

## Introducing this Guide

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

Budding airline pilots must read the article "Your Path to an Airline Cockpit" by Mark Woodhouse and anyone heading into the mountains for some recreational flying should read the "10 tips for safe Mountain Flying" article that Ruth Presland and Wayne Allanson contributed.

More than 1000 copies of this issue of the magazine are being sent to Careers Officers at every Secondary School in New Zealand and students interested in aviation will find plenty of options to consider from the information within. Training is no longer limited to just practical and theory tuition either. Academic opportunities abound for University degrees in aviation disciplines that can extend all the way to Doctorate level research. We have profiles on some of this research within the Guide.

There is also much included for existing pilots to consider in terms of getting current for summer or refreshing and extending skills to a higher level.

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

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

Our industry is a close one and word of mouth is a frequent and trusted form of recommendation. Even if additional or currency training is not immediately for you; if someone asks for your advice on matters of training, please refer them to this Guide and support those organisations who have taken the time and effort to become involved with it. The Guide is also available (along with all other KiwiFlyer content and back issues) for download from our website [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)



### Auckland Aero Club

**PROFESSIONAL** Personalised Flight Training is delivered by a team of highly experienced instructors at the New College of Aviation (training division of Auckland Aero Club). It is this professional personalised approach which sees many students choose us as their preferred flight training provider. Our team consists of four full time Category B instructors with assistance from two Category A instructors as required.

The Auckland Aero Club was founded in 1928 and has a history that no other training facility can ever emulate with an unsurpassable training record that spans more than 80 years. Auckland Aero Club has in fact trained more airline pilots flying in New Zealand and overseas than any other training organisation in New Zealand. This track record is testimony to the commitment and reputation of providing quality individualised training to pilots. Many of those pilots are still current members at the club and assist with ensuring that only the very highest of standards are met to conform to what the airlines are seeking today.

New Zealand College of Aviation offers full time PPL, CPL, MEIR and Category C instructor rating courses for highly motivated individuals. Training programmes are tailored for individual requirements ensuring that all minimum requirements are met and usually well in excess of what is required to ensure that students are well prepared for theory examinations and flight tests. Classes are kept at a minimum size to ensure individualised tuition which many students appreciate. At the Auckland Aero Club you are not just a 'number' as many students often feel at larger training organisations.

As well as providing professional flight training we cater for pilots who wish to obtain aerobatic ratings, formation ratings and tail wheel ratings. Pilots seeking an aerobatic rating should look no further than the Auckland Aero Club. Our pilots are some of the most experienced in the country - many of whom have flown in the Air Force and are national champions. Competition flying is a strong facet of the aero club which helps increase pilot skill in a fun competitive environment where a great deal of comradeship is most certainly evident.

We warmly invite you to contact us and will be happy to discuss any questions or queries to begin your aviation journey.



**Professional Flight and Ground Training Available**

**Licences and Ground Courses: PPL and CPL**

**Instrument Ratings: Single and Multi**

**Instructor Ratings: C & B**

**Night Ratings - Tail Dragger Ratings**

**Aerobatics Ratings - Formation Flying**

500 Harvard Lane, Ardmore Airfield Ph 09 2998590 Fax 09 2998592  
Email: [flightdesk@aac.org.nz](mailto:flightdesk@aac.org.nz) Web: [www.aac.org.nz](http://www.aac.org.nz)



**WANAKA** Flight Training offers Experience, a Great Location, and a 100% Safety Record.

Our Chief Flying Instructor Peter Hendriks has 28 years experience in the aviation industry, with over 8000 hours in commercial operations and flight training. He is an A-Cat Flight Instructor and is a CAA approved Flight Examiner. Peter is experienced in over 35 different types of aircraft from vintage to turbine, helicopters and gliders. He has been involved in airshows, TV documentaries and the NZ Airgames. Peter takes real pride in seeing you achieve your goal in becoming a Pilot.

Our Flight Training School is located at Wanaka Airport in the South Island - a very unique place to learn to fly. Wanaka offers some of the most spectacular scenery in New Zealand with very stable weather conditions, ideal for training. Close to Queenstown, Milford Sound and Fiordland, the environment enables students to learn in a variety of conditions including valuable experience in mountainous terrain.

We are CAA approved under Rule Parts 141 and 135. We offer fully flexible flight training programmes that can be individually tailored

to meet each student's ability, availability and needs. We offer training for Private Pilots Licence, Commercial Pilots Licence, Flight Instructor Ratings, Mountain Flying Courses (Basic & Advanced), and Aerobatic Ratings. Our commercial training programme includes training for the tourism industry with specific emphasis on Milford Sound and Fiordland.

We operate both the Pitts Special and Tiger Moths commercially alongside Wanaka Flight Training. We also operate an Aerobatic School with courses ranging from basic to advanced aerobatic ratings. Our Instructor Ivan Krippner is one of NZ's aerobatic champions with over 20 years experience and takes great delight in passing on his skill and knowledge in this specialised training.

Wanaka Flight Training works closely with Mt Aspiring College and the ATTTO and offers full or part time courses to students.

Our fleet comprises of PA28, C172, C152 Aerobat, Pitts S2A, and DH82a Tiger Moths.

Contact us by phone 03 443 4043 or freephone 0508 4FLYING, email: [train@learntoflynz.com](mailto:train@learntoflynz.com) or visit [www.learntoflynz.com](http://www.learntoflynz.com)



### Nelson Aviation College

This professional flight school has been training aeroplane and helicopter pilots for the industry since 1976. They offer a high standard of theory and practical training which can be customised to suit your career pathway.

NAC will provide you with your basic training requirements right through to advanced multi-engine instrument rating training including GPS. Consistently high pass rates and a maximum instructor to student ratio of 1:4 ensures quality instruction throughout each phase of your training.

NAC is based at Motueka and Nelson Airports. Both bases are within easy reach of two international airports and mountainous terrain providing a diverse training environment. The Nelson region has some of the highest sunshine hours in New Zealand each year.

Student loan funding is available if you are either a NZ citizen or permanent resident and you enrol for a NMIT Diploma in Aviation.

We have three intakes each year - January, May and August.

**Contact us for an information pack:**

Phone: 03 528 8382  
Email: [enquiries@nelson-aviation.co.nz](mailto:enquiries@nelson-aviation.co.nz)  
[www.nelson-aviation.co.nz](http://www.nelson-aviation.co.nz)



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**nmit** AVIATION NETWORK

**Ardmore Flying School**  
www.ardmore.co.nz

**Location, Fleet and Training Facilities**

Our school is located at Ardmore Airport, South Auckland, which is the busiest airport in New Zealand and is in close proximity to Auckland International Airport.

Ardmore Airport also hosts a wide variety of operations including agricultural, warbirds, police, and non-scheduled charter operations.

Weather conditions at Ardmore rank among the best in New Zealand with only the very odd day where operations have to be canceled due to adverse weather. Although the Ardmore Airport and training areas are busy, there is ample low traffic and free local airspace for flight training exercises, plus numerous regional airports and local aerodromes for use in cross-country flying. The training area and surrounding districts also offer diverse topographic and climatic conditions, which again reinforce student aviator exposure to the real world and varied flight conditions.



The fleet includes 17 Cessna 172R and 2 Beechcraft Duchess (above).

**WHETHER YOU ARE** choosing aviation as a career or simply for the sheer thrill of flying, selecting the right school is vital to your success. Ardmore Flying School's large, modern fleet of fixed wing and helicopter aircraft includes 17 R model Cessna 172 aircraft. These new planes have been purchased over the last 9 years, direct from the Cessna Factory. Combined with our suite of Frasca flight simulators and a policy of one-on-one training, Ardmore Flying School becomes one of the few schools in the Pacific Rim that is able to offer personalised programs using new aircraft.

The majority of Ardmore Flying School's students are of New Zealand origin but there are also students from many countries around the world, which makes for an international environment at all times. Our instructors enjoy a rapport with all nationalities.

**Courses offered**

Ardmore Flying School is approved by NZQA, the MoE and the NZ CAA to offer professional pilot training programmes and diploma courses. In conjunction with the Nelson Marlborough Institute of Technology we are able to offer approved students a fully funded tertiary Diploma in Aviation. We offer complete courses for both the full time and part time student in the following categories: Private Pilots Licence, Commercial Pilots Licence, Instrument Rating and Multi Engine and Instructor Ratings.

Options include:

- An NZQA accredited Diploma in Aviation with endorsement for Flight Instruction.
- An NZQA accredited Diploma in Aviation with endorsement for Air Transport Operations.
- Airline ab-initio training.
- Private Pilot theory, 3 weeks full time.
- Commercial Pilot theory, 11 weeks full time.
- Instrument Flight Rules theory, 3 weeks full time.
- Instructor ratings for approved candidates.

Please note that we offer personalised flight training, so flight training time will vary depending on the requirements and competency of individual students.

Our fleet and training facilities consist of:

- Modern buildings, lecture and recreational facilities.
- Garmin 1000 avionic transition training.
- 17 new R model Cessna172R's (incl 5 aircraft equipped with Garmin 1000 glass cockpits).
- 2 Beechcraft Duchess with Garmin 430 GPS / Sandel HSI.
- 1 Frasca TruFlite twin engine aircraft simulator with 180 degree visuals.
- 1 Frasca G1000 glass cockpit simulator for a C172R.

**Future Employment Opportunities**

Like any career, passing the various Qualifications in the form of Licences, Ratings and Diplomas is only the beginning as all Commercial Airline Operators look for pilots with several hundred hours of experience, hence the need to find some form of employment in an organisation with high standards is imperative for gaining the experience and the required hours. Ardmore Flying School is such an environment and we are proud of the vitality and busyness of our School. To reinforce our standards we have a policy to only select future instructors from amongst our domestic students with NZ Citizenship or NZ Permanent Residence and who have completed their full professional flight-training syllabus within the School. Ardmore Flying School prides itself upon its excellent reputation for providing well trained Instructors and Pilots to the Airline and Industry.

Contact us on 09 298 5055 or visit [www.ardmore.co.nz](http://www.ardmore.co.nz)



**ARDMORE HELICOPTERS**

Ph/Fax: 09 298 1899  
or 0508 CHOPPER  
E: [info@chopper.co.nz](mailto:info@chopper.co.nz)  
[www.chopper.co.nz](http://www.chopper.co.nz)

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

**Ardmore Helicopters** is a private company based at Ardmore Airfield, Auckland. We are one of only a handful of training schools that have an Air Operators Certificate (CAR Part 135/119). This Certificate permits us to conduct Air Transport and Commercial Transport flights for "hire or reward". Our commercial

pilots regularly carry out scenic tours, banner towing, photography, frost protection, passenger transfers, heli-fishing and more. Only companies that have an Air Operators Certificate can conduct these flights, and it is the experience that our graduates obtain from these flights, which helps kick start their careers and separate them from "the rest".

Ardmore Helicopters is renowned for our relaxed and friendly atmosphere. Our experienced instructors take a personal approach to student training offering one-on-one tuition. Frank Parker, who owns and manages the company, has been involved in the industry for over 30 years and has an extensive background in the military and civil sectors. Frank holds an A-Category Instructor's Rating and a range of Civil Aviation Authority (CAA) flight testing privileges.

All training programmes are tailored to suit individual needs. Ardmore Helicopters is approved by the NZ CAA and NZQA to offer private and professional



pilot training. We offer a comprehensive range of training options from Private Pilot through to Commercial Pilot, as well as Basic Gas Turbine Ratings and Instructor Ratings. As we are NZQA approved, student loans may be available if certain criteria are met.

The company fleet includes a Schweizer 300CB, two Schweizer 300CBis, a Robinson 44 and Bell 206 Jet Ranger. Ardmore Helicopters has built a reputation for training pilots to a high

standard and for maximising the employment prospects of our students. This is particularly important in an industry where employment is very competitive and jobs are often obtained solely through reputation and word of mouth. Pilots trained by Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including tourism, agriculture, commercial, corporate and rescue work.

Prospective students sometimes like to talk to past students who are now flying professionally and Ardmore Helicopters are very happy to put you in touch with them.

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

If you think helicopter flying is for you then call in for a coffee and chat. We look forward to meeting you. Phone us on 0508 CHOPPER or visit [www.chopper.co.nz](http://www.chopper.co.nz)

**AVIATION TRAINING**

If you like people, engines and aircraft and you want to get your career in the aviation industry off the ground, NMIT is a great place to start.

With over 300 pilots training at 11 different locations around New Zealand, the NMIT Aviation Network is the country's largest pilot training provider.

In addition to flight training, NMIT delivers aircraft maintenance engineering training at RNZAF Base Woodbourne in Blenheim or online for those in the industry.

GET YOUR CAREER OFF TO A FLYING START WITH NMIT  
Visit [www.nmit.co.nz/aviation](http://www.nmit.co.nz/aviation) or call 0800 422 733 for more information.

**nmit** AVIATION NETWORK  
Nelson Marlborough Institute of Technology  
Te Whare Whānui o Te Tau Ihu o Te Waiata a Māui



## Aviation Research at Massey University School of Aviation

**THE SCHOOL** of Aviation at Massey University undertakes a significant amount of internationally recognised academic research. There are currently a number of students completing their Doctoral studies in aviation across a diverse range of areas that include business analysis, flight training devices, the effects of oxygen deprivation on cockpit crew performance, and more.

The school is staffed by aviation professionals who offer a broad spectrum of industry experience to students studying Aviation at Massey. The school is led by CEO Ashok Poduval, himself a good example of the type of experience and industry involvement that students can draw opportunity from. Ashok has more than 12000 hours of airline flying experience as a pilot and training captain on A320 and B737 aircraft. He has held senior management roles with Gulf Air and the International Air Transport Association and currently serves on the council of the NZ Aviation Industry Association as well as several NZ aviation safety and research advisory bodies.

### Academic staff and current research interests

Emeritus Professor **Alan Williams** is a Lecturer in Aviation Management. His career has included consultancy projects for a number of major organisations including the US Departments of Labour and Health, Education and Welfare. He has also been involved with assignments to a variety of international organisations including the OECD, UNDP, the World Bank, and IMF.

Dr **Ritchie de Montalk** is a Lecturer in Crew Resource Management as well as being the Chief Flight Examiner for the School of Aviation. Ritchie's background includes time spent as a RNZAF pilot, a top dressing pilot, Chief Pilot for Lesotho Airways Corporation in Africa, Manager Flight Operations for Aer Lingus, and Director Flight Operations for KLM. In 1985 he relocated to New Zealand to accept the role of an Airline Inspector and Flight Examiner with the Civil Aviation Division of the Ministry of Transport.

Ritchie joined Massey University School of Aviation in 1990, completing his Doctoral degree researching the competency differences between NZ flight school graduates and the types of skills and competencies believed to define a proficient air transport pilot.

Dr **Ross St George** lectures in Air Safety. Ross joined the School of Aviation on a part-time basis in 2010. An active private

pilot, he has enjoyed a varied career spanning academic research, teaching and hands-on aviation industry work, including his role as a Safety Advisor with NZCAA. Ross trained in air accident investigation at the Cranfield College of Aeronautics in Britain and is currently available to supervise students wishing to undertake

special topics, research projects, Masters and Doctoral level study.

Dr **Andrew Gilbey** lectures in a variety of aviation areas. His experience includes six years as an avionics technician in the British army working with Scout, Gazelle, and Lynx helicopters. Andrew says he has long been fascinated by aircraft and people's behaviour and invites students interested in post graduate study involving psychology and aviation to discuss potential research topics with him. Andrew is currently researching the effect reducing oxygen has on the ability of pilots to perform normal aviation tasks. He has also conducted several studies about risk perception and getting lost whilst flying.

**John Murrie** also lectures in a variety of aviation areas including Meteorology and Aviation Systems Management. He holds a CPL and is working towards his PhD which has a particular focus towards employer attitudes to employment relations.

**Savern Reweti** lectures in Aviation Studies and Aeroscience. Prior to joining the School of Aviation, Savern served for 27 years in the RNZAF as an Education Officer and Computer Support Officer. He is currently completing his PhD which is based on an investigation into the training effectiveness of low cost PC based aviation training devices. He has developed a Diamond DA 40 Motion Simulator prototype which has been designed to assist with training and research, as well as exploring the commercial potential of a custom made simulator that specifically suits NZ flying training conditions.

Doctoral research at the School of Aviation often includes an international focus, for example; **Kan Tsui** from Hong Kong is researching the influences of airline passenger demands on international airports and **Bo Lin** from China who is researching the economic benefits and costs to airlines of retaining membership in global strategic alliance groups (such as Star Alliance and One World).

Massey University School of Aviation encourages students who have an interest in further exploring the field of Aviation to contact Anke Smith for more information. Ph: 0800-MASSEY or 021-MASSEY or email: a.c.smith@massey.ac.nz



Well known to NZ aviators from his roles within NZ CAA, is Ross St George, now on the academic staff at Massey.



The Diamond DA40 Motion Simulator prototype has been developed by Savern Reweti as a part of his PhD research.



Lecturer Dr Andrew Gilbey is researching the effect reducing oxygen has on the ability of pilots to perform normal aviation tasks.

## Flight Training and Degree Courses at Massey University School of Aviation

**THE MASSEY** University School of Aviation is ISO 9001-2008 certified and enjoys the **unique distinction of holding an Equivalence Approval from the New Zealand Civil Aviation Authority**,

under which the students' University examination results are accepted in lieu of CAA examinations, and Flight Examiners from the School are approved for conducting flight tests for issue of licences.

Flight training is integrated into the fully professional degree – Bachelor of Aviation – in which budding pilots are provided with a comprehensive understanding of the aviation industry – not merely the knowledge required to obtain a professional pilot's licence.

Training is delivered in **Diamond DA40 single engine** and **DA42 twin engine** aircraft equipped with **Garmin 1000 avionics displays** incorporating the latest technology such as **moving map displays, terrain awareness warning systems** and **traffic avoidance systems**.

The flight training syllabus is scenario based and designed to develop the necessary competencies and skills for operating advanced technology aircraft, while retaining the basic flying skills

required of any professional pilot.

A special feature of the flight training programme in the School of Aviation is the **airline bridging course module** at the end of the flight training phase. This is designed to prepare students for functioning as flight crew members in multi-crew air carrier operations.

Students are trained for flying as two-person crews on a flight training device. Training sessions are structured as scenario based and culminate with a formal final check for a pair of students with each student acting as "pilot flying" and "pilot not flying". Assessment, which is carried out by **examiners drawn from a pool of airline check and training captains**, is conducted against a number of non-technical competency markers, such as teamwork and crew coordination.



School of Aviation Wings Graduate Ceremony 2010

### School of Aviation Research

The School of Aviation also offers Bachelor of Aviation Management, Post Graduate Diploma in Aviation, Master of Aviation, and Doctoral programs in Aviation. See the article at left and note

that applications for next year close soon so contact Massey now to register your interest. See details below for more information.



Diamond DA42 cockpit with G1000 avionics

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7, 8, 9, DECEMBER 2010 – Selection Interviews and Tests for candidates applying for Semester 1, 2011

APPLY NOW

For more information contact  
Phone: 0800 MASSEY  
<http://aviation.massey.ac.nz>

Te Kunenga  
ki Pārehuroa





# Your Path to an Airline Cockpit

## 10 steps to gaining your airline pilot's licence, contributed by Mark Woodhouse

If a career as an airline pilot is your ambition, Mark Woodhouse of Waypoints Aviation offers an opinion on 10 steps to achieving your goal in New Zealand. As an A-Cat Flight Examiner and CFI of the Walsh Memorial Scout Flying School, Mark is well qualified to comment. He is also currently a Second Officer with Air New Zealand on the Boeing 777.

some airlines expect you to have a type rating for their aircraft on your licence.

So whether you are a young person with no previous flying experience, but a determination to be an airline pilot, or a student pilot part way through your training, there are steps to be achieved and important decisions to be made.

Some NZ Flight Training Organisations (FTOs) will also administer similar assessments. However, the value of the assessments offered by FTOs varies between organisations, as they have a financial vested interest in securing your business.

Talk to current and retired airline pilots. Let them get to know you a bit, honestly. Invite them to give you their frank opinion of your suitability for a career as an airline pilot. It may save you tens of thousands of dollars. *Caveat emptor*, etc.



Boeing 777-200ER lined up and rolling for takeoff. Bob Purvis photo.

**CLIMBING** the steps to the driver's seat of a commercial airliner takes effort, commitment and a significant financial investment in yourself, not to mention just a little bit of intelligence and skill. That said, I have found that most who make the journey feel it was more than worthwhile.

Now, despite the world's current economic issues, there are still strong predictions of increasing demand for

well trained pilots, especially in the wider Asia-Pacific region. While some overseas airlines have funded or part-funded the basic training cost of their new pilots, in New Zealand airlines have had the luxury of sufficient applicants who have funded their own training, at least up to completion of the frozen ATPL (see below) and sometimes the type rating. With the current economic pressures on airlines, don't expect things to change any time soon. So one of the first things you will need to establish is how you are going to fund your training.

Although an academic qualification may make you a slightly better prospect when an airline considers which applicants to interview, it is only one of their many considerations, and by no means a requirement. Licences, ratings, flying hours logged and thorough professional aviation knowledge and skill are much more important than academic qualifications.

In New Zealand the minimum requirement to be a co-pilot on a multi-crew airliner is a Commercial Pilot Licence (CPL) and Instrument Rating (IR), however most airlines expect you to also have a Basic Turbine Knowledge exam credit and

### Step 1 - Are You Fit to Fly?

There is little point in beginning on the path to an airline cockpit unless you are medically fit to hold a Class 1 Medical Certificate. So visit the NZ Civil Aviation Authority website ([www.caa.govt.nz](http://www.caa.govt.nz)) to find the information you need to know about gaining your medical. On the dropdown menu under Aviation Info, select 'Medical' to find out what you need to do and where you can go to get it.

The cost of a medical can begin at about \$400 and may be significantly more, depending on where you go and what your medical condition is.

### Step 2 - Are You the Right Fit?

If you are already a flyer you might think you can skip this step, but you may do so at your peril. Again there is little point in embarking on costly training for an airline job you may ultimately find you are not suited to.

The Guild of Pilots and Navigators (GAPAN), which is a charity organisation with no commercial affiliations, offer an independent pilot suitability assessment similar to that undertaken by the airforce. See [www.gapan.org/new-zealand/](http://www.gapan.org/new-zealand/).

and recreational pilots, while others offer a quite credible training environment for those aiming for the airlines.

By Flight Training Organisations (FTOs) I essentially mean flying schools, most of which are privately owned business enterprises and separate from aeroclubs, however there are exceptions. For example, the Canterbury Aeroclub has a commercial arm known as The International Aviation Academy, and Massey University has a School of Aviation.

Many FTOs, in order to avail themselves of government student loans funding, are affiliated with a tertiary institution. For example, Nelson Aviation College is affiliated with The Nelson Marlborough Institute of Technology (NMIT).

Most FTOs are commercial businesses which exist to make a profit for their owners. Like aeroclubs, they vary widely in terms of perceived customer service, quality of training provided and prestige. They also tend to be very good at marketing their positive aspects.

Overseas some FTOs have formed relationships with airlines and are contracted to train airline selected 'cadets'. This model is not yet established in New

Zealand, although the British company CTC have set up in Hamilton and have contracts to train students for overseas airlines in New Zealand. They also offer similar student loans funded and self funded programmes to New Zealanders.

The RNZAF is a path many have chosen to ultimately reach the front seats of an airliner. Pilot training in the RNZAF follows officer training of about 26 weeks, and takes about a further 18 months. Training is fully funded by the Airforce and students are paid a modest salary during most of their training. Consequently the airforce demands a return on its investment and requires a 10 year return of service following completion of your wings course. Also, don't forget that the airforce is a skill at arms service and you may be called on to serve your country, something that may not suit everyone's agenda.

The quality of RNZAF training is widely respected, but they unashamedly focus their pilot training on outcomes that suit the service. I began my career in the RNZAF, and I have nothing but respect and appreciation for the training, experience and camaraderie it gave me.

Whichever option you tend towards, I strongly recommend you look beyond the marketing hype and don't be taken in by the glitz. Talk to the management and to the existing students of the organisations on your shortlist. In addition, talk to any qualified pilots you know; it's a small industry and reputations spread.

I am also strongly inclined to think that you should at least begin your training, be it by completing your Private Pilot Licence (PPL) exams or even your full PPL, before signing up for a full loan funded course. You may find that it really isn't for you. Again, *caveat emptor*, in a very big way!

### Step 4 - Financing Your Training

While full sponsorship is rare, some overseas airlines have part-funding schemes and have formed alliances with FTOs. In this case the airlines select individuals they believe are suitable for airline pilot training and if these students complete their training with the FTO to a satisfactory standard, they are then at the head of the list for vacancies with the airline when they become available. New Zealanders are sometimes able to apply for such schemes, but I don't know of many who have. That said, it costs nothing to ask.

I am not aware of any New Zealand airlines that offer such schemes, at least not at the moment while there are adequate applicants to meet the current demand. So

it will probably be up to you to fund your own training, or at least most of it.

There are a number of options. These include working and paying for training as you can afford it, or working and saving the required funds of all or components of your training. You may also borrow the money for your training, either commercially if you can talk a bank into believing in you, or through the government's student loans scheme. Finally you may be lucky enough to be supported by family.

I am not prepared to recommend one funding method over another, as each has its own advantages and disadvantages and what suits your situation may not suit someone else's. Whichever way you choose to go, you will be facing a total expenditure of anywhere from about \$60,000, to well over \$100,000, depending where and how you complete your training, and how fast and well you progress. And your progress will depend as much on how hard you work as it will on your natural ability.

I have always felt that the easier something comes to us, the less likely we are to appropriately value it. So there should be a little bit of you in the funding effort. Nevertheless, keep buying those lotto tickets!

### Step 5 - The Commercial Pilot Licence

The PPL and CPL are steps on the way to an ATPL. To be eligible for a CPL you must be at least 18 years of age; hold a current PPL; a Class 1 Medical Certificate; have logged at least 200 flight hours; hold a valid written exam credit for the seven CPL subjects; and finally, pass a flight test to demonstrate adequate knowledge and skill.

### Step 6 - Instrument Rating

One of the more difficult hurdles in becoming a professional pilot is gaining your Instrument Rating (IR). But since an IR is a prerequisite to joining an airline it is a hurdle you will have to get over.

To be eligible for an IR you must hold a licence (usually a CPL); have satisfactorily completed a ground training course in, and gained a valid written exam credit for the five IR subjects; satisfactorily completed a flight training course and logged the required simulator and/or flight time experience; and finally, pass a flight test to demonstrate adequate knowledge and skill.

An IR can be achieved to single pilot or two pilot standard, and can be issued for use in single or multi-engined aircraft.

Whichever form of IR you choose to achieve first; a piece of advice... learn



## Professional Aviation Ground Study Courses and Study Support Material

Enquiries and Enrolments now being taken for the following upcoming courses:

### Basic Gas Turbine Knowledge

17-18 November  
19-20 April

### ATPL Systems and Performance

25-28 November  
14-17 April

### ATPL Instruments and Nav Aids

25-27 March

### Also Available:

### Study Support Material for:

Basic Gas Turbine Knowledge

• ATPL Air Law

• ATPL Instruments and Nav Aids

See our website for full information  
[www.waypoints.co.nz](http://www.waypoints.co.nz)

Contact: Mark Woodhouse  
[waypoints@clear.net.nz](mailto:waypoints@clear.net.nz)

all you can on the ground, so that you maximise the value of the flight time experience. To try to learn to fly and operate an aircraft solely by reference to instruments, only by training in an aircraft is inefficient, wastefully expensive and morale sapping.

On the ground you can study the related knowledge, practice the routines and be trained in the instrument scans and procedures. Ground IR training devices can range from PC based flight sim packages, through part-task trainers, to full flight simulators. Big, flash and expensive is not required. As with all aspects of pilot training, it is the quality of the instructor and the training programme that matters most.

**Step 7 - Basic Turbine Knowledge**

Prior to achieving a type rating on an aircraft powered by a gas turbine engine, which most airlines use, a pilot must have passed an examination in Basic Turbine Knowledge (BTK). Consequently most airlines require pilot applicants to hold a BTK exam credit as a prerequisite to accepting an application.

As with the ATPL exam credits, you should take a professional approach to the development of your knowledge. So attend an approved ground course if you can.

**Step 8 - The 'Frozen' ATPL**

You may hear the term 'frozen ATPL' used to describe pilots who have passed the seven exams and gained a written exam credit for the ATPL, but not the required flying hours, however the term has no formal basis. The more correct description is a pilot who holds a Commercial Pilot Licence with an Instrument Rating and passes in the seven ATPL written exams. Quite a mouthful, so you can see why 'frozen ATPL' was invented.

In New Zealand the seven ATPL exams must be completed within 3 years, and then you have 10 years from date of the last exam pass to have the ATPL issued. However, the Air Law exam credit is valid for 5 years only.

There are different ways to gain your ATPL exam credits. Some aspirants attend formal ground courses and some self study. While the completion of an approved ground course is currently not a regulatory requirement, it will certainly provide much better preparation than trying to study yourself from textbooks, borrowed notes

or old exam questions someone else thinks they remember getting when they sat the exam way back whenever.

Aeroclubs and FTOs focus mainly on Private Pilot Licence (PPL), CPL and IR training, with very little offered in the way of formal training for the ATPL theory subjects. Professional Pilot Study Centre offers distance learning courses in all of the ATPL subjects except Air Law, and there are some ground courses offered for



Mark Woodhouse in the office, the right hand seat of an Air NZ B777.

those ATPL subjects perceived to be more difficult. Waypoints currently offers ground courses for ATPL Systems & Performance, ATPL Instruments & Nav aids and Basic Turbine Knowledge, and produces a self study guide for ATPL Air Law.

At the ATPL level it is not adequate to study just to pass the exams. That approach might get you the exam credit, but it certainly won't prepare you for an airline interview. Being an airline pilot is a profession and airline recruiters are very good at detecting those who have a professional approach to their chosen career. So my advice to you is to put in the effort and work hard to develop and maintain a thorough knowledge base.

**Step 9 - Airline Preparation Course**

An Airline Preparation Course (APC), while not a regulatory requirement, is widely felt to be a very valuable addition to the traditional CPL, IR and ATPL theory training. An APC is intended to bridge the gap between the raw licence and the beginning of initial airline training. Such a course involves training in two pilot crew coordination; generic airline Standard Operating Procedures (SOPs); and the practical application of human factors in a multi-crew airline environment.

Traditionally airlines in New Zealand have had to integrate these aspects into

their induction and type rating training. So obviously they will value a pilot applicant who has successfully completed an APC.

Airline Preparation Courses are sometimes known by other names, such as Airline Bridging Courses (ABC) or Multicrew Coordination Courses (MCC). They all have the same sort of objectives, i.e. to begin the role training required at the end of the basic CPL and IR.

**Step 10 - Type Rating**

By the time you complete a type rating, either as something you undertake to make you more attractive to a prospective employer, or with an airline on the aircraft your potential employer expects to offer you a position on, you are nearly there. But only nearly, so put in the effort, do well and make a good impression.

Type rating training on airline aircraft begins with an extensive ground school on the technical specifics of the aircraft. If the type rating training is being provided by a particular airline, the ground training will also include the

airline's SOPs and other related aspects. This is followed by flight training, either in the actual aircraft or in complex, full motion flight simulators which cost almost as much to run as the real aircraft. So it is not inexpensive.

**Step 11 - Line Training**

(Okay, so I can't count!) The last hurdle before you can really call yourself an airline pilot is line training. This involves flying a specified number of sectors and/or hours, under the supervision of an airline instructor, often called a Training Captain. Which is a good idea, since you will have fare paying passengers or freight behind you, and its good to have someone beside you to keep things nice and relaxed.

At least by this stage you will have been accepted for a job, and will usually be earning a salary, albeit probably a modest one. Now begins the long process of getting a return on the investment you and your employing airline have made in you.

**The Airline Transport Pilot Licence (ATPL)**

In New Zealand the CPL, IR and ultimately the ATPL are currently the only path to those front seats (see steps 1, 5&6).

In some countries the Multicrew Pilot Licence (MPL) is an alternative option to the ATPL. The MPL is designed to take the student pilot from zero qualifications and

hours to being employed in a sponsoring airline, including all of the checks and ratings required along the way. Many in the industry however consider the MPL structure to be overly restrictive. Further, it is not necessarily any less expensive than the traditional ATPL approach and in any case, at this stage the NZ CAA have not adopted the MPL, nor established any equivalence for recognising an MPL issued by another country. Although the first graduates of the MPL have now qualified overseas, internationally the ATPL remains the principle airline pilot's licence and the one almost all students aspire to.

To be eligible for a New Zealand ATPL, you must be at least 21, hold a current CPL and IR, and have passed the seven exams and gained a written examination credit for the ATPL. You must also have logged at least 1500 hours in aeroplanes. The make up of these hours includes a requirement for at least 250 hours as pilot-in-command. There is actually a lot of detail to the breakdown of hours which is beyond this article. Suffice to say the ATPL is a major undertaking. For details of the latest requirements refer to AC61-7 Appendix I, which is available on the NZ CAA website.

As described in step 8, there are a number of ways of gaining your requirements, all of which require a significant financial investment. Regardless of the path you choose to take, there are some charges that all must pay; that is the ASL fee for each of the seven examinations, at \$224; the ATPL flight test fee, currently over \$1300; and the licence document issue fee is a little over \$60. Details are on the ASL and CAA websites respectively. (See [www.aviation.co.nz](http://www.aviation.co.nz) and [www.caa.govt.nz](http://www.caa.govt.nz)).

Expect to fork out anywhere up to about \$8000, and that's after you have your CPL, IR and medical (all of which must be current), and logged the required hours.

**Still Interested?**

Well, after absorbing all of that, are you still keen for a career as an airline pilot? I sure hope so! I have found it a very challenging and rewarding career and I'm sure you will too.

My article hasn't explored the flying hours you will need to log between the end of your basic CPL/IR and the minimum experience level expected by the airlines, or the options for achieving them. This article is long enough already, so I will save that topic for another time.

Good luck. Work hard and fly carefully. Maybe we'll crew together one day.



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**The Dargaville Aero Club Free Flying School**

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

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

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

Phone Murray Foster for more information on 027 478 4308 or visit [goflying.co.nz](http://goflying.co.nz)



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**CLASSIC CUBS** specialises in PPL Training, Taildragger Ratings, aircraft hire, BFRs, mountain and strip flying. Training is offered in a beautifully restored 1957 Piper Cub in the relaxed atmosphere of the rural Te Kowhai aerodrome. Pilots enjoy learning with Bill, who is an experienced Instructor and who understands the importance of teaching correct 'stick and rudder' skills. Bill has a current 'B' Cat instructor rating and is experienced in flying and instructing in a wide range of aircraft, from microlights, and GA aircraft, to large multi engine types, and is a current First Officer on the Boeing 737. The wide range of aircraft type ratings allows him to conduct BFRs in our aircraft or yours, and BFRs can be an adjunct to your taildragger rating, or vice versa.

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Classic Cubs has had the pleasure of training pilots from varied backgrounds (from nil flying experience to current airline pilots) and from ages 17 to 70 years. All have chosen to learn with Bill through recommendation from others and because they want '1 on 1', personalised education. So if you are looking for a more personal approach to learning to fly or want to have some fun while extending your skills, please contact Bill or Neroli, phone 07 829 7579 or 021 065 4538, or visit [www.supercub.co.nz](http://www.supercub.co.nz)



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We are situated at Parakai Airfield, a low traffic, private airfield, which is a 25 minute drive through the countryside from the end of Auckland's Northwestern Motorway. Flying here offers some stunning scenery and interesting landscapes, including the Kaipara Harbour and Muriwai Beach. In addition, Parakai Airfield has all the usual amenities including several Flying Clubs, Clubrooms, Hangars and Fuel (MOGAS & AVGAS).

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## Considering a career as a helicopter pilot ?

**HELICOPTER FLIGHT TRAINING** Limited (HFT) is approved by the Civil Aviation Authority to operate as a Flying Training Organisation, under Part 141 of the CAA Regulations. HFT is also NZQA accredited. This means that HFT satisfies the CAA's flight standards in areas such as safety, quality of training and aircraft maintenance.

HFT has its training facilities based at Ardmore Airport; New Zealand's busiest airport just 30 minutes drive from Auckland City. Nearby are diverse landscapes and the often varied weather conditions make for an interesting and challenging training environment. Ardmore Airport is close to Auckland International Airport and Whenuapai Air Traffic Controlled Zones.

The HFT training complex includes lecture rooms with modern facilities. Training is delivered in a structured tutorial based program. Step by Step, phased teaching of all CAA syllabus theory subjects is provided. Each student is issued a full set of training reference material that covers the entire course.

During the flight training phase of the course, one-on-one briefing rooms are used for pre and post-flight briefings.

The Commercial Pilot Licence (CPL) training course is a one year, full time course. Training includes studying twelve theory subjects (6 PPL and 6 CPL) and the necessary practical flying (up to 152 hours) to gain the CPL qualification. In addition to the CAA syllabus (which includes mountain flying and sling load training), HFT graduates will also gain CPL night privileges, 10 hours of instrument flying training towards future requirements such as an

Instructor Rating or an Instrument Rating, and a 5 hour Turbine Rating, for which HFT currently utilise an MD500.

CPL Training is conducted by an experienced team of Instructors from a wide aviation background in both civilian and military sectors, totalling in excess of 30,000 flying hours of flight experience. 10 Instructors are on staff, who will guide students

from novice to professional pilot in one year.

HFT is an also a CAA approved part 135 Air Transport Operator. These commercial aspects are reflected in the training environment at HFT and provide the opportunity for students to develop into professional aviators as they learn what is involved in commercial helicopter Air Transport. This enables the student to gain valuable experience for that first job in the aviation industry.

HFT have a pre-selection process that starts with a simple web based 'Pilot Evaluator' test. This allows those interested in training with HFT to take a short test, where results are provided at the completion of the session.

HFT hold 'Pilot Selection' days, just four times per year. These involve applicants taking various exercises and tests. Areas such as coordination, memory, mathematics, situational awareness and team work, are reviewed. A thirty minute trial flight and a panel interview are included during the day. Those who are successful are then offered a place on a CPL course.

Whitireia Polytechnic, in partnership with HFT, offer a CPL Certificate in Aviation with student loan funding available.

Worldwide growth in helicopter aviation offers opportunities for pilots in Off-shore Oil and Gas Logistics, Tourism, Survey and Exploration, Police and Emergency Air Ambulance, Fishing Fleet Support and Flight Training. Many New Zealand trained pilots now work in these roles.

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### Helicopter Flight Training



Helicopter Flight Training utilise Schweizer 300's (top) for basic PPL and CPL training. An MD500 (above) is available for turbine ratings.

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TAKE YOUR GREATEST JOURNEY



# 10 Tips for Safe Mountain Flying in New Zealand

Contributed by Ruth Presland and Wayne Allanson from Mountain Flying New Zealand

**1.** Preparation is the key to any flying but is especially important in the mountains. Let's break it up into stages because time spent on preparation will mean a safe and enjoyable experience rather than a rushed or extremely uncomfortable one, especially if the unexpected comes along.

**2.** First up, obtain the weather forecast; this can be started days before by conventional ways such as television, radio and the newspaper. New Zealand, being an island country, can have predictable weather in the Southern Alps - if there is a front coming, stay on the ground! Or with a large anti-cyclone over the South Island bringing stable weather, it is time to go flying!

**3.** Personal Preparation is common sense but for most of us at one time or another this vital part can be skipped. Personal preparation means taking adequate clothing, sturdy shoes or boots, warm jacket, sunhat, sunscreen, insect repellent, a warm hat, food and water. These items are a minimum.

This preparation can be made very simple by having a dedicated bag, like your gym bag, that simply lives in the boot of your car and goes straight into the aircraft you are using on the day, as part of your preflight process.

**4.** Aircraft Preparation – equally as important: Do a thorough pre-flight, (I like to do one the night before if the plane is in a secure hangar as this avoids last minute surprises and time pressures). Is the aircraft suitable for the planned flight as well as the current and forecast weather conditions? Take sufficient fuel, but not to excess as performance may be hindered and remember your fuel card in case of a detour. Are there fuel pumps away from your planned route? If not what is your back-up plan for fuel? Remember your documents. Take your maps, both aviation and detailed national park maps that name geographical features.

**5.** Survival bag: Be familiar with its contents. It needs to contain enough items to survive in the bush for a few days and most importantly it needs to be in the plane. Make your own up or there are some adequate ones available in stores - but check their contents

before purchase! Also take your first aid pack and PLB and no matter how short the planned flight is, take the tie downs! In NZ there are many interesting stories of how planes were blown over and this can even happen on a hot calm day without warning. The insurance company will not be so keen to pay you if the plane was not tied down.



There's much more to a mountain flight than just getting in and going, no matter how good the weather looks. Training, preparation and local advice are essentials.



**6.** Finally are you really prepared? Rely on the local knowledge, these girls and guys have been flying in the area far longer than you and they enjoy sharing what they know with you. They will be happy to flight follow for you, so you have the added security that someone who knows the area and weather pattern is looking out for you. There are many areas around our mountains where VHF reception is unreliable so a flight follower is an excellent back up.

**7.** Look at the actual weather – How are the current conditions comparing to the forecast conditions – and most importantly – look at the sky. What is the wind showing - is this the same as the forecast wind? If not, how will this affect your flight? Do you have to change your plans accordingly?

Ask the locals to point out Lenticulars - indicating Wave. This is created by high-speed wind flowing perpendicular to the mountains. Lenticulars are associated with severe turbulence and are accompanied by Rotors, which are angry looking wispy clouds on the lee of a mountain. Rotors are not always visible. If the Lenticulars are visible, stay out of the mountains and seriously consider staying on the ground.

If the clouds are light and sky is clear, the mountains will be inviting you. If you have no Valley Flying experience then seek a lesson from a recommended local Instructor. The wind will be different in each valley system and they will teach you how to read the wind, detect and avoid up and down drafts. Indicators of wind come from the tussocks, ponds, speed of the clouds and their shadows, smoke, aircraft drift, aircraft nose attitude and groundspeed vs. airspeed. You will also learn which side of the valley to fly, how to transit mountain passes and what the local procedures are. Ask about how to improve your flying and decision-making skills and make the most of the available opportunity.

**8.** Takeoff: How much runway did you use? Is this more or less than you expected? Judging by this, will you be able to safely get airborne from any airstrip you may be planning to land on? Learn how to check out strips, find wind without windsocks, and know which is the safe technique for landing in regards to wind strength, direction and windshear.

**9.** Once in the air: Review your aircraft performance – is the plane performing as you expected? If performance is not adequate, can you continue the planned flight? Changing conditions, such as rapidly reducing visibility causes disorientation, which in turn leads to attitude and airspeed problems. Disorientation not only occurs with cloud but also with effects of sun and shadow in the mountains and snow capped scenery with a white clouded out horizon. (If you have ever been in a white out on the ski field you will know what this means).

Keep an Escape option – always have a way out. Don't enter a valley you can't either out climb, or turn out of.

**10.** Safety is situational awareness. Do utilise local knowledge. Do seek training; it enhances your flying skills and improves your safety. Please prepare properly, look at the facts, stay current in handling the aircraft, monitoring outside conditions, being prepared, and thinking ahead.

The most important thing is this: Take nothing for granted. Don't get into a mindset of seeing what you want to see. Constantly evaluate the flight, the weather conditions and make sure you are following the correct valleys, rivers and ridgelines. If unsure, don't just push on... re-evaluate and stay safe.

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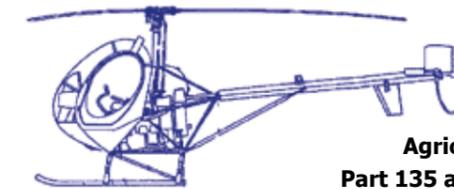
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Mountain flying provides an opportunity to improve all aspects of your flying and personal airmanship. Wanaka is the ideal location to undertake mountain flying training because of its orographic effects and easy access to the Southern Alps, which provide an adventure flying back drop that will surpass any other flying activity you have done so far...

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## Vertically Integrated Airline Pilot Training at CTC



**VERTICAL INTEGRATION** (VI) is the training philosophy on which CTC's Airline Pilot training programme is founded, from Pilot Selection, through Basic Training to the Airline Qualification and Aircraft Type Rating Courses. VI is in many ways the precursor to the MPL. It is a unique concept and its success is based on the fact that CTC is one of only a few pilot training organisations worldwide that can "under one roof" train pilots off the street and place them directly into the right hand seat of a commercial jet airliner within 18 months, and that's now in excess of 350 pilots.



CTC's fleet of Diamond aircraft include DA20's and DA42's (above).

From Effect of Controls to Effective First Officer, VI requires a high level of connectedness and commitment within the company to identify and develop the key behavioural, technical and non technical competencies integral to the development of trainee airline pilots. While it might be thought that the focus of VI is on managing technological systems, this is in fact only one part of the equation. The key to VI, is ensuring that the trainee's technical and non technical skills are developed logically and significant emphasis is in fact placed on establishing competency in visual attitude flying in the first instance. Once the pilot is proficient in visual attitude flying then capacity is released to develop the non technical skills

(situational awareness, workload management, decision making) during the navigation phases of training. A degree of maturity is finally realised when the trainee recognises and pre-empts errors from occurring through a process of threat identification or when an error is made, quickly manages the situation effectively to mitigate any reduction in safety.

Alongside the technical and non technical skills and critically important to the ultimate success of the trainee is the insistence on cultivating the right training culture that values professionalism and instills discipline and compliance. Combating ill discipline early by identifying and promoting a culture of professionalism is essential to establishing positive behaviours and attitudes that will have the most influence in protecting the trainee from an accident.

That in effect is a quick overview of CTC's VI Airline Pilot Training programme. It "aint rocket science" and an important point to note is that VI is fundamentally the process by which all pilots should be trained, whether private pilot or airline pilot!

For more information and details on our courses please visit our website [www.ctcwings.co.nz](http://www.ctcwings.co.nz)



**GYRATE NZ** Ltd is a unique training facility in New Zealand. Five years ago the CAA issued an exemption to CFI Tony Unwin allowing him to provide training for 'hire and reward' on microlight gyroplanes. Gyrate flight training became established and operates from its own hangar and classrooms at Tauranga City Airport. Students train on brand new factory built aircraft equipped with radio and transponder, permitting operation in controlled airspace alongside commercial aircraft in a busy traffic environment. With many private strips and grass airfields easily accessible we are able to build confidence and develop students to handle the wide variety of situations they are likely to encounter as a general aviation pilot in NZ.

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

and Air Taxi operations, to a commercial flying career that included Lockheed Tristar, Boeings and Airbus. Qualifying as a gyroplane instructor in 1993, Tony has taught to an established syllabus and has turned many ab-initio aviators into very capable and confident gyro-nauts.

In New Zealand gyroplanes are classed as microlights and are administered



on behalf of the CAA by Part 149 organisations such as RAANZ or SAC. Pilots require a medical declaration from a doctor equivalent to that issued to a public transport driver. Gyrate provides dual training on school aircraft but solo flying must be done in a student's own machine. Those with their own single seat

aircraft can be progressed by an observing instructor using a handheld radio.

Modern gyroplanes offer very safe, economical and versatile flying and now form the fastest growing sector of private aviation throughout the world. It is evident that training in New Zealand must expand to follow this trend and to this end Gyrate is currently increasing its own instructor base, expanding its ground school facilities and actively franchising the gyroplane concept to other clubs.

At Tauranga we are fortunate to have the support of the Airfield Management, the understanding of some exceptional air traffic controllers and continued high quality maintenance from Solo Wings.

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

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Dual training is conducted in the school's Eagle Gyros (left) with students then continuing solo training in their own aircraft.

## Cost effective Multi Engine Instrument Ratings

A RECENT addition to the Eagle Flight Training line up at Ardmore, and offering the most cost efficient training path to a Multi Engine Instrument Rating, is a Redbird Full Motion Flight Simulator. Able to simulate a Cessna 172 (G1000 or standard panels), Beech Baron (G430, G530 and auto-pilot), and the new Tecnam P2006T Twin (with Garmin glass cockpit from early 2011), the CAA certified Redbird has a wide variety of training approvals under Rule Parts 61 and 141.

There are many advantages to spending time in a capable simulator, not only from the point of view of instructing and quality of learning, but from the viewpoint of the student, who is certain to appreciate the reduced costs involved.

Redbird distributor Mike Foster explains; "Most students understand that the minimum time experience requirement for issue of their instrument rating is 40 hours. The usual process followed is for the student to complete 15 hours in a single engine aircraft and then jump in the twin expecting to be finished in another 25 hours. They get to the 40 hours of required time (and have likely consumed the funds they had budgeted) but the reality is that most are still 20 hours short of meeting the actual standards required for the flight test. They then carry on doing another four or five flights at high cost, usually in a twin."

By spending 20 hours (or more if necessary) in the simulator, students can stay much closer to their traditional budget for the rating. Although only 20 hours can be counted towards the licence issue, simulator time allows for procedures to become much stronger before getting in the actual aircraft (especially if it accurately matches the instrumentation in the aircraft). The significantly more expensive airtime can then be used to focus on improvement rather than the basics, making the whole process a much more economical exercise. Though surprisingly common, it is obviously a waste of money to head off in a twin engined aircraft and then spend time flying around in turbulence trying to figure out how an unfamiliar glass panel works.

Full motion simulation with wrap-around visuals such as the Redbird offers,

is also superb for providing realism and when required, spatial disorientation. The simulator is ideal for undertaking abnormal and emergency procedures that are too dangerous to do in the real aircraft - providing for an unlimited number of "lives remaining". Even for normal flight,



Inside the Redbird. Six wrap-around screens and full motion ensure a most realistic experience.

the simulator allows an Instructor to wait longer to intervene and then also offers the option to pause the action for discussion and demonstrations. Instructors can't allow matters to go too awry in a real aircraft, especially so when under Air Traffic Control instructions, and can't necessarily wait for the student to figure out what has gone wrong before making a correction. Another simulator advantage is with asymmetric training. Mike points out that this can be made much more realistic in the simulator, as you can easily instigate a 'real' engine failure and then fly around with one engine stopped. This is quite a different experience to training in a real aircraft where students will fly on a zero thrust setting with one side feathered, and no element of surprise to the process.

### A student's experience

Recently completing an Instrument Rating in the Redbird at Eagle Flight Training is Nobin John. His 25 hours in aircraft and 35 in the simulator is typical of most new rating issues. Nobin found the simulator to be very helpful as a procedural trainer and says that after one flight in the actual aircraft to become familiar with the environment, he was on track to be able to focus on ATC requirements and getting maximum value out of the airtime.

Having used a Frasca simulator in the past, Nobin was impressed with the amount of detail, weather, and turbulence simulation that was "so much better in the

Redbird", which he says provided a much more dynamic environment than he had expected, especially with the ease that an Instructor can change conditions.

Nobin also found the simulator to be a great confidence builder for solo flight, spending time on his own trying different instrument approaches in preparation for when there wouldn't be an Instructor alongside for reassurance that everything was progressing as it should.

### For more information

A Redbird simulator is available for training at Ardmore. Contact Eagle Flight Training on 09 296 1839 or email: [info@efl.co.nz](mailto:info@efl.co.nz). Redbird installations for two other training organisations

in NZ are currently pending. For Redbird distribution enquiries contact Mike Foster at Executive Flight Services on 09 296 1839 or email: [michaelfoster@msn.com](mailto:michaelfoster@msn.com).

## REDBIRD Full Motion FLIGHT SIMULATION

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# Tecnam GA range perfect for Training Schools

**THE ARRIVAL** of the P2006T Twin and P2008 LSA (due in New Zealand in January) herald the start of a new era for Tecnam aircraft. The company has quickly taken advantage of changing regulations to expand its range with new ground-up designs aimed at the General Aviation market. Managing Director of Tecnam Australasia, Giovanni Nustrini is quick to point out that these are scratch built new designs unrestricted by microlight category weight regulations. Both aircraft have been created with the training market in mind, with particular emphasis on being robust, spacious, and comfortable for Instructors who may be spending many hours every day in the cockpit.

The third aircraft in Tecnam's GA range is a four seat single. Currently in the final stages of development, the P2010 is a high wing, carbon fibre and metal design powered by a Lycoming engine. Also a ground-up design using modern technology and materials, the P2010 is a direct competitor to long established GA brands.

These three aircraft are such a departure from Tecnam's previous offerings, and such a potential revolution in the marketplace, that in some countries they are being sold independently of the Tecnam 'recreational' range by new dealers from new showrooms. In these cases the aircraft are being marketed separately as the Tecnam GA range.

The LSA and Twin in particular are ideally suited to training schools, providing very cost effective operation from ab-initio PPL training all the way through to Multi Engine Instrument Ratings.

### Tecnam P2008 LSA

The first new P2008 Light Sport Aircraft will arrive in New Zealand early in 2011. Designed with flight training to CPL level and private use in mind, the P2008 is loaded with features to make the cockpit a comfortable place to be. Seats (rather than pedals) are fully adjustable and cabin space and level of finish are substantial.

When regulations for the LSA category were published, most

other light aircraft manufacturers immediately sought to determine how they could adapt their present product to the new category. This typically either meant upscaling a microlight, or perhaps

making no other change than to a MAUW specification and declaring the aircraft can be registered as either microlight or LSA. Alternately it might have meant downscaling a GA category aircraft by removing features and weight.

Tecnam took the approach to design a new LSA category from scratch with a result that has been well received by those who have already experienced it at Oshkosh this year – including some very positive feedback from Cessna aficionados.



P2008



P2010



P2006T

### Tecnam P2006T Twin

The first P2006T for New Zealand only arrived in June of this year and three were quickly sold during a brief demonstration trip before the aircraft left for a 47 day tour of Australia. Of the New Zealand three, one is domiciled in Taupo, one is currently on the way here, and one will arrive early in 2011. The tour of Australia yielded a sale of the demo aircraft (it isn't coming back) and there are presently 8 other sales in late negotiation stages.

The P2006T is the most cost effective solution ever for flying schools to operate a new aircraft in the multi engine IFR training environment. With an (entry level) ex factory price of little more than NZ\$500,000 (add freight, assembly and GST) and the low running cost of two 100hp Rotax engines, the Tecnam Twin has no real competitors. An early question from most flying school operators interested in the aircraft is to ask if a simulator is available. The answer is not only yes, but also that it offers full motion simulation. Redbird are currently developing a module for the aircraft with Garmin glass

cockpit options which will be available early in the new year. The Redbird simulator is actually offered at such a low cost that some have initially dismissed it as being too cheap and therefore not up to the standard of other products. The reality is that like Tecnam's



latest offerings, the Redbird is a ground-up modern design using latest technologies, being offered under what is essentially a cost plus pricing model – and creating something of a paradigm shift to the market in the process.

### Tecnam P2010

The third product in Tecnam's GA stable is the soon to be released P2010. This certified, single engine four seat aircraft has a carbon fibre fuselage and metal wing, a combination chosen to optimise weight, efficiency and cost of production. Power is by a Lycoming IO-360-M1a (Lycoming Light) engine providing 180HP for a cruise speed (75% power) of 133kts at 6500 feet, a climb rate of 1050fpm and a 450kg useful load. Both analogue and glass cockpit versions will be available.

### For more information

For more information or to arrange a demonstration in your area contact Giovanni Nustrini at Tecnam New Zealand on 021 832 626, e: [gnustrini@tecnam.co.nz](mailto:gnustrini@tecnam.co.nz) or visit [www.tecnam.co.nz](http://www.tecnam.co.nz)

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