

Introducing the KiwiFlyer Guide to Flight Training

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

Air New Zealand recently provided a definition for "Preferred Pilot" recruitment and announced a partnership with (currently) five New Zealand Flight Training Organisations. Mark Woodhouse describes their new approach in detail within these pages.

Also in this supplement is an article on CRM (Crew Resource Management) in the Wire and Obstruction Environment Training. KiwiFlyer attended a recent course run by world renowned expert in this field, Bob Feerst from Utilities/Aviation Specialists.

We were also fortunate to attend the Yak Formation Team training weekend held in New Plymouth at the start of October and have included some highlights and interviews from those three days in the following pages.

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. Massey University School of Aviation is in fact celebrating their 25 year Jubilee in 2012, for which Anke Smith has contributed an entertaining article on the School's history.

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 for download from our website.

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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.

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

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

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

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be available if certain criteria are met.

The company fleet includes a Schweizer 300CB, two Schweizer 300CBis, Robinson R22 and R44 and a Bell 206 Jet Ranger. Ardmore Helicopters has built a reputation for training pilots to a high standard and for maximising the employment prospects of our students. This is particularly important in an industry where employment is very competitive and jobs are often obtained solely through reputation and word of mouth. Pilots trained by Ardmore Helicopters can be found in all parts of the industry in New Zealand and around the world including tourism, agriculture, commercial, special operations, 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). We conclude with you trying your hand at hovering. Most students are still smiling from this experience a week later.

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

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



Receive Personalised Training in new aircraft at Ardmore Flying School

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. 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
- Multi Engine Rating
- Instructor Rating

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 reinforce student aviator exposure to the real world and varied flight conditions.

Our fleet and training facilities consist of:


- Modern buildings, lecture and recreational facilities.
- Garmin 1000 avionics transition training.
- 17 new R model Cessna 172R's (including 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.




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


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Future Employment Opportunities

Like any career, passing the various Qualifications in the form of Licences, Ratings and Diplomas is only the beginning. 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



WANAKA FLIGHT TRAINING

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

Our Chief Flying Instructor Peter Hendriks has 29 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, Citabria, Aerobat, Pitts S2A, and DH82a Tiger Moths.

Contact us by phone 03 443 4043 or freephone 0508 4FLYING, email: train@learntoflynz.com or visit www.learntoflynz.com



Advanced Pilot Training with Golden Wings

CHOOSING the best training provider to help achieve your aviation goals on time and on budget just got that little bit easier with the establishment in Nelson of Golden Wings Flight Training. With one of the newest and best equipped aircraft in New Zealand, highly experienced instruction, purpose built facilities and a premium location, our commitment to high quality advanced flight training is unquestionable.

Approach: Our training philosophy is to understand our students' ambitions and tailor their training accordingly. A low student to instructor ratio is maintained to ensure personal attention and quality teaching. Multi-Engine Instrument Ratings and GPS Ratings are offered on either a full-time or part-time basis, as well as Licence Renewals and Type Ratings.

Aircraft: The Piper PA-44 Seminole has long been regarded as an excellent multi-engine trainer with proven consistency and reliability that has made it a popular aircraft with both students and instructors. Our brand new Seminole is equipped with a modern Avidyne glass cockpit presenting students with the opportunity to up-skill themselves to latest technology and

providing the very best preparation for that next career step.

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

within the controlled airspace of a significant airport. Our hangar contains excellent classroom facilities for theory tuition and we will assist all students to secure suitable local accommodation. Golden Wings Flight Training offer high quality, professional training that is time and cost efficient and that will make you a better, safer and more confident pilot.



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

For more information: Please don't hesitate to contact us directly on 021 339 611 or Email: info@goldenwings.co.nz In 2012 Golden Wings will further expand our flight training activities so also keep a watch on www.goldenwings.co.nz



The Air New Zealand Aviation Institute FTO Partnerships - What Does It All Mean?

Earlier this year, Air New Zealand announced a new partnership with five Flight Training Organisations for the provision of airline style ab-initio flight training. Mark Woodhouse of Waypoints Aviation offers an explanation of this programme and what it means for those seeking a career with our national airline. As well as being an A-Cat Flight Instructor, GA Flight Examiner and CFI of the Walsh Memorial Scout Flying School, Mark is also currently a Second Officer with Air New Zealand on the Boeing 777.

Air New Zealand Aviation Institute FTO Partners

Air New Zealand FTO Partners are the Flight Training Organisations (FTOs) that Air New Zealand has chosen to work with to provide airline style ab-initio flight training under their Aviation Institute umbrella. Initially there are five FTO Partners around New Zealand. They are:

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

This article is written to explain this initiative, to describe its origins and to explain how student pilot training and education will change in the future as a result.

Background to Air New Zealand's Involvement in Ab-initio Flight Training

Over the past two or three years Air New Zealand has been considering how best to contribute to the improvement of ab-initio flight training in New Zealand. In 2009 they held three cluster group meetings and received input from some sixteen FTOs. During this process Air New Zealand gave an overview of their operational and commercial priorities and of the qualities and characteristics they expected to be applied in the selection of student pilots for ab-initio flight training. They also described the elements they would like to see included in a course of ab-initio flight training for airline pilots. Air New Zealand also took on board feedback from the training industry, including among other things:

- That FTOs wanted Air New Zealand to define the competencies they wanted in their new pilot applicants;
- That FTOs wanted Air New Zealand to get involved in helping them deliver on these competencies;
- That FTOs felt their instructors lacked airline experience and knowledge and that Air New Zealand should get involved with their instructors by sharing airline specific knowledge through a variety of means;
- That some FTOs felt that more robust selection processes were needed so that student pilots who gained admittance to a course knew that they had a good likelihood of success; and,
- That FTOs considered that the career of an airline pilot needs to be marketed by Air New Zealand so that it is a career that school leavers aspire to.

As a result of this consultation it became clear to Air New Zealand that there was a range of involvement options available to them, from doing nothing, to making informal or formal arrangements, to identifying preferred suppliers (FTO Partners), or

to establishing an Air New Zealand Flying School.

The option Air New Zealand chose was to identify a number of FTO Partners as preferred suppliers of suitably trained and educated low hour graduate pilots, and to work closely with their FTO Partners to establish a pathway into their airlines for the successful graduate pilots. Following a rigorous review of their organisation, flight training programmes and ability to meet the Aviation Institute's standards, in April this year, Air New Zealand formed a partnership with five FTOs, as listed above.

New Zealand Diploma in Aviation

All student pilots at FTO Partners will enrol in programmes for either the New Zealand Diploma in Aviation or the Bachelor of Aviation Degree (Massey University School of Aviation only).

The New Zealand Diploma in Aviation is currently in the final stages of development, and is scheduled to be established by the beginning of 2012. There are currently about 28 aviation diplomas offered by various tertiary institutions around New Zealand, all with different requirements. These will be phased out and transition arrangements will be put in place to progressively transfer all students currently enrolled on any other diplomas over to the New Zealand Diploma in Aviation.

The New Zealand Diploma in Aviation will have four strands:

- General Aviation;
- Flight Instructor;
- Agricultural; and,
- Airline Preparation.

All student pilots will complete a normal PPL and CPL in accordance with the current NZ CAA syllabus requirements. After that, the New Zealand Diploma in Aviation course completion requirements will depend on the strand chosen. Those student pilots who are enrolled with one of the Air New Zealand FTO Partners will complete the Airline Preparation Strand. For the Airline Preparation Strand, student pilots will follow their CPL with a multi-engine instrument rating (MEIR), an ATPL ground course and an Airline Integration Course (AIC).

It is expected that other experienced pilots will be able to apply to the ATTTO to have their qualifications and experience recognised, under "Recognition of Prior Learning", toward the issue of the New Zealand Diploma in Aviation. Details of recognition of prior learning arrangements will be made available when the New Zealand Diploma in Aviation development process is complete.

Air New Zealand Aviation Institute - Airline Integration Course

On completion of the CPL, MEIR and ATPL examination credit, student pilots undertaking the New Zealand Diploma in Aviation - Airline Preparation Strand, will undergo a secondary selection process for entry onto the Air New Zealand Aviation Institute - Airline Integration Course (AIC).

The AIC is a new course (currently under development by Air New Zealand) that will help low hour student pilots to develop the knowledge, skills and attitudes they will need to work in a multi-crew airline environment. The AIC will provide an in depth understanding of the flight deck of large air transport aircraft and their array of systems, the interactions graduate pilots will have with



fellow crew and other airline personnel, and the range of factors and influences that will drive their decision making processes.

Air New Zealand intends to run up to ten AICs each year, with an estimated limit of eight student pilots per course. Selection into an AIC will be provisional on student pilots completing an approved ground course and achieving a pass to the required standard in all ATPL subjects. Student pilots graduating from FTO Partners will have first preference for entry onto an AIC when they are eligible.

The AIC selection process will be carried out after student pilots have completed their CPL, MEIR and ATPL examination credit, so that those who are not successful for selection onto an AIC can reapply to complete the New Zealand Diploma in Aviation in another strand.

Recruitment into the Air New Zealand Group from 2012

From 2012 onward, the recruitment pathway into any of the Air New Zealand Group airlines will include low hour pilots who have completed the Air New Zealand Aviation Institute New Zealand Diploma in Aviation - Airline Preparation Strand training programmes run by their FTO Partners. These programmes incorporate three selection steps:

- A standardised selection process to enter the New Zealand Diploma in Aviation training course offered by the FTO Partners;
- An Air New Zealand run secondary selection process for entry into the Air New Zealand Aviation Institute Airline Integration Course (AIC); and,
- The successful completion of the Airline Integration Course.

On completion of an AIC, pilots will enter the industry in an hour building capacity until they reach the minimum experience required for placement as a First Officer. CAR Part 121, the rule regulating the operation of large air transport aircraft (Bombardier Q300 size and above), requires that any new pilot must have at least 500 hours total flight time. This means that on completion of the Aviation Institute FTO Partner programmes graduates are not legally able to fly as pilots for Air Nelson, Mt Cook or Air New Zealand. The only airline within the Air New Zealand Group that can legally hire pilots with less than 500 hours experience is Eagle Airways, which operates Beech 1900D aircraft governed by CAR Part 125.

Nevertheless, all graduates of the Aviation Institute FTO Partner flight training programmes, who have successfully completed an AIC, will join the Air New Zealand database pool of potentially suitable low hour "Preferred Pilots", alongside experienced pilots, for selection as turboprop First Officers in times of high demand - which is widely forecast to occur in the near future. An online tool will enable all pilots in that pool to update their personal details at any time.

Graduates of the Aviation Institute New Zealand Diploma in Aviation - Airline Preparation Strand training programme will be deemed eligible for interview into the Air New Zealand Group from the date of their graduation.

When an Air New Zealand Group airline needs to hire pilots, recruiters will refer to this database pool and select interviewees from eligible candidates within the pool. Eligibility includes having at least the minimum number of total flight hours required by each airline. The minimums vary, and requirements for each of the Group airlines are listed on the Air New Zealand website at

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<https://careers.airnz.co.nz/index>

That said, Air New Zealand makes no guarantee of employment at the completion of training and hour building.

What About Me?

An obvious question you may be asking yourself is, what does this mean for me if I choose to train at an FTO that is not

an Air New Zealand FTO Partner? Or if I am already part way through my training? Or if I am an instructor, even with one of the FTO Partners? Am I now ineligible for consideration to join one of Air New Zealand's group of airlines?

Good news! Yes, you can still apply to be considered to join one of the Air New Zealand Group airlines as a pilot.

Student pilots currently enrolled with an FTO Partner, who have begun their flight training prior to 2012, are not part of the Aviation Institute programme, as they have not been through the standardised selection process. However, they will still be eligible to apply for selection onto

an AIC if they are endorsed by their FTO Partner. Eligibility for selection into an AIC will be provisional on a student pilot having gained a CPL, a MEIR and passes to the required standard in all of the ATPL subjects. Student pilots who are graduates of an FTO Partner, and who are not part of the Aviation Institute programme, but who successfully complete the AIC selection process will be given preference for AIC places ahead of other successful candidates who have not graduated from an FTO Partner.

Alternatively, student pilots currently enrolled with an FTO Partner can choose to gain flight experience in the general aviation

environment at the end of their training course, and then apply for an AIC, or apply directly to an Air New Zealand Link airline when they have met the traditional entry criteria.

If you were trained, or are currently training, at an FTO that is not an FTO Partner, once you have completed your CPL, MEIR and ATPL examination credit you can apply for an AIC. To be accepted onto an AIC you will need to successfully complete the

AIC selection process, however there are a limited number of places on the AIC (approximately 80 student pilots per year), and preference will be given to graduates of FTO Partners.

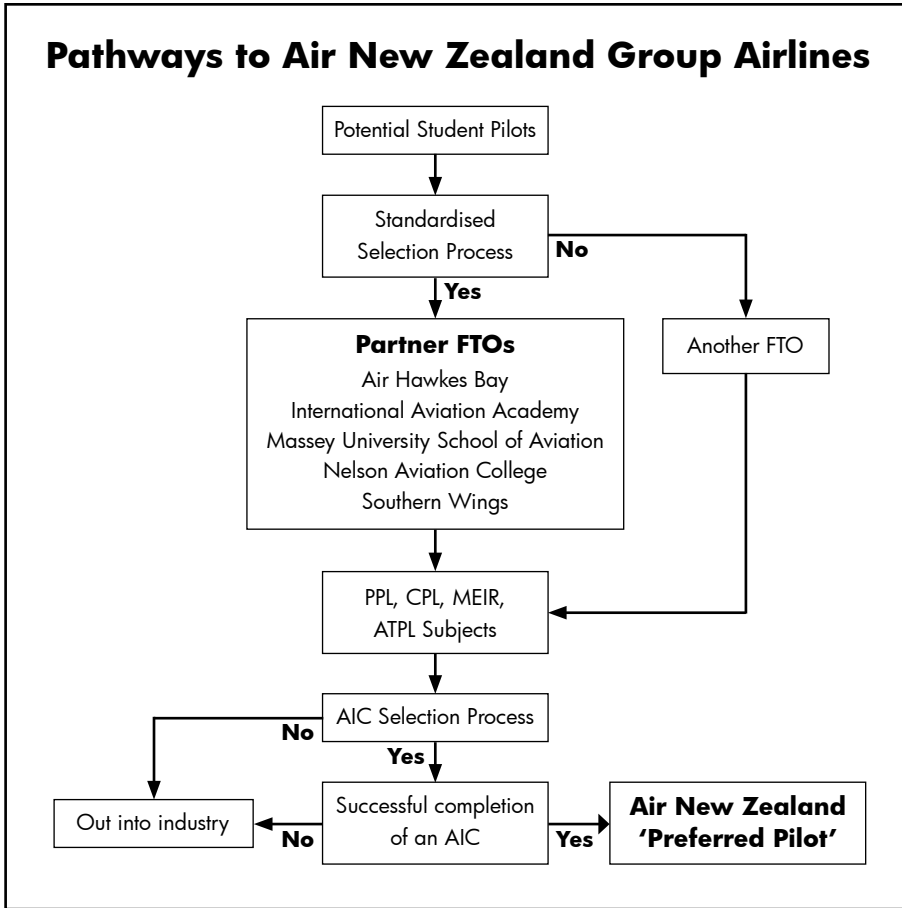
Alternatively, student pilots currently training at an FTO that is not an FTO Partner, and other qualified pilots, can choose to gain flight experience in the general aviation environment and then apply for selection onto an AIC or apply directly to an Air New Zealand Link airline when they have met the traditional entry criteria.

Buying a Jet Type Rating

While some airlines require pilot applicants

to complete a type rating at their own expense, pilots employed by Air New Zealand Group airlines are type rated at the airline's expense. They are then bonded for a period of time and a sum of money. If the pilot were to resign within the period of their bond they must repay the bond (or a portion of it). Self funding a type rating on a turbofan or turboprop aircraft, such as a Bombardier, Boeing or Airbus will not make a low hour pilot eligible for employment as a pilot within the Air New Zealand Group, as they have not been through the standardised selection process.

However Air New Zealand will provide type ratings to suitable





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Completion of the ADAPT pre-screening test is a requirement for anyone applying for enrolment in a government-funded pilot training course. This includes the New Zealand Diplomas in Aviation (Aeroplane and Helicopter) and the Massey University Bachelor of Aviation degree programme.



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self funding individuals. Normal entry requirements are 1000 hours total time with 400 hours multi engine in a multi-crew environment. Those with less experience will need to undertake an AIC prior to their type rating. If you wish to self fund a jet type rating in the hope of gaining employment with another jet operator, you should contact that operator to check their pilot entry requirements before committing to the type rating training.

Air New Zealand Aviation Institute - First Officer Programme

The Air New Zealand Aviation Institute - First Officer Programme is designed for sponsored foreign airline cadets, and will include the AIC and a turbofan or turboprop type rating.

Following a joint cadet selection process, undertaken by the customer airline and the Air New Zealand Aviation Institute, initial training through to the New Zealand CPL, MEIR and ATPL examination credit is provided by one or other of the FTO Partners. Cadets graduating from this phase of training then transition onto an AIC.

Following successful completion of the AIC, graduates are well placed to handle the demands of the final stage of the First Officer Programme, i.e. their first turbofan or turboprop type rating. Dependent on specific customer airline requirements, type rating training may be conducted by the Air New Zealand Aviation Institute, or for other aircraft types, by a preferred provider.

Customer airlines may request specific outcomes for their airline cadets but it is expected that on graduating the cadets will have completed the following:

- A New Zealand CPL and MEIR;
- A New Zealand ATPL examination credit;
- An Airline Integration Course;

- A turbofan or turboprop type rating; and,
- A NZ Diploma in Aviation - Airline Preparation Strand.

The Air New Zealand Aviation Institute - First Officer Programme is scheduled to start in 2012.

In Conclusion

Air New Zealand are clearly serious about getting alongside their FTO Partners in order to implement the feedback they received from industry, in the way they perceive as being best for their airline, for the industry and for student pilots. To what extent they are successful, only time will tell. However their initiative appears to be a genuine and reasonable attempt to define and deliver competencies they want in their new pilot applicants, to introduce a robust student pilot selection process, and to assist in the development of industry instructors by sharing airline specific knowledge and experience.

I look forward to seeing their initiatives bear fruit.

If you are a student pilot currently under training, a recent or past graduate, or a flying instructor interested in progressing a career with Air New Zealand, I suggest you get a MEIR, then you get your ATPL examination credit (and you pass the exams well!). From there you should be eligible to apply for an AIC. If you successfully complete the AIC you will be considered by Air New Zealand as a low hour "Preferred Pilot".

If you are looking at becoming a pilot and are motivated to work for Air New Zealand then they would suggest you apply to one of the five collaboration partners and get involved.

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

Mark Woodhouse



Professional Aviation Ground Study Courses and Study Support Material

Enquiries and Enrolments being taken for the following upcoming courses:

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16-17 November

ATPL Flight Planning
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Study Support Material is available for:

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ATPL Instruments and Nav Aids
ATPL Flight Planning

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Contact: Mark Woodhouse
waypoints@clear.net.nz

The Dargaville Aero Club Free Flying School

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

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

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

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



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Considering a career as a helicopter pilot ?

HELICOPTER FLIGHT TRAINING Limited (HFT) devotes all of its resources to flight instruction. So what does make the difference in pilot training? The HFT training system is based on over 35 years experience in the helicopter industry. All training is focused on pilots meeting the industry standard. All of our programmes are tailored to the ability of the student to assimilate new skills. No previous aviation experience is required to join our flight school but we provide and expect the best results.

HFT is located at Ardmore Airport; New Zealand's busiest general aviation airport. We are just 30 minutes drive from Auckland City. The airport is also equipped with a full range of instrument approach facilities. The numerous arrivals and departures of small aircraft enable students to become comfortable with busy airport traffic without experiencing the delays normally encountered when training is conducted at an airport which has a large volume of airline traffic.

Our dedicated instructors offer top quality training and take a sincere interest in the progress of every student. The atmosphere at HFT is a pleasant blend of professionalism and informality. Students will find that their training is hard work, but thoroughly enjoyable. Near our base is a range of training environments, low flying areas, forests and river valleys, confined areas and mountain flying terrain. Each training flight will bring new challenges and new skills.

PPL and CPL – student loans funding available

In partnership with Whitireia Polytechnic, HFT provides full student loan funded CPL training in the Certificate in Aviation programme. This is a one year, full-time course. Training includes studying the fourteen theory subjects (7 PPL, 6 CPL and basic gas turbine) and the necessary practical flying to gain the CPL (H) qualification. In addition to the CAA syllabus (which includes mountain flying and sling load training), HFT graduates will also gain CPL night privileges and instrument flying training. These hours can go towards future requirements such as an Instructor Rating or an Instrument Rating. Turbine Ratings are also available within the CPL syllabus.

CAA Part 141 Approved Training School

HFT is approved by the Civil Aviation Authority to operate

as a Flying Training Organisation, under Part 141 of the CAA Regulations. This means that HFT satisfies the CAA's flight standards in areas such as safety, quality of training and aircraft maintenance. HFT is also an accredited NZQA private training establishment, to cater for international students. Our PPL and CPL Training are 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 briefings provide prior and post flight summaries for the student of the lesson.

CAA Approved BELL Jet Ranger simulator

HFT has New Zealand's only NZ CAA certified BELL Jet Ranger simulator, Flight Training Device (FTD). This is used to provide realistic experiences for pilots, as part of their training programme. The FTD is used in the PPL and CPL to develop skills and experience in cross country navigation and procedures. As the pilot advances it is used in the introduction of Night flying and the practices to safely conduct night cross countries. The BELL Jet Ranger simulator is significant with the initial Turbine Type Rating. All initial cockpit procedures and checklists are conducted in the simulator, then starting, pre-take off checks, normal and then non-normal and emergency procedures are extensively covered. Engine handling such as 'Hot' starts; 'Hung' starts are all explained and demonstrated in the simulator.

Prior to actually flying the 'real' Jet Ranger helicopter – a pilot will have conducted at least five hours in the simulator. During his or her full-flight training they will mix simulator and flight exercises.

Instrument Rating Training - IFR

HFT offers the Helicopter Instrument Flight Rules (IFR) Instrument Rating. The BELL 206 Jet Ranger simulator is the basis of the IFR programme. Up to half the instrument training hours required can be gained on the simulator. The remaining training hours are delivered in the helicopter. For many pilots, instrument training represents a wise investment, both for career and safety reasons; it opens up a number of positions for which a non-



Helicopter Flight Training



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instrument rated pilot would otherwise be unqualified. As more helicopter operators develop IFR capability, pilots with this training and qualification are provided greater employment opportunities.

The use of simulator training has been proven to improve safety, pilot skills and competency and better awareness of risks and how to manage them.

HFT and NEST – Co-pilot Internship

HFT and the Northern Emergency Services Trust (NEST), based in Whangarei have developed the co-pilot internship programme. This provides the opportunity for HFT Graduates of the Multi-Engine Instrument Rating course, to join NEST as a co-pilot on one of their Sikorsky S76 helicopters. NEST is recognised as New Zealand's leading IFR Emergency Medical Services (EMS) helicopter operator. Graduates that join the internship will spend up to 12 months, flying as a co-pilot. NEST provides Air Ambulance and Search and Rescue services throughout New Zealand, in day or night and in all weather IFR operations. Winching both crew and stretchers and the use of Night Vision goggles provides interns with valuable experience as a pilot.

Helicopter Scholarships – for 2012

HFT has recently announced the '2012 Helicopter Scholarship programme'. In each available training qualification HFT will be providing a Scholarship for flight training hours and course costs. The value of all four Scholarships is \$ 234,500.

All pilot applicants are able to apply for a scholarship and will undergo evaluation and assessment.

Working as a Helicopter Pilot

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. HFT trained pilots now work in these roles. Considered to be one of New Zealand's leading providers of Helicopter Pilot Training, HFT has a reputation for selecting, training and placing top quality pilots with top quality companies.

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IF YOU ARE seeking a career as a professional pilot, then the first step lies within 10 minutes drive of Hamilton City. Based at the Hamilton International Airport, Waikato Aero Club offers full time funded flight training programmes. "We'll take you from your first introductory flight, right through to advanced multi-engine instrument ratings and more." Says Chief Flying Instructor Roger Cruickshank. "The Aero Club operates a modern fleet of training aircraft and these combined with our certified flight training simulator, provide the student with advanced flight training technology."

Roger explains that "The Waikato Aero Club has a well established pedigree – we have been training pilots for airline, agricultural and recreational flying since 1933, and there are airline pilots flying all over the world who have trained here".

Waikato Aero Club is NZQA accredited and will deliver the New Zealand Diploma in Aviation next year. The New Zealand Diploma in Aviation will be the only student loan funded piloting qualification available in 2012. Waikato Aero Club has fully funded positions available.

For more information about the New Zealand Diploma in Aviation and positions on the 2012 full time programme, please contact Waikato Aero Club.

Waikato Aero Club, Steele Rd, RD2, Hamilton

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Email: info@flywaikato.co.nz

www.flywaikato.co.nz

Training with the Red Star Yak-52 Display Team

THE Red Star Yak-52 Display Team is a familiar and much respected sight at aviation events all over New Zealand. First displaying at the Taupo Airshow in 2004 with just two aircraft, the team quickly grew and by 2006 already comprised seven more.

Early in October of this year, a total of 10 Yak-52s gathered at New Plymouth for a three day training weekend. Instigated by Yak Team members Mike Harvey and Mark Helliwell, the purpose was threefold; being to gather Yak pilots together for training consistency, commence integration with the international FAST (Formation and Safety Team) protocols, and introduce newer pilots unfamiliar with formation flying to the discipline. The weekend was very successful and much was accomplished by the 18 in attendance, especially given that the weather forecast caused many to take the precautionary option of heading for home before dark on Saturday.

Standardising Procedures

There are 17 Yak-52s on the NZ register, the greatest concentrations being 5 at New Plymouth, 3 at Pauanui and 2 at Tauranga. Formation flying requires great discipline and clear communications, and when smaller groups of pilots get together and practice on their own it is easy for non-standard behaviours and procedures to develop.

Even as an integrated Yak Display Team, procedures have in the past still not necessarily been the same as those used in other display teams in NZ or elsewhere. This is not uncommon and in 1993 the first Warbird Operators Conference was held in Texas, whereby the various warbird organisations agreed to investigate and adopt a common national program for formation flying. It was recognised that each of the organisations had created procedures and signals which were unique to their own requirement, often having been based on the military experience of their membership. The end product of this endeavour was the creation of a Formation and Safety Team (FAST) national programme to standardise and increase the safety of formation flying.

About 10 years ago, Dave Brown (currently CFI of NZ Warbirds Association) and Frank Parker (past CFI and currently President of Warbirds, and a regular KiwiFlyer Contributor) wrote a training course to fit the FAST rules and introduced this to the Warbirds membership. Since then, the NZ Warbirds Association has operated under the FAST umbrella with formation pilots training for and achieving FAST qualifications.

There are 3 levels of FAST qualification, being Wing Pilot, Lead Pilot, and Check Pilot. For organisations that train with a 2-ship stepping stone approach, there are limited qualifications for 2-ship Wing and 2-ship Lead. Each qualification has a strict set of

minimums and training requirements.

Joint Organiser for the Yak training weekend, Mike Harvey says that since Warbirds were already well established in the FAST system, it made sense to join with them. Hence Warbirds members including Dave Brown and Gavin Henderson attended the weekend, which also made it possible for some of the Yak Team members to be signed off for FAST qualifications.

Readers unfamiliar with formation flying and aerobatics might not be aware of just how communication works in this environment, though anyone who has enjoyed a back seat ride in such circumstances might have come away wondering how everyone knew what to do and when, given that there didn't seem

to be any radio chatter of significance. I know my wife has commented that pilots in photos taken in formation are "always looking straight at the camera". There's a reason for that of course, and it isn't the camera they are looking at.

Much of the communication in formation flying is by way of hand signals. Take a lead change procedure in route formation, for example. Without a word on the radio, the lead pilot points at his number 2, then points forward. Number 2 will nod their head (or might perhaps shake it vigorously if they really don't want to be in front ;-)) then move



The Team photo. Below: 4 of 10 Yak-52s domiciled at New Plymouth for the weekend.



forward to the lead position, then accept the lead by patting their head and pointing forward. The new wingman is then expected to be in formation on the new leader. Once the new leader has completed an operations check and is happy, he will then waggle his wings, and the others will close back into the formation which then renumbers.

Thus it's quite important to know what the range of hand signals means as well as how to appropriately give them. Training and practice in FAST signaling was a key part of the weekend at New Plymouth.

Programme for the weekend

Friday was a day for arrivals in the afternoon, briefings and a group dinner in the evening. Saturday and Sunday were planned to begin with a formal theory session, then a range of 2 and 4 ship exercises with group debriefings between. Although Sunday was curtailed by the weather, much was achieved.

Saturday began with a weather report, given of course by New Plymouth based Yak owner, Jim Hickey. A briefing from the Tower and familiarisation with local flying areas followed. Then it was onto FAST theory in a session conducted by Dave Brown.

Dave took the assembled group through the Warbirds FAST standard operating procedures manual which comprehensively



covers such subjects as formation line-ups and take-offs, signals, transit and route procedures, different formations, positions and speed, lead changing, joining and overhead breaks, landing to hot and cold sides of the runway, formation taxiing and shutdown, emergencies including intruder aircraft and mid air touches, radio failures, mutual support in the air, landing damaged aircraft, and much more including a lot of wisdom from past experiences. The latter included pointing out that one of the more likely accidents to have is by relaxing too soon after the wheels touch the ground again. Formation rules and concentration levels need to be maintained right up to disembarking the aircraft.

These briefings along with Dave's teachings and the resulting discussion took the best part of three hours, then it was onto the first flying exercises, initially with 2-ship formations. Later in the afternoon 4-ship formations took to the air, providing the opportunity for some of the Yak Team members to be signed off for their 4-ship lead FAST qualifications. Every flying session was thoroughly debriefed both for individual formations and the group as a whole.

Debriefings

With one of the weekend goals being to introduce formation flying to Yak pilots as yet unfamiliar with the discipline, debriefings covered a broad range of material. Discussions arose on techniques for combating common issues in close formation, and visualising adjustments prior to needing them by observing other aircraft in formation. New pilots were very surprised to see how much (and how continuously) throttles are being adjusted, and just how much the pilots hands are linked with every control movement requiring a corresponding and sometimes significant power adjustment.

The difficulty of making your first formation turns was a topic of some discussion. Most people feel much happier on the inside of a turn looking up, rather than the outside looking down at the ground – which can give the perception that you are sliding into your neighbouring aircraft. Dave mentioned that in the Air Force, they used to address that particular psychological issue by simply taking the formation into cloud.

Discussions also arose amongst Instructors on how to best change previously instilled behaviours, as under FAST standards there would no longer be any room for people to fly their own versions. Many refinements were discussed including ensuring

consistent time counting (break manoeuvres for example are timed) and bold signals (as some were being missed). The importance of not looking away from the leader was emphasised and the development of a specific page for additional Yak information in the Warbirds FAST standard operating procedures was planned.

Feedback from the pilots new to formation flying included discussion on just how exhausting 30 minutes could be, the mental stress of flying in close proximity, and the complete change in perspective required for looking at the lead aircraft instead of out the front.

All agreed that the time was very well spent and that it was great to gain the experience of working with the Warbirds pilots and procedures.

Participant Profiles

Although formation aerobic teams inevitably have ex military and airline pilots in them, they are in no way restricted to only those with professional training of this nature. KiwiFlyer spoke to two pilots at the weekend who come from the ranks of PPL training at local aero clubs.

Peter Vause

Peter Vause learned to fly at New Plymouth Aero Club, completing his first solo some 40 years ago in 1971. He says he flew all of their aircraft before aviation took a lesser role to family and business commitments. Peter got back into flying in 1993 and then bought a Cessna 172 as a commuter aircraft. In

1997 he followed that up with a new Cessna 182.

The day came however, when he went flying with Brett Emeny in his Yak-52. Brett told Peter before the flight that “you’ll love this aircraft and won’t want to fly any other”. Peter replied with “yeah right”, but 4 hours later he bought one. Brett then mentored Peter into aerobatics and formation flying, with Peter first flying in the Yak Display Team in 2006. Peter credits Brett’s “positive enthusiasm and competence” for facilitating the development of the Yak Team at New Plymouth.

Peter’s aviation toys don’t just include the Yak though. He also owns an Aero L-39C Albatros after going for a ride in one in the United States, discovering that flying it wasn’t as difficult as he thought it might be, then buying one, completing 30 hours of training, and shipping it back to New Zealand in 2004. John Lanham rated Brett to fly it, then Brett trained and mentored Peter who now leads formation aerobatics in the aircraft, still on his PPL (with an instrument rating). Peter says that Brett has also taught him



4-ship Yak-52 formation training above the New Plymouth coastline.



Peter Vause

to fly the Catalina at Ardmore and that Brett's "ability to get to the essence when training makes him a natural Instructor who has enabled the Yak Team to fly as professionally as they do".

Mike O'Rourke

Mike O'Rourke is a PPL with about 400 hours in his logbook. He describes himself as a weekend flyer with an attachment to the 'unusual', happily admitting to being an autogyro enthusiast and owner.

Mike undertook aerobatics training with his local Tauranga Aero Club in their Cessna 152 and was considering the purchase of an RV or similar when the opportunity arose to purchase a Yak-52 in 2006, some 200 hours of flying ago. Mike bought the Yak and organised a syndicate for it at Tauranga.

The weekend at New Plymouth was the first such event Mike had been to. He says he thought it would be "interesting to be part of, and fun, as well as a chance to get to know the guys who are really



Mike O'Rourke

good at it". Mike says he has been progressing with aerobatics and was keen to get a taste of formation flying. It turned out to taste like "hard work" and while he expected it to "require

concentration and be scary", it actually wasn't scary or stressful ("with an Instructor on board") but did require intense concentration; "you can't relax for a second, even after landing". He says that trying to turn in formation was quite an experience, and that he perhaps enjoyed being a passenger and taking photos more than he did his time on the controls. While Mike wasn't sure of following a path into formation flying, he is looking forward to an aerobatics instruction weekend being scheduled in the future.

Thanks

KiwiFlyer thanks all of those mentioned in this text and the other participants at the Yak Training Weekend for sharing their time and contributing to this article. We look forward to seeing the team in the air at displays throughout the coming summer.



GYRATE NZ Ltd is a unique training facility in New Zealand. Six years ago the CAA issued an exemption to CFI Tony Unwin allowing him to provide training for 'hire and reward' on microlight gyroplanes.

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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 gyronauts.

In New Zealand gyroplanes are classed



Dual training is conducted in MTO-3 Gyros.

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.

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CTC graduate Hamish Taana, with just 225 hours flying time, is about to start training with Jetstar.

CTC and Jetstar's Advanced Cadet Programme leads straight to a First Officer position

HAMISH Taana of Napier is about to have his dream come true after being accepted as an advanced cadet pilot for Jetstar through its specialised training programme. The 22 year old graduate from CTC (in Hamilton) is now entering Jetstar's Advanced Cadet

Programme that will see him become a First Officer in 12 months. Hamish's training will take place at CTC's training centres in the UK and with Jetstar in Australia.

It is a huge opportunity for Hamish, who explains; "The amazing thing about the programme is that I have the certainty of knowing I can become part of a flying crew for an Airbus A320 if my training goes well. Even though I currently only have 225 hours flying time, the opportunity for me is very significant.

Part of Jetstar's philosophy in taking people like me, is that they get the chance to bring me into their systems and processes without the need to have me make a change from any other airline procedures I may have learned. Obviously they are investing in my potential

rather than my experience, which is a fantastic opportunity for me.

I feel very well prepared going into the Jetstar programme because my training at CTC has been completely airline-focused from the first day I started. That's what makes CTC unique in the way they train pilots. I feel confident I have the very best grounding possible for what is ahead of me."

Jetstar is a leading low fares international airline that is expanding its flying operations world-wide, particularly across Asia. Their latest training programme has been developed in association with CTC and has been operating for just over a year.

Hamish grew up and went to school in Napier and left there as an 18 year old to complete his training as a commercial pilot with CTC. He has been working at CTC in Hamilton prior to being selected for the Jetstar Advanced Cadet Programme. Hamish will be bonded to Jetstar for a period of time once he has his A320 type rating as a First Officer. To find out more about the Jetstar Cadet Programmes (both ab initio and advanced) with CTC, visit www.ctcwings.com/nz

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Massey University School of Aviation 25 Year Jubilee

On 10 and 11 February 2012, the Massey University School of Aviation will mark 25 years of aviation education and training in New Zealand. Anke Smith, Manager of the School's Business Development and International Programmes, contributed this article on the School of Aviation's history. Readers are sure to enjoy some of the amusing anecdotes that have been included from long serving staff, and prospective students should easily see the potential that training with Massey can offer to their careers.

Contributed by Anke Smith

HUGH Francis (Senior Navigation Tutor for 19 years until his recent retirement in mid 2011) recalls; "In 1987 Air Cdre Stuart McIntyre, ex-Director CAANZ and Prof. Graham Hunt, instigated and inaugurated Massey Aviation Institute, located in the Commercial Complex at Massey University, Palmerston North. Initially, an Australian Company, owned by Mr Jim Sparks, was contracted to provide the aeronautical experience and students enrolled into a Massey University Diploma course with the University providing academic teaching. In 1994, Massey became the only University in the Southern Hemisphere to have a Bachelor of Aviation programme with its own aircraft.

situated in Poultry Farm Road and was in fact a converted chicken shed, although the casual observer could easily be deceived into thinking that it was a new purpose built aviation building. It was only the abundance of mice and a certain ambience in the warmer weather that gave the show away. A few years later the adjoining

of another School PA-28 on a ferry flight from New Zealand to Malaysia. The School had arranged to lease two surplus PA-28s to a Malaysian flying school for two years. The route was from Hamilton to Auckland then Norfolk Island, Lord Howe Island, Toowoomba (Australia), Longreach, Darwin, Kupang (Indonesia), Bali, Jakarta, and then finally Mallaca in Malaysia. The trip took 18 days (delayed for about 5 days in Darwin due to a tropical cyclone in the Timor sea) and about 50 hours flight time.

The return trip took one day via Thai International Airways. That record still stands."



Hugh Francis after the ferry flight from Ardmore of the last two DA-40 Aircraft MTA & MTE in November 2009. Picture by Paul Kearney.

International Training

Massey University School of Aviation has trained various international pilot cohorts. From 1993-96 it held a Contract with Garuda Airline (Indonesia) to train cadets for the Bachelor of Aviation degree; and, to convert Flight Engineers to CPL

The first Head of the School of Aviation was Professor Graham Hunt and he was encouraged by excellent support from the wider University - especially Professor Graeme Fraser - Associate Vice Chancellor Academic who retired in 2007. Professor Fraser was also Chairman of the Aviation Board of Management, and therefore instrumental in setting up and ensuring the early success of what we now know as the School of Aviation.

'monogastric unit' or pig department was acquired to provide additional office space as the School expanded. A happy fusion of bacon and eggs.

In the early days all the Instructors and students were accommodated at the 'Poultry Farm'. With flying activities taking place at Milson airport some 11 km away there was constant commuting with waves of cyclists and motor vehicles ranging to and from both locations. This frequently led to staff or students being at the right place at the wrong time or the wrong place at the right time or simply just lost in transit. At least it promoted physical fitness for the cyclists."

Cross Country (literally)

Among Ritchie's many achievements during his long and varied Aviation career, he says he can "proudly claim the honour of completing the longest cross-country flight in the history of the School of Aviation. In April 1992 I departed from our maintenance base in Hamilton in ZK-MBE suitably equipped with an extra fuel tank in the rear seat, in the company

level. In 1994 this was reciprocated with 67 Massey graduates (past and present) undertaking an internship as co-pilot on B-737-400 Garuda aircraft for two years, based in Djakarta.

From 1995-96 the School delivered a contract with Xiamen Airlines (Peoples Republic of China) to train three courses of pilots to CPL level at Palmerston North.

Further international recognition came in 1996, when the School's ATPL Programme was recognised by Singapore CAA for pre-validation of licences for those Singaporeans successful at passing the 'ATPL Differences Course'.

Other international collaborations included a Search and Rescue Course held for the Royal Brunei Air Force and a Cabin Crew - Air Hostess Course for 30 Korean Airline staff at the School's Albany, North Auckland campus.

Development through the years

In 1996 The School of Aviation commenced annual Flight Instructor Courses which incorporated 5 hours of aerobatic flight training. Aerobatics have

The Poultry Farm

In 1990 the School of Aviation moved to a refurbished 'chicken house' at Poultry Farm Rd, Palmerston North. The road outside the School of Aviation was subsequently renamed 'Aviation Way' and Hugh says that up to seven ATPL Courses were being conducted at a time.

Dr Ritchie de Montalk - an eminent PhD graduate of the School and current Manager Aviation Safety recalls those days with clarity - and some humour; "The School's first dedicated building was at Turitea in a rural setting close to the main University Campus. The building was



often featured as part of the School's flying curriculum and over the years students have experienced 'flying to the limits' in a variety of aircraft including the Cessna 152, Robin, CT4B and CT4E. A special treat was experienced by some of the students on the Flight Instructor's course who did their spinning training in a DH Tiger Moth specially hired for the occasion.

National recognition came in 1998 when unique distinction was bestowed upon the School of Aviation by the New Zealand Civil Aviation Authority. This granted an Equivalence Approval, 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. This privilege is exclusive to Massey University School of Aviation.

In 2005 Captain Ashok Poduval succeeded Prof Graham Hunt to the position of General Manager of the School of Aviation. He now holds the position of CEO. Ashok brought significant airline experience to the role; he has been an airline pilot with over 12,000 hours of flying, has extensive training experience, and tertiary qualifications in Aeronautics and Business Administration. He also held senior management positions in airlines and in IATA.

In 2006 the School's Head Office premises at Aviation Way were closed and relocated to the Social Science Tower, Massey University Turitea site, where it remains to this day. A new FRASCA 142 Simulator was also purchased.

For a few years the School also conducted Helicopter training courses at Masterton and Ardmore until the decision was made to focus solely on fixed wing flight training.

The School holds the philosophy that 'a pilot, educated to the highest university academic standards, and trained in accordance with industry best practices, is indeed an aviator with a difference, and an asset to any airline.' Therefore in 2009 the University approved the purchase of a

completely new fleet of aircraft to replace the ancient Warrior (PA-28) and Seneca (PA-34) aircraft. The fleet of 12 Diamond DA-40 and 2 DA-42 aircraft arrived in mid 2009 and at the same time the School's training syllabus was completely revamped to reflect the new aircraft by introducing a scenario-based syllabus. Now the first cohort of pilots (Massey 53) to train in the new fleet are about to be awarded their Wings (in late November 2011).

Such significant investment in technology and radical development of ab-initio flight training practices have been recognised by the airline industry, to the extent that in 2011 the Air New Zealand Aviation Institute appointed Massey University School of Aviation to be a Flight Training Partner.

The Aviation Management programmes have also attracted many students. Staff working shift rosters in the global aviation industry including the New Zealand Defence

Forces, as well as airline crew, find the flexibility offered by the distance learning mode of study most useful - and many have been able to advance their career opportunities as a result.

Massey graduates fly for many airlines around the world including military flight establishments, and others have taken leading roles in aviation management organisations.

These are just some of the memories of the past 25 years and we look forward to sharing more stories with former staff, students and friends of the School at the Jubilee next year.

For more information

For up to date news, photos and events, visit Massey University School of Aviation on FaceBook (Massey-University-School-of-Aviation).

To learn more about flight training, or to enquire about the 25th Jubilee celebrations in 2012, contact Anke Smith on 021 MASSEY, email: a.c.smith@massey.ac.nz or visit www.massey.ac.nz/massey/learning/departments/school-aviation/



Dr Ritchie de Montalk has been with Massey University School of Aviation since the early days and still holds the record for the longest cross country flight (to Malaysia).

Classic Cubs The Home of Taildragger Training



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 Airbus A320. 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.

It is our mission to provide quality, personalised flight training. Bill's philosophy is a disciplined approach to training, (backed up by his 16,000 hours and airline background). Low traffic volumes and small landing fees at Te Kowhai give good value for money. When the pilot is up to experiencing a busy Air Traffic Control environment and/or a sealed runway, Hamilton is only a short ten minute flight away.

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

Mentored IFR Hour Building at RidgeAir

RidgeAir is based at Omaka Aerodrome in Blenheim. Coming from an Airline and General Aviation background, Chief Pilot Ross McCullum took over the reins in January of 2010, having been flying in Australia for the past 25 years.

Ross has a wealth of experience across a broad range of aviation activity. Prior to joining RidgeAir, his most recent role was as Head of Training and Standards for Macair Airlines, based in North Queensland, who at the time operated a fleet of Saab 340, Metroliner and ATR-42 aircraft. At RidgeAir, Ross immediately identified what he considered was a missing opportunity for young and newly certificated IFR pilots in the CAA Part 135 charter environment.

Simultaneously, Ross was considering the challenging environment for flying in New Zealand as regards to weather, terrain and the variety and complexity of Instrument Approaches that are a feature of aviation here. For reasons of passenger safety and comfort, Ross preferred that the RidgeAir fleet be operated as a Two Pilot model wherever possible. This approach also provided an opportunity for newly certificated IFR Pilots who have no way of honing their skills, due to not having enough twin time to meet insurance requirements in order to hire a twin engine aircraft.

As a result, RidgeAir now offers Advanced Multi Engine IFR training that incorporates a high level of mentoring to young pilots. New trainees undertake induction training and complete a Part 135 OCA, whereby they are then able to operate as Pilot in Command Under Supervision (ICUS) on charter flights under the tuition and guidance of an experienced Captain.

As part of this training a strong emphasis is placed on Two Pilot CRM, including Checklist Philosophy, Scan Flow Procedural Techniques, Cockpit Intercommunication skills, along with Emergency and Abnormal Phase One and Phase Two procedures. This has a lasting effect on trainees, who are ultimately looking to transition to a major airline. Under the RidgeAir scheme, they gain a sound understanding of two crew / two pilot procedures whilst also being mentored in real life IFR competencies, where real decisions need to be made in a wide range of scenarios.

The IFR hour building mentoring program has proven to be of great benefit to new trainees as well as very cost effective for them, with ICUS training in the Cessna 402C and Seneca IV available for as little as \$150 per hour.

Trainees who are on a mission to enhance their experience quickly, also have the option of purchasing a block of hours on either aircraft type and undergoing the same type of sorties as would be expected on normal Part 135 charter flights, again whilst under the guidance and mentorship of an experienced Captain.

RidgeAir also offer Type Ratings on both aircraft types plus GPS / GNSS RNAV and Advanced IFR Instrument training to students.

Ross says the focus during training is Cockpit Management; “These days with RNAV procedures becoming prolific and aircraft equipment such as GPS being closer to the functionality found on something like a Boeing 737, it is important that the pilot learn

to utilise the automatics and navigation equipment to their full extent.” He believes that gone are the days of pure stick and rudder IFR flying, as there is simply too much going on; “though when things turn pear shaped, a competent IFR pilot should be able to take control.”

That said, Ross also believes that; “Within today’s complex aviation environment, when an auto-pilot or key navigation unit does stop working then the focus of the flight should change. Now the pilot should consider the degradation of the automation or navigation solution at hand, and if serious enough, rather than

push on manually to the end goal, the flight should become one of recovery to the nearest suitable destination for repairs.”

Visit www.ridgeair.co.nz for more information, call Ross on 021 246 2544 or email: ross@ridgeair.co.nz



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

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Instructional Techniques and Flight Testing

with Flight Test New Zealand



FROM A background in flying and flight operations management, Steve Kingsbury formed Flight Test New Zealand in 1998 to provide flight examination services as a Part 141 accredited organisation. Starting with three Examiners, the company quickly grew from these humble beginnings to what is now the largest such organisation in New Zealand, having 21 Flight Examiners covering all areas of the country. Over the years, Steve has taken opportunities to expand the company which now operates a TP200 turboprop simulator based on a Beechcraft King Air B200. Flight Test NZ also provides training for Aerobatic and GPS ratings, as well as conducting Instructional Techniques training courses to meet CAA requirements for new C and D category Instructor Rating issues.

KiwiFlyer recently spent some time talking to Steve about his company, and attending part of an Instructional Techniques course run by Ross Crawford.

Instructional Techniques

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

Flight Test New Zealand run a course somewhere in NZ about every 6 to 8 weeks. Attendee numbers are restricted to between 4 and 10 people, with about 240 people having undertaken the course to date. Groups typically involve about two thirds new CPL holders, with the remainder being more experienced pilots seeking a D Cat., some a C Cat., and occasionally ag. pilots preparing for an E Cat.

Although heavily aviation focused, Steve says that the course is not just for budding instructor/pilots and is also applicable to others in instructing roles. For example, Vincent Aviation send all of their Flight Attendant trainers on the course.

The course is taken by Ross Crawford, himself an A category Instructor. Ross also holds a B.Av. degree and has a broad background in both airline training and general aviation. The course covers the academic requirements and theory of instruction, but thanks to Ross' background, is loaded with the sharing of wisdom from Ross' practical experience of 45 years flight instruction. Ross says he deliberately orientates his training towards the practical as he believes the training experience should be pleasurable and memorable rather than one of immersion in theory books.

To teach Instructional Techniques, CAA require a NZ training qualification and some involvement with aviation, but there is no mandate to how much of the course is about 'theory of learning' and how much is about 'teaching aviation well'. In the past, some of the available courses have been biased to the former, and Steve and Ross are proud to quote students who have attended both and declared they wish they had come to one of Ross' courses the first time. Ross relates all aspects of the course to aviation

with examples and anecdotes. He ensures that there are practical illustrations of every part of learning theory and the principles required to be covered. In addition, participants receive workbooks and course notes on CD.

The four day course is structured around Principles of Learning, Training Aids, Human Factors, Air Exercise Training, and actual presentation experience and observation.

During the course, every participant undertakes three presentations to the group. A warm-up presentation on the first day is about themselves, plus the best Instructor or Teacher they have had and why. On the second day, each must give a 5 minute presentation on how an aircraft flies, aimed at someone with no

knowledge of aircraft, hence a requirement to teach within a time frame and without using any technical jargon. The last day of the course is devoted to 20 minute presentations from each participant on a subject of their choice related to aviation.

These presentations offer some a first experience of talking in front of a group and interacting with their audience, maintaining interest, recovering from a hole, etc. They provide an opportunity for all those

involved to pick up on issues such as good use of diagrams, colour, humour, style, etc., as well as less desirable traits such as talking to the board, nervous ties, being an unintended source of distraction from the lesson, and more.

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

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

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

Ross also offers good advice for when the time comes to sit the C cat issue test. He says one of the most important issues is that candidates are confidently prepared to simply explain the considerations involved in any exercise. They need to be able to



A class photo from the October 2011 Instructional Techniques Course run by Ross Crawford from Flight Test New Zealand and held at the Auckland Aero Club.

get up on the whiteboard and demonstrate Principles of Flight concepts based on notes they have prepared themselves, rather than from another Instructor's notes or PowerPoint presentation. This is a common reason for C Cat. exam failure, with those who have learned Principles of Flight purely from a text without practicing explanations and diagrams at the whiteboard themselves, often exposing deficiencies in their knowledge and teaching techniques.

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

Participant Feedback

After the course at Ardmore in October, KiwiFlyer spoke to Michael Thompson and Brent Foreman who had both attended, but with quite different experience and ambitions. Michael is a new CPL with an instrument rating, taking the next step in his career. Brent is a successful businessman, aviation enthusiast and pilot who wants to give something back to the industry.

Both say they initially saw the requirement as being a 4 day course that had to be done, rather than the enjoyable opportunity it became to learn and improve instructional techniques. Brent says he thought it would be heavy going theory and jargon, but by the second day was thinking "this is great – I'm starting to learn something here and enjoy it". He says that Ross made the course very interesting and put a lot of effort into building up all course participants throughout the programme, also noting how important the small things can be during instruction. He was pleased that the course was kept relevant to aviation and says that others have told him he was lucky to be on a course run by Ross.

Michael says that for him, the course emphasised how students learn in different ways, and how to teach to suit. He says he knows that a bad Instructor can negatively influence the student and notes that Ross drove in the obligation Instructors have to motivate students and teach in the right way.

Brent and Michael both highly recommend the Flight Test NZ course with Ross to future C and D cat candidates, and are looking forward to applying their newly learned skills.

Flight Examiners and Flight Testing

Steve explains the Flight Test NZ examining philosophy as being not just to check the pilot, but to make the flight check an enjoyable and learning experience by also sharing some of the Examiners wisdom with the candidate during the flight. Flight Test NZ Flight Examiners have a wealth of knowledge and skills, with backgrounds ranging from Airline Captains to Topdressing Pilots (many have been both). Steve emphasises that students should see their flight test as a valued part of their training, as all Examiners

are enthusiastic about aviation and gain satisfaction from sharing their knowledge.

The company presently offers flight testing services to more than 45 organisations throughout NZ. These services include:

- Instrument rating continued competence;
- Endorsement removal for additional navigation aids, multi engine instrument rating;
- Private pilot licence issue – aeroplane;
- Instructor rating continued competence for B and C category instructors aeroplane and helicopter;
- Instructor rating additional privileges aerobatic, night and spinning;
- Aerobatic rating issue and continued competence;
- GPS rating issue and continued competence;
- Operational competency IFR and VFR for Part 125 and 135 aeroplane or helicopter organisations; and,
- Special purpose checks for ski and float planes.

Flight Test NZ Flight Examiners are based in Northland, Ardmore, Hamilton, Tauranga, Napier, Wanganui, Wellington, Blenheim, Nelson, Christchurch and Dunedin. Steve says they welcome enquiries from Examiners not presently involved with the company and are currently seeking helicopter Examiners. They are also mentoring some new A Cats into the role and providing associations for them with the rest of the team.

For more information

Check the Flight Test NZ website www.flighttestnz.co.nz for future course schedules and locations or phone Steve Kingsbury on 07 866 5623, email: steve.kingsbury@flighttestnz.co.nz



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

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CRM Training for Flying in the Wire and Obstruction Environment

BACK in August of this year, Bob Feerst again visited New Zealand and presented his world acclaimed course 'Crew Resource Management in the Wire and Obstruction Environment' to around 200 people in three locations across the country. KiwiFlyer attended the Auckland course and as we have said before, the material covered and take-away learnings are invaluable, whether attending for the first time or as a refresher. It really should be compulsory at least for all rotary wing pilots. Making an applause worthy move in this direction was Phill Maguire of Helicopter Flight Training at Ardmore, who significantly subsidised places on the course for all of his pilots and students.

Bob says that there are two reasons people don't have wire and obstruction accidents, the first being that they have a firm understanding of the risks and hazards and continually manage these during the flight, and the second being luck – which catches up with you eventually. Proper situational awareness is not just being 'aware of your situation' but is about constantly keeping the specific awareness in mind and doing something about it. A parallel can be made with diet and exercise – we're aware that we should eat well and exercise more, but doing it effectively is a different matter.

Good situational awareness requires a working knowledge of the wire and obstruction environment and Bob's course

delivers this in a very practical, aviation orientated and memorable way. You really do need to do the course to realise just how much you don't know. For example, many pilots might say they know about wire safety already; "don't look for the wire, look for the structures", except 20% of wire-strike survivors never saw the structures,



probably because they didn't know where or how to look. In any case, it's not just seeing, but knowing how to behave around wires and structures that really matters. Bob says that in all the accidents they investigate, 60% of victims failed to see the wire. That means that 40% did see it and still flew into it. Another myth is that only inexperienced pilots hit wires, except that statistics say the most likely group to have a wire-strike are the 5 to 10 thousand hour pilots, the second most likely group being 10 thousand hour plus pilots.

The course is loaded with not just the theory and dynamics of wire systems, wire visibility, behaviour and illusions in

different conditions, but also great advice for how to deal with these and mitigate the risks they present.

In parallel with teaching a working knowledge of the wire and obstruction environment, Bob instructs attendees in Crew Resource Management (CRM). The course is also invaluable for crew members. In fact overseas, 80% of attendees are not pilots. (In New Zealand the figure is currently closer to 25%.) This is about learning how to stay on task and looking for cues in the environment, avoiding 'code red' situations where reaction to a threat is required, but also immediately recognising such situations if they do occur and knowing how to deal with them. Bob covers a wide range of verbal and non verbal cues to watch out for in CRM, including numerous practical examples that no doubt ring true with many attendees.

All of Bob's examples come from real situations, assembled from more than 20 years of accident investigations by his company and others, plus from the collected wisdom that has been fed back into the course by the many thousands whom Bob has presented to over time. These feedback loops provide a strong evolution to the course such that even those attending for refresher purposes are sure to leave with new knowledge on board.

See below for new opportunities to learn this material and don't miss the next one in your area.

New Wire-Strike Avoidance Course for Private Pilots and Training Schools

DURING his introduction to the courses presented here in August, Bob Feerst was pleased to announce the establishment of a 'Joint Venture' with John Fogden of Total Aviation Quality Ltd. (TAQ) here in NZ. This represents the opening of the third overseas representation of Bob's company, Utilities Aviation Specialists Inc. (www.helicoptersafety.com) outside of the US.

Bob has a personal affinity with our country and loves to come down here. However, with an ever-increasing global demand for his safety-related training in CRM in the wire and obstruction environment, and emerging training in Hong Kong and China, there was a real risk that the NZ aviation industry was going to find itself on the end of a very long waiting list for Bob's attention.

John has maintained a close association with Bob since his inaugural visit to NZ in 1998 and has attended a number of Bob's presentations both here and overseas. John

was concerned that the material from Bob's training could be lost to the NZ aviation industry. "I am extremely pleased that Bob has entrusted TAQ with the presentation of his safety courses. This represents the first time Bob has allowed his courses to be presented by anyone else outside of the North American continent."

John's intention is to initially present a 4 hour 'Wire-Strike Avoidance' course designed specifically for private pilots and training schools both in New Zealand and Australia. This course, while containing much of the same information, is not a substitute for the one-day 'CRM in the wire and obstruction environment' course designed for commercial operators that has been attended by many New Zealand pilots.

This course, and other specially tailored courses, are intended to be available to instil wire avoidance awareness at grass-roots level to the large number of helicopter and fixed wing owners and pilots who

traditionally operate outside the structured commercial environment and yet can still find themselves in 'the wire environment.' Having the courses available in-country will mean they can be presented on-demand at a timing and location to suit the customer.

The course will focus on teaching pilots to understand where the wire and obstruction environment really is, the dynamics of that environment, visibility engineering (what you can and can't see, and why), how to forecast the presence of wires and hazards, and traps waiting for untrained pilots in the low-level environment.

Specialist courses will be tailored to address other sectors of the industry.

Further information on this or any other of the safety training courses is available by contacting either John Fogden by email: john@totalaviationquality.co.nz or Bob's General Manager, Lyn Sims by email: lynsims@helicoptersafety.com



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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.

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*Contributed by Tim Marshall,
Club Captain of the North Shore Aero Club*

PASSION... that was the word my father used to describe the key element required to being successful in aviation... and it is exactly what drives us Instructors here at North Shore Aero club (NSAC). We are passionate about our students doing well, passionate about our students developing safety orientated attitudes, and passionate about helping our students achieve goals.

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As the NSAC Club Captain, one of my roles is to make sure we have plenty of social activities for our members to enjoy. This includes flying trips, Pilot Nights, Movie Nights, Aviation Pub Quizzes, Club Parties and much much more.

Our club lounge/bar is also a great place to relax after your flying and to catch up with flying friends who will no doubt all be telling tall aviation tales. It's amazing what you can learn from chatting with experienced pilots.

So that is us in a nutshell, please feel free to pop in for a visit and a cuppa at Postman Rd, Albany - head north from Auckland up the Motorway, take the Silverdale off-ramp and head down the old Albany highway. We look forward to sharing our passion for flying with you.



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SIMPIT: 3D visual surround flight sim developed in NZ

Contributed by Emily Bird

IT HAS BEEN nearly two decades since 32 year old Czech migrant, Tomas Zahradka, first dreamed of inventing a full flight simulator. Tomas, a C-Cat rotary wing instructor with more than 400hrs fulfilled his dream in August this year. While living in Motueka, he built the first simulator with complete 3D visual surround using six individual projectors.

The simulator, with 270-degree vision immerses users (wearing 3D goggles if desired) in a realistic flying environment. The technology is possibly a world first after an extensive global search earlier this year failed to find anything else like it. Tomas' enthusiasm and passion for his custom built SIMPIT has you convinced he's offering a sophisticated simulator that is well ahead of the market.

"Combining complete 3D surround vision via projection with the motion seat, real controls and the tracking system fools the brain into thinking you're in the air and flying" says Tomas.

Built into his SIMPIT are 150 choices of fixed wing and rotary aircraft with 17,000 different airports from around the world to test your skills. Opportunities of flight range from circumnavigating the globe in a Boeing 747 to tearing up the skies while flying an early biplane in a wartime dogfight.

More than 200 people have already flown in his prototype located in Nelson, and of those Tomas estimates more than half hold a pilot's license.

Along with the variety of aircraft types and different terrain available, flyers can also join global virtual aviation world VATSIM and compete in Friday night leagues of Red Bull air races.

A Dash 8 Air New Zealand captain has described flying in Tomas' SIMPIT as the closest experience he has had to being in the actual aircraft. Other pilots to fly in it have confirmed the

aircraft you can fly do behave as real models. This coupled with realistic portrayal of New Zealand and Australian terrain has allowed students and pilots to prepare for flight training, aircraft type ratings, flight missions and emergency procedures training. "Students will require less dual time in an aircraft therefore saving a lot of money on training" says Tomas.

Training in the simulator is more time efficient for repeating manoeuvres such as botched approaches when Tomas can simply drag the plane back for you enabling another immediate attempt rather than the time and fuel consuming reality of committing a go-round in real live flight. "It really allows you to focus on specific areas that you need to practice" says Tomas.

An hour's flight costs

\$75, making this a very versatile and economic simulator for flight instruction. There is a real cost saving potential for pilots and aviation enthusiasts who would like to receive additional training to reach a desired skill level. "With increasing fuel costs this could be an invaluable training tool", says Tomas, "I'd also like it to become the first VFR training tool for private and commercial pilots."

Tomas is hopeful that in the future CAA will accept hours spent in the SIMPIT for recognised flying hours. "Although being the first of its kind and setting a precedent for flight simulators, this could take some time" he says.

After 15 years of development Tomas is excited to find himself on an aviation journey that could help change the industry. With interest from Norway, America, Germany and Australia, the future for SIMPIT looks secure.

For further information and bookings visit www.simpit.co.nz



Tomas Zahradka in his simulator and (right) outside his SIMPIT operation in Nelson.



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