

# KiwiFlyer™



The New Zealand Aviators' Marketplace

Issue 16

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**Bell 429 and Robinson R66 arrive in NZ**  
**Guide to Airshow Photography**  
**A Newbie at the Aerobatics Championship**

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**From the Editor**

It's not often that two new helicopter types arrive in New Zealand in the space of a few months. Advanced Flight now have a Bell 429 (the first to be delivered in Australasia) amongst the fleet they manage at Auckland Heliport, and Heliflite Pacific have just had the blades turning on their new Robinson R66 Turbine at Ardmore as KiwiFlyer goes to print. We've had a look at both aircraft and written profiles on them for readers in this issue. The R66 in particular has been eagerly anticipated in New Zealand and readers can expect a flight evaluation of this brand new entry level turbine helicopter in our next issue.

Speaking of Auckland Heliport, Keith Stephens and his team there are to be congratulated for recently winning a New Zealand Architecture Award for Commercial Architecture, from the NZ Institute of Architects. The building, designed by Keith and Maxcey Architects really is stunning. There are pictures and a profile of Auckland Heliport and Advanced Flight in this issue.

One of the email highlights during the last couple of months was an article we received from Kylie Wakelin who flew in her first aerobatics championship during March. She enjoyed the experience so much that she decided to write about it, to perhaps encourage others to try it for themselves. Read her story and see if you're tempted. And if you've done something interesting in aviation recently yourself and think others might enjoy reading about it, contact us at KiwiFlyer and we can work on an article together.

We have awarded the prizes in our photography competition in this issue and thanks are due to all those who entered. The difficult job of selecting winners was based on composition, technical merit, and how well each image captured an 'essence' of aviation in New Zealand. We also considered how much each image made us want to be in the picture, aviating ourselves. Congratulations to the winners who all receive vouchers from the Tauranga Pilot Shop. See if you agree with our selections on page 43.

On the subject of photography, Chris Gee's article in this issue is all about how to take great pictures at airshows. Chris himself has travelled to the Omasa Classic Fighters weekend on behalf of KiwiFlyer and will have a full report for our next issue in June. That issue will also feature a comprehensive guide to the annual Aviation Industry Conference Week and Trade Expo., this year being held in Wellington from 3rd to 8th of July.

So there's plenty to enjoy in this issue and plenty to look out for in the next one. Enjoy your reading and fly safely.

*Michael Norton*  
Editor, KiwiFlyer Magazine

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Front Cover: Australasia's first Bell 429 on vacation in the South Island. Photograph by Sarah Fay.

# Robinson R66 arrives for Heliflite Pacific

**ROBINSON** R66 Turbine serial number 0015 has arrived for Heliflite Pacific at Ardmore. With well over 100 orders on the factory, obtaining such an early build number is testament to the relationship Heliflite's Australian parent has with the Robinson Helicopter Company who received FAA certification for the R66 in October 2010.

The history of Robinson's R22, R44, and tremendously successful design approach needs no explaining in New Zealand (321 out of 777 helicopters on our register are Robinson's). Such is the world wide appetite for the brand, that the R66 Turbine

has been eagerly anticipated by everyone who wasn't competing with it. It's not necessarily a coincidence that shortly before the R66 became a reality, Bell Helicopter announced they were ceasing production of their venerable 206 model.

ZK-HAG, as the new R66 has been registered, is due to fly as KiwiFlyer goes to print so in this issue we describe the aircraft's development and some of its features. A full flight report will follow in our June/July issue.

### The Exterior

The R66 may look like an R44 from a distance, but the closer you get, the less resemblance there is. Although it is the same length from rotor tip to tail, the R44 stands 8 inches taller and nearly 8 inches wider than the R44 and the cabin is actually almost 10 inches wider than a Bell 206B.

Cosmetically, the door windows now sweep down to line up with the lower windshield and with the extra width on

hand, there is no longer a need for bubble windows to help provide shoulder room.

Gone are the fuel fillers atop the fuselage which are now concealed behind a hinged panel. As well as helping to streamline the fuselage, this system also provides a point of difference to the visually similar R44 which should therefore

As with the R44, passenger views are outstanding, particularly when compared to a Bell 206 or H500 cabin. Also as with the R44, air conditioning is an optional extra.

Controls are standard Robinson T-bar, but pedals are now adjustable fore and aft as well as being spaced further apart and therefore more comfortable than the R44.

The instrument panel includes new gauges to monitor the turbine engine and an upper annunciator panel instead of multiple separate warning lights. A nine hole panel and separate pilot's avionics console are available as accessories.

### The Engine

The Rolls Royce RR300 turboshaft engine is a derivative of the RR250 series specifically designed for the R66. Capable of 300 shaft horse power, it is derated to 270shp for a 5 minute takeoff rating and to 224shp for maximum continuous operation. It weighs 172lb and is installed at a 37 degree angle, helping to make space for the baggage compartment below.

Starting is straight forward. Turn the igniter switch to enable, press and release the start button (latched so you don't need to hold it), wait for the N1 gauge to read 12%, push in the fuel valve, and listen to the wonderful noise of a turbine engine coming to life. If the MGT (Measured Gas Temperature) gets too high, pull the fuel control back out to cut fuel (the starter will automatically continue to draw in cool air).

An engine monitoring unit continuously records gas generator/compressor rpm, turbine rpm, engine torque, and measured gas temperature.

prevent accidental mis-fueling.

There is also a small horizontal stabiliser at the base of the tail which deals with airflow issues that arose from the wider cabin design. The rotor head is familiar, having the same low maintenance teetering design as on the R44. As would be expected, the R66 meets the latest FAA crashworthiness specifications.

Most notable is the baggage compartment accessible from a hinged door beneath the engine. The 18 cubic feet and 300lb capacity can accommodate 3 or 4 suitcases or a couple of sets of golf clubs.

### The Interior

The interior keeps to the theme familiar for all Robinson pilots, except there is so much more space. Rear passengers gain an inch of legroom over the R44. There are three separate seats with the centre seat positioned slightly forward which helps shoulders overlap slightly for wider set people.



The R66 being run up outside Heliflite at Ardmore. It was due to fly just after this issue of KiwiFlyer went to print.



The R66 is virtually identical in length to its R44 sibling. The big difference is an extra 7.5 inches of width, providing significantly more shoulder room up front and of course, space for a fifth seat in the back. Leg room gains an extra inch over the R44. Cabin layout is the same, with an uninterrupted view for rear passengers.

The centre rear seat is set slightly forward which allows shoulders to overlap if required. Compare the view to a JetRanger cabin at right.



### Performance and Specifications

The R66 has a Vne of 140kts and a cruise speed of 120kts.

Fuel capacity from a new bladder fuel system is 275 litres for a range of approximately 325nm.

Hover performance in or out of ground effect is over 10000 feet.

The R66 has a maximum gross weight of 2700lb, an empty weight of 1280lb and with maximum fuel, a passenger and baggage weight of 927lb. Of notable comparison to the R44 is the empty weight – the R44 Raven II is 1500lb which is 220lb more than the R66 (Lycoming 540's aren't exactly feather-light).

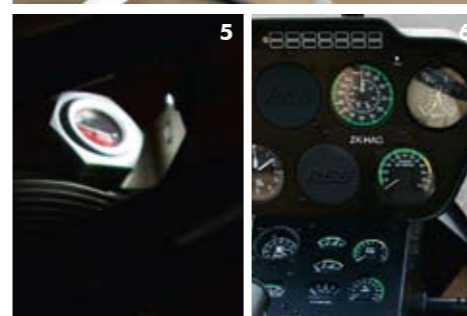
### Maintenance

As with the R22 and R44, the R66 has been designed to have low operating costs and be maintenance friendly. No scheduled maintenance is required between 100 hour inspections. Time between overhaul is 2000 hours or 12 years for the airframe and all life components have service lives of at least 2000 hours. Something new for Robinson owners will be the engine start cycle limit before overhaul which is 3000 start cycles (or, as with the rest of the aircraft, 2000 hours of operation, whichever occurs first). The aircraft has a 2 year or 1000 hour limited warranty.

### Availability

By the time you read this, Heliflite's R66 will be available for demonstrations. Contact Brett Sanders on 09 299 9442 or 021 748 984 to make a booking. We at KiwiFlyer are certainly looking forward to our turn.

**Captions: 1 & 2.** Long wished for by R44 owners, an 18 cubic foot baggage compartment will accommodate 300lb of suitcases, golf clubs, etc. **3.** The fuel filler is concealed behind a hinged panel, helping to streamline the fuselage. **4.** The RR300 engine was specifically designed for the R66. **5.** Sight glasses for oil level checks are illuminated by LED's. **6.** The traditional Robinson console; note the annunciator panel at top and the turbine N1, N2, MGT and torque gauges. **7.** The rear view. **8.** Individual rear seats times three, with standard Robinson restraints.



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# Industry News Briefs

*KiwiFlyer welcomes items of industry news from aviation organisations for this section of the magazine. Email: editor@kiwiflyer.co.nz*

### Aviation Industry Conference Week 'Innovation and Growth in New Zealand's Aviation Industry'

The Aviation Industry Association (AIA) holds its annual conference from 3-8 July at the Amora Hotel in Wellington with the theme being innovation and growth in our dynamic industry. Aviation's potential to grow from a \$10Bn to \$15Bn industry in the space of five years will be set on a firm trajectory.

AIA Technical and Marketing Manager, Bob Feasey says that "Our conference this year and in future will be orientated very much towards professional development as well as creating fantastic networking, new product launches and access to the most comprehensive trade show in New Zealand's aviation industry."

International guests at this stage include Matt Zuccaro, President of HAI and Kevin Hiatt from Flight Safety International.

Features of the programme include training on the new AIRCARE accreditation programmes in environmental management for NZAAA (NZ Agricultural Aviation Association) and other operators wishing to access noise sensitive areas such as DoC conservation lands. For the Engineers there will be training for Avionics privileges, FADEC, Composites and Borescope methods. And Pratt and Whitney will also be present to carry out a technical session.

The calendar of events are:

- NZ Agricultural Aviation Association Sun 3 - Tue 5 July
- Aviation Industry Association Wed 6 - Fri 8 July
- New Zealand Helicopter Association Tue 5 - Wed 6 July
- Education and Research Symposium Tue 5 (pm) and Wed 6 July
- Flight Training Wed 6 - Fri 8 July
- Aircraft Engineering Association of NZ Wed 6 - Fri 8 July
- Air Transport Wed 6 - Fri 8 July
- Safety Advisory Committee Fri 8 July am

The June edition of KiwiFlyer will include a detailed guide and programme for the event. Further details of the programme as it develops can be found at [www.aia.org.nz](http://www.aia.org.nz)

### StrikeMaster airborne at Ardmore



Not seen in NZ skies for almost 20 years, a Mk88 Strikemaster has flown again at Ardmore. The privately owned aircraft was purchased from an Australian operator and has had a new engine fitted at Ardmore by Pioneer Aero Limited after the existing engine was found to be in poor condition.

The Strikemaster was retired by the RNZAF in 1992 and replaced by the now disused Aermacchi jet trainers.

The test flight was conducted by Dave Brown just before the

Omaka airshow and congratulations are due to the Pioneer team for having the aircraft ready in time. We look forward to including more detail on this aircraft in a future issue.

### Omaka Classic Fighters

As this issue of KiwiFlyer goes to print, the Omaka Classic Fighters Airshow is getting underway. Chris Gee is there on behalf of KiwiFlyer and will have an extended photo essay ready for readers to enjoy in the next issue.



Regular Warbirds Contributor Frank Parker is also at Omaka on test and display pilot duties, and is sure to have something to say about his time in the newly arrived Focke Wulf Fw190 replica.

### Third Sikorsky S-76 for NEST



The Northland Emergency Services Trust (NEST) has purchased a third Sikorsky S-76, increasing their ability to service the growing Northland region. The new aircraft is already fitted with a winch and will provide much needed backup when their other winch equipped aircraft is in maintenance which involves significant inspections every 300 hours.

During times when all three aircraft are operational, one will be made available for an Advanced Pilot Training Programme at Ardmore, revenue from which will help to offset operating costs for third helicopter.

The investment has been welcomed by local medical professionals and residents, 11,500 of whom have used the service since its inception in 1988. KiwiFlyer profiled NEST in Issue 12 which can be downloaded from our website.

### Glide Freedom

Glide Freedom is a project undertaken by the Auckland Gliding Club at Drury to provide fun glider flying and glider training for the disabled.

The club uses a tandem seat Schleicher ASK-21 glider which is fitted with a hand control for the rudder in addition to the normal dual controls. Pilots who do not have the use of feet or legs can fly the glider entirely by hand. To date, disabled pilots have been taken flying at Drury and Matamata. During Easter the glider will be based in Taranaki where local disabled persons will have the chance to fly under the supervision of an Instructor.



Pictured at the first 'Glide Freedom Day Up' are (l to r) Greg Douglas, Peter Konings, Matthew Weir, Barry Cardno and Instructor Rae Kerr. More information from: [www.glidefreedom.co.nz](http://www.glidefreedom.co.nz)

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## EAA AirVenture Oshkosh 2011

**AirVenture**  
Oshkosh is the aviation event that every keen aviator should attend at least once in their lives. Even from as far away as New Zealand, there are many



The 2010 Gaye Pardy AirVenture Oshkosh Tour Group

who have the AirVenture bug and return year after year. Justification is easy, since it is literally impossible to see it all in one visit. The event has everything from ultra-light to ultra-heavy aircraft, from historic to state-of-the-art, from aerobatics to astronauts, tools, accessories, forums, workshops, advice, and much more. There are typically around 2800 show aircraft of every type imaginable. If you took a minute to see each one, that would be the best part of six days spoken for already. If you were to walk past (not down) each row of aircraft, you would cover 8km!

The first thing to look at is airplanes on the flight line. On the main display ramp, you might see anything from the Spirit of St. Louis to a Stealth fighter. During the week over 500 forums are conducted by aviation leaders including NASA researchers, aircraft designers and a host of others. Then there's the Exhibit Buildings. Instruments, avionics, aircraft parts... and much more in over 800 exhibits. The afternoon starts with showcase flying from many unique aircraft including early air racers and historical airplanes. This is followed by a spectacular airshow lasting nearly 3 hours – each day. Every night there are superb aviation programs and entertainment which may feature astronauts, top test pilots and famous personalities.

With all that is on offer, at least for your first couple of trips, it pays to travel with someone who has been there before and knows how to plan to get the best value from the time available. Travelling with an escorted tour group means pre-arranged accommodation and help with orientation. It also means that plenty of experienced advice and local knowledge is on hand, as well as any support that is required with airshow tickets and other arrangements. There's also options available for partners who might not want to spend every waking minute of their holiday at an 'airshow'!

Gaye Pardy has been organising tours to Oshkosh for 24 years and has the experience and knowledge to ensure her tour group members get the most from their time away. As with past years, Gaye has two tour packages available. The standard tour departs 23rd July for a wonderful week at the airshow, visiting Honolulu on the way to see Pearl Harbour and all of its aviation history. An extended tour will depart 19th July to also visit aviation and other attractions in Florida where Kermit Weeks has his fabulous museum, not far from Cape Canaveral and Disneyworld.

Contact Gaye today for more details: Phone 07 574 1950, 0274 939 073, or email: [travel@gaye-pardy.co.nz](mailto:travel@gaye-pardy.co.nz)

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## Industry News Briefs

### Papillon Helicopters chooses spidertracks

The world's oldest and largest helicopter sightseeing company, Papillon, has chosen spidertracks for its flight following requirements. The Las Vegas-based company flies 40,000 hours a year, offering sightseeing tours around Nevada and into the Grand Canyon, as well as contracting to the Department of Defense, Department of the Interior, Forest Service, Game and Fish Department and utility companies.



Director of operations John Becker says that many of their contracts involve operating remotely. They constantly have aircraft descending into the Grand Canyon, where providing positive radio contact can be a challenge. He says that finding a tracking system to suit their operation was essential to improve safety and that spidertracks met that need and has "proven to be extremely reliable". He says they tested other systems before choosing and found spidertracks to have easy web access and that they especially liked the ability to track aircraft utilising the iPhone application, as well as the system's maintenance and alert functions which have already proven useful.

### Hawker Beechcraft Services Centre for Hawker Pacific NZ

Hawker Pacific New Zealand's facility at Ardmore has been appointed as an authorised Beechcraft Services Centre by Hawker Beechcraft Corporation (HBC), following strong local sales and deliveries of Beechcraft aircraft.



The Auckland facility will provide full Beechcraft support, including for the King Air turbo prop, plus Baron and Bonanza piston aircraft.

Hawker Pacific's product support activities include MRO, structural modification, support services, engine maintenance, repair and overhaul, special mission mod, design engineering, avionics parts and service, plus the provision of spare parts, exchange rotables and equipment sales. The NZ site is one of 15 Hawker Pacific locations in Australasia, Asia and the Middle East.

## Tecnam announce new 11 seat Twin P2012 and a Lycoming powered P92 Eaglet



Tecnam have taken much of the market by surprise with the announcement of two new aircraft in recent weeks. The 11 seat Tecnam **P2012 Traveller** is intended to offer unbeatable value with low operating costs, innovative design and Italian styling. The aircraft will be one of the first new FAR23/CS23 aeroplanes in 25 years, says Paolo Pascale, Tecnam's Managing Director.

Lycoming has developed a six-cylinder, four stroke piston engine, the TEO-540-A1A to power the P2012 Traveller. Each of the two engines offers 350 hp.



Tecnam P2012 Traveller operators will have the option of MOGAS and AVGAS, enabling air service provision to as many locations as possible. The aircraft will have a fuel capacity of 600 l and burn less than 114 l/hr at a cruise speed of 160 kts.

With a view to minimal maintenance, the aircraft will have fixed robust landing gear. The cabin will have comfortable seating with a pitch of 32 inches, individual vent outlets and a heating system. Two baggage compartments allow 1000 litres of space.

The 5th generation of the **P92 Eaglet** range for Tecnam will include a new engine from Lycoming as well as significant improvements in both the fuselage (allowing a wider cabin with larger doors) and will be available in both the CS/VLA and US/LSA categories. The 115hp Lycoming 'YO-233-B2A' powered aircraft will climb at 1200ft/min and cruise on 75% power at 219km/h.

For more information contact Giovanni Nustrini at Tecnam NZ. Ph: 09 298 9144, or email: [info@tecnam.co.nz](mailto:info@tecnam.co.nz)

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- **Graphical Flight Planning**  
Edit an active flight plan route on the map and easily enter a new waypoint or modify the sequence by tapping or dragging your finger on the screen.
- **Enhanced Situational Awareness**  
Built in high resolution terrain database and colour coded elevation database. TAWS-B is optional on both models.
- **Control Transponder, Audio Panel and Intercom**  
Both models can control an external Mode S Transponder (GTX33) + the GTN750 can interface to an external (blind mounted) Full Digital Stereo Audio Panel + Intercom.
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# A Newbie at the Aerobatics Championship

**"One hell of a good time"**

Contributed by Kylie Wakelin

In March, the NZ Aerobatic Club held their annual National Championships event at Waipukurau. To quote Kylie Wakelin "I had such a good experience competing for the first time at the NZ National Aerobatic Championship this year that I decided to write about it and wondered if KiwiFlyer might be interested in publishing my story?" Yes we would. Thanks Kylie.

I HAVE NEVER been one of those girls' who does things or gets 'dragged into' something because my boyfriend is doing it. Until this year.

My partner Ivan works as a flying instructor for Classic Flights in Wanaka and being as persuasive as he is, he talked me into getting an aerobatics rating this summer in the C152 Aerobat. During my first aerobatic lesson I thought 'Hmmm this is ... interesting'. There was definitely a lot going on inside and outside of the cockpit, and feeling G's for the first time was a bit strange.

On my third flight I ventured out to have a go on my own and soon forgot about the G's, as I was far too busy concentrating on what I needed to do to pull off a manoeuvre. After more instruction from Ivan, my efforts turned toward trying to perfect the manoeuvres that I enjoyed such as Loops, Half Cuban 8s and Barrel Rolls, as well as continuing to blunder through Snap Rolls and other manoeuvres that I didn't like so much.

The next thing I knew, an NZ Aerobatic Nationals entry form was being thrust under my nose along with this year's sequence for the Primary Category. "You have got to be kidding", I said. "You expect me to go up to Waipukurau and make a complete ass of myself?". Ivan assured me that the Nationals are a really fun time with a good social scene in the evenings. So I nervously agreed to enter justifying it with "just give it a try for fun".

**To Waipukurau**

Ivan and I flew in the Pitts Special S2A sponsored by Classic Flights from Wanaka to Hastings. The weather was good all the way except across Cook Strait where we flew off the radar at 600 feet but had good visual contact with the ferries!

After a nice evening at Bridge Pa with Sean - the owner of the Pitts, it was time to up the stress levels by heading for Waipuk, the box, and the competition. Some entrants had arrived on the

Tuesday and were practicing already, and Ivan was chomping at the bit to get in amongst it.

On landing at Waipuk I could appreciate that Ivan's nerve-racking excitement wasn't only about getting into the box for an unofficial practice. There were Pitts Specials lined up alongside aeroplanes I wasn't yet familiar with such as the ZLIN, EXTRA, Giles and other high performance aerobatic types. About 20 pilots were wandering around excited and chatty. The 5 judges and a few supporters were also circulating and everyone was very friendly and approachable.



Pitts Special FRJ and the author in front of the Central Hawkes Bay Aero Club.



The judging panel and others watching the 'Free' sequence.



A beautiful site: All the Pitts Specials lined up with the Extra.

The lads from Flight Training Manawatu flew in and delivered FHL, a C152 operated by the school to train pilots in aerobatics. These guys are definitely in the 'GB' club. I took FHL out the next morning to 'find a box' and practice away from the Pro's.

The aerobatic box is (for my class) a 1km cubed invisible box, so it's a matter of going out and flying your sequence over a paddock or between roads that fit the requirements. Entering the box at 3500'AGL, you waggle your wings which signifies to the judges on the ground that you are ready to be judged. Then you commence your manoeuvres, making sure to start each with a clean straight horizontal or vertical line. If you fly out of the box slightly you will get marked down for that manoeuvre. If you make a complete hash of it you can waggle your wings and leave the box, compose yourself and then re-enter, re-waggle and continue being judged. Although you receive a zero for the manoeuvre you screwed up, you do then continue to obtain marks

for the rest of your sequence. If you fail to wing waggle on entry and exiting the box, you get zero for the whole sequence! - I was petrified that I would forget to do this due to fixating on something more technical.

**Practice time**

Due to the eagerness of everyone to have a practice in the box, a roster was put in place with Ian (bless his cotton socks) acting as Starter to give pilots a 15 minute call so that while one pilot was in the box, another would be holding over the lake at 2500'AGL on a common frequency, and a third would be ready to take off as soon

as the first pilot's sequence was complete.

Logistics were very well organised, helped by an operational and safety briefing given each morning and a good de-brief in the evening. It was also due to pilots and others freely giving their time to help out with scribing, judging, starting, etc.

On Thursday afternoon an official practice included 'unofficial' judging so that you could see how you are performing next to your peers. These scores are not used in the competition unless the weather prevents flying on Friday.

**Competition Day**

Friday is the start of official judging. You get a shot at the box in the morning and then again in the afternoon. In Primary, I knew the 'known sequence' (6 manoeuvres) as I had practiced them. The Sportsman, Intermediate and Advanced categories would do a known sequence of 12 manoeuvres which are published one year out, then for the afternoon judging they could do a sequence which they had designed themselves - their 'free sequence' (or the same one as in the morning). This makes things very interesting as some pilots stick to manoeuvres with low 'K Factors' (numerical value) which they can perform very well and other pilots put their neck on the line by designing more difficult sequences which do stand to cost them a lot of points if mucked up!

Friday is a day of nerves, anticipation, camaraderie and the opportunity to appreciate aerobatic displays by NZ's best. In the evening just when you would think you could relax, the judges issue an 'unknown' sequence for each category - something nobody has practiced. Although you don't officially get judged for this when competing in Primary, I was offered the opportunity to have a go and said 'yes why not!' It turned out to include a manoeuvre (1/4 Clover) that I'd never attempted which the Contest Director kindly offered to change for me. I said thanks but I'd like to try anyway.

Imagine 20 pilots walking blindly around waving their hands about above their heads going through the motions of executing a very technical sequence. There wasn't much chatter this evening as everyone pondered their new sequence and for most it was off to bed early! The 'Unknown' is really a fantastic part of the competition. Even the good guys can come out of a manoeuvre and turn 180 degrees in the wrong direction, or put completely the wrong manoeuvre in. One competitor flew an entire sequence beautifully back to front resulting in a big fat and unfortunate zero.

**My turn**

I entered the box and waggled my wings. My pattern was going well and I started the entry to a stall turn which I hadn't practiced for about 6 weeks. I looked out to my left wing tip in the top of the

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vertical, through 60 knots applying full left rudder, control column slightly forward and a bit of right aileron, waiting, waiting for my nose to scribe towards that wing tip... Next thing I knew I was toppling and upside down - I had inadvertently entered a tail slide.

I quickly stabilised the aircraft back to straight and level, got my bearings, then waggled my wings to signify to the judges to stop judging while I left the box to gain some height and compose myself - Phew! I re-entered and my next manoeuvre was the 1/4 Clover... I'd decided to turn left as the lake presented such a good reference point. "Just look at the lake and roll towards it". I entered the loop and on the down side rolled left hoping I hadn't completely got this thing wrong (don't want to roll out facing the other way or the ground!). I rolled a quarter turn and there on my nose was the lake. I smiled to myself, proud to have got my first 1/4 Clover bang on.

**The rest of a great few days**

For the rest of the day we sat in the sun watching the guys put on a brilliant display of airmanship, showing how an aeroplane can be flown so precisely and spun and rag-dolled then recovered on exactly the correct heading and altitude. It's a skill I can truly marvel at now that I have begun to learn the precision of aerobatic flight. The technical name for this part of the day is the 'Four Minute Free' where competitors in the advanced and unlimited categories

do what can be classed as a four minute air show. The week ends on Saturday night when we all go out for a meal and receive the results of the past two days.



Kylie Wakelin with her prizes.



Helping to move Dave Cranna's ZLIN.

**Give it a go!**

The reason I decided to put pen to paper is because I am new at this game and I walked away with a trophy for first place and 'the most improved pilot of the competition' award. My boyfriend who zeroed a manoeuvre in his first sequence and thought he'd completely ruined his chances of doing any good, nearly fell off his chair when he won the Intermediate Category and then got Champion of Champions and highest score in the free pattern. Though if we had walked away empty handed it still would have been worth it. The entire week was one hell of a good time and for a newbie like me there was no problem just to show up and be guided by the pilots who have been at the competition before. There was no feeling silly or sitting in the corner being left out.

It would be really good to see many more people like myself - new aerobatic enthusiasts, at the Aerobatic Nationals next year. It is

an excellent opportunity to learn new skills in a supportive environment, not to mention that doing aerobatics has been the best thing I could have done for improving my flying skills and confidence in the cockpit, particularly useful should one ever need to recover from an unexpected unusual attitude.

I think there is an untrue persona associated with aerobatic pilots - that of someone who does stunts and is a reckless adrenaline seeker. All of the pilots I met, (except Ivan who was born a show off) were low-key nice guys who have developed their flying skills over the years to the highest level. Though elite in their game, they are certainly not unapproachable elitists.

Rumour has it I will now have to go up to the Sportsman category. I've been told the only way to get out of going up a category is if you fly in bra and panties, which I guess is one of the advantages of being a woman in a male dominated sport.

There is an annual South Island Aerobatic Open being organised in November to be held at Rangitata Island thanks to Russell Brodie. The event includes a competition as well as an open day where pilots can come and get some aerobatic tuition or just have a go. Visitors are also welcome to just wander around and look at the aeroplanes. See you there - Upside down... or not at all!

# On Show - The Preparation

AT THE TIME of writing, it's a couple of weeks before Easter. This is invariably a high activity time about the NZ Warbirds hangar as various groups sort out the final details for the upcoming Airshow. In varying degrees NZ Warbirds has been involved in these Easter events since 1988, including the first Wanaka 'Show' and the inaugural Classic Fighters Marlborough Show in 2001. These two well established events now share Easter in alternating years. It does save the question, "What will we do for Easter this year?"!

Planning for these events actually starts at least six months earlier when we begin talking with the Organisers over what they may be requiring. This will be dependent on the Organisers 'theme' for their show, what's available throughout NZ (and overseas) and financial resources. The latter is a fact of reality and Organisers can face financial success or failure on the strength of the weather forecast. .

It's hard to believe that the T-28 Trojan, which not too many years ago was one of the few aircraft in the Heavy Metal brigade on the NZ Show circuit, is now an unwanted 'Bridesmaid' to a plethora of WW II Fighters. Who could have imagined a possible line up of four L-39 Albatros jets, a Strikemaster and a pair of Mustangs, Spitfires, Kittyhawks, Yak-3, then add in a Corsair plus other exotica... (That's right folks - a possibility of 10 WWII aircraft). And that's only the 'heavies' - there's also a world class collection of WW I aircraft available and we still haven't considered the General Aviation scene with top line aerobatic displays, the 'Classics', the home-builts, and so the list continues.

Who would have thought that Organisers could have difficulty fitting in three formation aerobatic displays, let alone

all the other offerings? I don't suggest that all the above will be at any one airshow, however it does illustrate the depth of our historic aviation scene in New Zealand.

Back to the topic. There is a lot of organising behind the scenes. Starting with aircraft, the owners need to ensure that maintenance is up to scratch and sufficient flight time available to cover the show. This invariably requires some last minute 'fixes', just what the Engineering Shops want!



P-51 Mustang in airshow mode at Whenuapai. Chris Gee photo.

It's up to the pilots to ensure their aircraft receive final preparations including oil checks, arranging oil at destination (some of these aircraft 'drink' 3 litres per hour), greasing the props, tyre pressures (40psi mains, 60 psi tail - or you will get shimmy), oleos, etc, etc. In fact for our Harvard Fleet we have a 'working bee' the week prior in order to attend to all the 'last minutes', as well as a pre-airshow 'valet'.

Additionally there is accommodation to arrange. We will have been planning this for over 12 months (sometimes two years since the last show!). At this stage it's down to final numbers and for how long. Pilots (and supporters) don't want to be caught without 'digs' and moteliars don't want to be stuck with empty rooms.

**Contributed by Frank Parker**

There are also the 'support' aircraft to plan. NZ Warbirds members generally have the convenience of travel options in the Warbirds Dakota who are often able to arrange an 'Airshow Package'. Additionally the Catalina often has seats available and if you want to take the scenic option, a seat in the DHC Beaver might be available, where you can watch the scenery glide by at a sedate 90knots!

And it wouldn't be a 'Show' without administration. Pilots need to ensure their licences and display ratings are current (often involving a call to yours truly - how can I help!), and ensure that aircraft are appropriately insured. These details are prerequisites to performing at any aviation event.

And we haven't left home yet. This Easter there will be a flotilla of 14 + Warbirds aircraft heading to Omaka from Ardmore to attend and display at Classic Fighters. Some of the Harvard group are planning an early departure to participate in a 'formation clinic' for several days prior to the show.

On the day there will be a flight planning exercise, for example the Harvard has the 'legs' for an Ardmore-Omaka flight but reserves are approaching minimum on arrival, so how's the headwind?, what's the chance of an en-route weather diversion?, how will ATC treat us today?, should we just plan a stop at Wanganui? (good coffee). Of course there will also be groups heading south from North Shore, Tauranga and New Plymouth. Suddenly those fuel pumps at Wanganui can become somewhat crowded!

So come Easter weekend there will be plenty of hangarage available at Ardmore, as we will all be at Omaka. Now who's arranging the weather ?

Cheers, frankly@xtra.co.nz

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## Places to Go: Dunedin

Contributed by Ruth Presland

I WAS recently delighted to fly a cross country dual into Dunedin International. It was a stunning day and we went up to the Tower so my student could see how it all works. As I sat there admiring the great view of all the arrival routes, I realised that not that much had changed since my early days of training here and that this place is in fact a really great location at which to organise weekend fly-ins.

The arrival routes are straight forward, just check your AIP v4. Tune into the ATIS on 128.8, then switch to Dunedin 120.7 and listen for a short time to see what the play of the traffic is. There is a general training area out in the Western Hills and it is a good idea if you are arriving from that direction to take note of who is outside of the zone on 119.10 and who is on the Tower frequency. Inbound from the north, the city arrival is very beautiful and often open whereas the Northern Gap can be restricted with IFR arrivals.

### Momona or Taieri

When landing at Momona you will be asked where you are going to on the field. If you are keen on seeing the Tower, call them first and let them know you are coming. You can park beside the Fire Station - a very friendly welcome awaits. Remember our country's Tower phone numbers are in the front of your AIP v4 and it only takes a moment to pick up the phone, probably something we all need to do a little more often. Something else to do more often is update your AIP v4 and check your maps are current too. I do mine during Air New Zealand flights, but anywhere that you have a spare 15 minutes will do.

If your destination is Taieri airfield, on approaching you will be asked to change to Taieri traffic 119.1. Taieri is like Omaka, an airfield within a control zone. Circuit height is 800 feet and ATC clearance is required above 1100 feet. Both places are busy with flight training traffic.

Taieri is the oldest airfield in New Zealand. The Otago Aero Club, where a friendly welcome also awaits, was formed in 1927, starting from land in Green Island and then moving to Taieri from 1929. It is well known for training pilots for the War effort and many people I have met either talk about hiding in the hedges and watching pilots train in Tiger Moths through to Harvards, or proudly show me early entries in their logbooks of training in

such admired machines.

In May 1962, Dunedin Airport at Momona became operational to handle N.A.C.'s jet-prop Viscount's & Friendships which were being phased into service to replace DC-3's. Commercial aviation at Taieri ceased at that point, with Taieri reverting back to being a Club airfield.

Today the Otago Aero Club (Phone 03 489 5168) is an active club with happy members and lots of fly-aways. They are very active in working bees and on social media. In my day back in the 80's when I learnt to fly there, it was also active, with keen young people happy to scrub a Cessna just to learn from the pilots and instructors who were always willing to share stories.

### Things to do

One you've landed and said hello at the Aero Club, Mosgiel Taxis (ph. 03 489 3344) can take you into Mosgiel for lunch or into town for a night out.

If you are staying in Dunedin I recommend the Kingsgate Hotel, ph. 03 477 6784. It is a nice, gracious and clean hotel, with rooms around \$110. Another benefit is that it's right next to the Octagon, where you can find a huge variety of great places to wine and dine.

Dunedin city is a lovely old place, with much that is unchanged over the years. Places of interest to visit include the Albatross colony and the penguins. There is also an amazing museum called Otago Settlers Museum. Or visit the tropical forest and butterfly house within the (separate) Otago Museum. If you like trains then a trip on the Taieri Gorge Railway is a must ([www.taieri.co.nz](http://www.taieri.co.nz)). A return ticket for an adult is around \$91 and just a few dollars for children - it's a great day out for the whole family. Another family treat is the NZ marine studies centre; quite unique.

Dunedin also has its very own Castle. For those that haven't been there, Larnach Castle is a rare treat in this country and very interesting with beautiful gardens. I highly recommend a visit. The outer suburbs such as Port Chalmers and Portabello are like stepping back into the old times and are full of interesting knick-knack shops and quaint little cafes.

Dunedin City and her surrounds are definitely worth a visit. So gather a group and start planning to make the trip today. The friendly folk at Otago Aero Club will be happy to make you a cuppa and sit down for a good chat. Fly safe, RP.



Tigers at Taieri in the days of RNZAF training there.



Taieri Airfield looking SE towards Mosgiel.



Harbour view from near Larnach Castle.



Royal Albatross at the Tairaroa Head colony.



Historic buildings: Law Courts Hotel, ODT Building, and Railway Station in the distance.

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# One Stop Support: In the Hangar at Aeromotive

AEROMOTIVE'S hangar at Hamilton provides not only general aircraft servicing and maintenance, but also a convergence point for the group of specialist bays that the company operates. These have all been discussed in previous issues of KiwiFlyer (download articles from [www.kiwiflyer.co.nz](http://www.kiwiflyer.co.nz)) and include Avionics, Electrical, Fuel, Engines, Cylinders, Propellers and Stores. There is also a close relationship with subsidiary Engine Components NZ Limited across the field and of course, Aeromotive South at Timaru.

## One Stop Shop Capabilities

Customers of Aeromotive are therefore effectively supported by a genuine one stop shop, as virtually no outsourcing is required. If it is, then it is more than probable that this capability will be available within the wider Oceania Group. Engineering Manager Brett Puddle says that this comprehensive in-house capability translates to a fast turnaround, especially for problem solving and whenever unscheduled maintenance issues are uncovered as part of normal checks. For example, a cylinder problem can go straight to the cylinder bay for immediate attention. Chances are then that the aircraft could still be flying again at the end of the day. Other maintenance providers are likely to send specialist work away which can add days of transit and waiting time to a repair.

Specialist capabilities within the hangar itself are offered by skin, airframe and engine focused staff who undertake a wide variety of work that extends well beyond traditional checks and servicing. When KiwiFlyer visited, work in the hangar included a new P-750 XSTOL having post certification modifications completed for a customer in Papua New Guinea (including upgraded landing gear and luggage pod fits). A CT-4 Air Trainer wing re-splice job was underway, requested as a precautionary measure by the RNZAF due to the aircraft age and loadings they get subjected to in aerobatic training and demonstrations. A Cessna 172 was in for an engine overhaul and airframe corrosion removal. A Pilatus Porter was in for a general check and a calendar inspection

on the propeller. And an Auster was also present for its periodic check.

The broad range of equipment, skills, and experience that Aeromotive have on offer are particularly evident when it comes to trouble shooting difficult problems. One recent example is that of a long running engine surging problem in a Piper Navajo.



## Customers and Staff

Aeromotive regularly look after around 30 private owners (ranging from very low to very high utilisation). Waikato Aero Club maintenance is performed at Aeromotive, and they also provide support to several agricultural operators. Beyond specific aircraft maintenance, the company has relationships with many other maintenance providers whether that be by the provision of specialist services or just part of the informal 'maintenance advice network' that comes from having a cooperative approach within and outside of the company.

The team in the hangar are led by Alan Thomson, himself just back from assembling a P-750 XSTOL that Aeromotive had containerised and sent to a Pacific Aerospace customer in the USA.

Supported by local engineers, that job took just 6 days from container arrival to test flight.

At Hamilton, Alan has a hangar team of

up to six staff at any one time, depending on workload sharing between Aeromotive's own hangar and the Aeromotive team who maintain CTC Aviation's fleet on location at their own facility. There is plenty of experience to draw on from amongst the team – Ross Weinberg has a background that includes James Aviation and SuperAir, Karl Yarrington worked for the South African AirForce and holds Boeing ratings, and Alan himself has been in the industry for 30 years. Other hangar staff include Tim Wedekind who has just earned his Group 1 engine and airframe ratings, and Thomas Kiddle who is now full-time at Aeromotive after completing aviation maintenance qualifications at NMIT. Brett says they are all ably supported by Roseanne Wood who looks after log entries and technical record keeping.

The Aeromotive team follow a philosophy of continuous improvement and are also encouraged to undergo training as opportunities arise.

## For more information

Brett and Alan welcome enquiries for any fixed wing aircraft maintenance or other support work. Contact them on 07 843 3199, E: [brett.puddle@aeromotive.co.nz](mailto:brett.puddle@aeromotive.co.nz) or visit [www.aeromotive.co.nz](http://www.aeromotive.co.nz)



Top: Plenty of variety on the day KiwiFlyer visited. Above: Re-splicing a CT-4 wing for the RNZAF.

The customer flew up to Aeromotive after three other closer maintenance providers hadn't been able to trace the fault (some parts had actually been previously taken off and sent to Aeromotive for testing). The cause was found to be a perished and leaking injector rubber. Engineering Manager Brett Puddle says it is often the simple things that are easily missed and that the Aeromotive team take pride in being "curved ball specialists". Another recent example, also on a Navajo, involved an intermittent fault that had been giving trouble for some 1000 hours. The problem involved frequent hard starting and inconsistent magneto problems. A diagnostic process eventually traced this to a chaffed wire earthing on the airframe.

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# Airshow Photography

Part 5 of our Aviation Photography series contributed by Chris Gee

**WELCOME** to part five of our how-to series of aviation photography articles. In this issue, we cover how to make the most out of the greatest of aviation-geek gatherings, the airshow! Since attending my first airshow - I think it was a 'Wings and Wheels' event held at Wigram in Christchurch in the early 80s - I have been addicted to the sound of engines, the smell of aviation fuel, and the feeling of camaraderie from being surrounded by hundreds, sometimes thousands, of fellow aeroplane fanatics. By the time you read this article, many of you will have just returned from the wonderful Omasa Classic Fighters airshow (expect a photo essay from Omasa in the next issue), and I hope you were able to apply some of the photography techniques we covered in previous issues.

## Preparation and Planning

It is important to do some research and preparation before you attend an airshow, especially one that is held in another city or country. I recommend reading as many reviews and reports as you can from previous years' events, as well as scouring the online forums for tips on transport and accommodation from the locals. This can also be a great way to make some new friends. While preparing to attend the Royal International Air Tattoo (RIAT) at Fairford in the UK in 2007, I discovered I had a problem with the trains not running from my station on the Sunday, the last day of the show. One of the guys on a local forum realised he would be driving past my hotel that day on his way to the airshow and offered to pick me up. After some emails back and forth, he told me to cancel all my train tickets for the week, and he drove me to and from the airshow everyday! We remain good friends to this day.

It's a good idea to plan to arrive as early as possible, not only to get a head start on the traffic and queues at the gate, but also to give yourself some time to get around the static displays before the majority of the crowd turn up. It's very frustrating having people walking in front of you while you are trying for a wide angle shot of an entire aircraft! There is often a queue of people with cameras trying to get the same shot as you, so be patient. It also pays to hang around for an hour or two after the airshow officially ends, since this lets most of the traffic and people get out before you try to leave. There is usually still a lot



Tupolev Tu-144 'Konkordski'



The Red Arrows 'Bomb Burst'



RAF AH-64 Apache with Rockets



Spanish Air Force EF2000 Typhoon



Royal Air Force GR9 Harrier

to see and photograph at that time, and the evening light can be wonderful for your images.

Book your accommodation early since all the hotels or motels near an airshow will usually sell out months in advance. The longer you leave it, the further away from the airfield your hotel will be, which will also affect your transport. Although special trains or buses will often be put on for an event, getting to the airfield can be half the adventure! One good case of this is the MAKS Air Expo, in Moscow, Russia. Over 200,000 people attended the two public days of the airshow, and the trains were absolutely jam packed for the hour-long ride out to Zhukovskiy airbase. The crush to get onto the trains was intense and one of the American guys I was travelling with got his leg trapped between the platform and the train, his head and back trampled on, and a massive deep gash up the side of his leg. With no handholds, people hanging onto your shoulders and arms, and a very fast moving and rapidly stopping train the ride was like a rollercoaster... I was glad to have all my camera gear safely stored in a backpack that I could put on my front instead of my back. Of course once I got through the security (which took two hours) and out onto the airfield with the marvellous array of unique Russian aircraft before me, it immediately became very well worth it!

You will need to work out how much gear you can realistically cart around on your back all day. It is good to have a specialised camera backpack for your gear, but make sure there's room in it for some supplies. I always take a few snacks and bottles of water as the food stalls tend to be expensive, and there can be major delays before you get served. There's nothing worse than standing in a queue watching all the displays you could be photographing! A typical list of gear you might want to carry could be as follows: Camera body (two if possible...), Zoom Lens, Wide Lens, Flash, Spare batteries, Spare memory cards, Food and Water.

It is common at airshows to see people carrying two cameras at once, one with a zoom and one with a wide-angle lens. This saves time by avoiding the need to change between lenses, with the added

**Pictures at left:** Chris has been fortunate to attend several major overseas airshows, often during time out from his regular work on tour as a professional Concert Audio Engineer ([www.stereomage.co.nz](http://www.stereomage.co.nz)). If you plan, prepare and practice, great pictures will follow.

bonus of reducing the chance of dust getting into your camera while the sensor chamber is exposed. On the other hand, it can get quite difficult carrying two at the same time, and you might find your precious cameras get knocked around a fair bit. Even with only one camera, it is easy for the controls to get bumped without you knowing. I recommend performing a camera check every few minutes to make sure all your knobs and switches are still in the right place, thereby avoiding discovering that your metering mode has been knocked into 'spot' and your exposure meter has been feeding you false information for the last ten minutes... a true story I'm afraid!

## Tickets and Access

Sometimes as a photographer it can be difficult dealing with the crowds at an airshow. Many people feel the need to raise their hands in the air as aircraft fly past, or put their children on their shoulders, which while understandable, can be frustrating if you're not right up the front of the audience. Tripods can be tricky to use in a crowd since people may trip up on the legs and knock you around, so unless you know you will have the room, stick to a monopod.

Luckily most New Zealand airshows are not overcrowded and everybody is on the same page, behaving themselves, and enjoying the air displays. The same cannot necessarily be said for the crowds in other countries though! At the MAKS Air Expo in Moscow there are vodka stands between the aircraft and the military hardware, drawing a very young (and intoxicated) crowd. The 'barrier' between the audience and the runway consisted of a line of soldiers linking arms, and sometimes an officer with a megaphone on the back of a jeep would drive along behind them and order them to move the crowd back, so all of a sudden the whole crowd would be squished back five meters. It was more like being in the front row of a concert than an aviation event!

To avoid the crowds and ensure you will get the shots you want, you may want to investigate whether the airshow sells Gold or Silver tickets, which give you a premium grandstand view, as well as privileged access to food, refreshments, parking and merchandising. Although more expensive, I do recommend getting a couple of days up the top of the grandstand, since the elevation

offers photographers an excellent view of the top of the aircraft for landing and take off, and avoids that most annoying of airshow items, the speaker stand! While it is obviously essential for the public to be able to hear commentary and public announcements, there is nothing worse than having a long line of small speakers on tall stands all along the crowd. Many a good photo has been ruined when a blurry speaker passes in front of the aircraft...

Another possible option is to extend your visit to the airshow beyond the advertised public days. There will normally be a few 'practice' days before the airshow, followed by a 'fly-out' day afterwards. Many of the larger events have 'trade-only' days before the public days, and sometimes you can just supply a business card and pay a small fee to get in. Often the trade days are the main reason for the airshow (with the public days an after-thought) and they are every photographer's dream! Many of the air displays are rehearsed then, and without crowds of people bumping your elbows and getting their heads in your way, you can move up and down the crowd at will to get shots from various angles, safe in the knowledge

that you can easily get back up the front of the audience. All the aircraft are usually set up on the static display, and are similarly much easier to photograph on trade days without thousands of people getting in the way. Often there won't be barriers set up around the aircraft, and you can get access to the aircraft for close up and cockpit shots (always ask permission of course). I also find the aircrew much more relaxed and conversational on the trade days, which can lead to some great photographic opportunities. At the ILA airshow in Berlin, I had a fantastic conversation with a German Army helicopter pilot who recognised the greenstone around my neck and asked if I was from New Zealand. He told me he flew both the UH-1 Huey and NH-90 TTH and took me airside to get a close up look at the NH-90, which was particularly interesting given that the RNZAF is about to convert from one to the other!

The arrival and fly-out days can be an excellent opportunity to get a new angle on the aircraft taxiing and taking off, and some events will arrange a special public viewing area for this. The fly-out



**1.** Tupolev Tu-160 Blackjack on an airshow day with hoards of people; **Compare to 2.** Ilyushin IL-78 Midas on a trade day offering a clear shot; **3 & 4.** Keep a sharp eye out for anything out of the ordinary or unique. I will never forget that Russian Air Force pilot cycling up to her aircraft, hanging her bike and handbag on an air-to-air missile and climbing into her Mig-27...



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day of the RIAT airshow is the only day of the year that there is an airport in Europe busier than Heathrow. It takes three days to fly all the aircraft in, and one day to fly them all out again! Even if there is no access available to the airfield on these rehearsal days, it can be worth parking up near the end of the runway, to enjoy the view. Since many of the aircraft will perform their tightest turns and manoeuvres near the airfield perimeter, you can get a unique perspective you might otherwise not get during the airshow itself.

If you are covering the event for a magazine or a website (maybe even your own website) you might be able to apply for a media pass. Most events will have viewing areas set aside for the media, and a place with internet access and power to upload images and recharge batteries. If you need media access to an event, it's important to apply early on, but be aware that there will often be a set number of media passes available, so don't be too disappointed if you are turned down. You will need the editor of your publication to sponsor you as their agent, and you will need to behave in a professional manner. The media viewing area can be crowded too, and you will be restricted to one spot so it's still important to move around and get different angles on the event. The best thing about media access is the opportunity to meet other photographers and watch them work. It can be a great learning experience, and some pros are very helpful and open with their advice.

### The Weather

The great nemesis of all airshows is the weather. It pays to be prepared, no matter how the day starts out or what the forecast says. I have sat through torrential rain, vicious dust storms, cyclone winds (bad enough to overturn light planes), and heinous heat waves, sometimes all in one day at the airshow! Yes, Melbourne, that's you...

Here are a few things that I find will get you through whatever nature throws your way: A fold up windbreaker or parka, a pocket sized waterproof poncho, a few plastic bags (to protect your camera if it starts raining), sunscreen, moisturiser and lip balm, and a small towel (to dry your camera - The Hitchhiker's Guide was right!)

The biggest danger to your camera is dust, so if you see a dust storm approaching the airfield, or the commentators warn that one is on the way, then quickly put your camera away in its bag with all zips done up well. The worst-case scenario is a combination of dust and rain: one of my lenses became virtually inoperable during the Avalon Airshow in Melbourne after a dust storm blew in, followed an hour later by rain and strong wind. To make matters worse, the hot sun that arrived after the rain brought squadrons of midges that swarmed around your head and get into your eyes. I swear that I found some of them inside my camera when I got back to the hotel... While I did get some excellent photos in these conditions, in hindsight I would have preferred to have a working lens at the end of the day! While many professional cameras have sealed bodies that are 'weather resistant' it still pays to do your best to protect them from moisture and dust.

### Photography at Airshows

There are two basic factors that can influence your photography at an airshow more than any others: the distance between the crowd and the air displays, and the location of the sun as it moves across the sky during the day. Of course, both of these factors are out of your control, but you should factor them in to your planning. Many events overseas have extremely long distances between the public and where the aircraft actually perform. The position of the sun relative to the crowd line can influence where you choose to move during the airshow. It's very difficult avoiding silhouetted aircraft if

you end up shooting into the sun, so if possible always try to keep the sun at your back. If you are very lucky you might be able to get access to the opposite side of the airfield from the crowd. This might solve not only your problem with the position of the sun, but also give you a very dramatic background behind the aircraft... the crowd! Most airshows will publish a layout of the show beforehand online, and you can study this to find out where the sun will probably be at what time during the day or how far you will be from the action. This can affect the choice of lenses you bring to the event, but I presume most of you are like myself, and don't have a plethora of lenses to choose from. If you end up shooting into the sun remember to over-expose your images a small amount, otherwise the fuselage of the aircraft between you and the sun will be extremely dark.

If you don't have your gold pass, where is the best place to be to cover the air displays? If you can only attend one public day, it may be worth staking out a spot at the front and centre of the crowd early, and sticking to it! Of course, you may find that if you leave your spot at the front of crowd centre it is impossible to return... Hopefully you'll be able to get a posse of photographers together to guard your spot and let you back in! Having said that though, it can be rather boring getting all your photos from the same spot, so some people like to move around constantly. You can get some excellent shots of the aircraft taxiing, landing and turning overhead from the ends of the crowd, and from behind the operational area where the aircraft prepare before their display. It is also not uncommon to see photographers carting around small stepladders. Personally, I find these a real pain to carry around, but they are

useful to get above the crowds' heads and to gain some elevation in the static display.

It's important to remember that an airshow is not just about aircraft, but also about people: pilots, aircraft marshals, guards, maintainers or spectators. It pays to keep an eye out for anybody doing something unusual and interesting since the small personal details can make for a great photograph. If you are lucky enough to be able to attend an airshow for multiple rehearsal and public days you can really get a feel for the how the displays will pan out, and learn the best spots to cover each aspect from.

Remember though that the airshow organisers' best-laid plans will always need changing on the day!

Finally, it's easy to get lost in your photos, camera settings and technique while you are photographing an airshow, so I recommend that you put down your camera occasionally and just enjoy the show. One of the highlights of the RIAT airshow in England was the afternoon of the very last day of the airshow, when my best friend from my school days came up, made me put the camera away, handed me a glass of cider, and we watched the Red Arrows perform without once

looking through a viewfinder. Admittedly, I had been at the airshow for a week by then and had thousands of images already... but still, it's important to remember to enjoy yourself!

In the next episode, we will be talking about that 'holy-grail' of aviation photography, the Air-to-Air shoot, hearing from a few legendary photographers with plentiful Air-to-Air experience, whose work I am sure you will recognise. Until then, keep shooting, and have fun!



1. MAKS Air Expo airshow obstacles include hands in the air, speaker stands and punters climbing over everything; 2. NH-90 with UH-1 Iroquois in the background - Trade days offer better access; 3. Red Arrows - Moving to the end of the taxiway can provide unique angles; 4. Keep plastic bags and a towel handy in case of bad weather; 5. Be ready to capture the fun moments.



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## Massey Students gain advantage for Air NZ selection

THE MASSEY University School of Aviation has been selected as a collaboration partner and preferred training provider for the Air New Zealand Aviation Institute.

Students who obtain their professional pilot's licence through Massey's Bachelor of Aviation programme will now be eligible to be selected for an Air New Zealand 'Airline Induction Course' (AIC). Upon completion of the AIC course, graduates will be placed in a 'pool' of preferred pilots for induction by Air New Zealand. Massey University is pleased to be part of this Air NZ initiative that aims to further lift the level of professional ab-initio flight training in New Zealand.

Manager of the Professional Programme at the School of Aviation, Frank Sharp, says that; "Such recognition by New Zealand's national carrier demonstrates their confidence in Massey University's quality of teaching and flight instruction. Massey University is dedicated to exposing its students to high quality instruction and professional development. This involvement with Air New Zealand can only add further quality to the Bachelor of Aviation programme."

The School of Aviation already combines delivery from highly qualified academic staff and experienced industry professionals such that student pilots in the Bachelor of Aviation - Air Transport Pilot, (BAv) and students in the Bachelor of Aviation Management, (BAvMan) receive a research-led education, balanced by the needs of the aviation industry. This expertise is evident throughout the teaching staff - for example:

### Hamish Grey

Hamish teaches a paper called 'Airport Operational Management' for which he is amply qualified. He holds an MBA (Massey University) and is a Fellow of the Royal Institute of Navigation (London).

Hamish's 46 year aviation career comprises 12 years as an Air Force Navigator on Strike and Transport aircraft, followed by, in 1976 a move to Air Traffic Control (ATC).

Progressively Hamish moved from being an Aerodrome Controller at Palmerston North to being a joint military/civil controller at RNZAF Ohakea and

gained all appropriate ATC ratings finishing up as the Ohakea Terminal Sector Manager.

In 1996 Hamish moved to Auckland and became the Oceanic Sector Manager and was involved in implementing the radical new Oceanic Control System technology utilising ADS and CPDLC which revolutionised the application of Oceanic air traffic control in the huge New Zealand Oceanic Airspace.

In 2000 Hamish decided on a career



Massey students with special awards at a Wings Graduation Ceremony.

change and he and his wife, Caron went to Europe where Hamish was employed by Thales ATM (a very large multinational company). Hamish spent 4.5 years in Toulouse, France working on the European Space Based Augmentation System (SBAS) before being transferred to Melbourne in Australia. A year later he was transferred to Milan, Italy to work on Airport Tower Air Traffic Control Systems, interspersed with work at the new Bangkok International Airport at Suvarnabhumi.

Hamish has now returned to New Zealand where he runs his own consulting company Airport Systems New Zealand Ltd. which has seen him working in Vietnam, Australia, Mexico, Italy, Luxembourg, UK and recently Taiwan.

### Dr Nigel Long

Nigel teaches the papers 'Human Performance' in the BAv and 'Introduction to Human Factors' in the BAvMan. He joined the School of Aviation after retiring as Assistant Vice Chancellor (Academic and Research) at Massey University in 2010. Nigel's background in researching anxiety disorders is well known as is his work on post-traumatic stress disorder

following natural disasters and military and peacekeeping deployments.

Nigel's early research was on visual disturbances that could affect airplane pilots while flying – such as 3D illusions, similar to the whiteout phenomenon that caused the Mt Erebus crash.

In the short time he has been with the School, Nigel's energy, enthusiasm and experience has been evident as he works to re-shape the Master of Aviation and from there expand the focus of the undergraduate degree Bachelor of Aviation Management to incorporate more specialties from throughout the University such as papers in logistics and security studies.

### Dr Dave Baldwin

Dave is a member of the Australasian Society of Aerospace Medicine, the Aerospace Medical Association, and the Aviation Medical Society of Australia and New Zealand, holds a CPL and owns a Cessna 172 Hawk X2.

Dave's passion for the aviation industry is well known. "Dr Dave" is recognised the length and breadth of New Zealand

as the 'Flying Doctor' and more recently as the author of a book on men's health 'Healthy Bastards'.

Dave is a director of the Bulls Medical Centre and operates the world's only "mobile aviation medical service" for pilots, the 'Bulls Flying Doctor Service'. He is a visiting lecturer for the School of Aviation, teaching classes on Aviation Medicine into the Crew Resource Management paper.

Flying into remote areas of New Zealand conducting medical checks gives Dave an in-depth understanding of the challenges facing pilots in their everyday life. It is this knowledge and empathy with the aviation community that Dave brings to the classroom environment.

Massey students will benefit from his wide knowledge of aviation medicine spanning over 20 years incorporating both military and civil experience. Last but not least, they get to sample Dave's particularly wicked and irreverent sense of humour!

### More information

For more information on pilot programmes at Massey, contact Anke Smith on 06 350 5320, email: a.c.smith@massey.ac.nz or visit <http://aviation.massey.ac.nz>



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# First Australasian Bell 429 delivered in NZ

The first Bell 429 to be sold in New Zealand (and Australia) was registered earlier this year to Advanced Flight Limited at Auckland Heliport, who will operate the aircraft on behalf of private owners. Recently back in Auckland from an extended trip around the South Island, the aircraft was demonstrated to potential customers by Peter Crook of Hawker Pacific during a week long programme in early April.

**RECEIVING** type certification in July 2009, the Bell 429 was essentially a brand new design for Bell and not an evolution of the 427 which did not meet the single pilot IFR nor flat floor open cabin needs of air medical operators. With a great deal of industry and customer driven design input courtesy of Bell's Customer Advisory Board (a group of 14 invited operators from around the world who meet every six months), the 429 ticks these boxes and many more as well.

The aircraft achieves several 'firsts' for a light helicopter (certified under FAR Part 27, which limits MTOW to 7000lb). It was the first light helicopter certified to the latest FAR Part 27 2008 standards, and the first to be certified through the Maintenance Steering Group -3 (MSG-3) process for enhanced maintenance efficiency and safety. It was also the first rotorcraft to have an approved EASA Maintenance Programme. In short, this means that the aircraft utilises the same systems level maintenance and safety standards as used for new large commercial aircraft – offering a significant simplification of maintenance (and cost) compared to traditional helicopter requirements. Inspection requirements are divided into seven zones to be attended to at different times during the aircraft life. A great many components are of composite construction requiring condition inspections rather than lifed replacement. In fact on its release the aircraft had only 70 lifed items. With maturity, this has been reduced to 35, and the final goal is just 13, most with a life in excess of 10,000 hours. Bell claim a maintenance cost reduction of 35% on comparable aircraft. A typical corporate owner could expect to operate a 429 for 10 to 15 years without having to undertake any major maintenance at all.

## Category A Performance Class 1

The 429 also claims a best of class Cat A performance. It is fully

Performance Class 1 capable for max gross weight at sea level up to 38 degrees C in nil wind. This means that the helicopter can manage the failure of one of its two engines at any given moment while maintaining safe flight, including throughout the entire landing and takeoff phases, when either may be optionally rejected or continued on one engine. In other words, the failure of an engine does not necessitate a forced landing, being a 'land as soon as practicable' rather than 'soon as possible' event. The 429 is also Category A capable up to 3000 feet in nil wind and 5000 feet in 15kts.

Thanks in part to its single engine performance and ability to hover on one engine within reasonable parameters, the 429 is also the first light helicopter to be certified to carry human external cargo on the optional 600lb hoist.

## Inside the Cabin

There really is a lot of space. Gone is the vertical structure behind the cockpit seats that held the flight control tubes in previous Bells. These are now routed up the sides of the fuselage behind the cockpit doors. Tail rotor controls are now push-pull cables that travel up through the post in the centre of the windshield.

Cabin space is a generous 204 cubic feet, virtually double that of the 427. The cabin is open with a flat floor and a variety of seating options. Aside from the two in the cockpit, seat options range from six individual 15.5" wide airline style forward facing seats, through to 18.5" wide seats in a Club configuration, to four 21.5" corporate seats, also in a Club configuration. Visibility from all seats is superb. The airframe includes rollover bulkheads and beams in the ceiling, such that passengers in the cabin are seated in a very strong capsule.

As expected, standard interior configurations also include an air medical option including stretcher and other related facilities.

Baggage space is a cavernous 74 cubic feet capable of stowing 540lb. A removable partition separates the baggage space from the cabin area, with the whole space also being accessible by optional clam shell aft-fuselage doors. There is actually more than 3 square metres of main cabin floor space.

There are seven doors on the



From top: 1. A very elegant panel includes 3 Multi Function Displays; 2. The cabin has hinged and sliding doors on each side for a 1.58m wide opening; 3. Pilot Tony Milligan and the 429 at Auckland Heliport; 4. A cavernous luggage space holds 74 cubic feet or 540lb; 5. Five standard seats (the sixth has been removed) in this cabin configuration; 6. The main rotor transmission is rated to 1100shp and has live mount vibration dampers. The yellow beams underneath run the length of the cabin, forming part of a passenger safety capsule.



The first Bell 429 for NZ is operated by Advanced Flight on behalf of private owners. Note the tail rotor blades set at uneven intervals to help reduce noise.

standard aircraft, with double cabin doors on each side hinging and sliding to provide an access space that is 1.58m wide.

There is plenty of room for the pilots too. In particular, headroom was set to comfortably accommodate a 95th percentile pilot wearing a helmet and NVG gear.

Useful load in standard configuration is 2513lb and it should be noted that this weight is not 'stripped out', but is in excess of the weight of the equipment required for single-pilot IFR operations, two pilot seats, six passenger seats and a standard interior.

## In the Cockpit

Although it should be given on an aircraft like this, the cockpit of the 429 is indeed a comfortable place to be. When a third Multi Function Display (MFD) is fitted on the left, it is certified for PIC operation from either of the left or right side. The 429 has a three axis autopilot (a fourth axis is optional) and is also certified for single pilot IFR operations.

Software within the Bell avionics system received significant design input from pilots and, integrated with the engine control units, provides for all necessary engine indication and crew alerting functions. Smart MFD's provide all processing required to collect sub system information, generating graphics for primary flight and navigation instrumentation, flight director and autopilot status, engine and rotor indications, systems monitoring and alerting, navigation and route mapping, optional TCAS, weather or search radar reporting, automated Cat A and hover performance power calculations, as well as fuel, weight and balance calculations based on pilot inputs.

## In Flight

There's not much to do in order to start up and get underway. After turning the battery on, various systems all run their own self checks which can be monitored on the MFDs. When ready, do little more than set throttle to idle and activate the start switch, and watch the Power Situation Indicator as it shows the FADEC regulated start-up. Then repeat for the second engine.

From the Bell spec. sheet, airborne statistics are (all at max gross weight of 7000lb for internal loading): ISA Hover Ceiling IGE of 14132 feet and OGE of 11282 feet; max cruise speed of 150kts with Vne of 155kts; long range cruise speed of 130kts for a range of 368nm; fuel capacity with standard tanks of 216.9 US gallons; and max range at 60kt loiter speed of 4.4 hours.

Powered by twin Pratt & Whitney Canada PW207D1 engines, the main transmission is rated for 1100shp, and thanks to this transmission having sophisticated live mount vibration dampers, flight in the 429 is very smooth, even beyond 140kts.

The aircraft will hover out of wind in 35kts in any direction and has specified slope capabilities of 10 degrees nose up, left and right and 5 degrees nose down.

If you don't feel like flying or have other things to do, then just dial up some directions, or a destination, on the auto-pilot and leave the aircraft alone to fly itself, probably (annoyingly) smoother and more efficiently than you would manage yourself anyway. Of course you need to keep a good lookout and with all the nifty avionics aboard, it's particularly important to remind oneself that your primary VFR focus needs to always remain outside the aircraft.

## Sales and more information

To date, 40 Bell 429s have been delivered with total fleet hours now exceeding 7000. Hawker Pacific's Sales Manager Rotary Wing, Peter Crook, says that the lead aircraft has more than 1000 hours on it with no major issues arising, even though the 429 has been a brand new type for Bell. Peter expects this NZ aircraft to be the first of several sales in Australasia, with strong interest being expressed from the Corporate and EMS markets.

There's bound to be more than one reader who would like to know what a new Bell 429 costs and the answer is somewhere in the region of 5 million US dollars. If you'd like one, or perhaps more realistically, if you would like information on any of the Bell Helicopters range (new or used) then contact Peter Crook at Hawker Pacific on +61 407 638 811, email: peter.crook@hawkerpacific.com or visit www.hawkerpacific.com



# Auckland Heliport wins NZ Architecture Award

The developers and operators of Auckland Heliport at Onehunga, Advanced Flight Limited, have won one of two 2011 Commercial Architecture prizes awarded by the New Zealand Institute of Architects at their annual ceremony during April. KiwiFlyer paid them a visit just after the award was announced.

**MANAGING** Director of Advanced Flight, Keith Stephens says they are delighted to have received the award in conjunction with architect Bodie Maxcey of Maxcey Architects. Keith explains that they had several specific ideas about the layout and functional requirements of the building, primarily wanting something that was welcoming to clients, that didn't require aircraft to be moved around, and that reflected the quality of their overall helicopter management and charter operation. There's no doubt that the building answers all of these requirements and achieves much more besides.

Now located on Ports of Auckland land at the old Pike's Point airfield site in Onehunga, Keith shifted the company from shared and outgrown facilities at Ardmore last year. Aside from the opportunity to develop a purpose built facility, the move also facilitated significant cost savings for the owners of aircraft managed by Advanced Flight. As much as 10% of annual flying time was being consumed by "dead leg" ferry time from Ardmore to Auckland as the owners tended not to travel to Ardmore in order to board their aircraft. The new facility is now much more conveniently located between Auckland Airport and the central city.



Auckland Heliport at Onehunga is an outstanding facility developed by Advanced Flight Limited and is well deserving of the national architectural recognition it has now received.

## Inside Auckland Heliport

The award won't come as a surprise to anybody who has visited the facility which exudes quality of purpose, is spacious, light, and welcoming. Long and narrow in order that aircraft are stored only one deep in the hangar, the facility showcases the aircraft it contains and deliberately avoids a formal reception area. Keith explains that located as they are (which is not really in a public place), they tend not to have "walk-in" customers. He says they normally will know who and when anyone is arriving and prefer to be able to meet visitors at the door and invite them into the building as a guest, who then shares the same facilities – lunchroom, lounge, offices, etc. – as they do themselves.

The facility has a very pleasant sense of space to it and is flooded with natural light. Office areas are deliberately open plan and un-partitioned. Nearly all spaces offer a view into the hangar area and with some \$20m of near new aircraft domiciled there, it is a view that any aviation enthusiast will well appreciate.

## About Advanced Flight

Keith formed Advanced Flight and obtained an Air Operators Certificate in 1998 when the owners of the Bell 407 he was flying left to spend an extended period of time overseas. In 2000, he leased a second aircraft to cater for America's Cup charter work – and this became the second private helicopter to be managed by Advanced Flight. A few years later, two became three. Then, around

2004, the total jumped to six. Today the company manages nine aircraft on behalf of private owners. Advanced Flight offer a complete managed service consisting of procurement and importing, aircraft care, maintenance, group insurance, charter operations, and aircraft sales.

Advanced Flight's focus is thus to serve the requirements of its helicopter owning customers. Charter work is undertaken via lease back arrangements with owners but is not aggressively marketed. This side of the business has built up mainly through word of mouth and referrals due to the company offering a highly professional flight experience in near new and well maintained aircraft.

The company has a very low pilot turnover (there are six on staff) and regular customers soon get to know the team. All pilots have a minimum 3000 hours experience and they and the company are all accident free.

Keith says that in some ways their flying operations contain little variety, as they don't undertake the utility operations that fully commercial operators do. However, a lot of their charter work goes beyond the norm of traditional short scenic or transport flights. Many New Zealand tours have been undertaken as owners use their aircraft for personal holiday transport. And Keith has travelled to Australia twice to perform the same task there. He also helped to ferry a new EC130 from London to Auckland when the owner (and PPL pilot) elected to pick

up his new aircraft in Europe and fly it home. Several of the owners are licensed pilots, some preferring to fly themselves - but often with an Advanced Flight 'safety pilot' on board with them.

The nature of their fleet, operation, and reputation for discretion also make Advanced Flight a popular choice for visiting sports and rock stars, as well as other dignitaries.

Already near to capacity, it likely won't be long before Keith and architect Bodie Maxcey begin plans to expand the facility further.

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# A Week at the Wairarapa Balloon Fiesta

IT'S 8:45am on Wednesday 16th March and we have just started off from Hamilton, destination Wairarapa. I haven't been to the Wairarapa Fiesta for three years, so am quite excited to be meeting up with old friends again. Our plan is to arrive at 5pm for registration at the Hood Aerodrome Museum, which involves showing the Balloon Meister/Flight Director our balloon's current Certificate of Airworthiness and insurance policy, plus my pilot log.

There are 22 balloons attending this year, 20 sport balloons and two special shapes – the 'Cadbury Crème Egg' from Christchurch and 'Sunny Boy' from Ohio, USA. The support of a local donor has made it possible for Carol Wiener and her Sunny Boy team to come to Masterton.

The major fiesta briefing is timed for 6pm. This includes general event information regarding scheduled flight briefings, refuel times, any changes to our flight maps, a safety briefing, and a Crew Chief briefing.

The Event Manager, Jonathan Hooker advises that they are pleased to have been able to secure 98% propane for us for the duration of the event. This is received very enthusiastically by all and even better still – we can fill with tanks in the basket as they have a mobile bowser dispenser. The meeting is followed by a welcome dinner for all, as well as a chance for those that wish to have a short flight after the scheduled Air NZ flight has arrived. Two pilots took the opportunity to fly and provide the evening's entertainment

on the airfield.

And so to Thursday morning which had held so much promise but was blown out, with gusty winds cancelling the morning Mass Ascension from the Pioneer Rugby



Thanks to a local sponsor, Sunny Boy visited all the way from Ohio, USA.



The Night Glow was choreographed in time to music, attracting many spectators.

**Contributed by Pauline Hickey**

be up early for the Friday morning 6:30am briefing at Hood Aerodrome.

Friday is Remembrance Day for

Christchurch so there's a red and black Canterbury attire for us, and a red & black flag for each balloon. On the schedule was a fly-out from Carterton but due to gusty conditions there, we stayed at Hood Aerodrome which provided a great visual spectacle as the mass ascension rose to follow the Hare. The competition task was Hare and Hounds whereby the Hare balloon has a 10 minute start on the Hounds and lays out a large white cross as the target for the Hounds to throw their newspaper 'baggies' at. The gusty wind that was at Carterton then arrived at Masterton just in time for most of the landings, making it necessary to get out a skill set that is not often required.

Our Friday evening flight was from Wairarapa College where the school was holding a gala evening. As the winds aloft were quite strong creating

a wind sheer at a few hundred feet after launch, the Flight Director called the competition flight off and opened the field to pilot's discretion. About 50% of the balloons flew.

The Saturday morning task was the traditional Splash 'n Dash at Henley Lake. In the lake are hoops to drop tennis balls into and just past the end of the lake, a large cross to throw our baggies at. With variable winds and limited launch places

Grounds. Instead, we drove down to the sports field to talk with the public and show them the basket and burners.

Next up was the Carterton Street Parade at 8pm. This begins in a side street and proceeds through the main street for about 30 minutes with a police escort as the main street in Carterton is also State Highway 2. After the burner parade, the balloon teams were hosted to supper at the local RSA. We don't stay late though, as we all need to

we set up at the southern end of the lake. Watching other balloons fly by us, my thoughts turned toward just going for a fun flight. As we rose very slowly, we caught a breeze that took us toward the cross where we should throw our baggie and although we got a good score, there was already one



Above the Wairarapa countryside.



The Burner Parade through Carterton on Thursday.

The Night Glow on Saturday night was held at the Colin Pugh Sports Bowl. This area has terraced seating and an island in the middle which is just great for shaping a Glow around. Local bands entertain the early arrivals with a variety of music styles. The pre-glow special entertainment was a competition between three small balloons of similar size. The teams raced to set up, tab up and stand up their balloons. This takes co-ordination and experience – first place went to Auckland, second to Masterton and

third place to Carterton. David Paris, who co-ordinates and choreographs the Night Glow uses coloured lights combined with an odd/even system to get the balloons glowing/flashing in time to the music. The special shape Sunny Boy glowed beautifully.

On Sunday morning we all met again at the Aerodrome for a 6:30am briefing. The weather was good at Carterton and so we were off down there to launch from the Paua Shell's large back yard. The task was

to drop the baggie in the sculpture at the Wild Oats Café or on the Town Square. The wind did not take us anywhere near the target so we just went for a nice fly through the valley, over the river and off the map to the other side of Greytown which was a new area for us. This is a long flight for the

last morning, as it is not only pack up time for the balloon rig, but pack up day for us as well.

Michael Oakley won the event competition with the highest points total. Prize giving always has some lead balloon awards (or wally awards), for those pilots or crew that have had a 'blonde' or 'senior moment' during the fiesta and whose crew have 'informed' on them. They are often for things such as the pilot flying off with the vehicle keys in their pocket, flying directly over a target having left the chase vehicle, or running

out of fan fuel during inflation. Peter King has an endless supply of lead balloons on a string for all these hilarious incidents.

Then the time came for final good byes and to head back to our hosted accommodation for packing up. The drive home on a Sunday afternoon is tough having been up since 5:30am but we have had a great time, the night glow went well, we enjoyed three good flights, and we flew in some new places as well.

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# SMS, Just Culture, and Risk Management

THE Aviation Industry Association held its third South Pacific Safety Management Symposium and first Training Week, in Auckland during the week of 14-18 March.

“The focus of this week has been on the global trend towards Safety Management Systems (SMS) in aviation”, says Irene King CEO of AIA. “SMS will be introduced into the New Zealand regulatory system incrementally, starting in two years time. We as an industry body need to assist our members to ensure that the training and knowledge required to make this introduction as seamless as possible is available to them now.”

The importance of a ‘Just Culture’ within the aviation industry was a key

message of the week and David Marx, the recognised Guru of Just Culture travelled from Dallas, USA to present to delegates from the aviation sector, CAA and other high risk industries.

“Just Culture is all about moving away from an overly punitive reaction to events and errors. It is a system of accountability that does not focus on the human error or the unintended consequences, but rather on the quality of our decisions as components of the safety system”, explains David.

Following the two days, David met with CAA senior management and politicians to further promote the need for everyone involved in aviation, from government down, to be on the same page.

A three day Risk Management training course attended by 14 delegates was run by Aerosafe Risk Management’s Paul Chivers and CEO Kimberley Turner.

Aerosafe Risk Management specialise in the provision of safety and risk management services to the aviation industry and have been working with ATTTO, CAA and AIA to create three new qualifications on the NZ qualifications framework. These are at Diploma level and are in SMS, Risk Management, and Regulatory Governance and Oversight.

John Sinclair, former President of AIA and now EO of the NZHA had this to say about the course: “The Risk Management Course was extremely valuable and I would recommend it to ALL operators – especially CEO’s. The three day course walks you through a Venture Risk Management Plan (VRMP). Each of the 14 on the course had some change happening in their business that they could use to do a VRMP. Some examples were moving to a CAR Part 145 regime, introducing SMS, and introducing a new service, introducing a new train engine! My own VRMP was on introducing the AIRCARE™ Program to the industry and analysing the risks to both AIA and its members. I found this process hugely interesting and extremely valuable.”

The Risk Management course will be made available again during the Aviation Industry Conference Week 3-8 July along with a second core subject for those who have already completed this.

AEANZ, the Aircraft Engineering Association of New Zealand launched its Professional Development Series during the week with a course on composites. This was sponsored by the Air NZ Training Institute and included a day of theory followed by a half day practical session at the Air NZ facility. This was a resounding success with the course being full within two days of it being advertised. Further professional development opportunities are being organised for Conference Week and are planned to include; Pratt and Whitney training, Boroscope Inspection, Avionic Privileges and more Composite Training.

The CAA also joined with industry and held a two day Inspection Authorisation refresher course, attended by 16 delegates. “This week was about raising the awareness and skill levels of industry as we prepare for the future,” concludes Irene, “The fact that both CAA and industry had delegates attending the courses bodes well for our industry as we move forwards together.”

## Mustangs at Matamata by Mike Crene



WITH quite a few Titan T-51 Mustangs emerging from hangars and getting airborne around the country, it was time to have a ‘Gathering’. The weather was perfect at Matamata for a successful day on 19th March with five Titan’s and a Thunder Mustang on the flight line, along with Tiger Moths, a Beaver and many other aircraft types flying in from as far as Nelson. The local Mustang car club helped to ‘extend’ the flight line. Three T-51’s unfortunately got turned back with bad weather around Masterton. Thanks are owed to Frank Parker and Gavin Trethewey for flying down in the P-40 Kittyhawk and Harvard

for the day, and chatting to the Titan crew with a presentation on NZ Warbirds Association and formation flying.

The Titans created a lot of interest with visitor numbers far exceeding expectations. We also had International T-51 owners from Australia and the USA visit ‘for the weekend’ and it was a great opportunity for T-51 builders to meet and swap notes.

The Piako Gliding club did a superb job catering on Saturday for a much larger number of aviators than planned for, with breakfast also for those that stayed overnight. Much interest was expressed for another fly-in next year.

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# Parakai Fly-in

Contributed by Carreen Lockie



Visiting aircraft and spectators at Parakai.

AROUND 70 aircraft and a large number of local people visited Parakai Airfield in West Auckland for their annual fly-in back in February. They were entertained by the sight of some very different types of light aircraft coming and going. There was also a tandem skydiving demonstration,

large model helicopters doing aerobatics, powered parachutes, and introductory flights ranging from an open ‘Bantam’ aircraft with fabric wings, to Flight Hauraki in their large commercial scenic planes.

Aircraft importers had their latest light aircraft on display, and between 1pm and 2pm six different types of aircraft did individual flypasts, ranging from the gyrocopters able to land at a walking pace, all the way to a Harmon ‘Rocket’ with a 9 litre engine topping out at 350 km/h.

Caterers were kept busy all day, prizes were presented for the closest spot landing on arrival, and a BBQ was held afterwards by the Parakai Aviation club for aviators who were still there.

Thanks to the Northland Microlight Club and the Parakai Aviation Club for organising a great day.

## KiwiFlyer Event Guide

June 3rd - 6th  
**NZAWA Annual Rally**  
 At Feilding. Contact Michelle at NZAWA by email: [contactus@nzawa.org.nz](mailto:contactus@nzawa.org.nz)

June 4th - 6th  
**Brass Monkey Fly-in 2011**  
 At Lake Station Airfield, Nelson. Local flying, boat trips on Lake Rotoiti, etc. Contact Kevin on 027 234 5961 or 03 548 5387, email: [allport@actrix.co.nz](mailto:allport@actrix.co.nz)

July 3rd - 8th  
**Aviation Industry Conference Week**  
 At the Amora Hotel, Wellington. See the News Briefs section of this issue of KiwiFlyer or visit: [www.aia.org.nz](http://www.aia.org.nz)

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# Gliding was the Winner on the day

*They paid for time with the All Black's Captain and fell in love with gliding.*

**IN A TWIST** on the usual "spend time with a celebrity" fundraising auction, respondents were bidding to fly in a glider with All Black Captain Richie McCaw as their pilot. And two women were the lucky winners. Neither had any aeronautical experience and were as nervous about the flying part of the prize as they were about meeting their hero. They both landed with huge smiles on their faces, blown away by the flight itself as well as the time spent aloft with Richie.

Richie holds an instructors rating and is fully qualified to take people gliding. The flights were bona fide trial flights; they just cost more than usual. He gave the full pre-flight briefing, explaining how the glider flies, what the controls and instruments do and what to expect in the air. He also let his students have a turn at the controls once they were flying.

The auctions were the brainchild of Canterbury Gliding Club member John Ahern. He says, "When considering promotional activities, you have to keep in mind that if you want media coverage you have to have an interesting story to tell - something customers can connect with."

Winner of the IRB Player of the Year for the last three years, high profile Canterbury Gliding Club member Richie McCaw is an international star. He is an all-round good guy but his time is precious and gliding is an escape from the high energy life he leads. He was happy to be involved in the fundraising effort. The idea to auction trial flights with Richie as the instructor ticked a lot of boxes, including that there could be world-wide involvement through the internet and that all gliding clubs would benefit. Of course the gliding club wanted to make money from the auctions but it was important to also have a charity involved. The club is based in Hororata and earning money to help rebuild Hororata's quake damaged historic church made good sense. Choosing the All Black's official charity KidsCan as the beneficiary for the second auction meant the All Blacks agreed to put the auction story on their web and social networks sites.

The auction would run for 10 days and TradeMe put it on their 'Hot Auctions' page. It was linked from the All Black's web site, which also featured it on their Twitter and FaceBook pages. The All Black's FaceBook site is the largest in NZ and over 600,000 members received that link. The first auction on TradeMe attracted over 12,000 hits.

The flights were carefully scheduled to fit Richie's time off and

**Contributed by Jill McCaw**

so not to interfere with any All Blacks commitments - something the fans and bidders could really relate to.

Richie works well with the media and the event caused quite a bit of interest. Jendy Harper from TV3's Campbell Live came out to cover the flights with cameraman Christie Douglas. The pair spent all day at the club filming club members and action - and finding more of a story than just that of the auctions. Richie's family involvement in the sport of gliding also made it into the story. The TV story only covered one winner, but contrary to the way things appeared on the TV there were two auctions and two winners.

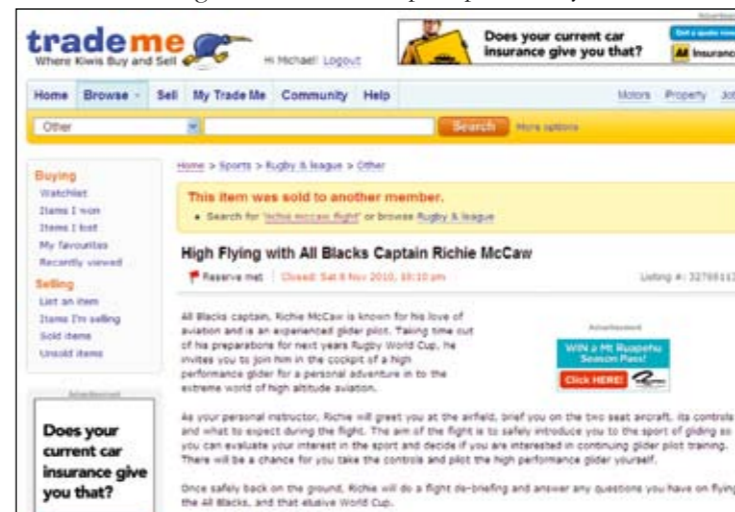
First up to fly was Chloe from Palmerston North. She had the flight paid for by her boyfriend David. She didn't want to be on the television but was happy to be photographed. During her flight she was thrilled when World Record holder Terry Delore swooped past in his glider, performing aerobatics. She asked Richie if they could do the same and enjoyed several loops before they landed.

Kristina Vuckovic, a mad Crusaders and All Blacks fan from Sydney, was incredibly nervous about meeting her hero, but he quickly put her at ease. She loved the gliding part of the prize. In fact she was so enthused by the experience of gliding that she says she forgot she had Richie McCaw in the back seat. She is now learning to fly at a club near her home.

Campbell Live ran the story the following Monday night with more than five minutes of prime-time coverage - plus six promotional spots before and during the 6pm news. They tied it into Valentine's day calling the flights a "date" with Richie McCaw. It's hard to put a value on positive exposure like this, but the auction money raised pales in comparison to the value of the media coverage received. Both women thoroughly enjoyed their prize, the gliding club loved the publicity, and the Hororata Church repair fund and KidsCan were both delighted to receive the funds. And Richie enjoyed spending time showing his sport to two fans.

To see the Campbell Live footage go to the TV3 News Website and search 'Woman pays for date with Richie McCaw'. And how much did she pay? The second auction raised \$4620 for KidsCan, and the first raised \$2640 split 70/30 between the Hororata Church and Gliding Club.

For more information on gliding, visit the Gliding New Zealand website [www.gliding.co.nz](http://www.gliding.co.nz) For subscriptions to SoaringNZ, email: [soaringnz@mccawmedia.co.nz](mailto:soaringnz@mccawmedia.co.nz)



One of the TradeMe auctions received more than 12000 page views.



Richie McCaw briefing Kristina Vuckovic (from Sydney) before her flight.



# Summer Gyro Fly-ins

Contributed by Lloyd Heslop



Grant Simpson's Autoflight Dominator.



Hub Hall in his MTO3 Eagle at Dannevirke.



Paul Scherrer in his KB3 at Dannevirke.



Gyro enthusiasts at the Murchison Fly-in enjoyed some great flying in warm and settled weather.



The new Brako gyro attracted a lot of interest.



Checking out the Magni M24 at Dannevirke.



Sybe Haakma's new ELA at Dannevirke.

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### Murchison in March

For the past four years, a group of aviating enthusiasts, the main body being autogyro pilots, have met in Murchison during March. We all camp on the airfield or in Murchison township which is walking distance away. Just be aware of short cuts through the local settling ponds! Our preparation for the annual Murchison Fly-in usually starts early with a request for permission to use the private airstrip from the Bradley family. However this year, it slipped our mind. Thank goodness for Noel Wilson driving past a week prior and noticing that not only did it look rough but was also closed. Hurried efforts saw the field harrowed and reopened two days prior to the fly-in – an excellent job, thank you.

The locals came to the party by lending us a caravan and BBQ to act as field headquarters. We were a little short on trophies for flying events – ah, eureka! One obsolete RAF2000 rotor blade, diced, hole-bored & labelled – excellent trophies!

Friday 11th March dawned to be a cracker day and looked promising for a 5.30pm escape from home. We lifted off from Nelson in high cloud and light winds tracking south over Wakefield clearing the zone. On passing the Motueka River, drizzle was coming from St. Arnaud to the south east. We skirted around the edges arriving at the Hope Saddle and winds of up to 30 knots. We battled our way to Kawatiri and on to Murchison, joining with the rest of the team around two roaring braziers. Sausages and more cooked by Team Naish – thanks Liz & Bruce, and a cool beverage finished off a nice evening with great company.

On Saturday we woke to fog but that didn't stop the early birds waking the camp. By 10am the horizons cleared to a very hot and windless day allowing considerable flying. The afternoon saw the competitions held with bomb dropping and spot landing contests. I'm not sure if 100 feet above field means anything from 40 to 150 feet but the judge's decision is final.

That evening we descended on the Beechwoods restaurant for a very nice bistro meal, returning to the airfield in horse truck transport piloted by John and Jo-Joy. Peter Collins navigating skills of a deck chair in a moving horse truck had us in fits of laughter. On our return, the braziers were stoked up and prize giving commenced with certificates, trophies and videos on aviators provided by Paul Davies of Video Wings.

The day had been attended by over 20 aircraft including 9 gyros, 8 of those flying.

Earlier in the day, Marc & Tyler walked the field and painted the end markers plus tyres along the side. I sprayed a much deteriorated wind sock with dazzle paint to improve its visibility. At the meal function, we asked for donations to purchase 2 new windsocks. From this we raised over \$200, enough to effect repairs. We have used the field and camped here for 4 years now at no cost and I am sure some maintenance will ensure our welcome for time to come. Thank you to the donors and to the Bradleys for their generosity.

On Sunday we had a group photo with man & machines and then had all the gyros in the air at once for a filming run with Paul recording the occasion. The sight and sound in the valley was breath taking and the visual will make a great DVD. Murchison offers

...continued over page

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a number of circuits around valleys plus mountain flying around Lake Matiri and 1,000 acres of tiger country. It's all beautiful and close at hand for open type machines in the right conditions.

By midday the wind had increased so most of us packed up by 3pm and headed home from a great weekend with no incidents, heaps of flying and lots of fun.

A professional DVD of the weekend events is available from Paul Davies of Video Wings, videowings@xtra.co.nz or phone Paul directly on 03 547 9170 or 021 0234 7755 [www.videowings.co.nz](http://www.videowings.co.nz)

**NZAA Dannevirke Fly-in and AGM**

More than 20 aircraft attended the annual NZ Autogyro Association fly-in and AGM at Dannevirke at the end of January. This year's event created a record for the

number of gyros arriving by air, it being no more than ten years ago that 95% would arrive on the back of a trailer to be 'patch flown' for the weekend. It also created a record for the furthest distance flown to a gyro fly-in, being Jim Service in his Calidus gyro who flew all the way from Dunedin. It was a close competition though, as Christel Demer and Michel Babou arrived on Sunday in their Brako, having left Kerikeri that morning. Their trip wasn't short of excitement, with tail winds pushing them to a ground speed of some 200km/hr at times and a "washing machine" ride over the ranges west of Dannevirke. Christel and Michel (who is now Instructor rated) have declared they will leave from Cape Reinga next year in order to claim the prize for themselves – unless of course Jim decides to leave from Invercargill.

Frequent 30kt winds didn't deter a number of pilots from enjoying some airborne time, and offered plenty of 'hovering' and performance manoeuvre opportunities for spectator demonstrations.

All who attended are already looking forward to next year's Dannevirke fly-in.



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# Warbird Aero Modelling - Events in March

**WARBIRDS MAKE** very popular aero models, with many keen builders and flyers participating in this category. The variety of models is extensive, ranging from the dawn of flight era with WW1 wood and canvas bi-planes to the ultra modern carbon fibre replica jet aircraft, complete with jet turbine engines.

**Warbirds Over Awatoto**

During the weekend of 5th March, Warbirds Over Awatoto was hosted by the Hawkes Bay Radio Flyers. This is a very well attended event, probably the biggest for Warbird models in New Zealand. Flyers from as far away as the Springhill Club in Warkworth and the wild west, (Brett Cudby, from New Plymouth) made the journey to Awatoto, near Napier, for the weekend of flying.

Unfortunately, the weather forecast for the event this year was not good and the threat of strong wind and heavy rain obviously was a

deterrent to many potential participants. However the conditions on Saturday morning were not as bad as expected and quite a lot of flying activity was achieved.

Around 30 participants registered and took their models to the sky, with many more models on static display. Those spectators who braved the weather found plenty to see and enjoy.

The workmanship and attention to detail resulting from hundreds of hours of work is evident on many of the models. A fine example is Trevor White's Fairey Swordfish which he built from scratch based on plans of the full sized aircraft. Not an easy feat as it required a lot of research and scouring through a large amount of documents and photographs before the actual building began. With a wingspan of more than 45ft, the full sized Swordfish is a very large biplane. Trevor's example has an 85"

wingspan which makes it a scale of 1:6.4.

The Awatoto Warbirds event winners were: WW I: Alan Rowson, Fokker; WW II: Trevor White, Fairey Swordfish; Between the Wars: Jeff Clarkson, PBY Catalina; Modern Military: Harvey Stiver, F15; NZ Military: Peter Brown, Vampire.

**Contributed by Janice Angus**

unrecoverable write-off.

One of the more unusual models flown was Frazer Briggs' P-82 Twin Mustang. Spectators watching this plane in the air for the first time could be mistaken for

thinking they are seeing double. This is a 70.5" World Models kit based on the last American piston-engine fighter ordered into production by the United States Air Force. The Twin Mustang was essentially two P-51 Mustangs joined together which resulted in a versatile long range fighter, escort, reconnaissance, attack bomber or interceptor aircraft. Although the real planes did not see active service during WWII, they were successfully deployed in the Korean War and were flown by the US Air Force until 1953.

The day also included a fine display of a classic dogfight between a Zero and Spitfire which was

flown by Ming Lim and Chris Verral. An example of a large electric war bird was Stuart Irvine's Me 262 Messerschmitt. This model is powered by ducted fans and has a wingspan of over 2 metres. This very fast and slick model looked lovely in the air. Representing our neighbours over the ditch, Gwen Avenell flew his Pilatus PC-9 and provided a lively aerobatic display. This is the plane flown by the Royal Australian Air Force's elite Roulettes aerobatic team.

If you have a passion for warbirds make sure you look out for these events next year. The variety and number of aircraft always makes for a good day of flying and spectating, also providing a great opportunity for grown-ups to indulge in childhood fantasies of re-living epic air battles that legends have been made of.



Clockwise from top left: 1: Gwenn Avenell's Pilatus PC-9 in the colours of the RAAF Roulettes. 2: Spitfire at Awatoto. 3: A pair of threatening looking MD500's. 4: Menacing Messerschmitt Me 262. 5: Frazer Brigg's P-82 Twin Mustang had some thinking they were seeing double. 6: On the flight line at Awatoto. Images 2,3,4 & 6 by Sean Dick - [www.evokestudio.co.nz](http://www.evokestudio.co.nz) Other images by Terry Dillon.

**Warbirds Over Manukau**

The following weekend on March 12 and 13, the Papakura, Manukau Aeromodellers' Club held their annual Warbirds Over Manukau Rally. Sunday had lovely flying conditions which resulted in a flurry of flying enjoyment.

Bryan Borland flew his aptly named Bullfrog jet and had a very close encounter with the poplars at the edge of the strip. Fortunately he successfully landed his plane, complete with some additional camouflage greenery stuck in the wing! Less fortunate was David Chang who literally experienced a meltdown with his electric, EPO (a robust type of polystyrene) Mustang. His speed controller appears to have short circuited which caused a fire and resulted in the model crashing and even though a fire extinguisher was quickly on the scene, the aircraft was unfortunately an

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Contributed by Penny Belworthy

### ZK-OSC Asso Champion V

GRAHAME Fletcher from Blenheim has taken 7 years to build his Asso V or Champion 5 aircraft. This aircraft was originally designed by Italian Giuseppe



Vidor and went on to become the Alpi Pioneer 300, but the Champion 5 is a plans built wood and fabric version. This is the first of its type for New Zealand (due to being plans built). Grahame has used a Hirth F30U, 92 hp, 4 cylinder 2 stroke engine with a constant speed IVO propeller. The aircraft has a retractable tricycle undercarriage and a roomy cockpit with excellent visibility.

Most of the construction is wood and ply with small sections of the wings and flying surfaces covered in Dacron fabric. Grahame completed all the painting himself using a two pot system that has resulted in a very striking aircraft with an orange and white colour scheme.

Grahame told me that the only reason the aircraft took 7 years to build was that he would rather be flying. He said he's not really a keen builder but it was very satisfying to have started and finished his aircraft and have done all the work himself.

The aircraft was completed last year but was too heavy so Grahame had to write to the designer and obtain a modification to allow an all up weight of 550kg. A permit to fly is imminent.

### ZK-ZQD, ZQE and ZQF Boeing 737-838



QANTAS have received three more new Boeing 737-838 aircraft arriving in New Zealand recently, registered to NZ operating company Jetconnect Limited for Trans Tasman flights. Following the three new aircraft already operating, these have also been named after NZ cultural, science and technology, exploration, and aviation pioneers. ZQD is Sir Edmund Hillary, ZQE is William Picking and ZQF is Abel Tasman. These aircraft will also be operated by NZ based crew. The photo is of ZK-ZQE which was diverted to Palmerston North last month due to Wellington being closed with bad weather.

### ZK-BVR DHC-2 Beaver

THIS 1964 Beaver floatplane was brought in to New Zealand from Australia where it had been withdrawn from service. Frank Wright of Mount Maunganui is in the process of restoring the aircraft which has so far taken him and his team two years and

is the eighth Beaver restoration project that he has been involved with. VH-AQA was originally built for Ghana Air Force and first flew in 1964 (serial no. 1467).

After a time in Malaysia it was imported into Australia in 1974 then in the 1980s it was registered to Aquatic Airways of Palm Beach NSW, and given a paint scheme to



advertise Nutri-Metics cosmetics (pictured). In 1993 the Beaver went into service for Sydney Harbour Seaplanes until it was withdrawn from service.

### ZK-FIZ Team Rocket F1

OWNED by John Baynes, FIZ was the last available F1 Rocket kit marketed by Team Rocket from Texas. The tandem two seat Rocket design evolved from modifications made to the Vans Aircraft RV4 kit by John Harmon. These included a fuselage lengthening and widening, wing shortening and strengthening and the addition of a six cylinder Lycoming IO-540.

Though very closely resembling the Harmon Rocket, the F1 Rocket is a purpose built kit manufactured for Team Rocket by an engineering firm in the Czech Republic. Differences include two interchangeable wing options, one being the straight type as on the Harmon Rocket and the other being

*continued over page...*

#### ARRIVALS - February/March 2011

- BRV Vans RV 6A
- BVR DHC-2 Beaver Mk 1
- CDC RANS S-65 Coyote II
- COJ Rans S-6ES Coyote II
- FIZ Team Rocket F1 Rocket
- FXT Boeing 737-387
- GDE Lange E1 Antares
- HEN McDonnell Douglas 500N
- HJG SARO P.531-2 Scout AH/1
- HMY Eurocopter EC 120 B
- HNO Agusta AW139
- HQU Westland Scout AH/1
- IDS Hughes 369E
- IJA Robinson R44
- IKS Hughes 269C
- IPR MD Helicopter 500N
- ITR Agusta A109E
- IZU Robinson R44 II
- JJV Zenith Zenith CH 601- XL
- JVG Jodel D.18
- KBK Pacific Aerospace 750XL
- KIW AutoGyro Europe MT03 eagle
- LZR Sam Fry Laser 230
- MZM AutoGyro Europe Calidus Fern
- OAK Cameron Z275
- OIQ Airbus A320-232
- OKN Boeing 777-319ER
- OKO Boeing 777-319ER
- OIY Piper PA-46-500TP
- ORR Dyn Aero MCRO1 ULC
- OSC Asso Champion V
- PCT S.M.A.N. Petrel
- PVH Micro Aviation Bantam B22UL
- RGZ Cessna T182T
- SBT TVA Sopwith 7F.1 Snipe
- TBB TVA Albatros D.Va-1
- VAB Saab Aircraft AB SAAB 340B
- ZAG Piper PA-34-220T
- ZMX Zenair CH701 SP
- ZQD Boeing 737-838
- ZQE Boeing 737-838
- ZQF Boeing 737-838

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- BTM Piper PA-18
- CCA Socata TB 20
- CFI Cessna 185B
- DCL American Champion 8KCAB
- DDG Beech V35
- DOB Cessna 150M
- ECM Piper PA-23-250
- EDX Gardan GY20 Minicab
- EFG Jabiru J120-C UL
- EHN Cessna 172N
- ELF Cessna 172N
- ELL Rockwell 114
- ESG Piper PA-38-112
- ETK Cessna 172N
- EWV Cessna 172RG
- EZG Piper PA-38-112
- FDB Flight Design CTSLS
- FEQ Ultralight Mirage Mk.II
- FIV Flying Microlight Mustang Mk.1
- FJN Gippsland GA200C
- FLT Cessna 172N
- FMC Gippsland GA200C
- FRL Piper PA-28-161
- GKV Schemp-Hirth Nimbus-2
- GPH Hoffmann H 36 "Dimona"
- HCD Hughes 369E
- HED Robinson R22 Beta
- HIQ Bell 206B
- HKT Robinson R22 Beta
- HMG Hughes 369D
- HMN Hughes 369D
- HMY Eurocopter EC 120 B
- HNH Robinson R44 II
- HPR Robinson R44
- HRF Hughes 369D
- HRT Robinson R22 Beta
- HSE Aerospatiale AS 350B
- HXB Robinson R44 II
- HZH Hughes 369E
- IAT Robinson R44
- IBT Aerospatiale AS 350BA
- ICZ Robinson R22 Beta
- IHT Aerospatiale AS 350B2
- IMA Robinson R22 Beta
- IMT Hughes 369D
- IPZ Robinson R44 II
- ISG Robinson R44
- IWV Robinson R44 II
- IDF Avid Mark IV Microlight
- JDO Airborne Windsports Edge 582
- JES Fly Synthesis Storch S
- JFI Cessna 172N
- JHP Ultravia Pelican PL
- JHY Murphy Rebel
- JNG Technam P2002 Sierra
- JOY Cessna 182Q
- JOU Micro Aviation B22 Bantam
- JRE Cessna 172S
- IWVV Piper PA-25-235
- KPW Cessna U206G
- MSS Rans S-6ES Coyote II
- NCA Cessna 172K
- OBM Rans S-12 Airaile
- PCI Pilatus PC-6/B1-H2
- PTK Air Tractor AT-502B
- PTT Protech PT2
- RCM Zenair Zodiac CH-600
- RCO RAF 2000 GTX SE

*continued over page...*



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...from previous page



the Czech's own tapered wing design with built in twist and Fowler flaps. This new wing is used on FIZ.

The kit which is no longer in production, (being a victim of the USD/ Czech exchange rate), was only available as a quick build kit having extensive work done in Texas before shipment to NZ. Final assembly was completed by a team in Gore under the watchful eye of engineer Peter Kempthorne, ensuring CAA requirements were met.

John chose the F1 as a natural progression from the RV4 design which he presently flies and has opted for the three blade Hartzell prop. Though stressed for aerobatics to +6 and -3 gs, it was the

fast cross country aspect that led to the decision to go with the F1 Rocket. Top speed is around 190kts TAS and sea level climb rate is in excess of 3000ft/min. The registration reflects the F1 type and the peppy performance.

### ZK-JVG Jodel D18

NEW Zealand's fifth Jodel D18 is just about ready for its first flight. Based at Rangiora, this Jodel was started 8 years ago by Bevan Chamberlain but changed hands 18 months ago when Graeme Main bought the project.



The Jodel D18 story began in the late 1970s when Alain Couchy figured that if the efficient Jodel D9 could fly well on the 30 hp 1200cc VW engine then a slightly larger D9 able to carry two persons side by side with a larger VW could be the answer. He approached Jean Delemontez, who designed the D9 in 1948 with his father-in-law Edouard Joly hence the name JODEL, and put his ideas to him. The result was the DC-01 (Delemontez-Couchy). With a 1600cc VW it weighed 476 lb empty and cruised one up at 86 kts.

Good though the DC-01 was, Delemontez believed it could be improved and work began on the D18. The aerofoil was changed, the ailerons revised and the fixed tailplane and elevator replaced by an all flying tailplane. It first flew on the 21st May 1984, with a 1700cc VW.

Graeme decided the D18 was the aircraft for him having already owned half shares in one (JPK). Graeme has incorporated some changes to his Jodel adding flaps on the wings, wing fuel tanks, Enigma avionics and making the cockpit 4 inches longer to allow a little more comfort. The aircraft is all wood construction, covered with dacron fabric. This was an interesting experience for Graeme as it was the first time he had fabricated an aircraft. Help was provided by Paul Woodley, Brent Thompson and Mike Sheffield. The bright yellow and purple colour scheme was designed by Graeme's wife Valerie. JVG is powered by a Rotax 912S with a 3 blade constant speed Woodcomp propeller.

REY Progressive Aerodyne Sea Rey	Clevedon Aviation Ltd	Papakura	Microlight Class 2
RIA SkyStar Series 5 Outback	K Miller Syndicate	Havelock North	Amat Built Aeroplane
SAA Cessna 208B	Sounds Air Travel and Tourism Ltd	Picton	Aeroplane
TBA Socata TB 9	Jeanette and Peter Mant	Whakatane	Aeroplane
TDJ Piper PA-28-181	Mr D T Jukes	Australia	Aeroplane
TU Titan T51 Mustang	Mr L J Thompson	Kerikeri	Amat Built Aeroplane
WAA Piper PA-38-112	Mr J D McHaffie	Blenheim	Aeroplane
WAW Rockwell 114	Aymstyle Pty Ltd	Papakura	Aeroplane
WNR Tecnam P2002 Sierra	Mr A P Moir	Te Awamutu	Microlight Class 2
WSJ Cessna 182Q	Tait Family Trust	Ashburton	Aeroplane
XPD Cessna R172K	Alan Turner Family Trust	Auckland	Aeroplane
ZOW Aerospool Dynamic WT9	Mr J M L Dillon	Picton	Microlight Class 2

DEPARTURES - February/March 2011			
CTT Alpha R2160	Alpha Aviation Manufacturing Ltd	Hamilton	Aeroplane
DHI Evans Volkplane VP-1 UL	Mr R M Syron	Auckland	Microlight C1
ESC Beech 77	Wellington Aviation Ltd	Wellington	Aeroplane
FKS Cessna 172M	Wakatipu Aero Club (Inc.)	Queenstown	Dest
HXX Aerospatiale AS 350BA	Helicopters (NZ) Ltd	Nelson	Exp
HQB Hughes 369HS	Tony Antonievich Ltd	Pukekohe	Exp
HQD Robinson R22 Beta	G K Anderson Engineering Limited	Alexandra	Dest
IJO Eurocopter AS 350 B3	Faram Aviation Group Limited	Hastings	Exp
KBG Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Exp
KBI Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Exp
LOY Cessna 421B	Northern Charters Ltd	Hamilton	W/D
RBL Brock KB-3	Mr R D Welcome	Warkworth	Dest
TDJ Piper PA-28-181	Mr D T Jukes	Australia	Exp
VAT Cessna 172R	Ardmore Flying School Ltd	Papakura	Dest
VCM Cessna 172N	Wings over Whales Kaikoura Ltd	Kaikoura	Dest

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## Photo Competition Results

**CONGRATULATIONS** to our winners below and thankyou to all those who entered our aviation photography competition during the last few months. It became quite difficult to decide who to award the prizes to, so we have ended up with two '3rd place' winners who both receive \$50 vouchers to spend at the Tauranga Pilot Shop. Our 2nd place winner receives vouchers to the value of \$150 and our 1st place winner vouchers to the value of \$300.

Photographs were judged on composition, technical merit, and how well the image captured the 'essence' of aviation in New Zealand. We also considered how much each image made us want to be in the picture, aviating ourselves. We hope you like the selections we made.



First place goes to Dane Gerneke for this image of Daroish Kraidy flying his AcroSport II. As Dane said in his entry, Daroish's expression tells the whole story of the joy of flying an experimental aircraft he built himself. Not only well composed, this image captures the plane, the person, and the 'essence' of aviating - just for the sake of it.



Second place goes to Gwenda for this picture of "ballooning at its best". We agree and think the lighting and composition is superb. Look at this photograph for long enough and you can hear the silence, feel the crisp and clear air, the cold temperature, and the warm sun.

Congratulations again to all our prize winners and thanks to everyone who entered.



Third equal place goes to Stefano Dentice for his image of the Trojan taking off. Stefano's picture is full of action - background blur, prop blur, wheels up... and lots of noise.



Sharing third place is Les Worsley for his image titled 'True Colours' of his AcroSport II (again!). Les' image (he says it was clear to the right) just makes you want to be there in the sun, above the clouds yourself.

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# Aircraft liability insurance

Contributed by Bill Beard

Insurance policies cover much more than just damage to your own aircraft. Bill Beard from Avsure explains the issues.

**IT IS IMPORTANT** for every aircraft owner and pilot to have a basic understanding of the principles of liability and the way it relates to their aviation insurance policy. The most common form

of aviation policies are divided into three main sections as follows.

**SECTION 1:** Loss of or accidental damage to the aircraft hull.

**SECTION 2:** Legal Liability to third party property and bodily injury or death other than for passengers.

**SECTION 3:** Legal Liability to passengers when entering, on board or alighting from the aircraft.

In general terms however all incidents resulting in death or injury to persons in New Zealand are covered under the ACC Legislation and as such there is no provision in NZ for anyone including

aircraft passengers to issue proceedings in New Zealand courts seeking compensation for death or personal injury. The Law however does not prevent claims for mental shock, distress or trauma so you still need passenger liability cover.

The main liability risk for New Zealand aircraft owners therefore are claims for accidental damage to third party property and the associated legal fees.

The main events likely to result in a third party property claim are as follows.

- Taxiing into another aircraft (biggest risk in the vicinity of fuel pumps or in tight manoeuvring areas).
- Damage to other peoples property as a result of a forced landing.
- Loss of direction on take-off or landing and running into other aircraft, fences, hangars or whatever. There was a close call at Ardmore not long ago when a landing aircraft lost directional control and crossed the adjacent taxiway at high speed just missing a highly valued brand new aircraft backtracking on the taxiway (it could have been a corporate jet!).
- Simple ground handling incidents such as pushing your aircraft into another aircraft or worse – a helicopter.
- The worst scenario – a mid-air collision where you may be found at fault.

If you damage another aircraft resulting in the owner of that aircraft having to make an insurance claim, it is the third party insurance company which will look around to see who was responsible for the damage and they'll be on your case in a flash to recover their repair costs. You need to ensure the aircraft liability coverage or limit of liability is adequate to cover you for any negligent acts. Half a million dollars is not nearly enough in today's world. The absolute minimum industry standard would be NZ\$1M but with the price of aircraft and associated equipment on today's market, most operators are insuring for at least \$2M to \$5M.

In aviation circles the amounts awarded can be quite large, therefore it's important to carefully consider purchasing higher limits in order to have an adequate limit of liability to cover all possibilities.

All policies should include the "Pilot Indemnity Clause" which extends the policy to cover the pilot as if they were the insured. This gives the same protection to the pilot as to the policy holder but does not increase the liability of the insurers beyond the declared indemnity.

**To discuss** this topic or any other aviation insurance questions, contact Bill Beard at Avsure on 0800 322 206.

## Accident and Incident Reports

are provided courtesy of



**Type:** Yakovlev Yak-52 KGB  
**Location:** Pauanui **POB:** n/s  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 8 February 2011  
**Report:** The aircraft made a wheels up landing after an undercarriage gear lock failure on a main leg.

**Type:** Bombardier DHC-8-311 NEQ  
**Location:** Woodbourne **POB:** 42  
**Operation:** Transport Pax **Injuries:** Nil  
**Date:** 9 February 2011  
**Report:** When its nose gear failed to extend, the aircraft was diverted to Woodbourne, for an emergency landing.

**Type:** Cessna 180 BDD  
**Location:** Fairfield Downs **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 1 February 2011  
**Report:** During takeoff, a gust moved the aircraft's tail wheel towards the hill on the left. As the pilot tried to correct this, another gust came from the opposite direction. Pilot shut the engine down and tried to stop the aircraft which pulled up in time (off the runway), but the tail hung over a slope and the aircraft rolled into a fence.

**Type:** Cresco 08-600 TMM  
**Location:** Taumaranui **POB:** 1  
**Operation:** Agricultural **Injuries:** Nil  
**Date:** 17 February 2011  
**Report:** As the pilot applied power to initiate takeoff, the aircraft's tail plane contacted the loader vehicle.

**Type:** Taylor Monoplane CRS  
**Location:** Kaikoura **POB:** 1  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 5 February 2011  
**Report:** During the takeoff roll, the pilot lost directional control of the aircraft which then departed off the runway damaging the undercarriage and propeller.

**Type:** Pipistrel Sinus GIM  
**Location:** Tauranga **POB:** n/s  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 14 February 2011  
**Report:** The powered glider was caught by a gust of wind shortly after takeoff. The aircraft struck the ground causing the landing gear to collapse.

Please note: Reports are selected from www.caa.govt.nz and are provided for information only. Accuracy is not guaranteed.



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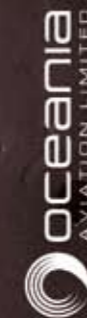
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