

KiwiFlyer



The New Zealand Aviators' Marketplace

Issue 11

June / July 2010



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Places to Go: Hood Aerodrome
Aviation Industry Conference Week Guide

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From the Editor

WELCOME to the largest issue yet of KiwiFlyer, two and a half times the size of our first issue back in October 2008. Thanks are due to all of our industry supporters, contributors, and readers. We hope you enjoy this issue and all those to come.

It's been a big few months for Tecnam in New Zealand with the arrival first of their new LSA Classic and then a couple of weeks ago, of the much anticipated Twin. We met with Tecnam distributor Giovanni Nustrini at Ardmore to photograph the Twin and also to speak with Mike Foster (experienced pilot of all things from R22s to Lear Jets) who flew the new aircraft shortly after it arrived. Mike's flight appraisal concludes our feature article on this exciting entrant to the market.

This issue includes a couple of quite enthralling interviews with two of the star attractions at Warbirds Over Wanaka this year. Jurgis Kairys (Aerobatics Champion) and Peggy Krainz (Wing-Walker) met with KiwiFlyer Correspondent Chris Gee while they were in New Zealand. Chris has recorded their interviews in a manner that places readers in the room with him. These are entertaining and informative reading.

Aviation Industry Week is coming up soon (26-30 July at Palmerston North) and a comprehensive Guide to everything happening there starts on page 24. Put together by the Aviation Industry Association, this is a major event on our aviation calendar and includes a large trade show as well as a series of conferences and presentations that cover all sectors of the New Zealand industry. Thus, if you want to become more informed about, or want to contribute to the future direction of aviation in New Zealand, this is the place to be at the end of July.

Bob Feerst's acclaimed training day on "Flying in the Wire and Obstruction Environment" is scheduled for 26th July as a part of the Aviation Industry Week calendar. With sponsorship from CAA, ATITO and ENA, the course costs just \$50+gst per person, including lunch. Anyone who ever engages in low flying activities should attend as Bob has a wealth of experience and life-saving wisdom to share.

All of our normal columns and contributors are present in this issue, including a thought provoking note from Bill Beard at Avsure. Most insurance policies include an industry standard \$1m of third party liability indemnity. If you operate anywhere near turbine helicopters or pressurised twins, then that might not be enough if the worst should happen.

On a more positive thought, the shortest day has passed and although winter might curtail the frequency of recreational aviation activity, we do get to enjoy occasional big winter highs and cold dry air. Happy aviating.

Michael Norton
 Editor, KiwiFlyer Magazine

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Front Cover: The first Tecnam Twin for New Zealand arrived in June. Photograph by Michael Norton.



The Tecnam Twin Arrives and leads the way into a new market segment

AFTER MUCH anticipation, the Tecnam P2006T has arrived in New Zealand. This first of type for Australasia was delivered to a private owner in Taupo during June. A second P2006T has also now arrived and will become the Tecnam demonstrator as soon as assembly is complete. (Doors of the two 40 foot containers that the aircraft is shipped in had just been opened as this issue of KiwiFlyer went to print.) That assembly process won't take long either, since the wing arrives fully assembled in a container of its own, simply requiring bolting to the fuselage and the connection of a small number of cable bayonet fittings, all of the fuel system and connections being self contained within the assembly.

KiwiFlyer spent a very enjoyable day with Ardmore based Giovanni Nustrini, (Director of Tecnam Australasia); Mary Patterson, (demonstration pilot for the P2006T and multi engine IFR rated with 3000+ hours experience) and; Mike Foster, (CEO of Eagle Flight Training and A Cat Instructor, with 28000+ hours experience from R22 helicopters to Lear Jets and most aircraft in between. Mike's appraisal of the new Tecnam from pre-flight to shutdown follows later in this article.



The first Tecnam P2006T for New Zealand was delivered to its new owner during June.

A first impression

Pictures of development and more lately, production examples of the P2006T have been around for a couple of years now so the shape and aesthetics of the aircraft are no surprise. But it somehow looks bigger in the flesh than pre-conceived notions suggested it might. Perhaps that is something to do with an image of Tecnam aircraft being small, light, and single engined. Not any more.

This is a mindset that will need to be undone throughout the aviation public. In fact Giovanni has already been asked

whether the new twin is a microlight. Well, no. For one thing the aircraft has a maximum take-off weight of 2599lb (useful load is 880lb) and for the other, it's a twin and the microlight category requires that microlights have not more than one engine. (That actually means that even the

aircraft looks like a Partenavia. There's a fair reason for this which is that the designer of the Partenavia P.68 (and co-founder of the Partenavia company with his brother Gino in the 1950's), Professor Luigi Pascale, is also the designer of the P2006T. Tecnam's CEO, Paolo Pascale is Professor Pascale's nephew. The Tecnam is obviously smaller than a P.68, having four seats instead of six, and two 100hp Rotax engines instead of two 200hp Lycomings. In terms of price and performance the P2006T is closely comparable to competing four seat single engine aircraft. The Tecnam's trump card is that it has an extra engine and very acceptable single engine performance of 230 feet per minute best rate of climb at 80kts with a single engine service ceiling of 7500 feet (twin engine ceiling is 15000 feet).

Comparing the P2006T to competing new twin engined aircraft yields numbers that show the P2006T as having approximately half the purchase cost and half the running costs. Fuel burn in the Tecnam is around just 18 litres per hour per engine. Comparing the P2006T to a second hand competing twin engined aircraft may skew the purchase price comparison but won't change the fact that operating costs are essentially halved in the Tecnam.

diminutive Cri-Cri flies in the experimental category.) The P2006T is a certified GA aeroplane with full IFR capability. The Tecnam brand is evolving.

A first walk around of the P2006T shows that it is beautifully constructed. Climbing inside (actually you step inside rather than climb in), you will notice the room – there is a lot – and the technology. This example includes an optional full glass cockpit with Garmin G950 (to all intents the equivalent of a G1000) and autopilot.

Most aviators will also notice that the

Why a twin ?

The above statistical comparisons suggest that the P2006T is in a class of its own. It is this market opportunity that was the primary reason behind the aircraft's development. Giovanni tells of a time back in 2005 when Paolo phoned one evening. Giovanni happened to be taking a break in Whitianga and recalls standing outside on the deck with his mobile phone, looking at the stars and walking backwards and



ZK-TZY over the Clevedon River Mouth near Ardmore on the morning of delivery.

forwards while they discussed what Tecnam should develop next. That the project was a four seat aircraft was a given. In question was whether it should be a single or a twin.

Giovanni's instant opinion was that they should develop a twin first. Paolo countered with the consideration that the fleet of four seat single engined aircraft available for Tecnam to replace was much larger than the current twin market. Giovanni held his position with the argument that everyone else made four seat singles, nobody else made a twin, and that Tecnam was the best placed manufacturer

to develop one and lead the way to a new market. The discussion continued for over two hours into the late evening.

Later, Giovanni found out that Paolo had a similar discussion with Tecnam's Spanish dealer. They had both argued the same points and the result today is that a twin was developed. In fact it was only four months after that discussion, during one of Giovanni's visits to the Tecnam factory that he first sat in a wooden mockup of the new twin with Professor Pascale. Their plan at the time was to be in the market within two and a half years. This could have been

achieved if it had not been for a multitude of delays resulting from "certification bureaucracy" in Europe.

Features of Note

Aside from the aforementioned two engines, room and technology, the P2006T has many features that should endear it to a broad range of operators and applications in the marketplace.

Of note is the retractable undercarriage. This is particularly robust and designed to allow the aircraft to operate out of less than smooth strips. With trailing links and shock



Access to the cockpit is particularly easy. Pilot and Co-Pilot enter by the port side door, the Co-Pilot sliding across to the right hand seat.

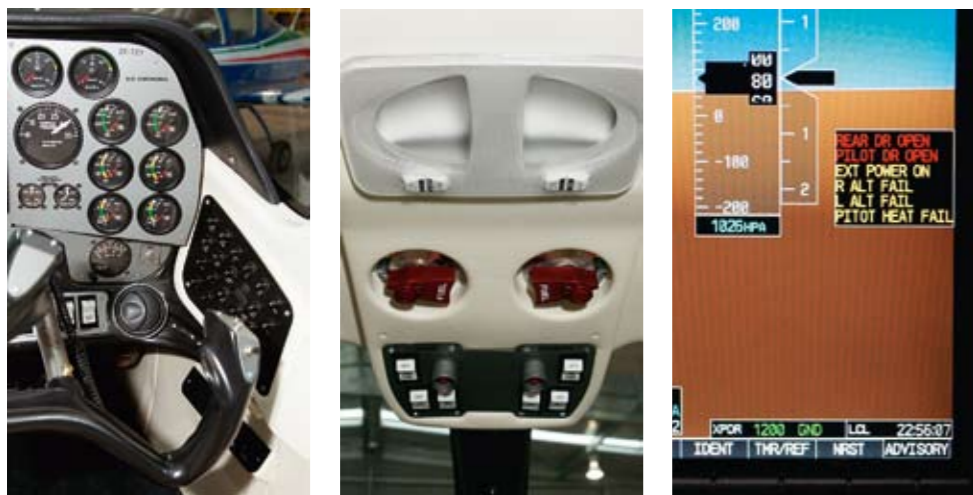


Passengers enter by the starboard side door. Tecnam have designed a spacious cabin with plenty of leg room for tall passengers.





This IFR capable aircraft is equipped with the optional Garmin G950 (essentially a G1000) full glass panel plus auto-pilot. A basic model with traditional instrumentation is also available.



Left: Engine gauges are traditional. Circuit breaker panels are located within easy reach on both forward side panels. Centre: The overhead console includes left and right side cabin lighting controls, fuel shut off valves, as well as fuel pump, magneto and starter controls for each engine. Right: An annunciator on the panel warns of a variety of conditions including rear or pilot door open, external power connection, low coolant level, instrument and system warnings, and more.



Retractable landing gear is very robust and suitable for less than smooth strips, providing a very comfortable ride during taxiing. Powered by a reversible electric pump, the system is of trailing link design with oleo-pneumatic shock absorbers. The nosewheel is connected by push rods to the rudder pedals.



absorbers, the P2006T doesn't have the 'waddle' characteristics of the Partenavia's spring steel system. With props high on the wing, it is also possible to taxi over some quite large steps without concern.

Short and rough field performance is particularly good. Takeoff distance is stated as 274m, approach speed is 70kts and touchdown speed is just 55kts.

The well proven Rotax engines are worthy of special mention, offering unique benefits to the aircraft. One is their low (and drag reducing) frontal area of just 0.15m² each. Another is that they can be run on automotive fuel, a particular advantage for some operators and especially in the Pacific Islands.

Pilot (and co-pilot) entry is by the port side door, with plenty of room and seat adjustments for all shapes and sizes. The door, as with everything about the aircraft, has a solid feel to it. Attention has been paid to the smallest details. Once in and adjusted, visibility is excellent and all controls fall to hand as expected.

An emergency escape hatch in the roof was a certification requirement for the aircraft, assumedly due to the door configurations (one for pilots and one for passengers) and the high wing.

Construction is essentially all metal with wings of traditional mono spar configuration. Slotted aluminium flaps are electrically operated and allow for a stall speed below 48kts. The horizontal stabilator is an all-moving structure with trim that is electrically and manually operated. Rudder trim is electrically operated. Position indicators for both are included on the instrument panel.

Winglets on the wingtips are there for much more than style and aesthetics. Their design improves single engine climb performance by over 100 feet per minute.

As with all Tecnam aircraft, flight behaviour is conventional and predictable, and easy recoveries can be made well within safety limits if required. This helps the aircraft to excel in a training environment



The emergency escape hatch in the roof was a requirement of certification.



The P2006T has obvious Partenavia pedigree. Both aircraft were designed by Professor Luigi Pascale. Tecnam's CEO, Paolo Pascale, is Professor Pascale's nephew. Noteworthy in this picture is the low frontal profile of the Rotax 912S3 100hp engines which can be run either on Avgas or automotive fuel.

especially also considering the robust landing gear and slow approach speed capability.

One final advantage is that as a fully certified GA aircraft, design and takeoff weight has been dictated by the Designers rather than Regulators in the sense that it was not necessary to adhere to an arbitrary weight limitation. Construction has therefore essentially been without compromise and with great pedigree courtesy of the Partenavia P.68 history.

Passengers and Luggage

Suffice to say there is a very generous amount of space for passengers and for luggage. Designers often tend towards letting one of these attributes compromise the other, but not in the case of the Tecnam.

Passenger access via the starboard side door is free of difficult contortions and leg room is plentiful. All seats have headrests and three point inertia reel seat belts.

A ventilation system features a separate vent for each occupant and the heating system incorporates a defrost manifold to prevent the windshield fogging up at any time including when taxiing.

Access to the large luggage area is easy, with capacity quoted as 350 litres.

Specifications and Performance

The aircraft delivers very well across a wide range of performance criteria (see the Flight Appraisal later in this article). The following provides a brief statistical summary of its capabilities. Full details of specifications and performance can be downloaded from www.tecnam.co.nz

Maximum level speed at sea level is specified as 148kts and 75% cruise at 7000 feet is specified as 140kts. Best rate of climb at 80kts is 1140 feet per minute,

reducing to 230 feet per minute on a single engine. Stalling speed with flaps is 49kts. Vne is 168kts.

Empty weight is 1723lb and useful load is 880lb for a MTOW of 2599lb.

Fuel capacity is 194 litres usable for a maximum range of 620nm (65% power and a 30 minute reserve).

Twin engine service ceiling is 15000 feet, reducing to 7500 feet on one engine.

Standard takeoff run is specified by Tecnam as 274m and the landing run is specified as 200m.

The wing span is 11.4m and overall length is 8.7m.

Applications in the Marketplace

This aircraft has an obviously broad multi-mission appeal that extends well beyond the training market. Apart from private owner enquiries, Giovanni has been receiving interest (sight unseen) from flying schools, coast guard operators, Australian mineral survey companies, and Pacific inter-island transport operators. The latter are particularly interested due to the Rotax engines ability to use automotive fuel. Mineral survey companies are keen to fit the aircraft out with radar devices and survey electronics. Coast guard and flying school operators are attracted by running costs that are half of competing twin engined training or observation aircraft.

A basic medevac configuration is also available with back and co-pilot seats removed to accommodate a stretcher.

Attractive Pricing

With the current NZ dollar value against the Euro, a new P2006T in basic configuration can be purchased ex factory for little more than \$500,000 plus freight, assembly and gst. The example we reviewed with full Garmin IFR glass cockpit

and auto-pilot, landed in New Zealand and ready to fly away can be purchased for approximately \$650,000 plus gst. Whichever way the competing alternatives are compared, the Tecnam is an attractive proposition. With its features, pricing and pedigree, it is essentially creating a new market segment of its own.



Winglets do more than just look attractive. They improved the single engine climb rate by 100fpm.



Luggage space is substantial with 350 litres available behind the rear seats.



The rudder has an electrically operated trim tab with a position indicator on the instrument panel.



Tecnam P2006T Flight Appraisal

MIKE FOSTER was one of the first local pilots to sample the P2006T and (with more than 28000 hours of airborne experiences behind him) an ideal person to appraise the aircraft and comment on its place in the market. KiwiFlyer spoke with Mike after the flight to record his observations in the following:

Pre-conceptions and Pre-flight

Mike says that he endeavoured to start the evaluation without pre-conceived thoughts, although primarily his focus was towards the Tecnam's utilisation from a training perspective. Preflight was straight forward with nothing unusual encountered. Extra items to check on this aircraft include the emergency escape hatch and a pressure check of the emergency gear extension blow-down bottle located in the rear fuselage. Another additional consideration is engine coolant (the Rotax engines being water and air cooled) for which an annunciator on the instrument panel provides a warning when the level is low.

An immediate observation, particularly from a training perspective was the prop to ground clearance. Issues of care when taxiing a Beechcraft Duchess for example are not present with the high wing Tecnam. A parallel observation was that the doors lock once the engine starts and only unlock when the engines stop – a certification requirement given that the propellers are so close to the egress points.

Controls are all conventional and Mike says that the general construction of the aircraft looks excellent, and quite racy

especially with the winglets which play a significant role in the aircraft's very good single engine performance.

Mike particularly noted how easy getting in and out is – you just step in and slide across – and this is much easier for “inflexible pilots” than climbing up on the wing with a Duchess for example. Once inside, Mike described his first look at the glass panel as being “just wonderful” and vastly different from the normal training twins in use that are equipped with steam gauges. We then debated the merits of each system (glass is an optional extra in the Tecnam) and concluded that the training industry is probably in something of a transition phase in this regard. Some schools have customers on a career path that will take them straight to airlines in which case training on all glass is a preference. Others have students that will be planning to progress through the ranks of smaller charter operators and are thus more likely to find their first jobs behind traditional instrumentation. Giovanni points out that schools who are uncertain of the choice to make can always put two aircraft on line and have a different configuration in each.

Mike considers the seating to be excellent, with travel to accommodate either of very tall or very short pilots (“it feels as roomy as a Duchess”). Visibility is very good, especially as the seat can be raised and lowered as required.

Starting is conventional, although non Rotax pilots may be unfamiliar with a choke. Run-ups are conventional, and

Mike mentions that taxiing was noticeably smooth due to the sturdy and shock absorbing landing gear.

Mike notes that pilots who can understand a G430 will soon transition to the G950 in the Tecnam, also noting that there appears to be no immediate difference to a G1000 (the difference is in the manner of installation and autopilot integration).

Take-off

Take-off was “pretty short” (Tecnam specify 274m) and initial rate of climb with two people on board felt “very good” (Tecnam specify 1140ft/min). Of note was that Tecnam specify flap for take-off, something we decided was probably due to the high wing configuration and perhaps lower drag on this aircraft.

Mike says that gear retraction (and extension) isn't as fast as a Duchess and thus care is required to avoid exceeding the gear down speed (93kts) until it has retracted on climbout, even though best rate of climb is specified at 80kts.

Synchronising the props is “quite easy” and once in sync, they stay there with very little pitch control adjustments required.

At Altitude

Everything behaves conventionally, although with no engine or nacelles in the forward field of vision for attitude reference, some pilots may need to find alternate assistance to help their attitude awareness. A big advantage here is that visibility is excellent.

Stalling is “very conventional” and within a knot or two of the published airspeed (49kts with flaps). A right wing drop was followed by a standard recovery.

Failing an engine was also a docile experience with the aircraft being very easy to trim out and easy to manage once this was done even though conditions during the flight were “quite rough”. Typical smaller twins require full rudder at best rate of climb on one engine but this was not the case for the Tecnam. General handling on one engine was described as being fine. Of minor note is that a mid-air restart requires shutting down the glass panel in order that enough current be made available to the starter - so pilots need to be flying on the backup instruments before commencing the procedure.

Emergency gear extensions can't be practiced due to the system operating by blow down bottle of pressurised nitrogen into the hydraulic system, though this is not unusual and simply requires that such matters are covered by ground training.

Circuits and Conclusion

The MBZ at Ardmore has a 120kt speed restriction, requiring slowing down on entry. In many aircraft you might put flap on or the gear out. In the Tecnam, power is reduced as the initial flap speed is 119kts. Changes in speed and power don't create normal issues with engine cooling due to the Rotax engines being water cooled.

The circuit is entered with 10 degrees of flap then slowing through to 93kts and gear down. This is done at the start of the downwind leg to allow sufficient time (25 seconds) for the gear to extend and lock.

Mike completed several circuits with an overall impression that the aircraft is “very nice to fly” and “ideal for training”. Mike considers that students will find it much easier to manage than other common training twins and says that he is very much looking forward to spending more time in the aircraft.

More information

Demonstrations in the new P2006T will be available in New Zealand during July. The aircraft will then travel to Australia for dealership launches and a demonstration tour in August. For more information or to organise a demonstration flight at your airfield, phone Giovanni on 021 832 626 or email: gnustrini@tecnam.co.nz Further information and full specifications can be downloaded from www.tecnam.co.nz



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Tecnam P2006T over the Clevedon Valley east of Ardmore.



Industry News Briefs

KiwiFlyer welcomes items of news from companies for this section of the magazine. Send us up to 150 words and a picture about newsworthy developments in your business for inclusion in the next issue.

Airways secures international training contract

State-owned Enterprise, Airways New Zealand, has secured a multi-million dollar contract to provide English language and air traffic control (ATC) training in NZ for the General Authority of Civil Aviation (GACA) of the Kingdom of Saudi Arabia. Airways staff travelled to Saudi Arabia late last year to select the students from a pool of several thousand who applied for the opportunity to train and learn in New Zealand.

"We've been working with the Saudis for the past 18 months to secure this deal. Being chosen to provide their ATC training has meant a 'whole of business' effort over a long period of time. Ultimately, it was our reputation for excellence that sealed the deal for Airways" said John McKenzie, Manager Airways Training Sales.

The initial contract will see Airways delivering a two-year training programme for a total of 60 Saudi students (the first group of 30 arrives at the end of June); with the possibility of further numbers in subsequent years. The Saudi students will spend their first year in Christchurch studying at Kaplan International College, who will deliver English language proficiency training to meet strict international aviation standards. Upon successful completion of this course, the Saudi students will then undertake a one-year ATC training programme at Airways Campus in Christchurch.

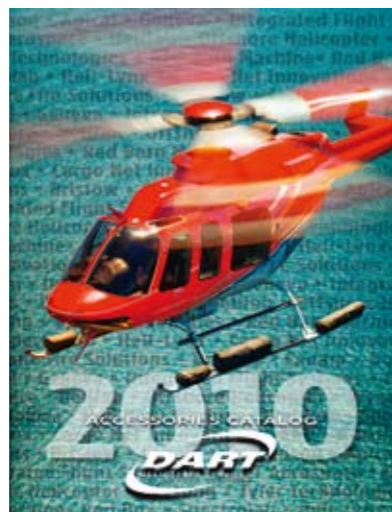
Airways bid was chosen over a number of international suppliers. General Manager Global Training, Bruce Heesterman says that the Saudis had looked to Canada, Sweden and South Africa as possible partners for this training, but New Zealand offered not only the best training package, but also the best overall life experience for their students.

While in NZ, the Saudi students will live in the community and will have an Airways welfare liaison person assigned to them to ensure they are well taken care of. Contact has already been made with the Muslim community in Christchurch, who have indicated their willingness to ensure the students are engaged and supported during their time here.

"Providing training on this scale is a big deal for Airways, so it's important we get it right. It will have a very positive economic impact on the city and for our shareholders [the NZ Government] and of course, there is enormous potential for our business as well" said Mr Heesterman.

New distributor for DART Helicopter Services

DART Helicopter Services have appointed Hawker Pacific as their exclusive distributor for Australasia.



Familiar to most operators in the helicopter industry, DART supply an extensive range of aftermarket, accessory and tooling products for Bell, Eurocopter, Robinson, Agusta Westland, MD and Sikorsky helicopters. More than 3000 products from 20 manufacturers are available in the 2010 DART catalogue which now also includes new sections for Safety Enhancements and Special Ops.

Previously, DART products were available with varying degrees of support from a travelling Rep and smaller companies who were more likely to be focused on one part of the range and less interested in the rest. The appointment of Hawker Pacific indicates a move toward a permanent DART presence and representation in New Zealand. Customers can thus expect improved support, service and availability of products.

DART will have a stand at the Aviation Industry Week Trade Expo in Palmerston North during the week of 26-30 July.

Visit www.DartHelicopterServices.com to view the product catalogue or contact Tony at Hawker Pacific NZ on 09 295 0665, email: tony.marsters@hawkerpacific.com

Asia Pacific Aerospace acquires Aviation Turbine Overhaul

Asia Pacific Aerospace plans to increase support for small to medium gas turbine engine operators following its recent acquisition of Aviation Turbine Overhaul (ATO). ATO is a small to medium gas turbine overhaul and rework facility located at Moorabbin Airport in Victoria.

ATO provides a full range of aviation and non-aviation machining, welding and metal spraying as well as the repair, testing and overhaul of the Rolls Royce 250 series engine fuel accessories and components.

Steve Mason, APA Chief Executive announced that "the acquisition will advance the strategic interests of APA within the Australian and Asia Pacific regions, allowing us to expand our current engine support in the region and gain accreditation as a Rolls Royce Authorised Maintenance, Repair and Overhaul Centre (AMROC)".

Based in Pinkenba, adjacent to the Brisbane International Airport, Asia Pacific Aerospace is a modern and technological advanced gas turbine engine repair and overhaul facility providing support to commercial and military operators of the Rolls Royce 250 Series powered aircraft, Honeywell LTS-101 and the Australian Defence Force operated GE T700 engines.

Asia Pacific Aerospace will have a stand at the Aviation Industry Week Trade Expo in Palmerston North during the week of 26-30 July.

Airfields Directory

There are of course, many more airfields around the country than just those published in the AIP. Most are privately owned and some have little or no public access available, but many have owners who are not opposed to pre-arranged visits from fellow aviation enthusiasts.

The question often asked though, is where are they all? One answer (at least for those north of Hamilton) is located on the website of Parakai Airfield. They have listed 70 airfields and strips north of Hamilton with co-ordinates, pictures, usage details, and who to contact for enquiries about visiting. The page is reportedly attracting a lot of interest which is sure to increase as word gets around.

Are there other such directories out there? Let KiwiFlyer know and we'll publish their location for all to share. The Parakai page is at www.parakaiairfield.co.nz/airfields.htm

New products at Aviation Safety Supplies

Rescue products continue to get smaller and cheaper to buy. Lloyd Klee at Aviation Safety says that the new SPOT2 is now available with a design that is 30% smaller and claimed to be 30% faster in acquiring GPS positions. Lloyd recently tested one on a drive from Auckland to Tauranga and says that he "received very good data - the last time I tested a SPOT1 (original) in the same car from Hamilton to Auckland it only gave me a position when I was stationary." The SPOT2 comes with a small carry pouch and uses AAA batteries in lieu of the AA size.



Another development is the announcement of a new KANNAD Personal Locator Beacon. The XS4 GPS is in fact a re-branded McMurdo mini - as the owners of Kannad have purchased McMurdo branded 406MHz beacons. McMurdo will now focus upon the Marine sector and Kannad upon the Aviation sector. An advantage for aviation customers is new reduced pricing. Contact Lloyd on 09 420 6079 for details.

New Gliding DVD released

An interesting DVD turned up in the KiwiFlyer mailbox recently. Called "Upwind", this film tells the story of Gliding Wairarapa and the Jury Hill Gliding Club. Selwyn Roberts, one of the foundation members of the club takes viewers through the processes and people involved in setting up the club, airstrip and hangar. Focused on winch operations, current facilities accommodate launches to 2500 feet (with a 20kt wind) and plans are in place to extend the runway and winch system to a very impressive 9000 feet.



Narrative on the DVD is predominantly from club members, new and old, who share their passion for aviation and gliding in particular. It won't appeal to viewers with a short attention span as it is certainly not 'fast paced'. But it absolutely captures that sense of serenity you get from spending the day at a remote airfield amongst friends who have gathered to enjoy the day, enjoy the aviation, and enjoy the company of fellow aviators who really get what flying is all about. If you know what I mean by that statement then you'll likely enjoy this DVD regardless of whether you're a gliding fan or not.

In widescreen format and 46 minutes long, "Upwind" is available for \$30 from Gliding Wairarapa, PO Box 101, Greytown.

A second instalment is planned to be produced soon that will focus on their development and use of winch launching systems. For more information about the club, visit www.glidingwairarapa.co.nz They have several gliders on line, offer low cost training and operate every weekend, weather permitting.

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More Support for your maintenance investment

OBTAINING THE BEST value for your maintenance requirements shouldn't be a case of hunting down the cheapest hourly rate. Followers of such logic may often find that the clock keeps ticking while providers learn on the job and seek advice from further up the maintenance chain.

When problems are encountered, be it with complicated maintenance procedures or with sourcing parts, it can pay real dividends to be dealing directly with factory appointed representatives. These people will almost certainly be undertaking factory training on a regular basis, have solid experience and up to date knowledge on type, and be well connected to the next tier of experts at the factory when further advice is needed.

Hawker Pacific at Ardmore are OEM representatives for a wide variety of aircraft, parts and accessories. Most notably these include Hawker Beechcraft, Diamond Aircraft and Bell Helicopters. In all cases the company has a direct relationship, not just with the factory, but with individual factory personnel, engineers and specialists. These relationships provide a real opportunity for operators to place their maintenance requirements with a company that has direct training from and full access to the manufacturer's resources.

Hawker Beechcraft

Hawker Pacific are the factory appointed representative in Australasia for all Hawker Beechcraft sales, service and support activities. This includes full maintenance support for components, avionics, airframes and more, including a substantial spare parts inventory held in New Zealand. Extensive component overhaul facilities are maintained and the few services that might not be available from Ardmore are easily accessed via Hawker Pacific's parent operations throughout Australia.

A good demonstration of the close factory relationship comes from the pending delivery of a new Beech C90 King Air to a New Zealand client. This aircraft will arrive in the next couple of months and as part of this process, Hawker Pacific Engineering Manager Peter McCarty

is currently at the Hawker Beechcraft Maintenance Learning centre in Wichita, USA. While there, Peter met the owner and was taken to view the new aircraft by the Hawker Beechcraft Corporation C90 Customer Account Manager.



One advantage of dealing with Hawker Pacific is the direct access they enjoy to factory Engineers and maintenance training facilities such as these at the Wichita Hawker Beechcraft factory.



The newly opened Maintenance Learning Centre is located on one side of the 'Beechcraft strip' and includes 10 classrooms, 5 graphical flight simulators, and a maintenance training hangar accommodating 3 aircraft. All programmes there are intensive and 'hands on', and Peter mentions there being a lot of systems review and other study to do each night. There is also a New Zealand connection as one of the Instructors is Dave Hendl who is originally from Hamilton and was a PAC apprentice before moving to James Aviation and Avcorp at Ardmore (for those with long memories). Dave also spent some time at Hawker Pacific's Australian operations.

Although primarily in support of the new C90 arrival, Peter's trip is also providing a great opportunity to enhance existing relationships with factory engineers and product support staff.

Diamond Aircraft

Hawker Pacific are the Australasian distributors and OEM Service Centre for Diamond Aircraft. Full after sales and maintenance support is available with discussions currently underway regarding the potential of becoming an Australasian Repair Station for the rebuilding of damaged aircraft. Diamond doesn't currently have such a facility in the Australasian region and this capability (including composites repair) is seen as a logical next step beyond the current distributor and service centre offering to operators.

While Peter is in the United States he is also taking the opportunity to visit Diamond, undertake advanced training and spend time building the company's relationship with Diamond specialist support staff.

Bell Helicopters

Hawker Pacific at Ardmore are New Zealand's first and only Bell approved Customer Service Facility. This includes full sales, service and spares support for all Bell operators.

The company also maintains a substantial in-house Bell component overhaul capability. A large inventory of parts are held in stock and sold at preferential spares pricing to operators when maintenance work is done within Hawker Pacific's operation.

As with Hawker Beechcraft and Diamond, direct factory relationships, knowledge and the experience held by NZ and Australian based staff provide the opportunity for operators to lower costs by dealing directly with a factory trained and supported team. All of Hawker Pacific's rotary licenced Engineers including Chief Engineer Gareth McCurdy are factory trained.

More information

Phone Hawker Pacific at Ardmore on 09 295 0665. For aircraft sales contact Steve Siddall, steve.siddall@hawkerpacific.com; for parts contact Tony Iotua-Marsters, tony.marsters@hawkerpacific.com; for maintenance contact Peter McCarty, peter.mccarty@hawkerpacific.com www.hawkerpacific.co.nz



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Jurgis Kairys; Aerobatics Champion

Back in April, while covering the Warbirds Over Wanaka event for KiwiFlyer, Chris Gee took the opportunity to meet with two of the stars of the show; Aerobatics Champion Jurgis Kairys and Wing-Walker Peggy Krainz. The interviews that follow make for fascinating reading.

Contributed by Chris Gee

IN THE 1970's two Lithuanian members of the Soviet Aerobatic team, Stepas Artiskevicius and Jurgis Kairys became best friends and began competing with each other, spurring each other on to more difficult manoeuvres and expanding the envelope of what was considered possible in an aeroplane. The aerobatic style they developed is continued today in what is called 'Unlimited' Aerobatics. One of those groundbreaking pioneers, Siberian born & Lithuanian raised Jurgis Kairys has quite a soft spot for New Zealand and especially the Warbirds Over Wanaka Airshow, where he has performed since 2004.

A brief history

Jurgis has been flying aerobatics since 1974 and performs at up to 25 airshows and competitions throughout the world each year. Winning his first Gold medal in the World Unlimited Aerobatic Championship in 1982, he has gone on to win another four medals, the most recent in 2009 after an absence of 13 years. In 2005 Jurgis Kairys became the overall top placed pilot over 10 years of FAI World Grand Prix Competitions. He also has a habit of flying under bridges and is most famous for flying under all ten bridges over the Neris River in Vilnius, Lithuania in 1999. He also flew upside down under a pedestrian bridge only 7 meters high in 2000.

Before becoming a pilot, Jurgis was an aeronautical engineer. He worked for Sukhoi and helped design the renowned Sukhoi Su-26, Su-29 and Su-31 Aerobatic Aircraft. However he knew that an even higher performance aircraft could be created. This year he brought his own unique aircraft to Warbirds Over Wanaka, The JUKA. Jurgis explains his journey of aerobatic aircraft design:

"I was working as a test pilot for Sukhoi. I had always had the best super planes you know; I really needed to think about the design and explain it to the designers. I found some good possibilities. I wanted to build a new idea from what we had in the

80's. We had really old planes, they were breaking in the air and they were not strong enough and too slow for aerobatics. The Americans had nothing better we could use, or the Europeans. The Germans had the Extra 230 but it was not enough. The time was right to change the way of thinking about aerobatics planes and I was looking



Engineer, Pilot and Aerobatics Champion Jurgis Kairys at Warbirds Over Wanaka 2010.

carries out all the maintenance on the aircraft himself; "First I am the engineer, and I get my hands very dirty. Then, only after I have cleaned my hands, can I be a pilot."

The JUKA is designed to be easy to transport, a necessity for Jurgis and his busy routine; "This one is different from others, it is not difficult. When my plane comes out of the container it has its propeller off, and its wings and tail are off. Normally it is not a problem to put it back together. All going well I can have it flying in 3 hours after opening the container, but here I had to change the pump for the smoke this time so it took a bit longer."

The Show

Jurgis performs an exhilarating routine, and can take credit for the invention of several aerobatic manoeuvres including the "Kairys Wheel" and the "Small Loop". He was the

first to successfully perform the "Cobra" manoeuvre in a propeller driven aircraft. He also has the ability to hover his aircraft like a helicopter. Such a dynamic routine requires careful planning and thought.

"You have to think about lots of things, for example the first thing for me is to show a programme which is not similar to another pilot's. Always managing new manoeuvres, new programs, and something new with the possibilities I have with the new plane. I need to think about which manoeuvres I will place in my program, and how to manage this manoeuvre with the wind, the area, the temperatures... every day is a little bit different. The wind is from here, or from there. We have the public, we have a deadline, we have our 'Box', and I always need to think about how I am going to put the aeroplane where and when I want it, to lead into the next manoeuvre. That's not easy, but the plane is very powerful."

Setting up

It is a standard practice for Airshow organisers to demand a 'Safety Check' of the routine before the event. This can sometimes cause problems for Jurgis, not

Jurgis admits that in the past his style of flying has caused problems in the past with the Judges at the competitions. "Many of the judges came from the 'classic' era; they had seen it and understood it. It was hard for them to see that something new is 'better'. At first I had problems like that. But now it is different. There are more professionals judging, waiting for the next new thing. The new thing is now at the top. The logic has changed and I'm happy about that. They need to have understanding. If the scoring system is wrong well, that's no good. We have always been judging ourselves!"

After over 30 years of competitive aerobatic flying, Jurgis has seen a huge change in how aircraft are flown.

"Before was very different. It was 'classic' aircraft and nicer looking moves you know, but nowadays it is Bam! Bam! Bam! Some people didn't like this. "Oh it looks bad" they would say. I can joke a lot about that. This new era was coming and it was full of life, and fun. I like it the way it is now."

Competition Flying

Despite the concentration required to fly his routine, there is still the opportunity for Jurgis to enjoy the experience, but his work comes first.

"By time, by training, by practice, by repetition you become comfortable, in a competition or in a show. A show is a little bit different. In a competition my thing is to catch points, to have a result, to build a result. But in a show you have to capture the attention of the public. Sometimes I am doing it just for the professionals. When I see that some interesting pilots are coming

For the audience

to live upside down like a fly on the roof... that's very important. You can't do this kind of thing straight away. Always time, training, practice, repetition. Your body will learn."

to the show I will do things for them, but mainly it is for the public."

Jurgis claims to pull G forces of +/- 12 G's during his routine, which can be punishing on his body.

"The body is trained by time. You need



Jurgis in display mode at Warbirds Over Wanaka 2010.

using dissimilar aircraft. Jurgis also flew with the late Jim Leroy, regarded as one of the world's greatest aerobatic pilots, at Avalon Airshow in 2007. However flying with other pilots provides some unique challenges.

"You have to work everything out before hand. Oh yes. Meticulously... Even though you can't see the other plane, you have to know where they are, and you have to know where you need to be. When Jim crashed (in the USA on July 28, 2007, just a few months after his flights with Jurgis) he was in a performance with another aeroplane, but that was not a factor in the crash."

The first FAI WEAFA was held in Mamaia, Romania in 2009.

The World Elite Formula

And the highlight of this year's Warbirds Over Wanaka for Jurgis? Surprisingly it was not an aerobatic plane, or even aerobatic flying. It had long been a dream of his to fly the only airworthy Lavochkin LA-9 in the world and Jurgis got his chance a few days after the Airshow thanks to LA-9 owner, Garth Hogan. Jurgis loves the flying and the people in New Zealand and he has every intention of returning for Warbirds over Wanaka 2012. www.jkairys.com

A Wanaka highlight

Team displays

Team displays

As well as his solo display Jurgis often flies in a team with other pilots, his most notable being 'The Air Bandits', who flew at the Warbirds Over Wanaka Airshow in 2008. Comprised of Jurgis Kairys, Rob Fry (NZ) and Yoshiro Moroya (Japan), the Air Bandits were put together by Jurgis to provide a "flying entertainment package"



Peggy Krainz; Wing-Walker

Contributed by Chris Gee

Chris Gee reports on an interview he obtained with Wing-Walker Peggy Krainz after her performance at Warbirds Over Wanaka in April.

FOLLOWING in the footsteps of legendary 1920s Barnstormers such as Ormer Locklear and Ethal Dare, Peggy Krainz has been wing-walking since 1999, but New Zealanders have had to wait until 2010 for Peggy's debut at Warbirds over Wanaka. Hailing from Stuttgart in Germany, Peggy received her pilot's license in 1997 and is now a qualified Instructor. As well as performing at over 350 aviation events she has also taken part in motion-picture stunt work.

The first adventure

Peggy's wing-walking adventures started in 1998 when she witnessed a wing-walking performance at an airshow and asked the pilot if she could have a go. She turned out to be a natural and soon began a journey that eventually led to her purchasing her own aircraft (a Boeing E75 Stearman) in 2005 and starting her own wing-walking team. Since 2006 her pilot, and partner, has been Friedrich "Friedel" Walentin, who has been flying since he was just 13 years old.

Peggy finds it difficult to express what that first time outside of the aircraft was like back in 1998; "It's hard to explain, it was 11 years ago. It's like when you make your first solo flight - it's amazing. I was only standing on the top of the wing strapped in and it was only a short flight of about 2 minutes. I was smiling afterwards and I was like "Oh please I want to do it again!"

Over the years Peggy grew more confident and eventually began climbing out onto the wing, but this was not something that came so easily.

"The first thing you have to learn is to climb into the aircraft before landing for safety, then it took five years before I could get out onto the wings. I spent two weeks

just sitting in the hanger practicing climbing out and then back in, over and over..."

Safety and Fitness

Although the wing walking is certainly a courageous endeavour, Peggy is still attached to the aircraft at every point of her routine.



Wing-Walker Peggy Krainz and Pilot Friedrich Walentin performing in their Boeing Stearman to an appreciative audience at Warbirds Over Wanaka 2010.



"I have a safety line 2.5 meters long which is always connected to the aircraft. It's for my head really, and the insurance company... I have never had to use the safety line but it can get complicated for me during the flight. The safety line can turn around in the wind or get caught up in my feet, but I still have to have it."

Peggy admits that even the safety line doesn't eliminate the risk. "If I fall off, I cannot get back in the airplane... I would hang in the middle of the fuselage and Friedrich would have to land with me dangling there."

Wing-walking is also very physically demanding, and fatigue can set in quickly. "It's hard work. It can be cold outside but it's not cold for me because it is such hard work. We fly at between 150 to 260 kph, and it is especially hard work is to get out onto the wing, because for the first 1.5 meters you have the wind from the propeller in addition to the airspeed of the plane. Friedel has to pull the throttle back almost all the way, otherwise it would not be possible."

Although there have never been any mishaps since she started wing-walking, Peggy recalls times that set her heart racing. "You need high concentration. Sometimes if the weather is bad it can be difficult. If I am climbing out onto the lower wing, but it is too bumpy, I can give a sign to Friedel and we can cancel it. About 8 years ago I looked back and saw my safety line was not connected to the aircraft. It was just flapping away behind me not connected to anything... but at this time I was only performing on the top of the wing, so we continued the show... No one knew there was a problem."

Travelling to NZ

Bringing the Boeing Stearman to New Zealand proved to be quite a logistical challenge for Peggy and Friedel. Normally in Europe the aircraft can simply be flown between airshows, but for anything over 1000 miles away it has to be packed into a container. This puts the aircraft out of commission for a long time. The aircraft had to leave Europe on the 16th of January in order to arrive at Wanaka on time for the Airshow in April, with another 2 1/2 days required for reassembly. Work has recently begun to refurbish a second Boeing Stearman so they can leave one in Europe for the airshows there while the other plane transits to more exotic locations. Peggy and Friedel hope the refurbishments will be completed soon after they return from Wanaka so that the

aircraft is available for the start of their European airshow schedule. "It is virtually identical to our current aircraft, except that it has four ailerons and also a starter. We have to hand start this one..."

The aircraft they brought to New Zealand has also been recently refurbished after suffering severe hail damage in Italy, a harrowing story by Peggy's account.

"The weather was fine, so everybody left their aircraft outside, then overnight a storm came over the mountains and our aircraft and many others received damage from the hail. It was very messy. We patched it up with tape and flew it back to Germany the next day."

The Boeing Stearman has become a favourite with wing-walkers all over the world, since it matches two critical criteria - it is a Biplane and it has plenty of horse power.

"The Stearman is equipped with a strong 450 HP engine, so it has enough power to fly with a wing-walker, and also to fly aerobatics with a wing-walker. I can take away 150HP from the power of the aircraft when I am outside!" Peggy explains.

As well as performing solo displays, Peggy and Friedel often perform with a team of other wing-walkers. "I enjoy flying as a team. The teams are all very friendly with each other. It's very different - more about formation flying with us dancing in time together on the wings. I really enjoy it"

The Wanaka drawcard

The chance to perform at Warbirds over Wanaka has been a long time ambition of Peggy's. "We perform nowadays at about 20 or 25 airshows a year, and we try to get to a few airshows outside Europe each year, but especially this place. I have heard about this Airshow all over the world. I first heard about it 15 years ago and then I started working towards this one about 5 years ago. And now it is a dream to be here."

After the airshow Peggy and Friedel had some time to take in Wanaka's stunning scenery and they have raved about their New Zealand experience. "We enjoyed our time in Wanaka so much. We loved to fly there and we are very proud to perform at this great Airshow. We have found some new friends and hope we will come back sometime soon!"

Hopefully New Zealand audiences will not have to wait long before Peggy and Friedel grace our skies a second time.

For more information visit Peggy and Friedrich's website: www.wing-walkers.de

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In the Prop Shop at Aeromotive

PROPELLER maintenance and overhaul have been part of Aeromotive's customer care offering for 20 years. A comprehensive capability has been developed that now enables a dedicated team to care for all major brands of GA propellers, turning most jobs around (including full overhauls) within 7 working days. Hartzell, McCauley, Sensenich, MT, and Hamilton Standard are all catered for in various forms of fixed pitch, constant speed, piston and turbine configurations.

Originally put in place with a view to supporting Aeromotive hangar operations, the Prop Shop now undertakes 95% of its work for outside customers in New Zealand and overseas. Run by Dave Rye (since inception), job records for the last year have tallied to well in excess of 200.

A full range of servicing, testing and overhaul options are on offer, including of course, a fly-in service when required.

Minor and Major Repairs

Repairs range from minor nicks and dings caused by stone damage, through to major re-straightening after a prop strike. Most nicks can usually be blended out. It is important that this work is done professionally, with subsequent crack checking, because improper work may leave a crack undetected which can quickly propagate and lead to the blade throwing its tip. Substantial damage usually then occurs from the resulting severe out of balance situation.

Blades with significant leading edge damage can often be reshaped, providing this is with the manufacturer's specifications. The blade shown in the picture above right hit a fence and is in fact still within tolerance for repair.

Prop strikes may result from animals (dogs jump at a starting prop, sheep are stupid, etc) or from pilots running into things, including the ground. Many readers will be surprised to hear that very large bends can be repaired (up to 45 degrees overall depending on the radius location from the hub).

Of course a prop strike involves more than just blade straightening. All manufacturers specify a course of action to follow for any suspected strike and this often requires a full overhaul or at the least, a full disassembly, eddy current inspection, and attention toward any known issues for that brand of propeller.

Troubleshooting and AD's

Troubleshooting and Airworthiness Directive work

also form a part of the Prop Shop workload. A recent example is that of a Cessna 172 which was performing poorly and down on power. Full static rpm was 100rpm low and was fixed by repitching the prop, making a huge difference to the aircraft's performance.

Common AD work includes shot peening of pitch change knobs on Hartzell blades, cold rolling of the blade retention radius to relieve stresses at Hartzell blade roots, and NDT work. For example, the 750 hour 12 month fluorescent liquid dye penetrant test on McCauley Cessna 152 props.

Propeller Overhaul

Dave says he gains a lot of job satisfaction from receiving in an old prop and returning it to a customer with a factory new appearance.

Propeller overhaul involves paint stripping the blades, NDT inspection with fluorescent dye penetrant, eddy current testing of the hub, and scurfing of the blade to clean out nicks or other surface deterioration. Blade tips may need re-profiling to match them together again and then the blades are alodined and repainted.

Overhauled props are reassembled with all new parts (bearings etc) and static balanced on knives by way of lead addition where required. Dave will then set up the blade angles accurately, a crucial step to ensure dynamic balance. When Aeromotive fit the prop to an aircraft themselves, they also complete an 'on aircraft'

dynamic balance using strobe and accelerometer test equipment.

Used blades in stock

One advantage that comes from a long history in the propeller maintenance business is that Aeromotive carry a good collection of used blades in stock. This can be a particular advantage for customers who might bring a prop in for overhaul and find that one blade is beyond economic repair. Refurbishing a used one from stock can be a cost saving alternative to a new purchase.

For more information

Call Engineering Manager Brett Puddle to discuss any of Aeromotive's comprehensive GA propeller maintenance facilities or other services. Phone Brett on 07 843 3199 or email: brett.puddle@aeromotive.co.nz

www.aeromotive.co.nz



Matt Cox scurfing (surface grinding) a blade surface as part of a propeller overhaul job.



Dave Rye setting up blade angles at the finish of a completed overhaul job.



Above: This blade cut through a farm fence. The damage is within tolerance for repair. Below: The result of improper nick blending.





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NZWA Airshows: The year that was

Contributed by Frank Parker

WITH THE shortest day behind us it is timely to reflect on last summer's flying, and maybe 'peek' into the coming year.

The airshow 'season' was busy for NZ Warbirds. The unfortunate withdrawal of the RNZAF Red Checkers Team led to several last minute additions to the program.

The Season 'opener' for NZ Warbirds was the Battle of Britain Memorial service flypast at the Auckland Museum Cenotaph on Sunday 20th September. The weather is always a lottery for this event. 2009 however, smiled upon us and we had a successful flypast with 18 NZWA aircraft involved.

A new promotion for NZWA commenced this year are 'Open Days' at the Ardmore Base. The first of these was on December 6th and in line with that 'Day of Infamy' the theme was naturally Pearl Harbour. The newly liveried Harvard 92 and T-28 Trojan made a striking 'Naval' pair on flypast.

New Years Eve saw the Yak Formation Team displaying at the growing Mahurangi festival for the second year running.

The first 'Big Event' was the Tauranga City Air Show. This is not a new event,

rather a development from past Sport Aircraft Association pageants, supported by the Classic flyers Museum. All participants and a very supportive crowd enjoyed the Bay of Plenty summer weather and a wonderfully varied flying program. I, along

year in mid February. For more than 10 years the Organisers of this now world renowned event have invited the Harvard Roaring Forty's Team for displays during the weekend. If you have a passion for old cars, old music and old clothes this event is a 'must do'. Personally I just love that American V12 machinery.

The Mercury Bay Aero Club ran an Airshow on March 6th. This was to replace an event cancelled by weather 12 months earlier. Once again there was a fine display by General Aviation, Classic and Warbird aircraft to an appreciative crowd. In the afternoon a developing crosswind gained the attention of tail wheel pilots - I recall clearly the crosswind demonstration provided by the Warbirds Dakota. Well done Andrew!

For all aviation buffs the 'show' every two years is Warbirds Over Wanaka. For us North Island based folk this is generally a week long exercise which occasionally challenges our organisational skills. As has been well reported the Show reached all

expectations of this iconic event with an impressive display of WW II fighter aircraft, and ooh those F-18s. Lucky bugger Richie McCaw.

An event running for its second year was the Whitianga Speed Weekend. This is a

with all other participants congratulate the organisers on a job well done and look forward to the next event.

An event, smaller for the aviation content, but huge in its own right, is the Art Deco Weekend at Napier held this



A Harvard and Yak formation over the Waitemata Harbour during the Battle of Britain flypast.



The Trojan and Harvard participated in a 'Naval' flypast during Pearl Harbour Commemorations.

Gavin Conroy picture

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BE PART OF THE ACTION!



The Vintage Aviator at Masterton holds regular flying displays of magnificent WW1 aircraft.

semi corporate sponsored event and brings together a variety of 'speed machines'; off shore power boats, thunder cats, jet boats, track racing, off road racing, moto cross and aircraft. If it burns petrol it's there! I feel this event has fantastic potential with something for petrol heads of every persuasion. Hopefully it can be developed over time to reach this perceived potential.

To round off the summer weather, NZWA provided a 'mini' flyby for ANZAC Day Services. This was at the request of the Hobsonville and Howick RSA's to flypast their mid-morning parades. With

the growing significance of ANZAC Day throughout the country this will hopefully develop into a more organised activity. For the afternoon NZWA held a members day with a limited flying display at the Ardmore Base.

The final flypast for the year was provided for the Hobsonville Old Boys Association holding a Parade at their old Base. With development on this historic aviation site, the remains of the old Base will soon be consigned to the memory files so it was fitting that a group of Harvard's, P-40 and T-28 were able to accompany the Catalina to salute these veterans.

Further afield, the 'Vintage Aviator' held flying weekends with their impressive World War I aircraft at Masterton to commemorate Remembrance Day and ANZAC Day. If the opportunity arises to view any of these iconic aircraft, take it! Wedged between all these activities there were 'fly-ins' organised at Pauanui, Matamata, Raglan, and no doubt other fields I have missed which members took time out to attend.

I know I've missed events that South of the Bombays' members participated in; my apologies for that. Nonetheless, that was the year as I recall it. No wonder summer was a blur. Cheers FP.

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Places to Go: Hood Aerodrome at Masterton

Contributed by Ruth Presland

WITH THE ARRIVAL of the railway line from Wellington in 1881, Masterton prospered, becoming the region's largest market town. Nowadays it still boasts great markets and is the hub for the surrounding Wairarapa farming community. This region, covering the lower East Coast of the North Island may seem somewhat off the beaten track, but flying there is quite straightforward and worthwhile.

Hood Aerodrome was named after Captain George Hood, a Masterton born aviation pioneer who died attempting to fly the first Tasman Sea crossing in 1928. The airfield is steeped in history and is now home to a collection of very rare and still active aircraft (Albatross, Sopwith, Bristols and more) under the care of the locally based Old Stick and Rudder Co., Vintage Aviator Ltd. and Sport and Vintage Aviation Society. Masterton is also home to the Wings Over Wairarapa Airshow.

Arrivals

The airfield is situated just to the south east of Masterton township amongst very open and flat terrain with approaches to all runways being clear of any obstacles. The main runway 06/24 is sealed and has parallel grass runways. Northern runways 06 left and 24 right are only available for local operators. The airfield is unattended so position reporting and intentions on 119.1 are required. There is an AWIB service available on 132.8 and you should beware that there can be considerable activity by NORDO aircraft.

With the valley being bounded by high mountain ranges to the west, winds from this direction can be quite turbulent. The presence of such conditions are usually clearly defined with a laminar flow cap cloud on the top of the mountain range and a roll cloud (Rotor) running parallel around two miles out from the mountains. High winds at low altitudes are often a factor when these westerly conditions prevail and flying to the eastern side of the valley can be more comfortable.

Flying in from the north requires some map planning and awareness of when to follow the road and when to not. Just note that at Eketahuna, (if flying south) the



The Snap Roll Cafe at Hood Aerodrome serves delectable food from Thursday through Sunday.



Visit one of the world's largest flying collection of original and reproduction WWI aircraft at The Vintage Aviator. Open hangar & guided tours run from November to April, Saturdays & Sundays 10.00am and 4.00pm (also at other times for groups by appointment). The next afternoon Air Show is on November 13th. www.thevintageaviator.co.nz for more details.



Local CFI Doug Yarrell with Ruth Presland



Hood Aerodrome at Masterton

road and rail split. The road then moves into a restricted flying area (Mount Bruce Pukaha National Wildlife centre – which is well worth a visit, especially for the whole family). Turn to follow the railway line, (with caution towards the radio mast just SE of Eketahuna), until you get to the double bridges. From there you are a hop and skip away from the airfield.

From the South Island, a lovely scenic route is up the east coast, passing Kaikoura to Cape Campbell. In Strong norwest and westerly conditions, keep low to avoid the worst of the turbulence but do buckle up tight passing Ward, between Clarence river mouth and Cape Campbell. Turbulence is sharp but short lived as it funnels out

of the nearby Seddon area.

Approaching Cape Campbell, set a track for Lake Ferry. At this point you can also contact Wellington Control 122.3 (after listening to WN ATIS 126.9) if you wish to request radar monitoring across Cook Strait. Requesting a height helps obtain approval but this is not always granted due to flight congestion in and out of WN airport.

Travel across the open part of the Strait is usually calm in most wind conditions. If it is norwest to west then keep to the east once approaching the lower Wairarapa to stay out of the lee that flows off Turakirae head and then the Rimutaka's. The trick with the

Strait is to maintain situational awareness at all times, ensure good visibility and if in doubt then turn back! A coffee awaits you, instead of an unnecessarily stressful flight.

Fuel and Food

Once you arrive you may need fuel. Look for the BP pumps, supplying AvGas and Jet A1 near the aero club. Caution the long pipe that sticks up from the fuel bowser. It's not a smart idea to taxi your wing into it after a triumphant arrival.

If you are looking for a good coffee, visit the recently opened and aptly named 'Snap Roll Cafe' on the field (near the main gates) who are ready to offer delectable food to a hungry team. They are open from Thursday through Sunday. While you relax, read some aviation books or surf the web - or they can call you a taxi to visit local attractions. Take special note that pilots who bring in a plane load of hungry

passengers for lunch get a free lunch for themselves! Visit: www.snaprollcafe.co.nz.

Places to Stay / Things to Do

Accommodation ranges from the nearby Cophthorne Hotel & Resort Solway Park, phone 0800 765 929 to reasonably priced motels. There are also many nearby B&B's, or for something a little out of town, the Masterton region has a number of high quality home-stays. This is a great way to base yourselves somewhere for a day or three, to sample the region's wineries. There is an easy to follow self drive Winery Trail or you can take one of several interesting winery tours. With gourmet food and wine in mind, you have probably heard of nearby Martinborough (15 minutes flying from Masterton and with its own airstrip), a name synonymous with outstanding

vineyards. This whole region has so much on offer that there isn't room to write it all here so check out www.wairarapanz.com.

The best way to spend a day out exploring is to hook up with some 'in the know' locals. The Wairarapa Ruahine aeroclub is a good place to meet some fine characters. You will often find Doug Yarrell there, the local CFI. Having been out of instructing for a while, he was taken by a certain plane which got him back into flying when Wayne Allanson spent some time based at the field to help revive the club. Doug flew Wayne's Tecnam and decided that his flying days weren't over after all. Now the club has their own Tecnam Sierra with a strong following of students. Doug has a huge knowledge of the interesting history of aviation in the area. Contact Doug on (06) 377 7614. The club is a great

spot for browsing wall articles about tales of old, meeting new friends and having a good yarn – any time of the day.

Parachute jumps and training, as well as balloon flights are available most weekends. The field is also home to Ace Aviation, specialising in fixed wing PPL and CPL training and conducting type ratings in unique tail dragger aircraft including Tiger Moth, Chipmunk, Pipers and Cessna 180.

Remember that a well planned flight makes for a relaxing and memorable adventure. Enjoy your trip!



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On-line Safety and Compliance at Skywork Helicopters

SKYWORK HELICOPTERS operate a modern, multi-disciplined fleet from three locations in the North Island. It is a family run business with a proud history that dates back to the early 1960's. Since operations began under the Skywork name in 1997, the company has expanded rapidly and now the current fleet of more than seven aircraft (including K-Max, Eurocopters and a Jet Ranger), carries out a range of services from Precision Lifting and Seismic Operations to Aerial Shooting, Fire and Forestry Support.

A Safety Culture

Skywork was the first helicopter company to win the prestigious 'Director of Civil Aviation's Award for Safety Excellence in an organisation'. During the last 12 months, Skywork have continued to enhance their safety culture with implementation of the Air Maestro online safety and compliance system. General

Manager of Skywork, Glenn Stevenson outlines why he selected this system to manage the company's rapidly expanding fleet and international client base:

"To maintain our standards and accommodate this growth we had to look at how to streamline information sharing, management of crew internationally and communication within the company. What we did, we did very well - staff have always been well organised and methodical but you got the sense sometimes that there must be a far easier way to achieve things. Recording and managing flight records, pilot hours, service records and rosters as we expanded operations and engaged new staff took more and more effort. It drained resources and there never seemed to be any time to use the information we did gather more productively. We knew that we had to improve our systems and harness the benefits of some new technologies in certain areas of the business."

One key area that Skywork knew technology could have a direct impact was safety and compliance because it has such a prescriptive set of statutory requirements.

Glenn recalls a colleague mentioning that they had seen a system being used by several high profile helicopter operators which seemed ideal; "The more I looked into it, the more the task of improving the way we managed safety and compliance within our business became an imperative; with very tangible benefits" says Glenn.



Skywork operate the only K-Max on the New Zealand register, seen here on a recent lifting job.

The Air Maestro System

The system Glenn speaks of was Air Maestro and he says that he was not disappointed with his first encounter; "It had all the key features, ease of use, reporting capabilities, etc. I had on my wish list with the added benefit of being accessible over the web. So I didn't need to spend a vast amount of time customising screens or build extensive report templates. It was also recommended by operators who were used to working within the requirements of the Aviation Industry framework. And because it is accessible from just about anywhere, we could report on important details, like flight and duty, in real-time."

Skywork began using Air Maestro in 2009 and has quickly built up the safety and compliance function to take advantage of improved access to information. Glenn describes a "reduction in time spent processing paper and re-entering spreadsheet data." He notes that the new system "quickly streamlined processes and proved to be just as accurate, saving endless hours compiling individual audit trails."

Expanding Offshore

Skywork has recently entered a new phase of development and growth with the creation of an offshore division which will enable ongoing expansion of operations outside its home market.

This is an exciting time for the company and is also a phase of growth that has

focused thoughts on the flow of information across the business. Glenn explains; "This is a very significant investment for Skywork and we need to ensure the right systems and lines of communication are in place. Safety and compliance in our industry are critical, especially in terms of attracting and securing new customers. There's no question that it is equally as important to demonstrate you have robust systems in place, as it is to show that you have a good operational record."

Maintaining an Enviably Reputation

Glenn says that "Safety and compliance is the backbone of our business and one that we have built a growing customer base and enviable reputation upon". He has become a big supporter of Air Maestro and sees it as a key tool to protect a reputation they are fiercely proud of. Glenn can be contacted by email at: glenn@skyworkgroup.com

Developed by Avinet, Air Maestro® is a web-based aviation safety and flight operations management tool that has been commercially available since 2006. It is the first built-for-aviation, fully integrated management system and is currently supporting customer operations across Australia, New Zealand, Asia, Africa and Europe.

For more information about Air Maestro, visit www.airmaestro.co.nz or meet the team in the Exhibition Hall during Aviation Industry Week at Palmerston North, 26th to 30th July.



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Welcome Message

AS AN INDUSTRY, the Aviation contribution to New Zealand's economy has never been well understood. Intuitively we know that our industry is a critical contributor to domestic and international tourism; provides high value cargo space for time sensitive international exports and is a major contributor to the success of all aspects of our agricultural, horticulture and viticulture industries.

AIA, as the advocate of the interests of the commercial aviation industry has for sixty years attempted to lead the recognition debate, but it is only this year that we have been able to assist in sponsoring a study into the value add of the industry. This, in part, was off the back of the work of our company Aviation New Zealand in the international market place, scoping out the opportunities for the industry and in part driven by a change in government philosophy to drive value for money initiatives through government.

If we don't understand, as an industry, how much we contribute to the economy it is very difficult to be taken seriously in the emerging debate of "better is less". This debate is manifesting itself in several areas – for example, should government continue to fund student loans in the aviation sector or is it the responsibility of the employer to foot more of the cost of basic training? Unless we fully understand the potential of the industry and its likely growth, it is very difficult to understand how many pilots/engineers/air traffic controllers to train.

Within the year we will have reasonably robust answers to these questions. In turn AIA is changing, moving more to a system of federal administration, with each of its operating divisions strengthening and the central core shifting to a centre of research, across industry advocacy and providing administrative support.

Legal Information Bulletin Four is an example of how we see the future operating, but in the context of an issue the industry must confront today. This information bulletin, issued by the CAA, was extensively consulted on over the last two years. Throughout the process AIA has suggested that the CAA withdraw the bulletin, amend its contents or apply a plain meaning to the words "crew member".

None of these suggestions at this stage have gained traction; however, if CAA's interpretation prevails then all aspects of commercial aviation will be affected. After a long and protracted period of discussion the only option now appears to seek a High Court declaratory order.

We are also actively investigating the process behind the fit and proper person test, particularly in the context of permanent suspension of an aviation document. On the one hand the CAA must act in the interest of aviation safety and protect the public interest, but on the other, participants in the system have the right to be treated fairly. In most instances the CAA's processes are fair and reasonable in the circumstances, but their processes are neither well understood, nor communicated clearly to industry. In the year ahead we will be working constructively with CAA on making the process more transparent.

Our view is that there needs to be much greater alignment of safety vision between the regulator and the industry. In part this will be driven by the introduction of safety management systems, but it will also be driven by demands from industry for a more responsive regulatory environment that takes account of the critical requirement for the industry to improve its competitiveness and grow. Government is, as we have said, demanding "value for money". Such propositions have been almost unheard of in our regulatory environment but it is the point of difference.

Three years ago a decision was made to turn our previously separate AIA and NZAAA conferences into a week long event called Aviation Week. The objective was to bring increased numbers from the New Zealand industry and its suppliers together for a series of exchanges on critical issues confronting the industry. Last year's Blenheim Aviation Week was incredibly successful with over 400 industry participants attending. This was against a backdrop of some of the most difficult trading conditions ever. Palmerston North is looking to be even more successful with substantial support from trades, sponsors and industry, civilian and military alike. We encourage you all to attend.

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and much more

Speaker Profiles: Plenary Day, Monday 26th July

Hon. Nathan Guy

Associate Minister for Transport

The Member of Parliament for Otaki, Hon. Nathan Guy was appointed Minister of Internal Affairs in the National Government in June 2009. He is also Associate Minister of Justice, Associate Minister of Transport and the Minister responsible for the National Library and Archives New Zealand.

Mr Guy entered Parliament as a List MP in 2005 and was elected National's Junior Whip in 2006. He was promoted to Senior Whip in early 2008 and retained this position following the 2008 general election when he won the Otaki seat. Prior to entering Parliament, Mr Guy was active in farming and local government. He served for eight years on the Horowhenua District Council and managed the family dairy farm. In 2000 he was awarded a Winston Churchill Fellowship to study beef exports to the United States.

Hon. Steve Maharey

Vice-Chancellor, Massey University

Prior to becoming the Vice-Chancellor of Massey University, Steve Maharey was the fourth ranked Minister in Government for nine years holding a variety of positions including Minister of Education and Minister of Research, Science and Technology.

Mr Maharey was responsible for the reforms of the tertiary education sector that began in 2003 and oversaw the establishment of the New Zealand's Tertiary Education Commission.

Prior to entering Parliament he was a Senior Lecturer in Sociology. Earlier in his career he also lectured in Business Administration. His academic interests include social policy, media, cultural studies, social change and politics.

He has served as an elected City Councillor and was appointed a Companion of the New Zealand Order of Merit (CNZM) in 2009.

Peter Smyth

Sector Manager, New Zealand Trade and Enterprise

Peter Smyth is a Hamilton based New Zealand Trade and Enterprise (NZTE) Sector Manager with special responsibility for the General Aviation Industry. New Zealand Trade and Enterprise is the New Zealand Government's economic development agency.

Prior to joining NZTE, Peter worked in the aviation industry. He also has recent international commercialisation experience. He is an experienced Director and member of the NZ Institute of Directors. Additionally, Peter trained as a professional engineer and was awarded the 1995 ECNZ Rutherford Award.

Dave Allen

Director, Vantage Consulting Group

Dave is a Director of Vantage Consulting Group, a Wellington based consultancy. He has a background in corporate finance and significant experience in providing strategic reviews, feasibility studies, cost-benefit analysis, risk assessment, financial and data modelling, compliance audits and reviews and securing finance.

Key involvements have been in the energy, telecommunications, transport, banking and health sectors and in the economic development field. Clients include: Telecom NZ, Transpower, NZTE, Investment New Zealand, Canterbury Development Corporation, Meridian, Powerco, Tower, Port Marlborough, Commerce Commission, Electricity Commission, and Universities.

Prior to joining Vantage 12 years ago Dave was Head of Credit for NZ for Credit Agricole, one of the world's ten largest banks.

Ashley Smout

Chief Executive Airways Corporation

Ashley Smout was appointed Chief Executive Officer at Airways New Zealand in September 2002. Prior to being appointed CEO, Ashley held the position of Chief Operating Officer from 1999-2002. In this role he was responsible for all the domestic operations of Airways including business planning and strategy development.

Ashley has also held various marketing and management positions with New Zealand and international companies.

In 2005 Ashley was elected Chairman of CANSO (Civil Air Navigation Services Organisation), the international body representing air navigation services providers. CANSO's members control 60% of the world's airspace and 80% of the air traffic.

Ashley has a Bachelor of Business Studies from Massey University and an MBA from Auckland. He has attended the Stanford Executive Programme at Stanford University, California.

Samantha Sharif

Director Industry Affairs, CANSO

Samantha has held this role in CANSO (the global association for air traffic management and related services) since 2007. She leads all CANSO global programmes and policy development and has a primary role in membership and commercial strategies.

CANSO global programmes cover all aspects of aviation operational and business performance, including; safety, security, environment, financing models, legal and policy, global benchmarking, stakeholder relations, human resources, service provision, information and quality management, and insurance.

Prior to joining CANSO, Samantha spent 10 years as Head of Legal Services and in senior management roles at both Airservices Australia and Airways Corporation of New Zealand.

Samantha has been a Director, Trustee, and adviser to a wide range of organisations within the Australian and New Zealand aviation industry and other sectors over the last decade. She has also been admitted as a Barrister and Solicitor. Samantha is a regular presenter at global aviation industry conferences and events and has written and published extensively on aviation industry issues.

Trevor Wilson

Chief Pilot, Emergency Management Queensland

Trevor commenced his aviation career while serving as an operational Police officer with Victoria Police in 1981. During his time as an Aircrew Officer for the Police Air wing he paid for his own commercial training and subsequently transferred to a pilot position with Victoria Police flying Dauphin helicopters for Police and Ambulance Service.

In 1991 Trevor became Chief Pilot Westpac Helicopter Rescue Lismore NSW flying SA 365C and performed SAR EMS duties during this period for other Australian operators on a casual basis such as Newcastle Westpac, Careflight and CHC Helicopters.

He became Senior Training and Checking Pilot, Queensland Government in 1998 then in 2002 took on the role of Training Pilot, Royal Oman Police on Bell 214ST helicopters until 2005.

Following this, Trevor became Chief Pilot Queensland Government EMQ Helicopter Rescue on AW139 and Bell 412 helicopters. He is a current CASA authorised testing officer performing Instrument Rating flight tests for a number of Australian Helicopter operators. In 2009 he was nominated for the AgustaWestland World Pilot of the Year award.

Steve Douglas

Director of the Civil Aviation Authority of New Zealand

Steve Douglas took up the position of Director of Civil Aviation in June 2007. A former aircraft design engineer, Steve's career has been devoted entirely to aviation. He has extensive technical and regulatory experience at the CAA, including 12 years in senior management roles. Immediately prior to being appointed Director he was General Manager Government Relations, with primary responsibilities for aviation rules, policy development and international relations.

Previous industry experience includes five years in a technical services role at Air New Zealand and a similar period spent in commercial satellite design at British Aerospace. Steve has a degree in mechanical engineering from Canterbury and an MSc in Aircraft Design from the Cranfield Institute of Technology in England.

Isabelle Floret

Airbus Senior Vice-President Pacific

Isabelle Floret was appointed Airbus Vice-President Sales (Pacific) in March 2006 at which time she assumed responsibility for all Airbus commercial sales and marketing activities in the region.

Ms. Floret, who is the most senior female executive in the Airbus Commercial organisation, is an aeronautical engineer by profession. Prior to her appointment as Vice-President Pacific, she served as Regional Contracts Director and Deputy Vice-President Sales (Pacific) at Airbus headquarters in Toulouse, France, with responsibility for all Purchase Agreement negotiations and contractual dealings with customer airlines.

Isabelle joined Airbus in Toulouse in 1982 as a Customer Engineering Manager responsible for technical definition of aircraft, and was the main interface between Airbus and the airlines regarding customisation of their aircraft. She then moved to the Contracts Department and served in a number of senior positions before her appointment to the Pacific as Vice-President Sales.

Now Senior Vice-President, she is responsible for a vast area of the potential global market for large commercial passenger jets, encompassing Australia, New Zealand, Papua New Guinea, New Caledonia, Fiji and other Pacific Island States.

Ron Tannock

BSc (Hons), CEng, FRAeS

After completing his Mechanical Engineering degree in 1962, Ron joined the de Havilland Division of Hawker Siddeley Aviation as a Flight Test Engineer. In 1965, Ron travelled to New Zealand to join National Airways Corporation in Christchurch, working in a number of management positions for the company.

After the merger with Air New Zealand Ron was appointed to the position of Aircraft Maintenance Manager, then Chief Engineer followed by Manager Commercial Services. In 1983 Ron moved to Blenheim as General Manager of Safe Air. Now retired, Ron spent the last 10 years of his career as Air New Zealand's General Manager – Operations International. In this role he was responsible for Flight Operations, In-flight Services, Passenger Services, Maintenance Control, and Network Logistics.

Ron is a Chartered Engineer, a Fellow of the Royal Aeronautical Society and a Past President of the New Zealand Division of the Royal Aeronautical Society. He is a former Chairman for four years of the NZ Civil Aviation Authority. Currently, Ron is Chairman of the Blenheim Branch of the New Zealand Division of the Royal Aeronautical Society. Ron received the Royal Aeronautical Society's Geoffrey Roberts Award in 1976 and the Guild of Air Pilots and Navigators' Jean Batten Trophy in 2007.

Elizabeth Valentine

Chief Executive, ATITTO

Elizabeth joined the Aviation, Tourism and Travel Training Organisation as Chief Executive in 2007. Elizabeth is a frequent conference speaker, advisor and strategist for education and training and sits on a range of education related advisory councils.

With 20 plus years experience in management and executive consulting roles, Elizabeth has led the development of, and agreement to, the current Aviation Strategic Training Plan project. She also conceptualised and led the development of the NZSkillsConnect careers web portal in 2009 that includes information about jobs across the aviation sector.

Elizabeth has an MBA from Henley (UK), as well as Diplomas in Business Studies and Teaching.

Programme: Monday 26th July

1000 **MORNING TEA**

1030 **Welcome to Conference Week**

Hon. Steve Maharey

Vice-Chancellor, Massey University

1040 **President's Address**

John Sinclair, President AIA

1055 **Economic Contribution of Aviation to the New Zealand Economy**

Peter Smyth, NZTE; **Dave Allen**, Knotridge Ltd.

1130 **NZ Skills strategy – Meeting the future needs of the Aviation Industry in New Zealand**

Elizabeth Valentine, Chief Executive, ATITTO

1200 **Improving competitiveness through more efficient use of the skies and Update on the European Volcanic Response**

Ashley Smout, Chief Executive Airways
Samantha Sharif, Director Industry Affairs, CANSO

1230 **LUNCH**

1315 **The man and machine interface - Managing the introduction of developing technologies**

Trevor Wilson

Chief Pilot, Emergency Management Queensland

1345 **CAA**

Steve Douglas, Director Civil Aviation Authority

1415 **What's going on in aviation?**

Isabelle Floret, Senior Vice President Pacific, Airbus

1445 **Sir Geoffrey Roberts Memorial Speech**

Ron Tannock

1515 **AFTERNOON TEA**

1545 **AIA Annual General Meeting**

1630 **Government**

Hon. Nathan Guy, Associate Minister for Transport

1730 *Buses depart Convention Centre for the Welcome Social*

1830 *Welcome Social Dinner*

2130 *First bus will depart back to the Convention Centre and Hotel*

Programme: Tuesday 27th July (current at time of print, 28th June)

Stream Chair	Air Rescue/Air Ambulance Rea Wikaira	Safety Advisory Committee Ashok Poduval
0900	EMQ - Australasia's largest AR/AA service Trevor Wilson Chief Pilot, Emergency Management Queensland	Meeting of the Industry-wide Safety Advisory Committee
0930	SMS in the AR/AA Environment Kimberley Turner Chief Executive, Aerosafe Risk Management	
1000	A Case Study in a Critical Incident Peter Turnbull Chief Pilot, Northland Emergency Services Trust	
1030	Morning Tea	
1100	National Ambulance Sector Office (NASO)- Strategy Donaleen Shiell Contract Manager, NASO	Meeting of the Industry-wide Safety Advisory Committee
1130	Ambulance NZ Air Ambulance Air Rescue Standards Development - NASO Strategic Direction David Waters Chief Executive, Ambulance NZ	
1200	Update on the Rescue Coordination Centre Nigel Clifford General Manager, Safety Services, RCCNZ	
1230	Lunch	

Stream Chair	Air Rescue/Air Ambulance Rea Wikaira	AEANZ Don McCracken	Air Transport (AT & TFO) John Jones / Richard Rayward	Supply & Services/Airports Rob Bolton
1330	Night Vision Goggles Point Trading	AGM	AGM - Air Transport AGM - TFO	Emerging Markets John Nicholson CEO, Aviation New Zealand
1400	The use of Performance Class One Helicopters in the AR/AA role	The New Aviation Professional: An Engineering Perspective ATTTO Project Leader	Inbound Tourism the future - Rugby World Cup opportunities Leon Grice Director, New Zealand 2011	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd
1430		Airworthiness Vision Dialogue - Industry Leadership Maurice Gordon, Asia Pacific Aerospace / Geoff Connor, CAA	The future direction of the defence industry - The Defence Industry Review Doug Pauling Director, Air Affairs Ltd.	Developing Effective Supply Chains John Nicholson CEO, Aviation New Zealand
1500	The New Aviation Professional: The future AR/AA Pilot + Engineering support ATTTO Project Leader	Apprenticeships and Gateway ATTTO	Alternative Fuels - A flight path towards sustainable aviation Paul Nash Head of New Energies, Airbus	Optimising Supply and Service's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.
1530	Afternoon Tea			
1600	Night Vision Goggles Scott Arrell Thales	Optimising Engineering's contribution to the NZ economy Peter Smyth, NZTE	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd	Regional Aviation Capability Development Shaun Mitchell Waikato Aviation Cluster
1630	AGM	Aviation New Zealand John Nicholson CEO, Aviation New Zealand	Future Systems Rajesh Mishra, Regional Manager Operations / John Wagtendonk, ATS Policy and Standards Specialist Airways NZ	AGM
1700	Meet the Trades Drinks in the Trades Area and presentation of the Best Trade Stand Award			
1930	Pre Dinner Drinks			
2000	AIA 60th Anniversary AWARDS DINNER			

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Signature Engines "Fly with Confidence"

A NEW evolution of Aeromotive's 'Signature Series' of engine overhauls will be launched at Aviation Industry Week in July. Engineering Manager Brett Puddle will be on-stand to discuss the benefits of a Signature engine overhaul which has been designed around a fixed price in order

to reduce complexity and "unknowns" for operators.

Brett says that many people call to enquire for costs to fix or overhaul an engine and it is difficult

for operators when quotes on this basis need to be dependant on discoveries made during the bulk strip. Part of the Signature Series package is the offer of a fixed price quote within 24 hours, valid for 30 days and with no hidden or surprise costs.

Signature 'Elite'

The Signature Elite option includes new cylinders, rings, pistons, camshaft, cam followers and ignition harness. Every ancillary component is also nil holed regardless of what its time in service was. Brett explains this as being the equivalent of a factory overhauled engine with the substantial advantage that engine maintenance budgets going forward from the overhaul can be easily managed, since operators can have confidence that full

TBO will be achieved on all parts.

Signature 'Overhaul'

The Signature Overhaul option offers the same basic features as the Elite but includes additional flexibility of choice for the operator in terms of whether or not

to overhaul components such as the carburettor, fuel control system, magnetos, etc. Of course the warranty then applies to the overhauled parts only.



A TIO-540 J2BD in full Signature Series livery.

Signature Branding

All Signature engines come with an enhanced cosmetic appearance that includes powder coated induction manifolds, special paint and Signature badges to ensure your new engine stands out from the crowd. A Lycoming TIO-540 J2BD in full Signature livery will be on display at the Aeromotive stand during Aviation week.

Brett notes that Aeromotive are still in the business of utilising their 35 years of experience in the industry to undertake 'standard' bulk strips and overhauls as required. Visit Brett during Aviation Week to discuss any engine or other maintenance requirements you have and to learn more about using Signature Series power to "Fly with Confidence".

Exhibitor Directory

	Conference	Stand
	AIA	AAA
AeroNet	• •	18
Agusta Westland	• •	1
Airwork	• •	31-34
Aquamax	• •	13
ATTTO	• •	20
Asia Pacific Aerospace	• •	11
AvClean / ECO2000	• •	29
Aviation Labour Group	• •	25
Aviation New Zealand	• •	31
Aviation Safety	• •	26
Avinet / Air Maestro	• •	4
Ballance Agri-Nutrients	• •	20
DART Helicopter Services	• •	8
DHL Express	• •	7
Elliott Technologies	• •	27
Fieldair Engineering Ltd	• •	12
Field Air Australia	• •	6
Flightcell	• •	23
Flight GSE	• •	15
Harvest Electronics	• •	28
Hawker Pacific NZ Ltd	• •	9-10
KiwiFlyer Magazine	• •	32
Loadrite	• •	15
NMIT	• •	6
Oceania Aviation	• •	19
Olympus	• •	17
OmniSTAR	• •	25
Pacific Turbine Brisbane	• •	14
Petroleum Logistics	• •	21,30
Point Trading	• •	27
Pratt & Whitney Canada	• •	7
RDS Systems	• •	26
Rotor and Wing	• •	17
Safe Air	• •	24
Spidertracks	• •	3
Standard Aero	• •	2
TracMap Aviation	• •	16
TracPlus	• •	22

Please note this list and stand allocations are current at the time of print. Several more Exhibitors are expected to confirm their participation in the coming weeks. Stand allocations may be subject to change.

Trade Expo confirms recovery on way

OUR Trade Expo this year shows that the aviation industry is seeing light at the end of a very difficult economic tunnel. With an increase of 30% in the number of stands during the week, the 2010 expo is bigger and better than previous years.

"This is a perfect opportunity for companies to showcase their products to aviation decision makers, and we are seeing a huge interest from overseas companies this year," says Irene King, CEO AIA, "and with the amount of interest this year's conference has generated we have had to expand into a second area to accommodate all the exhibitors."

As in previous years a number of exhibitors are pulling out all the stops to ensure their presence is felt. Several are taking more than one stand in order to show off their full range of existing products as well as new products they are bringing to the market.

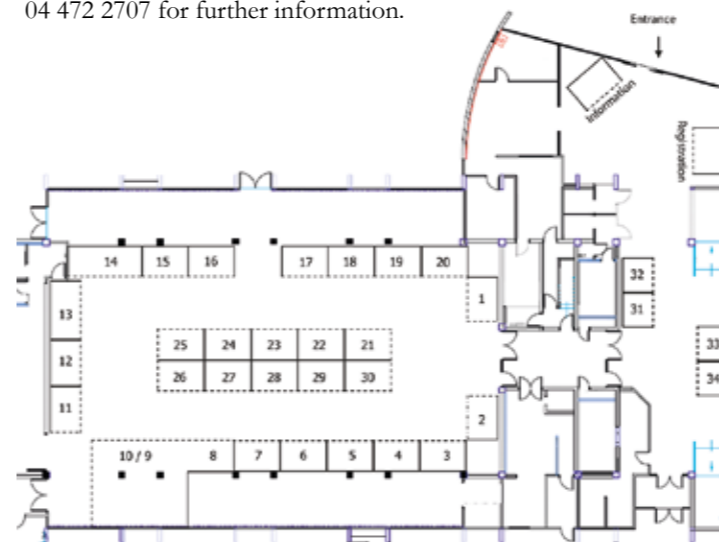
Petroleum Logistics Pacific Ltd, the principal sponsors of this year's conference, will have a large presence, both within the exhibition hall as well as sponsoring a number of the major events at the conference centre.

Conference delegates will have the opportunity to check out a range of products including the latest in Night Vision Goggles from Point Trading, as well as a pre-production Time in Service Recorder being developed by Harvest Electronics.

Morning and afternoon teas, as well as lunches are being served within the exhibition hall throughout the week, ensuring that exhibitors have maximum exposure to the conference delegates. There will be our usual trade show awards for the best displays.

"We are doing everything we can to ensure that trade exhibitors get maximum benefit from being at the conference," says Irene. "It is a major financial commitment on their behalf and we want to do everything possible to make sure it is successful for them. In another first AIA and NZAAA are recognising the tremendous support we get from the trade by sponsoring an hour long networking opportunity for delegates and the trades on Tuesday and Thursday nights respectively."

Although the main hall is full there is still enough room to squeeze in a few more trade stands next to the registration area. Contact Bob Feasey by email at bob.feasey@aia.org.nz or call 04 472 2707 for further information.



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Visit Standard Aero at Stand 2 during Aviation Week

Programme: Wednesday 28th July (current at time of print, 28th June)

Stream Chair	Flight Training Kevin England	AEANZ (open to non member engineers from 1400) Don McCracken	NZHA Toby Clark	Manufacturer's Briefings
0900	AGM	Setting the future direction of engineering in NZ Don McCracken, Chair, AEANZ	AGM	
1930	The New Aviation Professional: A Pilot Perspective ATTTO Project Leader	How to improve the effectiveness of engineering audits Phil Hone, Manager Airline Maintenance CAA (TBC)	Setting the future for the Helicopter industry: Outcomes of the Industry Workshops John Sinclair Marlborough Helicopters / NZHA Committee	Honeywell Limited Overview of helicopter products, services and new product developments
1000	Airline Training Models Air NZ, Jetstar and Pacific Blue invited	Quality - your strategic vision, implemented! Stephen Hay People and Process Ltd	What is the CAA's vision for the Helicopter industry/ update on rule changes John Lanham, CAA (TBC)	Avinet Spidertracks
1030	Morning Tea			
1100	TEC Future Directions David Nicholson Director, Tertiary Investment and Monitoring, TEC	Bell Product Update Peter Crook Sales Manager, Rotary Wing, Hawker Pacific		Module Limited Elliot Technologies
1130	Rule Part 141 - Introduction Carlton Campbell CAA (TBC)	Governance and Leadership (TBC)	Insurance Senior Underwriter	Olympus
1200	Air Navigation - Future Systems Rajesh Mishra, Regional Manager Operations / John Wagtendonk, ATS Policy and Standards Specialist Airways NZ	Avionics Update Phil Byrne Engineering Manager, Fieldair Engineering Ltd.	Optimising NZHA's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.	Aeronet
1230	Lunch			
1330	Business Briefing on GST Marie Pallot, Policy Manager Paul Kilford, Senior Policy Analyst			
1400	Aviation New Zealand - Tomorrows Markets John Nicholson CEO, Aviation New Zealand	Update on forthcoming rule changes John Lanham, CAA (TBC)	The Environment	
1430	Safety Performance Benchmarking Fred Douglas Avion Consulting	How to improve the performance of IA's Mark Price CAA (TBC)	An environmental Code of Practice - is Qualmark the appropriate branding? John Sinclair, Marlborough Helicopters / NZHA Committee	
1500	Optimising Flight Training's contribution to the NZ economy Peter Smyth, NZTE Dave Allen, Knotridge Ltd.	The process for development of AC's and Rules Chris Lamain CAA (TBC)	Agusta Westland Product Update	
1530	Afternoon Tea			
1600	What type of pilots do we want? - Rotary Wing (with NZHA) Kevin England	The future of the Aircraft Engineer's License Mark Price CAA (TBC)	What type of pilots do we want? - Rotary Wing (with Flight Training) Toby Clark, Chair, NZHA	
1630	What type of pilots do we want? - Fixed Wing Kevin England	Improving Reliability and Performance Geoff Scrase, Senior Consultant, Failure Investigation Quest Integrity NZL Ltd	Strategic Direction for the NZHA Toby Clark Chair, NZHA	
1715 1830	Assemble in the Convention Centre Lobby prior to boarding buses. Buses depart for Ohakea at 1730. Aviation Week Dinner			

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Aircraft Engineering Association building a strong future

FOLLOWING its ratification at the 2009 AIA conference the Aircraft Engineering Association of NZ (AEANZ) has been holding meetings around the country and developing a strong regional member base.

Sights are now set on the future and meeting the needs of members both present and future. Critical to this is the professional development of new entrants into the aircraft engineering arena and AEANZ has introduced two initiatives to do just this. Firstly, making membership of AEANZ free for all engineering trainees and students, and secondly setting up a network of senior advisors to provide guidance and support to those new to the industry as well as those a bit longer in the tooth where needed. Nominations for this group of advisors has been put forward and the ratification of the first 15 will be at the AEANZ AGM in Palmerston North.

Current issues that AEANZ is working on include the following:

- More effective consultation between AEANZ and the CAA.
- The need for access to CAA formal written policy.
- Developing AEANZ member benefits.
- Maintenance programmes and engine escalation.
- The effectiveness of Part 12 reporting.
- LAME training and changes to the NZ engineering licence.
- Major design changes and the requirements for STC's on Major Mods.
- Professional indemnity for members.

At this years conference AEANZ will be looking at a range of issues that affect the aircraft engineer, including improving the effectiveness of engineering audits and improving the performance of IA's as well as the future of the Aircraft Engineers licence and manufacturers updates on various products. Further details on the conference and the AEANZ programme can be found at www.aia.org.nz

AEANZ are making a **special offer to all engineers who are non-members of AEANZ**. They can attend for free on Wednesday 28th July at the Palmerston North Convention Centre from 2–5 pm, after which they will move over to the Kingsgate Hotel for further discussions. Please register your interest in attending this session by emailing bob.feasey@aia.org.nz to ensure adequate catering is provided. This gives you the opportunity to see what AEANZ is doing for you, the engineer.

A representative body can only succeed by building a strong membership base and so we would recommend that all engineers become members in order for AEANZ to speak as the voice of engineers in NZ representing members interests on issues that directly impact on your livelihoods. We look forward to seeing you at the conference.

Agricultural Aviation Conference

AS THE Conference theme “Doing nothing is not an option” suggests, the agricultural aviation industry in New Zealand faces some challenges in the next few years. For example, some sectors of the ag aviation industry are not profitable. The industry sector that is at most risk currently is the fixed wing operation serving the hill country requirements for lime and phosphate. The solution to an industry's profitability woes of putting the prices up is only an option if the client has the ability to pay, and clearly for some hill country farms that is a problem. What other options are there? In fact are there any other options or is it a case of some hill country reverting because it is too costly to get fertiliser on?

However, the big challenge is and will be to effectively manage and mitigate any adverse environmental effects related to aerial application, whether from fertiliser, agrichemical or vertebrate toxic agent application or some other issue such as excessive noise. The message is that the industry must be proactive in addressing these issues if it is to survive.

Confidence in the RMA and the associated policy setting and in particular

rule making/writing undertaken by Regional Councils is low. There are many examples of rules written around the discharge of fertiliser and agrichemical sprays that are unworkable or cannot be achieved. Even the definition of agrichemicals differs between Council plans despite there being a definition in the NZ Standard for Management of Agrichemicals (NZS 8409:2004).

The RA has a very significant effect on aerial application activities yet it is nigh on impossible to deal collectively with the Council rule writing process, so the rules differ depending on which Council has jurisdiction over the area in question. Add to this the fact that the rules for say, fertiliser application may appear in an air plan, a water plan, any combination of the two or even a “one plan” and you can begin to see the nature and scope of the environmental issues operators face. For that reason we will hold a forum to discuss how best to deal with Regional plan requirements.

Through the industry Accreditation QA scheme, NZAAA has an independently audited quality assurance programme which

includes robust procedures for managing and minimizing adverse environmental effects. Yet despite a sustained effort over 10 years or more it has not been adopted by any Council as a (the) condition for permitted activity in the aerial application of fertilisers, or agrichemicals. Why Accreditation has not been adopted, and what needs to change in order that it becomes adopted in Council plans is the key question. What role if any, the newly established EPA could or should have in streamlining the rule making process so that the rules currently being written can actually be complied with will also be discussed.

After these sessions on day 1 of the Conference a morning out at the Ohakea Airforce base will be a welcome change for delegates although there will still be some thought provoking sessions on pilot attitude and safety management systems (SMS). The Conference concludes with the Awards Dinner on Friday night July 30th, where industry members gather to recognise those who have made their mark on the industry. We look forward to seeing you there. *(Programme on following page)*

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NZAAA Programme

THURSDAY 29th JULY

- 0915 **NZAAA Chair opening address: Environmental Impacts and the Agricultural Aviation Industry**
Tony Michelle
- 0940 **Can Primary NZ industries afford a viable Ag aviation industry**
Graeme Mulligan, Landcorp
- 1015 **MORNING TEA**
- 1045 **Forum: A discussion on managing environmental impacts.**
- 1045 Regional Council rules and Accreditation
Lynette Wharfe
- 1100 Regional Council policy setting and referencing of external QA programmes
Helen Atkins
- 1115 An overview and relevance of the new EPA to the issues facing the agricultural aviation industry in NZ
Richard Hill MfE
- 1130 Discussion/Workshop
Lynette Wharfe
- 1200 **LUNCH**
- 1315 **Time in service recorders, operation and privacy**
Peter Munn
- 1330 **Concurrent sessions for fixed wing and helicopter operators: What an auditor looks for in a Part 137 audit.**
- 1500 **AFTERNOON TEA**
- 1530 **TRADE DISPLAYS**
- 1600 **E Cat Instructors Meeting**
- 1715 Buses depart for Welcome Social
- 1815 Welcome Social
- 2115 Buses depart for return to Hotels

FRIDAY 30th JULY

- 0800 Buses depart for Ohakea
- 0845 **SMS in action** Johan Bosch
- 0915 **Pilot attitude & safety** John Rankin
- 0945 **MORNING TEA**
- 1015 **CAA Safety Session** CAA
- 1130 Depart Ohakea to Conference Centre
- 1200 Lunch
- 1330 **NZAAA Accreditation, GAP audits, Insurance cover** Various
- 1415 **Finance and market recovery – are we there yet?** Shane O'Grady
- 1445 **AFTERNOON TEA**
- 1515 **Conference Roundup**
- 1530 **NZAAA AGM**
- 1900 Pre-dinner drinks
- 1930 NZAAA Awards Dinner

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Transpower likely to promote compulsory Wire Avoidance training for all contractors

AS PART OF its draft "Use of Helicopters" Service Specification currently under development, Transpower is likely to impose a requirement that all pilots engaged on work for their organisation have particular training in wire strike avoidance and have attended a wire strike avoidance course or seminar within the previous 2 year period and every two years thereafter.

It is Transpower's expectation that all pilots and transmission line support crews who are engaged on transmission line work on the grid, will be compliant with the Service Specification requirement. The Transpower Service Specification is planned to be submitted in its final draft by the end of August 2010 with an implementation date of Jan 2011.

AIA will be running a wire avoidance training seminar as part of this years Aviation Industry Conference Week. The seminar will be recognised by Transpower for purposes of compliance. Facilitated by Bob Feerst of Utilities/Aviation Specialists Inc, Bob has 36 years experience in aviation, with 32 years of operations in a joint gas-and-electric utility. He is a commercial pilot, rated in both fixed wing aircraft and helicopters, and a former pilot/manager for a large Midwestern gas-and-electric utility. He has a bachelor's degree from Purdue University and master's degrees in aviation business management and aviation/aerospace operations from Embry-Riddle Aeronautical University.

This essential seminar has been specifically designed for professional pilots and crews whose missions require them to operate in wire infested environments. Its acclaimed methods for early detection of wires are taught world wide to professional flight crews and fill a definite void in most low-level flight training programs. Aviation professionals will learn about the specialised skills needed to fly in the wire environment.

"Wire strikes continue to be one of the most devastating accidents for professional pilots and crews", says Bob. "Perhaps the greatest tragedy is that the vast majority of these accidents are entirely preventable.

The root cause of most wire strikes is usually the crew's lack of understanding of the specialised skill needed to operate an aircraft in the vicinity of wires."

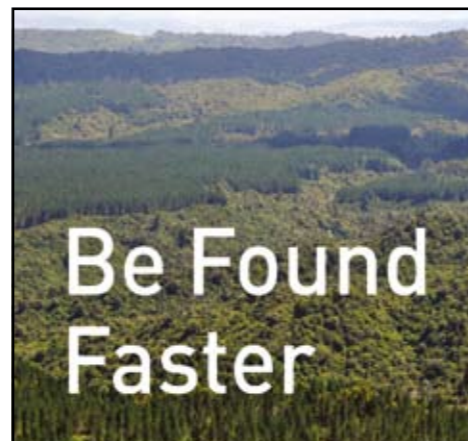
The sponsorship provided by the CAA and ATTTO means that we are able to offer this course at only \$50+gst



Attending a wire strike avoidance seminar could prevent this from happening to you.

per pilot, which includes morning and afternoon tea as well as lunch. Without sponsorship from these two organisations it is proving quite difficult to hold these programmes on an annual basis - we really encourage your support and

of course there's now extra economic incentive for you to do so if you are serious about working with Transpower. Evidence of attendance is by way of a certificate which will be signed and issued by Bob Feerst. **Register for the course today!**



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NZHA Full Rotor Ahead

SINCE ITS inauguration at the last AIA conference the NZHA is transitioning forward in leaps and bounds.

First major announcement of the year was the **Gold sponsorship** of the association by **Boston Marks, Aviation Cooperating Underwriters Pacific Ltd and Avsure**. It is great to have these companies getting behind the NZHA and their support will help us to build a stronger helicopter community in New Zealand. It's also indicative of a much closer working relationship between the helicopter community and its key insurers.

As associate members of the Helicopter Association International (HAI) we were invited to put forward nominations for the 'Salute to Excellence' awards to be presented in Houston, Texas as part of HeliExpo 2010. These awards are made annually in recognition of excellence in the helicopter industry world-wide; the NZHA nominated the Police Air Support Unit (ASU) and they subsequently received the MD Helicopters Law Enforcement Award. This is a great achievement as it shows that the New Zealand Helicopter industry is up there with the rest of the world. This can only bode well for the future. Recognition of the honour also came in the form of a special commendation from the Minister Judith Collins and the Commissioner of Police

The NZHA committee recognised early on that industry needed to clearly identify the most important issues effecting the future viability of the use of helicopters in New Zealand. To achieve this, two industry workshops were facilitated, one in Auckland and one in Queenstown. Turnout was good with over 30 people attending each event. The outcomes of these workshops will be presented at the conference and will form the basis for the direction the NZHA will take over the next few years.

A major issue that has been at the forefront of the NZHA/AIA's work this year has been Legal Information Bulletin 4 and industry's response to this. Further information is provided on this in Irene's comments on the first page of this Event Guide.

By the time conference comes around the NZHA will have employed an Executive Officer to support the association and its members. This role is part time with the successful candidate working for the association for two days

per week. It will be the job of the EO to take the outcomes of the industry workshops and work to achieving those outcomes. The new EO will be introduced to everyone at the conference.

Also, take a look at the article at left on the Wire Strike Seminar – Transpower has now indicated that they will require all pilots operating for them to have undergone training in this so be aware. The course is running on Wednesday 28th July and is sponsored by the CAA and ATTTO. Their valued sponsorship has meant we can drop the cost to \$50 per pilot.

There's also plenty of controversy around a number of the operating rules which although good sense (generally) in the fixed wing environment; they simply don't address the particulars of this industry. Rule part 135.505 is a specific example, where high time helicopter pilots have to undergo instruction under supervision by relatively low time pilots, merely because of a change in model (single versus twin) of the same type of helicopter.

And speaking of the conference, this is an event not to be missed. The NZHA are meeting on Wednesday and Thursday and we will be looking at the industry feedback and setting our strategy for the future. AgustaWestland is sponsoring the Wednesday night dinner at Ohakea airbase so make sure you register early as seating is limited and you don't want to miss this.

And one last point: the 135 helicopter sector of the New Zealand industry is now near on fatality free for 10 years. We know we cannot tempt fate but we really do think there needs to be much more widespread acknowledgment of the total shift in risk perception, acceptance and mitigation in recent years.

Register now to attend Flying in the Wire and Obstruction Environment Training only \$50+gst per person!

Registration is now open for this one day course being held in Palmerston North on July 28th. For more information and to register, visit www.aia.org.nz or call the Aviation Industry Association on 04 472 2707. Alternately if you received your KiwiFlyer by subscription, complete the inserted registration form and fax it in today.



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Aviation Education and Research Symposium

AFTER THE SUCCESS of last years Symposium at Blenheim, the Education and Research division of the AIA is organising the second Aviation Education and Research Symposium in association with Massey University School of Aviation and the Royal Aeronautical Society of New Zealand which will be held on 28-29 July, 2010 at Palmerston North in conjunction

with the 60th annual AIA conference.

The response to the call for papers has been exciting, with a total of 17 papers received that cover a broad range of topics bridging theory and practice on contemporary issues in aviation. The papers will be included in the symposium publication. To register to attend the Symposium, visit www.aia.org.nz

Symposium Agenda

28 July 2010

1330-1350 SYMPOSIUM OPENING

Session 1: Aviation Psychology

1350-1415 A pilot test of the effect of mild-hypoxia on unrealistically optimistic risk judgements – Dr. Andrew GILBEY

1415-1440 Increased risk of multi-crew operations: examining the effect of group polarisation on perceived invulnerability in general aviation pilots – Seung Yong LEE

1440-1505 Airline passengers' rights to information and the strange case of the right to be informed about destinations – Dr. Jose PEREZ GONZALEZ

1505-1530 The effect of propaganda about climate change on people's desire to fly – Dr. Andrew GILBEY

Session 2: Aviation Education

1600-1625 The importance of including aviation history in an aviation-education program - Raymond LEWIS

1625-1650 Teaching an aviation course via video conference – comments and observations on the attainment of graduate attributes and learning outcomes - Raymond LEWIS

29 July 2010

Session 3: Aviation Business Mgmt

0900-0920 On the importance of fifth, sixth and seventh freedoms for New Zealand airlift – Dr. David DUVAL

0925-0945 Palmerston North residents' attitudes and behaviour as explanatory variables for airport leakage - Chuo LEONG

0945-1005 Net profitability of airline alliances, an empirical study - Bo LIN

1010-1030 "It's a long wait for Doha": some current geopolitical initiatives to advance traffic rights in international air services – Dr. Alan WILLIAMS

Session 4: Aviation Technology

1100-1120 Reliability analysis of assisted-GPS technologies for post-flight analysis – Dr. Jose PEREZ GONZALEZ

1125-1145 New technologies in general aviation – Dr. Jose PEREZ GONZALEZ

1145-1205 Pilots' cognition of airport movement area guidance signs – Raymond LEWIS

1210-1230 The development of a PC-based aviation training device (PCATD) for helicopter currency training in a NZ aviation organisation - Savern REWETI

Session 5: Training for new technology – the man-machine interface

1330-1405 A Quantum Leap in RNZAF Helicopter Training - Wing Commander Shaun CLARK

1405-1440 Expert Decision Making in the 21st Century Airline Environment - Robert HENDERSON

1440-1515 Impact of advanced technology on abinitio pilot training – a case for change - Ashok PODUVAL

1545-1615 The changing role of the flight examiner: Assessing pilot skills in the new generation of General Aviation training aircraft - Dr Ritchie de MONTALK

1615-1630 SYMPOSIUM CLOSING

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Tokoroa: The end of the Fly-in Season

Contributed by Bruce Belfield

THE TOKOROA Fly-in has traditionally been held on the last day of daylight saving to catch the last of the 'long' weekends. This was not to be in 2010 though. With Easter being earlier and to avoid clashing with other events, we chose to use Saturday 17th April. It was a lovely warm clear day on Friday and the weatherman promised a fairly good weekend. The V8's were on in Hamilton so the weather had to good! We had a few aircraft turn up on Friday afternoon.

Richard Martin and Mark Malone landed in the Mooney M20C, then the two Mosquito helicopters of Oskar Stielau and Blair Hollands and also a few of the gyro guys arrived as well. Blair was quick to get his machine in the air and was soon enjoying exploring the area around the Tokoroa Airfield in near perfect conditions.

The Tokoroa theme is 'anything goes' and one thing we encourage in particular is for you to enjoy yourself. Camping is not a problem - Richard enjoys that option every year including the frost on Saturday morning. Those who didn't want to camp out spent the night in our clubrooms and got our ugly-duckling fire cranking to keep the place warm.

A frost in Tokoroa nearly always promises a good day but the weather decided to change its mind. It ended up getting quite cold and the cloud came down to about 2000 feet (remembering that Tokoroa is at 1200 feet). Fortunately it started to clear at about 1pm and warm up as well.

A total of 30 aircraft were counted and some may not have come due to the weather although the poor conditions did seem to be localised around Tokoroa. Phill Hooker brought his Bell 47 over the Kaimai's and was kept busy for quite some time giving rides around Tokoroa for people who wanted a Bell Helicopter experience.

It was good to see aircraft turn up from north of Auckland, Whakatane, Tauranga and all around. RV's, Gyro's and the little FW 190 from Tauranga put a display on

for locals. There was a bbq on at lunch time with the usual steak sandwiches and sausages with onions with plenty of tea and coffee.

Generally, we don't advertise this day to the public but with Hooks bringing over the Bell 47, the local radio announcer "Curly" from Classic Hits pumped in the advertising. I heard it a couple of times and it sounded great.



Scenes from the Tokoroa Fly-in on 17 April. Pictures by Bruce Cooke and Bruce Simpson.

Hooks suggested the week before while I was nursing a bad knee, that we should do some beer bottle opening with the helicopters (as per the recent NZ Heli Champs at Whitianga). I didn't really feel in the zone to be doing a job like that but thought it would add to the events of the day. So I quickly got down to making a rig to hold half a dozen beer bottles (I had to beef it up with some modifications after using it - nothing a bit of HT9000 won't fix) and tied it down to an old bbq table. A few of us managed to get a couple off and some were better at it and got more off. (This is a lot harder than it looks.) I still reckon Phill's opener is for elephant beer ie. rather larger bottles than normal!

Murray Belfield took the guys that wanted to do some extra flying on a flight to Murray Matuschka's Farm about 10mins south of Tokoroa and on a direct track to Taupo. He has a small uphill strip and the cross wind did make it an interesting landing. He has a deer farm as well as a few different animals such as Zebra, Thar etc. There is an old Hughes 500 and Nomad there. Both are replicas made out of junk and look good at the entranceway to an old

woolshed which he uses as a conference centre. In one level he has a huge amount of deer heads on the wall (at least 100) and then on the next level hundreds of different firearms as well. He makes a lot of his revenue out of school trips and also builds life size animals for clients all over the world out of fiberglass and netting. It was worth the trip if you went and if you didn't - there is always next year.

I took the heli boys on a tiki-tour through some of our scenic forestry valleys and gorges and they thoroughly enjoyed themselves. It appears they don't have a lot of that sort of terrain in the big smoke. I also had a lot of fun in the SAFARI, even getting to chase a bunch of deer (if only we had a rifle).

Gary Skudder and I had cranked up the Pakeha hangi (steamer) during the day and the food was ready for the masses on Saturday night. Tokoroa Aero Club encourages you to stay over and enjoy our hospitality and hopefully share some good

stories. They do seem to get better as the night goes on. Those who did stay enjoyed the kindly donated food consisting of a feed of venison cutlets, shrimps (thanks Richard) as an entrée and then some lovely wild pork and steamed vegetables (thanks Gary), all washed down with ample refreshments. It was a good night and I look forward to the next one.

The next day, we were greeted with perfect weather and no frost. Richard and Mark went off for a flight to Taupo and I took the Mosquito boys for another flick around the hills. A few other planes turned up on Sunday - an RV and the Tiger Moth of John Pheasant (this is one fine looking machine). Most visitors packed up about midday with goodbyes exchanged and everyone looking forward to next year.

I am hoping to have a helicopter meet here at some stage soon for pilots to enjoy exploring the country we have around this area. I'd like to see what support I have and if it looks like having a good turnout I will start looking at dates. Winter flying is superb around here; clear days and lots of lift. How about it? email: brucenik@xtra.co.nz or phone: 027 696 5159.

Event Guide

July 3rd-4th 2010
Pither Centennial 1910-2010
 At Mandeville. For more info email: croydon.aircraft@esi.co.nz

July 9th-12th 2010
AOPA Winter Fly-in
 At Omarama. A friendly location and a great opportunity to sample some winter gliding. Info on www.aopa.co.nz

July 26th-30th 2010
Aviation Industry Conference Week
 At Palmerston North. See the Supplement in this issue of KiwiFlyer.

September 3rd-5th 2011
21st Brass Monkey Fly-in
 At Lake Station Aerodrome (NZLE) Lake Rotoiti (Nelson). Contact Tim Johnson 021 040 0916 or Kevin Allport 027 234 6961.

January 20th-22nd 2011
Cessna 185 50th Birthday
 Celebrations at Hood Aerodrome, Masterton. Contact Jeff Griffith 06 370 3665 or email: pam-jeff@xtra.co.nz



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HAMILTON	JULY 29	The Kingsgate Hotel, 100 Garnett Ave, Te Rapa	5.00 - 8.30pm

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Glider Racing - A Spectator Sport

Contributed by Jill McCaw

IT IS A well known phenomenon that if something moves and there is more than one of them, someone will try to race them. It is definitely true of gliders. Back in the early days of the sport competitions tended to involve launching and seeing who could stay up the longest. As pilots gained skill at finding lift and gliders evolved to make endurance flights easier, the only limit to endurance became the pilot. By 1939 Duration contests had been abandoned in favour of seeing who could fly the furthest. Then followed a refinement that involved flying to a point and attempting to come back to the launch point. This was a result of gliders starting to end up so far from home that they couldn't get back in time for the next day's competition. Thus speed became a factor and 'real' racing was born. This type of competition endures today.

Racing Classes and Tasks

Gliding competitions usually involve a week to ten days of flying with the eventual winner being chosen after a tally of accumulated points. It is possible to win a competition without actually winning a day, with consistent flying giving the best results. Gliders are handicapped to iron out the difference in performance between age, makes and models. There are also classes depending on wingspan and the presence of flaps. As well, at local level contests there is a club class for newcomers to the sport.

Gliders race around a set course and the fastest home wins. Simple? Not really. To start with, in the traditional style of glider racing, pilots can choose their own start time. The start gate opens fifteen minutes after the last glider in a class has been launched. This gives all pilots a chance to be established in lift before starting. It also

allows for tactical timing as weather varies over the course and expected wind changes and so on can be used to best advantage. With courses from between 150 km to over 500 km depending on weather and the level of competition, there are a huge number

Race Monitoring

These days, timing and turnpoint verification, precise position, height and speed along with unfortunate airspace infringements are all recorded on loggers. After a simple download at the end of the day, results can be finalised within a few hours of everyone landing back. A back up logger is always a good idea of course - modern technology is every bit as ready to fail when it's really needed as cameras did in the old days. GPS units can now take data and transmit in real time and clever use of gizmos like the SPOT trackers mean that the gliders' positions can be followed on the web. This means that the racing, happening miles from most onlookers, can be followed. It is exciting, immediate and for the first time since gliders became able to move away from the launch site, competitions are a spectator event.

A Spectator Sport

Gliding Grand Prix are a modern variation on the sport that has truly turned gliding into a fast paced spectator sport. Grand Prix are the one day cricket equivalent of a contest, held over a few days with short tasks where all gliders go through the start gate at the same time. There are cameras in the gliders,



All pictures taken by Jill McCaw at the Taupo nationals this year. Clockwise from top: 1) Auckland Gliding Club's Nigel McPhee and David Hirst, winners of the Open Class title 2010, flying the club's two seat Duo Discus. (Most gliders are single seaters. Handicaps apply to the glider, not to having two brains doing the thinking.) 2&3) Gliders and towplanes ready for launch. 4) Pilots help each other with route planning and tactics on the ground. In the air it is very competitive.

of variables that the racing pilot has to consider.

Tasks can be simple out and return or complicated courses with up to five or even more turnpoints. In the old days spotters used to go out to the turnpoints and visibly sight gliders passing overhead. The advent of instamatic cameras meant that a photograph could be used to verify a turnpoint had been rounded. It also meant that someone was up all night developing all the rolls of film before results could be finalised. Start and finish times were still done by teams of spotters with watches.

on board telemetry, camera equipped helicopters following the race and real time computer graphic projections of the race status. Thus, Grand Prix event action is live, fast and furious.

Keep an eye out for Grand Prix events around the world via the website: www.airsportslive.com.

More information

For more information on gliding in New Zealand see www.gliding.co.nz. For subscriptions to SoaringNZ email: soaringnz@mccawmedia.co.nz

Magni M-24 Orion now in new Zealand

THE LATEST Magni Gyro to reach New Zealand is one of the company's new M-24 designs. Named Orion, in reference to Greek mythology as 'the most handsome of the earthborn', the M-24 is Magni's first to offer a fully enclosed cabin with side by side seating arrangement.

Proud owner of ZK-MWR is Mike Ross of Wellington. With a background in aviation since attaining his PPL Aeroplane in 1982 at Associated Aviation in Paraparaumu, Mike first became interested in gyros after he sold his amateur built Glasair I Taildragger and wanted something "more fun than a Cessna". The Magni representative in New Zealand at the time was the late Stephen Chubb, and Mike became thoroughly hooked after Stephen flew in to Flat Point to meet Mike and family. While there, Stephen took the entire neighbourhood for five minute rides (and Mike for a more serious 2 hour introductory flight). Mike says the M-24 was ordered quite quickly after that day.

Magni Gyros

Since the early 1980's Magni Gyro in Italy, led by founder Vittorio Magni, have produced in excess of 570 gyros. The M-24 is at the top of their current model range of five different aircraft. These include a single seat design, a compact tandem design without dual controls, a tandem trainer and a tandem tourer. Magni gyros fly in many countries around the world and are supported by a network of local dealerships. Our Magni Representative in New Zealand is Garry Belton at Marton who is also CFI of the NZ Autogyro Association.

Aircraft Specifications

According to Magni, the M-24 was

designed especially for those who want to have fun but not go without comfort. The aircraft has side doors which hinge at the top supported by gas struts, a ventilation system for cooling and (optionally) heating the cabin, and two baggage compartments.

The airframe is of tig welded 4130 chromalloy steel, the fuselage is carbon fibre, and the tail, landing gear and wheel spats are fibreglass.

The aircraft is fitted with dual controls, electric trim, and a pre-rotator capable of spinning the rotors well beyond 200rpm to shorten the ground roll for take-off.

The Italians know about comfort - a unique and very comfortable aspect of the side by side seating is that the passenger seat is set back 100mm or so from the pilot seat, resulting in a very comfortable ride given the two occupants thus do not have to rub shoulders.

Optional Extras

Mike plans to fly in a lot of airspace so wasn't shy about specifying several 'nice to have' extras on the aircraft. MWR has a superb MGL Avionics G2 Voyager EFIS/EMS and a matching MGL Avionics V10 Digital COM and Intercom. Visit www.mglavionics.co.za or www.sparxfly.co.nz for more information.

MWR also has an iPhone/iPod audio input, a Mode S Transponder, Zaon PCAS MRX Collision Avoidance System, and factory strobe and landing lights. The glass cockpit installation was a three week collaboration between Mike and the guys at Aviation Radio in Wellington. Visit www.aviationradio.co.nz for more information. Suffice to say it all looks stunning on a well designed carbon fibre instrument panel.

Setting Up

Mike's new gyro arrived in the country fully built up, having been previously test flown in Italy and requiring nothing more than a simple reattachment of the main wheels, mast and rotor system. This was completed by Mike, supervised by his best friend and Falco aircraft builder George



The Magni M-24 Orion is the latest model released by the Magni Gyro factory in Italy.



Left: The cabin offers spacious side by side seating for two and full dual controls. Right: Doors hinge at the top and are held by gas struts.



Left: A comprehensive instrument suite includes MGL Avionics EFIS/EMS, Zaon Collision Avoidance and a Mode S Transponder. Right: After the test flight at the Italian factory.



A Rotax 914UL turbo 115hp engine, 28 foot composite main rotors, and a 3 blade 170cm Arplast Hélice propeller provide for a cruise speed of 90mph (VNE is 105mph), a take-off roll of 70m, a landing roll of zero to 3m, and a climb out rate of 950 feet per minute. Usable fuel capacity is 79 litres giving an endurance of up to 4 hours with reserve and MAUW is 535kg with an empty weight of 293kg.



Richards (www.falco.co.nz) in late May.

Test flying is currently underway at Wellington Airport. Test Pilot Garry Belton says that the aircraft is a pleasure to fly and both he and Mike are very much looking forward to commencing Mike's formal training programme. Mike and Garry will be supported by an ex Italian Air Force factory Instructor who arrives in New Zealand in the next few days. Magni take safety very seriously and factory training, inspection and signoff for their owner pilots is a very important component of the overall Magni experience. KiwiFlyer readers can look forward to a flight test of the M-24 in a future issue.

Plans for MWR

Mike intends to base his new pride and joy at his family's holiday residence at Flat Point in the Wairarapa. A purposely modified 12m shipping container complete with 'top hat' and custom ventilation will securely hangar the new machine. Once his training is complete he is looking forward to flying to Masterton on a Friday night to bring home fish and chips and to helping John McGuinness, who owns all of the surrounding land, with farm perimeter inspections. With their slow and low flying abilities, gyros spot illegal deer poaching better than any other type of aircraft according to Mike and John.

More information

For more information on Magni Gyros in New Zealand contact local representative Garry Belton on 06 327 8778, email: gyrogarry@infogen.net.nz or visit www.magnigyro.it or www.magnigyro.co.nz

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"Big is Good" - Flying Large Models

Contributed by Janice Angus

MOST avid aero modellers start with a basic and docile small trainer aircraft and then progress to more challenging and agile planes as they hone their flying skills. Many are content to then continue flying and enjoying this type of model. There are others however, who relish the challenge of building and flying large model aircraft. Generally this category has a minimum wingspan of 2 metres.

Claiming to be the biggest model aircraft in the world in 2007, the Belgium based B29 "Dina Might" has a wing span of 8.9 m. This plane weighs in at 210kg and is powered by four 160cc engines. Built as a 1/5 scale, by anybody's stretch of the imagination – it is impressive!

On a local level we have the fine example of a Piper J3 Cub owned and flown by Maurice Astill of Tauranga. Maurice is a regular at model flying events all over the North Island and his large Cub is always a talking point and well photographed by spectators. Completed in 2006, with a wing span of 5.49m and weighing in at 42kg, this plane dwarfs other aircraft on the flight line.

Safety and certification

Bigger aircraft require bigger components and control mechanisms. The larger surface areas and resistance on the control surfaces require bigger servos with the capacity to handle heavier loads. Safety is paramount with all categories of model flying but more so with big models as the potential for serious damage to persons and property is greater with larger craft. To minimise the potential for equipment failure there are mandatory safety standards such as the requirement of dual flight batteries.

Large aircraft are also subject to an inspection and certification process (by designated large model inspectors) to ensure adequate safety levels are achieved and maintained throughout the building phase and flying life of the aircraft. Under the umbrella of Model Flying New Zealand, the three stage certification process as follows:

- Stage 1) Registration of your project and Appointment of an Inspector.
- Stage 2) Certification of Design and



Peter Richardson's fine 1/3 scale Extra.



Maurice Astill's 1/2 scale Piper J3 Cub



No problems losing sight of this Tiger Moth.



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Construction. This involves three separate inspections during the construction phase to ensure compliance.

Stage 3) Approval of Flight Testing and Issue of a Permit to Fly at Public Sites. This stage must be completed within one year of the Stage 2 certificate issue.

Construction support

Miniature Aircraft of New Zealand (MANZ) is the main body responsible for the promotion and governing of non-competitive flying of large model aircraft nationally. The aim of MANZ is to guide and support builders and to ensure that large models are constructed and flown to the required level of safety standards. To become a member of MANZ you must already be a financial member of a model aero club. Visit www.manz.org.nz for more information.

For many large model flyers, the whole process of bringing a model from the single dimension concept on a plan to the actual, three dimensional, completed model can be a long and arduous labour of love. A lot of time and effort is spent on perfecting authentic detailing to ensure that the plane is as close to the real thing as possible.

Fortunately for those of us that don't have time or patience to build from scratch, there are now available a range of large Almost Ready to Fly (ARF) models.

In-flight behaviour

Many model flyers aspire to owning and flying a large model but may be daunted by the size of these aircraft when compared to the sports models they are used to flying.

Large aircraft flyers I have spoken to say that their aeroplanes are very easy to fly. Being big, they are very stable and not so prone to the vagaries of the wind and unstable air conditions. Big aircraft are also more visible, making manoeuvres easier to follow in the flying circuit. There is less potential for losing perspective on what direction your craft is flying in if doing large circuits and aerobatics. On the negative side, there can be issues with transporting such large planes. In many cases a trailer is necessary to ensure damage free transport to flying locations.

Envious friends

Prospective large model owners shouldn't be put off by the belief that a large model equals a large price. Shop around and you are sure to find something that fits your budget and specifications whether you want to go with the scratch build option or ARF. Get yourself a large model and you will be the envy of your fellow flyers.

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KiwiFlyer is published bi-monthly by Kiwi Flyer Ltd. PO Box 72-841, Papakura, Auckland 2244.

Editor: Michael Norton

Subscription rates: KiwiFlyer is delivered free to every NZ aircraft operator and aviation document holding business. Subscriptions cost \$25 (6 issues).

All correspondence or enquiries to:
 Kiwi Flyer Limited
 PO Box 72-841, Papakura, Auckland 2244.
 Phone: 0800 KFLYER (0800 535 937)
 Fax: (09) 929 3079
 Email: editor@kiwiflyer.co.nz
 Web: www.kiwiflyer.co.nz

Advertising deadline for the August / September issue is 9th August. A rate card is available from www.kiwiflyer.co.nz

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KiwiFlyer is printed by GEON and distributed by Gordon & Gotch. ISSN 1170-8018



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Contributed by Penny Belworthy

ZK-CDT P&M Aviation Pegasus Quantum Trike



RICHARD Mason has been flying gliders since his teens but it was at one of the first microlight fly-ins at Waitohi that he bought his first Trike. He has flown this just about all over the South Island including in the Catlins, along the South Coast through Canterbury and up to Kaikoura.

Recently an opportunity arose to purchase a Pegasus Quantum Trike from the UK. The Pegasus Quantum is manufactured by P&M Aviation which was formed in 2003 combining the best of Mainair Sports and Pegasus Aviation. They are now one of the largest microlight aircraft manufacturers and suppliers, with over 4000 aircraft flying since 1983.

ZK-CDT is a two seat aircraft powered by an 80 hp Rotax 912. This bigger engine will give Richard more power and increase margins for his cross country flying. Features include 3-point belts in the front, 4-point in the rear, and twin brakes with a parking system which makes start-up safer. Richard is looking forward to new adventures as soon as the CAA inspection is complete.

ZK-MWS Mike Whittaker MW6S

THE Mike Whittaker MW6S aircraft was designed in the UK and since 1986 there have been 42 registered. Having built boats, cars and houses, Grant Sandiford felt it was time to build a plane from plans and began this project about 5 years ago.

The MW6S has an aluminum structure, plywood wing ribs which are fibreglassed to the spar and then the whole structure is fabricated. The aircraft is powered with an American made, 65hp Aerotwin air-cooled 4 stroke engine. This engine was actually designed in Christchurch by Bill White for the Americans. It has a ground adjustable 3 blade propeller that was also made in America but some of the development work was done by another Kiwi, Bram Water, an aeronautical engineer from North Shore City. MWS is also fitted with a ballistic parachute.



As Grant wanted to keep his aircraft at home he set about designing and building a custom made trailer that he could fit the aircraft in for safe transport. The trailer features drop down pulley operated sides that house the wings and support them during re-connection. Grant plans to have the aircraft flying in the next month or so.

ZK-VDB Sonex



FOR Mark Norgate of Whangarei the Sonex was just the sort of aircraft he had been looking for. It is all metal, compact and looked easy to build and fly so he ordered a kit from Sonex in Oshkosh, USA. There are currently 3 Sonex microlights and 2 Sonex homebuilts flying in New Zealand so Mark's will be number six.

The kit contains all required components with many time saving features including laser-cut skins with pilot holes, pre-formed wing and tail ribs, welded components, formed aluminum, and pre-moulded fiberglass parts. He also ordered an 80hp AeroVee 2180cc engine which is a VW derivative and where his VDB registration comes from (VDUB). The propeller fitted is by Brent Thompson from Rangiora.

This aircraft should cruise at 109kts. Vne is 171kts and clean stall is 40kts. The engine should use about 12 litres per hour.

With its CAA inspection due mid June, the Sonex has completed some ground handling and a fast taxi test, all of which Mark was very happy with. Next is the 10 hours testing period which will be carried out by Brain Taylor, a well known and experienced local pilot. Mark thinks New Zealand will see a lot more of Sonex aircraft in the future.

ARRIVALS - April/May 2010

CDT	P & M Aviation Pegasus Quantum	Mr R D Mason	Rangiora	Microlight Class 2
DDB	Avid Mark IV Microlight	Mr A J McNeal	Whangarei	Microlight Class 2
HUJ	Robinson R22 Beta	CHL Investments Ltd	Christchurch	Helicopter
HJU	Schweizer 269C-1	The Reliance Group Limited	Papakura	Helicopter
HQK	Eurocopter AS 350 B3	Faram Aviation Group Limited	Hastings	Helicopter
HSE	Aerospatiale AS 350B	Rotor Flite N.Z. Limited	Clevedon	Helicopter
HUM	Robinson R44 II	Heliflite Pacific Limited	Papakura	Helicopter
HXB	Robinson R44 II	Partner Group Limited	Auckland	Helicopter
IHF	Eurocopter AS 355 F2	Helicopter Services (BOP) Ltd	Taupo	Helicopter
KAW	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
KBA	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
KFB	Gulfstream GV-SP	ExecuJet New Zealand Limited	Wellington	Aeroplane
MAR	Cessna 182T	Mr R B C Shepherd	Rotorua	Aeroplane
MWS	Mike Whittaker MW6S	Mr G Sandiford	North Shore City	Microlight Class 2
RIG	Acorn Industries UFO Heli-Thruster	Mr G W Price	Whitford	Gyroplane
SPR	TL TL-3000 Sirius	Sport Aircraft Ltd	North Shore City	Microlight Class 2
SUS	TL TL-3000 Sirius	Sport Aircraft Ltd	North Shore City	Microlight Class 2
SWG	Piper PA-28-181	Southern Wings Limited	Invercargill	Aeroplane
TLS	Tecnam P92 Echo Classic de luxe	Ardmore Aviation & Giovanni Nustrini	Papakura	Aeroplane
TRD	Tecnam P92 Echo	Mr T R Doig	Hastings	Microlight Class 2
VDB	Sonex Ltd Sonex	Mr M H A Norgate	Whangarei	Microlight Class 2
XPS	Cessna 172S	B A & S J Painter	Auckland Central	Aeroplane

TRANSFERS - April/May 2010

BKN	Piper PA-18A-150	B B Aviation	Feilding	Aeroplane
CAV	Cessna 185	Martin Aviation Services Ltd	Manukau City	Aeroplane
CDJ	Cessna 172D	Hippeastrum Trust / Martin Patterson	Christchurch	Aeroplane
CDK	Aero Commander 680-F	NZ Aerial Mapping Limited	Hastings	Aeroplane
CHN	Cessna 172F	Mr J P Laubscher	Porirua	Aeroplane
CJV	Micro Aviation Bantam B22J	Mr R Gibbs	Hamilton	Microlight Class 2
CLC	Avid Aircraft Magnum	John Campbell Trust Ltd	Huntly	Amateur Built Aeroplane
CRH	Champion 7GCBC	CRH Syndicate	Upper Hutt	Aeroplane
CTA	NZ Aerospace CT/4A Airtrainer	Airlift Trading Ltd	Auckland	Aeroplane
CUX	Piper PA-28-140	Drake Aviation Ltd	Rangiora	Aeroplane
CXL	Cessna 150H	Mr G I Readman	Rangiora	Aeroplane
CXN	Cessna 172K	Mainland Air Services (2010) Limited	Mosgiel	Aeroplane
CXP	Cessna R172K	Executive Flight Services Limited	Manurewa	Aeroplane
DKR	Rand KR2 UL	B M Whiteman and G Mitchell	Whiuku	Microlight Class 2
DSK	Piper PA-28-151	Ferret Software Limited	Te Awamutu	Aeroplane
DTC	Micro Aviation Bantam B22S	S Bankart & Jean-Jacques Deschamps	Katikati	Microlight Class 2
DJX	Cessna 172M	Easy Factors International Limited	Tauranga	Aeroplane
EBH	Piper PA-28-151	J V & P F Neal	Blenheim	Aeroplane
EEF	Gardan GY20 Minicab U/L	Mr G D Marsh	Inglewood	Microlight Class 2
ENV	Piper PA-28-181	Cargozone Limited	Drury	Aeroplane
EOF	Cessna 172N	Mr C C Foote	Manukau	Aeroplane
EWP	Cessna 172RG	Mr C C Foote	Manukau	Aeroplane
FBE	Kavanagh E-120	Aaraki Balloon Safari (Methven) Ltd	Methven	Balloon
FDL	Ultralight Mirage Mk.II	Mr R J Nicholl	Whangarei	Microlight Class 1
FNA	Piper PA-28-181	Mr D J Smith	Manukau	Aeroplane
FWK	Cessna A152	Mr B A Cardno	Wanaka	Aeroplane
FYI	Avid Flyer Aerobat	Mr P G Duenas	Auckland	Microlight Class 2
GBB	Schneider E.S.52/II Kookaburra	Norfolk Aviation Sports Club	Inglewood	Microlight Class 2
GBU	Schleicher Ka 6CR	Mr R J Burns	Waitakere	Glider
GNG	Grob G102 Standard Astir III	NG Syndicate	Omarara	Glider
HBX	Aerospatiale AS 350BA	Infinity Heliline Limited	Wanaka	Helicopter
HCE	Robinson R22 Beta	Back Country Helicopters Ltd	Wanaka	Helicopter
HCE	Robinson R22 Beta	Southern Alps Helicopters Limited	Makarora	Helicopter
HDI	Robinson R22 Beta	Minaret Station Ltd	Wanaka	Helicopter
HDI	Robinson R22 Beta	Quantum Learning NZ Ltd	Whangarei	Helicopter
HET	Robinson R22 Beta	Helinorth Limited	Whangarei	Helicopter
HJA	Robinson R22 Beta	Frontier Helicopters Limited	Whakatane	Helicopter
HJU	Aerospatiale AS 350BA	Alpine Helicopters Ltd	Wanaka	Helicopter
HUJ	Robinson R22 Beta	R F & R G Helicopters Limited	Outram	Helicopter
HQK	Hughes 369D	Mr R M Cotton	Arrowtown	Helicopter
HPB	Robinson R44 II	Scobies Transport Ltd	Wynndham	Helicopter
HQF	Robinson R44 II	Gladstone Trust	Gisborne	Helicopter
HRZ	Robinson R22 Mariner	HRZ Limited	Wanaka	Helicopter
HSE	Aerospatiale AS 350B	Stewart Island Helicopters 2008 Ltd	Bluff	Helicopter
HUH	Robinson R22 Alpha	Franz and Maria Klein Partnership	Te Anau	Helicopter
IDF	Eurocopter AS 350 B3	Southern Lakes Helicopters Ltd	Te Anau	Helicopter
IEG	Robinson R44 II	PLB Construction Group Limited	Huntly	Helicopter
IEZ	Robinson R44 II	Heartland Helicopters Limited	Gisborne	Helicopter
IME	Kawasaki BK117 B-2	Helicopters Otago Limited	Mosgiel	Helicopter
IVP	Robinson R44	Highland Hunters Ltd	Auckland	Helicopter
JAZ	Cessna 172N	Auckland Aero Club (Inc) Ardmore	Papakura	Aeroplane
JBM	TEAM Hi-Max	Kudrass Family Trust	Motueka	Microlight Class 1
JEP	Micro Aviation B10 Bantam	P & D Bovill Partnership	Tuakau	Microlight Class 1
JIL	Hawker Hunter FR 74S	Clevedon Aviation Ltd	Papakura	Aeroplane
JLI	Zenair Zodiac 601 UL	Mr B Butler	Auckland	Microlight Class 2
KMF	Cessna 210-5A	Easy Factors International Limited	Tauranga	Aeroplane
MAC	Evektor Sportstar Plus	Ashburton Aviation Pioneers Inc	Kaipoi	Microlight Class 2
MAP	Cessna 402B	Total Entertainments Consultants Limited	North Shore City	Aeroplane
MAT	Cessna 172N	Bay Flight International Ltd	Mount Maunganui	Aeroplane
MBC	Piper PA-28-161	Mitchell Aero Holdings Ltd	Christchurch	Aeroplane
MDR	Cessna 172N	Air Discovery Ltd	Auckland	Aeroplane
MDT	Flyitalia MD-3 Rider	Arnold GP Limited	Cambridge	Microlight Class 2
MET	Aerostar S-77A	Aaraki Balloon Safari (Methven) Ltd	Methven	Balloon
MEW	Grumman G-164A	Mr M Hume	Hamilton	Aeroplane
MTM	Cessna A150M	Clevedon Aviation Ltd	Papakura	Aeroplane
MWB	Eipper Quicksilver MXL II	Mr T E Pinny	Te Awamutu	Microlight Class 2
MYA	Quad City Challenger II	Mr A J Packington-Hall	North Shore City	Microlight Class 2

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... continued from page 55

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NPS Tecnam P2002 Sierra	Rod Vaughan Ltd	Auckland	Microlight Class 2
OBM Rans S-12 Airaile	Mr R J McBride	Lumsden	Microlight Class 2
OTM AutoGyro Europe Calidus Fern	J A & G S Service	Palmerston	Microlight Class 2
PHX Boland Phoenix	Mrs G L Dryland	HAMILTON	Balloon
PKB Pacific Aerospace Cresco 08-600	Enfield Enterprises Ltd	Oamaru	Aeroplane
PKB Pacific Aerospace Cresco 08-600	Wanganui Aero Work (2004) Ltd	Wanganui	Aeroplane
SAA Cessna 208B	Kakadu Air Services Pty Ltd	Darwin Australia	Aeroplane
SKY Aerostar S-81A	Aoraki Balloon Safari (Methven) Ltd	Methven	Balloon
SOD Foxcon Aviation Terrier 200	Mr J R Plunkett	Winton	Microlight Class 2
STG TL TL-2000 Sting	Mr A R Brown	Palmerston North	Microlight Class 2
TKC Micro Aviation B22 Bantam	John Campbell Trust Ltd	Huntly	Microlight Class 2
TRO Cessna T210R	B B Aviation	Feilding	Aeroplane
TRT Titan Tornado I	Mr W L White	Christchurch	Microlight Class 1
TWR Piper PA-38-112	Whenuapai Aviation Sports Club	Waitakere	Aeroplane
TXP Cessna R172K	Air Lease Limited	Auckland	Aeroplane
WEL Kavanagh D-90	Mr M A Brown	Hamilton	Balloon
WNB Piper PA-38-112	Mr C H Mellsoy	Hamilton	Aeroplane
XAM Micro Aviation Bantam B22J	Mr D A Law	Taranaki	Microlight Class 2
YJP TEAM Hi-Max	Mr D R Sutton	Lumsden	Microlight Class 1

DEPARTURES - April/May 2010

CHS Aerochute Dual Deluxe	Mr G R Stone	Auckland	Microlight C2	Rev
CUB Light Miniature LM-1U	Mr R Richards	Hamilton	Microlight C1	Rev
DLH Grumman American AA-5	Mr D J Mudgway	Nelson	Aeroplane	Rev
FQF Micro Aviation B22 Bantam	Mr J L Pahl	Tuatapere	Microlight C2	Rev
GRB Schleicher ASW 27-18E	Mr R G Biggar	Albany	Glider	Exp
HCS Robinson R22 Beta	Game Recovery Haast Limited	Riverton	Helicopter	Rev
HEJ Robinson R22 Beta	Mr M A Halder	Riverton	Helicopter	Rev
HII Robinson R22 Beta	Game Recovery Haast Limited	Riverton	Helicopter	Rev
HSM Robinson R22 Beta	Game Recovery Haast Limited	Riverton	Helicopter	Rev
HUM Robinson R22 Beta	Heliflite Pacific Limited	Papakura	Helicopter	Exp
HVC Robinson R22 Beta	Minaret Station Ltd	Wanaka	Helicopter	Dest
ICC Hughes 369HS	Glendhu Bay Helicopters Limited	Wanaka	Helicopter	Rev
KAW Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KDP Cessna 152	Mr H J Halsted	Kaipoi	Aeroplane	Exp
KFB Gulfstream G-IV	Air National Corporate Limited	Manukau	Aeroplane	Exp
LIX Lavochkin La-9	Hanna-Hogan Limited	Auckland	Aeroplane	Exp
LWR Micro Aviation Bantam B22S	Mr J Lienaerts	Huntly	Microlight C2	Dest
RSR Titan Tornado II	Mr V B Booth	Waitakere	Microlight C2	Rev
SKL Cessna 182S	Tanner Kerepehi Partnership	Tairua	Aeroplane	Exp
SKT Cessna U206G	Hopper Developments Limited	Orewa	Aeroplane	Dest
TKO Micro Aviation B22 Bantam	Mr K E Alexander	Okaihau	Microlight C2	Rev
WAI Adventure Air Adventurer 333	Newton Syndicate	Whakatane	Amateur Plane	Rev

ZK-SPR and ZK-SUS Sirius TL-3000

SPORT AIRCRAFT Limited of North Shore City have imported two new Sirius TL-3000s from TL Aircraft in the Czech Republic. ZK-SPR and ZK-SUS are high wing aircraft with superb visibility and easy access. Both are powered by Rotax 100hp engines with ground adjustable propellers, producing a cruise speed of 120kt using well under 20 litres per hour for an 800nm range. They climb at more than 1200fpm and stall at 32kts. Empty weight is around 300kgs and MAUW (LSA) is 600kg, giving a useful load of around 300kgs, more than enough for two 70 kg pilots, full fuel and over 20kgs of baggage.

The aircraft are of carbon fibre composite construction with a low drag profile and a wide cabin that includes an impressive glass cockpit. Both Sirius aircraft are fitted with an internally mounted whole-plane parachute that can be deployed from as low as 300 feet.



The Directors of Sport Aircraft Ltd are all pilots with collectively more than 100 years experience in commercial and recreation aviation. They have become the New Zealand agents for TL aircraft.

ZK-SUS has been sold to Bruce Gordon of Marton who is the first person in New Zealand to purchase a brand new aircraft registered in the LSA category, now as ZK-EBG.

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1976 ROCKWELL COMMANDER 114 ZK-LMH

Only 1595 hours since new. 260HP engine. 1595 since new, 692 since top a/h. 408 hrs to TBO. Prop 1595 since new. King avionics with dual NAV-COMs, ADF, Transponder, GPS, Autopilot. Roomy and rugged 4 seater with 1042lbs useful. Fresh 100hour and ARA. **\$139,900 +GST if sold in NZ.**

1976 Piper PA32-260 Cherokee Six ZK-ELK

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1980 CESSNA 404 TITAN ZK-NDY: Call for details. US\$549,000 +GST if sold in New Zealand.

1992 SOCATO TOBAGO ZK-MBS: \$135,000+GST if NZ.

1981 PIPER SENECA III ZK-UPX: \$199,900 +GST if NZ.

1986 RUTAN LONG EZ ZK-LEZ: \$79,950 No GST. Owners want urgent sale and will consider all reasonable offers. Will consider all trade-in propositions!!

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Freedom of Choice: An ELT or Active Tracking?

I, (your KiwiFlyer Editor) recently had to spend \$2500 on a new ELT for my aircraft. For the money, I'd much rather have a monitored tracking system (which I also do have) and I'm sure I'm not alone with the thought that the opportunity must exist for a version of the latter to become an alternative to the former. Regulation and control would be required, perhaps including a compulsory automated 'watch' mode, but \$2500 would buy a lot of compulsory watch time. With the Coroner's report into the Erceg accident mentioning the use of monitored tracking systems, I asked Rachel Donald of Spidertracks what the state of play was for potential development and certification of a viable ELT alternative. Rachel's reply follows:

NEW ZEALAND led the world when it mandated the use of 406 MHz Emergency Locator Transmitters late in 2007. At the time, it was thought to be a breakthrough in aircraft location technology. Unfortunately though, ELTs have not lived up to their potential in aviation. The underlying technology is sound – Personal Locator Beacons and EPIRBs have a good record, but the ELT has a fundamental flaw; it has to survive a crash to activate and automatically transmit. Given the often violent nature of aircraft accidents it's not surprising that in New Zealand the records show that ELTs fail in 86 per cent of incidents involving injury or death. In the 82 such accidents between 1999 and 2008, 73 aircraft were carrying ELTs – but only 10 sent a signal. This is not just a local issue; US accident data puts the failure rate at about 75 per cent.

So unfortunately you can't rely on your ELT to save your life. However, modern GPS-based tracking technology might.

Tracking technology that uses GPS position data, transmitted via satellite to a second party who can locate or track the aircraft in real-time has been around for about five years. It's been significantly enhanced over that time and is now smaller, more affordable and more accessible. It has evolved from a basic tracking system to a fully automatic, emergency alerting and aircraft location solution, for example the spidertracks' spiderwatch service.

There are three key differences between active tracking systems and ELTs. The tracking system knows where you are every two minutes based on your position reports, leading up to any incident. Emergency alerts are activated automatically when the device stops transmitting. The alerts are sent by the system and aren't reliant on the device surviving the crash. Coupled with reliable communication and global coverage provided by a superior satellite network, such as Iridium, and 'pilot proof' automatic activation, active monitoring systems are clearly a viable alternative to ELTs.

However, despite a growing call from pilots (and Coroners!) the CAA appears not to be proactively moving to take advantage of this technology to improve pilot safety and to once again position New Zealand as a world leader. Although a report into the efficacy of ELTs and the feasibility of tracking systems as aircraft location tools has been produced by the CAA, the report unfortunately had a number of errors of fact. This is perhaps not surprising considering that neither tracking system manufacturer in New Zealand was contacted for information.

The CAA report included unsupportable claims about the reliability of ELTs, saying they fail only 1.2 per cent per year (suggesting they work 98.8 per cent of the time) and completely ignored that while the ELT might have operated it didn't transmit because the aircraft was upside down. The issue is not whether the

contributed by Rachel Donald

ELT worked but whether the signal was able to get out.

The report claimed tracking systems don't meet the five internationally accepted requirements defined by the US Coast Guard. Actually, they meet four out of the five – with the fifth that the device send out an alert within five minutes, being only a matter of settings. For example, our system has a two tier alerting system which allows the pilot's friends and family time to try and contact them first, before the alert is escalated to the Rescue Coordination Centre. This was implemented to help prevent false alerts (another significant problem with ELTs). According to the report, ELTs meet all requirements. The reality is it can take up to two hours for an ELT message to get out if the satellite is not overhead. As well, ELTs only meet the requirements when they actually transmit – and that's been established to be in less than 14 per cent of injury causing incidents! Another apparent 'issue' CAA has with tracking systems is that they do not meet approved performance specifications, at the same time noting that no such standards exist.

As a side issue, some pilots have expressed concern that if mandated, the CAA would be able to use track records against the pilot. (CAA's growing reputation for litigation is probably driving this concern). Tracks are owned by the client; we host your tracks on our server, but it's your information and we could only give CAA access if they presented the equivalent of a search warrant. Having said that, the Aviation Industry Association is concerned about CAA's stance and the potential it has to deter pilots from buying these superior safety systems.

The Association is talking with CAA on this very issue to try and ensure track data can't be used against a pilot.

On the positive side, CAA has stated publicly that it is engaging with the tracking industry with the aim of developing these standards, but we have yet to hear from them. We've requested two meetings with CAA to get the ball rolling – one meeting was cancelled by CAA and a second request to meet with the Director appears to have been ignored.

In his report, the Hamilton Coroner urged the CAA to "immediately engage" with industry to develop minimum criteria that would enable flight tracking systems to be accepted as alternative aircraft locations systems so that the "best possible instruments for detection and location of missing aircraft can be installed as quickly as possible." CAA replied that it would follow the Coroner's recommendations but it was one of a number of things it was looking at; "It's not the top of the priority list. It's there and will continue to be worked on."

Thus, while this opportunity to improve pilot safety languishes at "not the top of their priority list", any day now another New Zealand pilot could be lost and not found because their ELT failed to operate. Is that acceptable? We think not.

So what's required to move forward on the issue? We believe that the tracking industry and its products are ready for operation as primary safety devices in aircraft and we can see several opportunities for introducing the technology progressively in partnership with the CAA. What we need next is dialogue with the CAA on the matter, if necessary with the weight of many frustrated aviators behind us.

"...the ELT has a fundamental flaw; it has to survive a crash to activate and automatically transmit ..."

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