling.**



# Would you like to Live the Dream ?

"If you love your job, you never 'work' a day in your life". Have you ever wondered what it feels like to Live that Dream?

If you could imagine your dream job, what would it be? Would it be out and about, involving travel around our beautiful country? Would you describe it as challenging, but insanely exciting? Varied, with a different scene every day? Would you be helping people, whether it's saving lives, or helping them achieve their goals?

Many people think a career as a helicopter pilot is something that's out of reach - too hard to get into, not a 'realistic' goal. And for those who just want to take their family away on an aerial holiday, or maybe use a helicopter to help them get around, getting a licence can be a daunting prospect.

If the cost has stopped you from getting your helicopter licence, then we may be able to help with that...

Garden City Helicopters has been providing the Westpac Rescue Helicopter service for the Canterbury/West Coast region for the last 30+ years. We also provide the Nelson Marlborough Rescue Helicopter service. The majority of our Rescue helicopter pilots have Instructor ratings, so they pass that experience on to our students. You are in the best hands.

As part of our Civil Aviation Authority Part

141 Certification, we are authorised to provide Private and Commercial Licence training, as well as advanced training, including aircraft type ratings (R22, R44, EC120, EC130, BK117), Night Vision Goggle (NVG) ratings, Helicopter Underwater Escape Training (HUET), and more.

GCH Aviation's purpose built facility, adjacent to Christchurch International Airport, brings together all aspects of our operation. This allows our students to benefit from being surrounded by staff with extensive experience from different parts of the company - Garden City Helicopters Air Rescue, Commercial (lifting, powerline inspection, sluicing, firefighting, air charter flights and scenic tours), as well as our Flying Doctor service and fixed wing AirExec service. Our students have the opportunity to get involved in our operations, for amazing on-the-job experience. We also have our own team of aircraft engineers, giving students excellent exposure to the technical elements of aircraft maintenance.

Garden City Helicopters are the only helicopter company to hold the prestigious New Zealand Helicopter Association Diamond Safety Award. We are a family owned and operated business that adheres to and promotes the highest industry safety standards.

Our company, and therefore our students, benefit from the knowledge and wisdom of our Chief pilot Neil Scott, an A & E Cat Instructor and Flight Examiner, who with over 50 years flying experience is highly respected, and regarded as a leader in the industry. Neil is a recipient of the Aviation Industry Association's Lifetime Achievement Award, for his service to the industry.

Whether you want to take passengers for the trip of a lifetime on a Private Licence, or you want to get into that dream career, come and talk to us. We'll show you what we have to offer! We're now able to offer a private Flight Loan to suitable applicants. So if lack of funds has put you off in the past, ask us about our Flight Loans. Come and visit for a tour of our brand new facility, and have a look around our operation. Even if you're just wanting to chat about the training process, and how we can make it fit your needs - do give us a call or send an email. Let us help you Live the Dream!

"I think the most important thing is to be your own inspiration. People wait for something else or someone else to inspire them to take that first step. I am my own inspiration. I did it. I am my own hero. Once you become your own inspiration, it comes from within you." - Noel Ofa.

## Live the dream Learn to fly HELICOPTERS

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GCH Aviation have been operators of the Westpac Rescue Helicopter and associated air ambulance services for over two decades.

**Most of our rescue pilots are instructors.**

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\*conditions apply

All flight training operations are carried out by Garden City Helicopters, a member of GCH Aviation companies and a fully certified helicopter training provider under CAA rules Part 141.



# Study Support from Waypoints Aviation

## Pilot Books - Ground Courses - Mock Exams - iBooks

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

Resources offered by Waypoints include the PilotBooks series of flight and ground training textbooks, Apple eBooks, online Mock (practice) Exams, Ground Courses, and an iPhone flashcard App. 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, 8 and 11 can be purchased through the Apple iBookstore. See [www.waypoints.co.nz](http://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 textbooks, 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.]

### 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, Nav and for Poff, for BTK, and for five of the seven ATPL(A) subjects. More mock exam question banks are under development, with priority going on the CPL(A) and 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.

### 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.

### 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



A screenshot of the Waypoints iBooks page

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](http://www.waypoints.co.nz) where there's also a lot of free material (pilot notes and articles) available to download.**

A promotional banner for Waypoints Aviation. At the top is the logo 'Waypoints AVIATION' with a stylized sun icon. Below the logo, the text reads 'Pilot Books - Ground Courses Mock Exams - iBooks'. The banner features several book covers from the PilotBooks series, including 'PPL(CPL) Air Law', 'CPL Principles of Flight and Performance', and 'The Instrument Rating Manual'. Below the books is a photograph of a classroom setting with students at desks. At the bottom left, there is an 'Apple Get it on iBooks' logo. To the right of this is a 'Mock Exams' logo. At the bottom, the text says 'See our website for full information [www.waypoints.co.nz](http://www.waypoints.co.nz)'.



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**Christchurch** Helicopters is based at the Christchurch International Airport Helicentre. Originally set up in 2001, the company grew to become one of New Zealand's largest helicopter flight training schools. Over the years we have trained many students, contributing to a large number of professional helicopter pilots flying in NZ today, with many others flying in places such as Canada, USA, Australia, Asia, PNG and even Antarctica.

Christchurch Helicopters is certificated by NZCAA under Part 135 (Commercial Air Transport Operations), Part 137 (Agricultural Operations) and Part 141 (Check & Training). We are also accredited by the New Zealand Qualifications Authority (NZQA), as a Private Training Establishment approved to deliver the Level 5 NZ Diploma in Aviation and approved for student funding by the Tertiary Education Commission (TEC) which allows a limited number of students to access student loan funding and allowances for the Diploma Programme.

When you commit to this qualification with Christchurch Helicopters, we work with you on a Career Pathway Plan with your goals in sight.

Our philosophy has always been to provide quality flight training to the highest level, in a safe and welcoming environment, and to exceed our client's expectations.

At Christchurch Helicopters, we will go the extra mile to support your career path. Yes, you will obtain a licence, but on leaving, you will have experienced much more and expanded your knowledge beyond just meeting the minimum standards set by CAA. We will arm you with the necessary skills to make you employable.

**Commercial exposure including 'Ag'**

As we run a busy commercial operation alongside our training division, there will be opportunities for you to observe and be involved in activities outside your 'normal' training such as on lifting jobs, frost protection and other commercial operations. Very few training schools in NZ can provide the kind of exposure to the 'Real World' of helicopter pilots that we are able to. We are also the only major flight training school in New Zealand that has an agricultural division with an E- Category instructor on staff. This provides further opportunities for students to experience the 'Ag' industry and particularly so for students who aspire towards a career in this sector.

Initially a ground based position is the most likely role a new pilot will attain with an aviation company. The additional knowledge and ground skills taught within our Diploma programme will allow the student to be well placed to secure this position ahead of other candidates.

So, it all starts here. When you commit to this training, and challenge yourself to achieve a career unlike any other, you will not regret the time and effort that is required. We will do everything we can to help you achieve your dream.

Applications for our next Diploma intake are welcome at any time. Student loan funded places are limited however, so do contact us as soon as possible.

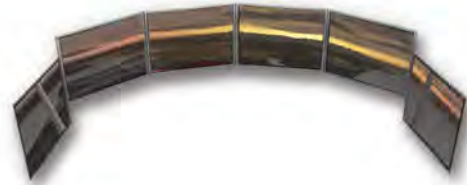
Find out more by calling us on 0800-FLYHELI or 03 359 0470 or email: [info@chchheli.nz](mailto:info@chchheli.nz)



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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. Offering the lowest fees in NZ to gain your commercial pilots licence through the Student loan funded Diploma in Aviation, it has never been easier or more affordable to follow your dream.

The company has an enviable safety track record of training ab-initio through to instructor pilots. NSHT ex-students can be 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. NSHT has also expanded this year and now offer successful graduates the opportunity to start their commercial career flying under their own charter brand - Orbit Helicopters. The fully operational charter company aims to showcase the very best of NZ, whether it's a scenic flight or taking guests on an adventure, or flying a VIP to their luxury retreat.

Based at North Shore Airport, 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. CEO 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.

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 to fly their friends or join in the annual 5-7 day adventure packed heli-safari trips around our stunning country - so there really is something for everyone to scratch their aviation itch.

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



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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.**

*"In today's aviation world we need to produce graduates who are well-skilled and have a disposition to succeed in team flying environments. Everything we do is focused on student achievement and your ability to succeed in your career as a pilot."*

Phillip Bedford, CEO.

NZICPA is certificated to CAR Parts 141, 119/135, and registered with NZQA.



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# 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 38 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, and GPS training. 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 4433537, email: [admin@shorelinehelicopters.co.nz](mailto:admin@shorelinehelicopters.co.nz) or visit [www.shorelinehelicopters.co.nz](http://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 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: [admin@shorelinehelicopters.co.nz](mailto:admin@shorelinehelicopters.co.nz)

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# A SKY HIGH CAREER STARTS HERE

ARE YOU OR DO YOU KNOW SOMEONE AT SECONDARY SCHOOL WHO DREAMS OF BECOMING A PILOT?

## 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)
- ✓ visited workplaces in the aviation sector that are hard to get access to
- ✓ achieved up to 18 credits at Level 2 and 1 credit at Level 1
- ✓ useful knowledge of the aviation sector.

## GET YOUR GATEWAY BOARDING PASS!

If you think flying and aviation is in your DNA, and you can answer 'yes' to this checklist, then you really should apply through your school's Gateway Coordinator.



A Year 12 or Year 13 student



Minimum of Level 1 English and maths



Genuine motivation to train or succeed



## TALK TO US

For more information, plus a current list of participating aero clubs, please contact our team at ServiceIQ. 0800 863 693 or [schools@ServiceIQ.org.nz](mailto:schools@ServiceIQ.org.nz) [www.ServiceIQ.org.nz](http://www.ServiceIQ.org.nz)



# 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, 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](mailto:schools@ServiceIQ.org.nz)

# If you want to be a Helicopter Pilot HeliSolutions can get your Career underway

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

Do you want to become a Helicopter Pilot ... are you up for it?

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.

## Contact HeliSolutions

HeliSolutions is located at Palmerston North Airport. Palmerston North is a renowned student city, a low cost and fun place to live and train. Call us on 06 356 3230 or email: [info@helisolutions.co.nz](mailto:info@helisolutions.co.nz). Follow us on [www.facebook.com/Helisolutions](http://www.facebook.com/Helisolutions) or visit [www.helisolutions.co.nz](http://www.helisolutions.co.nz)



Winter is a perfect time for acquiring a night rating, and testing the operation of the cabin heater.

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**...are you up for it!?**



# If you want to be a Heli-Ag Pilot

A lot of people drawn towards ag flying were probably attracted to the idea before they even started flying, likely since the first time they watched topdressing in action and thought "I want to do that". Just like for the airline industry, a wise student with their eye on an ag career will follow a particular training path in preference to a generic one. But what is that training path that offers the best chance of success? Or what if, CPL already in hand, the new and already debt laden commercial pilot decides to then pursue an ag rating and subsequent employment? With these questions in mind, KiwiFlyer spoke to Mark Williams, owner of Lakeview Helicopters. Mark runs a highly professional operation out of Taupo and with more than 20 years' experience including new pilot training and nurturing behind him, his opinions are well worth sharing.

*We want to talk about ag flying career paths and how a young pilot might best position themselves for success, but a good place to start is probably by identifying what a strong CV of an experienced pilot might look like. As an employer and assuming you had a vacancy available for an already capable and professional ag pilot, what sort of person might fit the bill?*

Purely from an experience point of view, and there's a lot more to it than that, a pilot would need 1000 hours if we were putting them in a turbine machine - a) to be insurable at all, and b) to keep the insurance rate tolerable. Insurance companies are wary of young or inexperienced ag pilots and will at the least apply very high policy excesses, perhaps 20% which you end up needing to insure separately.

As well, I'd look for ag experience flying a 300 or R44, as they both operate up against power limits and good skills will have been learned flying in that environment.

As much as anything though, I'd want to see a great attitude to work, with excellent presentation and people skills. I'd look at what they have done in their career to date, who they have worked for and what sort of experience and mentorship they have received.

*However, everyone has to start somewhere. What are the minimum requirements of an ag rating and how do those first 1000 hours get achieved?*

Minimum requirements are all summarised in Rule Part 61.701. There is a minimum requirement to commence ag training which is a PPL with 200 hours total time including 100 hours PIC. Once that is achieved, the minimums for a Grade 2 Ag Rating are essentially; a pilot chemical rating, completion of (minimum 76 hours) ag flight training, a rating in at least one of aerial topdressing, aerial spraying, or aerial VTA, and demonstration of competency in ag operations to a suitably qualified flight examiner.

*It's possible to acquire an ag rating from a training provider in much the same manner as acquiring a CPL. But it's also possible to learn the ropes and become qualified largely on the job with somebody such as yourself. How do the methods compare in terms of timeframe, cost, and outcomes?*

Both approaches work, but with different timeframes and costs. Someone who trains on the job with us will take longer and likely continue to work with us once rated, but there are definitely also jobs out there for those with a freshly minted ag rating from a training provider. When there is a shortage of pilots, operators do ask around if anybody knows someone who is good and 'needs a go'. If a student goes down that track though, they really have to stay connected to the industry until their number comes up. They need to make themselves known but also be prepared to knuckle down and ground crew for two or three years if necessary while they wait for an opportunity.

Regarding the on-the-job option, I've taken on numerous students over the years who I'm sure have benefitted from the additional experience this approach can offer. I do it because I like to be able to help people. I recall doing my own Jet Ranger rating with Dennis Hartley years ago and being fortunate to spend a week staying with him and absorbing the wisdom of his vast



## It's all about coming home safely every day.

experience in Ohope. Dennis said "I'll teach you some things if you promise to go out and pass the knowledge on."

On the job training is good because every day will be different. And you won't be spraying water, but real chemicals with the associated risks and costs. Students learn a lot about GPS management and a good student will also absorb a lot about what is being achieved by the business and how, including the infrastructure involved to do the job properly [trucks, equipment, maintenance, people, structure, etc.]. If they understand that, they won't end up with the false impression that they can go out and buy an R44, then charge half the going rate and still be in business in two years' time.

Most importantly I hope to be able to ingrain some professionalism. They should learn to enjoy simply flying the helicopter well. The job is not to beat up your mates on the way home, but to come home safely every day.

Training on the job puts instructor and student in the cockpit together for probably 12 months. It's a golden opportunity to watch, talk and learn. You become very close to the trainee, and lifetime friendships easily result.

There's no question that training on the job, in whatever circumstances apply on the day, is intense for a young pilot. When flying an ag job you can't ever afford to lose concentration, so a trainee will often be exhausted from just half hour of stick time in the morning and another half hour in evening. Most would say the real-life experience is worth the extra time spent though, and the rating will come once the instructor feels they are safe and that they won't go out and hurt themselves – not to mention the aircraft.

*Considering the operational efficiency you must lose having a beginner on the controls, you're really making quite a commitment to that person to take them on in the first place – not to mention you're selecting a workmate for the next 12 months as well. Are your expectations always met?*

Yes it is a big commitment but I enjoy giving something back. Not every relationship has gone perfectly but the ones that have, far outweigh the ones that haven't. And you can't let the occasional disappointment put you off the next opportunity.

*If taking on a trainee, you would surely look to offset the cost and operational inefficiencies involved by way of fees or a loyalty bond. How is that managed? What should a trainee expect to get and what should they expect to give in return?*

It surely does cost. Jobs can get stuffed up and productivity gets lost. Most students really have no idea of the cost incurred. There is a lot of lost efficiency in ground running, GPS training, slower and less accurate flying by the student, occasional errors, etc. Bringing somebody into the game literally costs a fortune. A rating can be had in 80-100 hours of training but typical students will take 300-500 hours to become good. It often depends on what earlier exposure to the industry they may have had.

Trainees do need to recognise that they need to pay or contribute in kind for their training, and as much as it is great being able to give somebody the skills, there has to be some certainty from my point of view that they won't just accept the rating and then bugger off.

Traditionally I might have shaken hands and that was the deal, but it hasn't always worked out. I moved onto having a written understanding which actually hasn't always worked out either. In fact if you think about it too hard you despair at the loyalty of the younger generation. Nowadays I have to agree on a price for training and issue invoices, but I offer an agreement that the invoices are effectively paid by longevity of subsequent service on a pro-rata basis under an agreed time frame - which could be in the order of 5 years.

*Most aspiring ag pilots probably imagine themselves on a big salary flying turbine machines the day after their licence is printed. What is a realistic expectation for a newly minted ag pilot to have, and over what time period?*

I mentioned the insurance requirements earlier. I'd want to see 3 years and 1000 hours experience in something like an R44. If they've been doing a good job and making that work, then a turbine seat would follow.

There are good opportunities for young pilots with the right attitude and training and the rewards are there. A starting salary for somebody migrating from ground crew to piloting could be circa \$50k. At the other end of the skills ladder, a pro could be earning \$130k plus, but only if they operate efficiently, represent the company well, don't damage aircraft and don't get chemicals in the wrong place.

*To return to the idea that a lot of ag pilots likely decided it was what they wanted to do before even commencing ab-initio training, it makes sense that they would tailor their training towards that goal right from the beginning. What are some of the better options they could pursue? When and how should they try to get involved in the industry?*

I'm willing to accept candidates with a fresh CPL and minimum PIC time, but it depends entirely on if I like the person and what their background is, and whether their work and training history indicates the right sort of attitude and work ethic. I can tell a lot just by looking at and in the car they drive up in. I can also tell a lot by looking at what they've done since leaving school. Have they worked hard and how much have they paid their own way?

That said, the best way to get a start ag flying is to come and be ground crew and prove yourself. That's not working for free either. Ground crew get paid well if they work hard.

If someone wants to set themselves up for career then the first thing to do is pass the medical, then get a CPL and get known. I receive a CV nearly every week and I reply to them all, but the memorable candidates are the guys that turn up personally, are well presented, introduce themselves and leave their CV behind.

A final thing I'd suggest is that anyone looking for their first commercial flying job should try to gain a position working for a medium sized operator – such that they will then be around experienced pilots and can continue to learn from them without taking personal risks on the job. For example if a young pilot working for me got to a farm and it was a bit windy or they were worried about wires everywhere and feeling inexperienced, then I could easily go and fly the job with them dual. They would learn from the experience, improve their confidence, and most importantly not be feeling that they were forced to fly or operate under pressure. It is all about coming home safely every day.

*Thanks Mark. There's plenty of wisdom in those words.*

Contact Mark Williams' on 07 378 3113 or 027 443 2766, email: [info@lvheli.co.nz](mailto:info@lvheli.co.nz) or visit [www.lakeviewhelicopters.co.nz](http://www.lakeviewhelicopters.co.nz)



# Start an aviation career with Gliding

Available to youth of less than 19 years age, the mission of Youth Glide New Zealand is to use the sport of gliding to inspire and develop young peoples' imagination, character and self-determination with the excitement and possibilities of flight as a lifelong adventure sport or a fulfilling aviation related career prospect.

One of the aims of our organisation is to introduce young people to a possible career in:

- Aeronautical / Mechanical Engineering
- Aircraft / Engine Design
- Air Traffic Control
- Airline Piloting
- Adventure Aviation
- Glider Piloting and Engineering

## Learning to Glide

We have many young pilots who have actually held their Glider Pilot Licence (GPL) before their car licence. They will have had lots of practice flying with highly qualified instructors who have assessed their flying skills, judgement, decision making skills, physical fitness and strength for performing all manipulative flying tasks, and overall maturity and attitudes that confirm they are safe to fly solo. The knowledge and skills gained while learning to fly gliders can be translated into NZQA Unit Standards for NCEA.

Once flying alone, the pilot is supervised and guided so as to make progress in a safe, structured way. Many of today's finest glider pilots started gliding at a very young age. The younger you start, within reason, the faster you learn and will have the highest likelihood of becoming a pilot able to fly further and faster and even win racing competitions. You could become a member of the New Zealand Team squad flying for your country, or perhaps, a future champion of the world.

New Zealander John Coutts started gliding at 16 and was World Champion 10 years later. Terry Delore from Christchurch started gliding at 14 and now holds numerous world records for speed and distance and was the personal glider pilot to acclaimed adventurer and record setter, Steve Fossett.

Alex McCaw and Nick Oakley soloed at 14, and now, in their early twenties compete internationally. Alex is also a gliding instructor, giving something back to his sport. Abbey Delore and

Enya McPherson, also in their early twenties, broke a NZ women's gliding speed record for a 100km course. Many Youth Glide alumni have moved into aviation related careers.

## Youth Glide at Club Level

Youth Glide operations are incorporated within the parent organisation of the local gliding club or Soaring Centre. They are subject to club rules and regulations, and as members are entitled to free instructional training in gliders with trained instructors. Various clubs have their own arrangements, but all make at least one two-seater training glider available to Youth Glide members at no or reduced rates, and often have reduced rates for towing. Gliding New Zealand waives affiliation fees to the national body and pays the subscription of SoaringNZ, the national magazine.

Members are expected to 'do their bit' on the airfield, taking their turn at duty pilot, running wings, preparing aircraft and putting them away, and other tasks. There is a lot of co-operation involved in running a gliding club.

A benefit of belonging to Youth Glide, over and above belonging to the club, is the camaraderie of sharing experiences with other young pilots. Youth Glide ensures flights with 'youth compatible' instructors and extra assistance targeted specifically at young people.

Youth Glide groups are expected to have their own committee, made up of youth members who run their operations alongside the gliding club. They may fundraise to assist in the costs of their flying and organise social and other events. Many Youth Glide members enjoy skiing, waterskiing and other activities with each other when they are not gliding. Members may also take an active role on the National Youth Glide Committee, being mentored by older committee members and learning valuable life skills.

The Youth Glide programme includes:

- Air Experience
- Training to Solo and Post Solo consolidation
- NCEA credits
- FAI Task flying
- Gliding Instructor Ratings
- Youth Soaring Development Camps during school holidays

For more information see [youthglide.org.nz](http://youthglide.org.nz)



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# 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.

## Why train with us

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, photography, frost protection, passenger transfers, 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, and for tailoring training programmes to suit individual needs. Our experienced team (which includes A-Cat and B-Cat Instructors) takes a personal approach to student training offering one-on-one tuition. Frank Parker, who owns and manages the company, has been involved in the industry for over 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.

## Courses Offered

Ardmore Helicopters has been training top quality pilots for over 20 years and 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.

We train in S300CBi helicopters which are well renowned for their safety record.

## Why train at Ardmore

Ardmore Helicopters is based at Ardmore Airfield, South Auckland. Being based at New Zealand’s busiest aerodrome gives our students the best situational awareness training possible. In addition, as we are just five minutes from Auckland Airport and the Hunua Ranges, so our students benefit from regular training in a variety of controlled and uncontrolled airspace, as well as mountainous terrain.

Ardmore Helicopters has built a reputation for training pilots to a high standard and for maximising the employment prospects of our students. This reputation 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. If you would like to talk to graduates of Ardmore Helicopters who are now flying professionally, we are very happy to put you in touch with them.

If you have ever wondered about becoming a helicopter pilot then try an Introductory Flight Lesson. This is where you’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.

## For more information

If you think helicopter flying is for you, come out to our base at Ardmore Airfield for a coffee and chat. Phone us on 0508 CHOPPER for more information about how we can help start your flying career, or visit our new website at [www.chopper.co.nz](http://www.chopper.co.nz)

We look forward to meeting you.



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# Expand Your Horizon - Fly a Gyro

If you want to acquire the most 'fun aviation licence' available, or seek a cost-effective introduction into the special joys of rotary wing aviation, or if you already fly other types of aircraft and want to extend your skills or expand your horizon (warning: it's addictive) then come and fly with Gyrate at Tauranga.

Gyrocopters (or gyros, gyroplanes or autogyros – you choose) are the fastest expanding sector of light aviation. European manufacturers such as Magni in Italy and Auto-Gyro in Germany are producing more than 500 new aircraft every year which take to the skies in countries all over the world. The performance, safety



Bruce Anderson in his Italian built Magni M24 Orion.

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

Gyrate was formed in 2006 when Tony and Sue Unwin set up a gyro training school at Tauranga Airport. Many dozens of new gyros have since been added to those already on the NZ register, often imported by students of Gyrate who found and continue to enjoy the 'freedom of the sky' that gyro flying provides.

Students at Gyrate 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 Gyrate's Tauranga base, it is easy to build confidence and develop students' abilities to handle the wide variety of situations encountered as a general aviation pilot in New Zealand.

Gyrate provides a one stop shop for everything to do with gyros. Introductory and dual training is undertaken on school aircraft and solo flying can then be undertaken in a student's own or syndicated machine.

In 2017 Gyrate was taken over by Bruce Anderson (coincidentally President of the NZ Autogyro Association) and Elton Haakma with the intent to build and extend the business. Bruce summarises their motivation in one sentence; "This is a fantastic sector of the aviation community to be involved in and it really deserves a professional and specialist approach to training and up-skilling."

Elton is CFI at Gyrate. With commercial experience in both fixed wing and helicopter flying, he is undoubtedly New Zealand's most experienced gyro instructor. Elton's 2000+ logbook hours include more than 20 ratings and 900 hours of gyro time. It's fair to say he is 'sold' on the gyro as a great flying training aircraft.

Elton's experience enables him to also introduce current gyro pilots to 'advanced training' where skills and confidence can be developed in situations beyond the basic syllabus. "My goals," says Elton, "are to provide quality structured flight training and to instil safe operating practices in all gyrocopter pilots."

Bruce and Elton encourage cross-country and short strip training, and with plans afoot to develop an airshow demonstration flying team, they are looking forward to fostering more gyro interest, education and activity. Mountain flying is currently being added to the Gyrate training syllabus.

One critical area of training is 'rotor management'. In Bruce and Elton's view, it's an area that has caught out too many pilots (fortunately the related mishap is usually ground based and injury free, just expensive). A more stringent rotor management workshop is planned as an integral part of their training program, and will become mandatory before solo sign-off.

Bruce and Elton look forward to introducing new people to the world of gyrocopters via trial flights, training students through to their own full licence, helping flyers into aircraft ownership, and arranging flying activities to sharpen up pilot skills. Contact them on 0800 FLY A GYRO or fly@gyrate.nz. More information is available at [www.gyrate.nz](http://www.gyrate.nz)

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