

# KiwiFlyer™



The New Zealand Aviators' Marketplace

Issue 2 December 2008



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## From the Editor

Welcome to the second issue of KiwiFlyer magazine. This issue has been distributed onto retail shelves as well as being sent out to all aircraft operators and aviation document holding businesses. If you've picked up a retail copy then we are very pleased to have attracted your interest and hope you enjoy the publication.

Feedback received from Issue One has been very positive and we are grateful for the support of 20 new businesses that have provided additional advertising and editorial content for this issue. Our goal is to make KiwiFlyer a reference publication for the New Zealand aviation community and marketplace. The magazine will continue to be sent out for free to all aircraft operators and aviation document holding businesses. Subscriptions for others cost just \$20 for 12 months (six issues). Obviously the magazine is funded by advertising content so please support our advertisers when you are able and let them know that you saw their advertisement in KiwiFlyer.

You can expect KiwiFlyer to contain articles related to all facets of the New Zealand aviation marketplace whether fixed wing, helicopter, recreational, private or commercial flying, training or maintenance provision, manufacturing, pilot accessories and more. This issue also includes an events guide. If you're involved in an upcoming aviation event, send us an email and we'll include it in the next issue.

The KiwiFlyer website now has articles from Issue One available for download. Traffic to the site has increased steadily as has its ranking with search engines and many of the articles have been downloaded dozens of times in just a few weeks. We will continue to make articles available for download as each following issue goes to print. KiwiFlyer advertisers should thus find that the coverage obtained from their presence in KiwiFlyer is enduring and grows over time.

Feedback and suggestions from readers are welcome. Let us know what you would like to see in future issues of KiwiFlyer by emailing [editor@kiwiflyer.co.nz](mailto:editor@kiwiflyer.co.nz) or phoning 0800 535937 (0800 KFLYER) to speak directly with myself.

With December now upon us, we wish all readers a very happy Christmas and safe Summer flying.

Michael Norton  
Editor, KiwiFlyer Magazine

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There are now over 90 RANS aircraft in NZ. Their latest offering is the S-19.
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**Front Cover:** Tim Dennis pilots newly refurbished Piper Super Cub BQY over the Hunua Ranges near Ardmore. KiwiFlyer thanks Giovanni Nustrini for his time and use of a Tecnam Eaglet for the camera plane. AeroPhoto by Michael Norton.





# Central Aero skills cover the spectrum

## Fabric, Metal, Welding, Fabrication, Electrical and more

**FOUNDED IN 2006** by Norm Kensington and Paul Waterhouse, Central Aero Engineering at Hamilton Airport have kept a low profile that defies the breadth of service that the company offers. The business has quietly grown by way of quality of service and word of mouth, a good example being the current refurbishment of well known Pitts Special ZK-MAD. This job arrived courtesy of a visitor who happened to see the fabric work being undertaken on the recent Cub rebuild (see article at right). Central Aero's staff have a wealth of experience which enables the company to take on a great variety of work and operate as a true one-stop shop for regular aircraft and helicopter maintenance.

### Scheduled Maintenance and Project Services

Traditional maintenance provision is offered for Cessna, Piper, Beechcraft, Robinson, Schweizer, MD, Bell, Eurocopter and more. Central Aero also provide maintenance controlling services for Air Transport Operators and others who do not wish to undertake the task themselves.

Robinson helicopter rebuilds can be undertaken and there is a 2200 hour R44 overhaul underway at the moment.

Major projects and repairs aren't a problem either, whether on fabric or metal aircraft. Examples include the Cub rebuild, the Pitts refurbishment, a recent C172 firewall forward repair, a current Titan T-51 build, and more.

Other capabilities include computerised dynamic propeller balancing. Many satisfied owners have been amazed at the increased performance this simple task has yielded. Central Aero are also the installation agent for Tru Trak auto pilot systems.

### Electrical Maintenance and Repairs

Maintenance for all GA electrics including Whelen strobe lights, magnetos, starters, generators, etc. can easily be

undertaken. A test bench will handle starter/generators up to 550A with a wide variety of adaptors to cope with most common turbine engines. A particular speciality is the repair of generator control units.

Test equipment is on hand to trouble shoot a variety of electronic black box control system problems. Repairs have often been made to what would otherwise have required a more expensive return to manufacture or replacement exercise.



The Central Aero Team in front of their recently completed PA18 Super Cub rebuild. From left; Norm, Paul, Martin, Kevin and Steve.



Steve Grainger at work on the wing of well known Pitts Special, ZK-MAD.



Paul Waterhouse making progress on a well advanced R44 2200 hour rebuild.

### Fabrication Services

Fitting alongside the projects in progress are a broad mix of fabrication competencies, undertaken with serious quality by passionate craftsmen. *KiwiFlyer* visited to write this article and we were very impressed. Central Aero specialise in beautiful fabrication work and particularly light aluminium and stainless welding; "the lighter it is the more we enjoy doing it".

Central Aero also offer assistance for developmental work, a recent example being a camera mount for NZ Aerial Mapping, and can also readily fabricate engine mounts for sport aircraft.

### Support for Home Builders

Central Aero are big supporters of sport aviation and welcome enquiries from sport pilots whether for routine maintenance, or for minor or major build assistance.

Maintenance support is offered to all owners of sport aircraft, many of whom are reluctant to meddle with their pride and joy, especially with the increases in technology within these aircraft.

It is the nature of home building that there are many owners with stalled projects

and problems that they can't find a way around. Central Aero offer a complete range of build consultancy and support services - and one call may be all that is needed to get a project going again.

To quote Paul, "We love the challenge of helping anyone with anything and can say yes at least nine out of ten times."

Operating mishaps can also be a source of confusion or rebuild despair for sport pilots. Central Aero can help with any accident investigation required as well as the process of getting back into the air again afterwards.

### Enthusiasm, quality and experience

Central Aero's team of five have well over 100 years of aviation experience amongst them across a wide spectrum of helicopter, fixed wing, fabrication and welding, electrical, fabric, metal, and administrative disciplines. This

also includes two-cylinder engines to turbo props, microlights to pressurised twins, R22's to Bell 212's, and more.

The company prides itself on quality of service and it is this reputation for achieving perfection at a fair price that Paul and Norm see as the growth formula for the company - but only so long as the growth is not allowed to compromise their underlying principles of quality.

### For more information

Contact Paul on 021 743 033, Norm on 021 418 677, visit [www.centralaero.co.nz](http://www.centralaero.co.nz), or email: [admin@centralaero.co.nz](mailto:admin@centralaero.co.nz)

# 1957 Piper PA18 Super Cub

## Returned to as new condition

**WHEN** *KiwiFlyer* visited Central Aero Engineering in Hamilton to write the business profile at left, we could not help but be impressed by their just rebuilt Piper Super Cub which was due to fly the next day. BQY syndicate member Tim Dennis provided us with the following history of their much loved classic aircraft.

PA18-100 Super Cub ZK-BQY (formerly ZK-CYU) arrived new in May 1957 imported through Airwork (NZ) Limited. She was sold to Northland Districts Aero Club and mostly based at Whangarei. She was later sold again a



Renton Foote with the Cub at Lake Alabaster in 1976.

couple of times, then in 1968 was damaged "beyond repair" following an engine failure and crash into a hedge near Ardmore. Arthur Reville was flying at the time and as a result of this damage she came off the register. A rebuild was undertaken by Stuart and Alistair McLaughlan who were both working for Thames Aero Topdressing based in Dargaville, though the aircraft was later taken to Thames to be finished.

It was while this work was going on that Renton Foote bought her. Renton did a trial flight in the rebuilt aeroplane ZK-CYU in February 1971 and reputedly flew over 1,000 hours in the five years that

he owned it. Renton did some towing and also made many trips down the West Coast from his base in Thames. Haast, Mussel Point and Lake Alabaster are just some of the places he had been shooting deer and flying them out from the rough strips.

In December 1976 she was sold to Eugene Mak, however not much is recorded about this period. On 1st May 1990 the aircraft was bought by the ZK-CYU Syndicate for \$24,000. The syndicate comprised Eugene Mak, Colin Campbell, Mike Smith, Nelson McEwean, Grant Kurte, Great Barrier Airlines and Ed Malone. It seems there have been quite a number of people involved in the syndicate

over the years. Some of them are; Jeff Holloway, John Geary, Quentin Inston, (all in 1990), Mike Pickard, Wayne Scott, John Van Der Beek, (all in 1992), Graeme Reynolds, Ed Malone, Ron Simmons, Terry Jacobson, Paul Varcoe (1998), Neil Cooper, Wayne Scott, Eric Wiggins, and Tim Dennis (2000). The present syndicate consists of Tim Dennis, Quentin Inston and John Geary.

Nola McKenzie (later Pickard) was an approved pilot (1990) and later became the main partner in the syndicate - instructing, running the syndicate, and watching over

the aeroplane. It became Nola's baby until she was tragically killed with her husband Mike in a Tiger Moth accident in Taumarunui on 18 October 2003. BQY has Nola's name

painted on her nose today.

In 2003 Andrew Phillpotts undertook a complete rebuild of the aeroplane taking nearly 2 years. Part of this included returning the paint scheme to her original 1957 livery (Piper had a different scheme

for each year of manufacture) and her original registration BQY.

In 2007 she suffered a landing accident at Ardmore where a ground loop damaged a wing, the tail and undercarriage. After

a lengthy delay where the repairers failed to even start the work, the job was given to Central Aero Engineering in Hamilton. Paul Waterhouse and his team got straight on to it. They were professional from start to finish, completing the job on time and on budget to an exceptional standard.

BQY is the syndicate's pride and joy and has been returned to service in exceptional condition and beautifully rigged. She is light on the controls and flies very straight. Her total time stands at 9550 with many more happy hours of flying to come.

If readers know any more of BQY's history, Tim would be delighted to hear from you. Email: [tim@kiwis.co.nz](mailto:tim@kiwis.co.nz) or phone 021 744 638.



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## Accident and Incident Reports

are provided courtesy of



**Type:** Cessna 172R OUI  
**Location:** Thames  
**Operation:** Training solo **Injuries:** Nil  
**Date:** 27 October 2008 **POB:** 1  
**Report:** The pilot had just completed a touch and go when the engine suffered a loss of power. The pilot managed to land well down the strip and ran off the end coming to rest in an oxidation pond.

**Type:** KB3 Autogyro RKK  
**Location:** Featherston  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 2 Nov 2008 **POB:** 1  
**Report:** The aircraft took off in turbulent conditions, encountered windshear and lost airspeed, contacting the ground and coming to rest on its right side.

**Type:** Grumman G-164A CAT  
**Location:** Acheron River  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 16 Nov 2008 **POB:** 1  
**Report:** The pilot took off with the cargo door unlatched. The aircraft cockpit cover was sucked out and wrapped around the tail plane. A precautionary landing was made onto the river causing minor damage to the starboard wing.

**Type:** Fletcher FU24-950M BXS  
**Location:** Piako  
**Operation:** Agricultural **Injuries:** Nil  
**Date:** 10 Nov 2008 **POB:** 1  
**Report:** The pilot landed from a fast and high approach which resulted in the aircraft running off the strip and coming to rest upside down.

**Type:** Morane-Saulnier CBU  
**Location:** Pahiatua  
**Operation:** Private Other **Injuries:** 1  
**Date:** 9 Nov 2008 **POB:** 1  
**Report:** The pilot was making an approach to land when the aircraft clipped a tree and came to rest on the airstrip. The pilot was hospitalised with a broken leg.

**Type:** Robinson R22 Beta HIW  
**Location:** Nelson  
**Operation:** Training Dual **Injuries:** Nil  
**Date:** 4 Nov 2008 **POB:** 2  
**Report:** During simulated autorotation, the aircraft lost rotor rpm and landed short into mudflats, rolling onto its right side.

**Type:** Cessna 172N ELH  
**Location:** Pukekohe Airstrip  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 26 Oct 2008 **POB:** 1  
**Report:** The aircraft landed fast onto the strip and overran the end colliding with a fence causing damage to both wings.

**Type:** Avro Replica EHB  
**Location:** Hood  
**Operation:** Training solo **Injuries:** Nil  
**Date:** 2 Nov 2008 **POB:** 1  
**Report:** On takeoff at approx 100ft AGL and turning right, the aircraft experienced total loss of engine power and impacted a stand of willow trees. The aircraft was substantially damaged.

**Type:** Glasfugel GIC  
**Location:** Five Rivers  
**Operation:** Private Other **Injuries:** 1  
**Date:** 8 Nov 2008 **POB:** 1  
**Report:** The glider was making an approach to land but struck the ground in an adjacent property well short of the airstrip. It cartwheeled across a deer fence and came to rest inverted. The pilot suffered broken bones and was hospitalised.

**Type:** Fisher Aero Horizon II PDW  
**Location:** Rangiora  
**Operation:** Private Other **Injuries:** Nil  
**Date:** 21 Nov 2008 **POB:** 1  
**Report:** The aircraft experienced power loss on approach and could not make the runway, landing successfully in an adjacent paddock.

Please note: Accidents and Incidents reported above are sourced from the CAA website and are provided for information only. Accuracy is not guaranteed. Refer CAA website for updates or full briefs.



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## Insurance for engines run 'on-condition'

*Bill Beard from Avsure explains how aviation insurers handle repairs to aircraft engines that are being operated outside the manufacturer recommended TBO.*

ONE OF THE main provisions of an aircraft insurance policy is that operation and maintenance of the aircraft must be conducted in full compliance with the CAA Rules. Accordingly, aviation insurers accept the use of engines beyond the manufacturer recommended TBO (time between overhauls) subject to certain manufacturer recommendations and/or CAA approved programmes.

Under the policy terms and conditions, insurance companies will pay for, repair, or make good accidental damage to the insured aircraft. BUT in the case of repairs to an on-condition engine, though different insurance companies may have different views, generally the following ground rules will be applied.

In the case of a total loss – no problem. The company will pay the agreed value including the engine, less the deductible. However, in the event of engine repairs even say following a prop strike, the normal procedure is that the Claims Adjuster will approve a bulk strip (paid for by the insurers). If any damage is found (ie. crankshaft damage or the like) the insurers may provide for replacement of damaged part(s) caused directly as a result of the accident, subject to age and AD (airworthiness directive) status. If the crankshaft is on its second or third life or has been superseded then settlement may be subject to negotiation. However, as the engine is beyond its TBO it will not be approved for “return to service” without a complete overhaul. The cost of this will be to direct account of the insured/owner as the policy does not cover wear and tear or deterioration.

The long and short of it therefore is that if your time expired engine is damaged, the insurance company will compensate the insured for accident related damage but the cost of the overhaul to enable it to return to service will not form part of the claim.

Likewise, with airframe damage, insurers will only pay for the accident damage. Additional rectification such as corrosion etc. identified during the repair process will be to the account of the insured.

## About KiwiFlyer

KiwiFlyer is the reference publication for the New Zealand aviation marketplace.

KiwiFlyer is published every two months and delivered FREE to every aircraft operator and aviation document holding business in New Zealand. This and other targeted distribution assures advertisers of the widest market coverage.

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- Matt Crosby

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## Agusta A109S Grand on NZ tour in February

NEW ZEALAND distributors for Agusta Westland and Robinson Helicopters, HeliFlite Pacific Limited are bringing an Agusta 109S Grand into the country early in 2009. A demonstration tour is being arranged to take place in the first two weeks of February.

The "Grand" is promoted as a top of the range intermediate helicopter providing levels of cabin space and payload that are a class above its category. Large 1.4m wide sliding doors provide flexible access for a variety of roles, with the most common uses being either corporate transport, offshore transport, or EMS.

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The Grand is powered by two Pratt and Whitney engines, each offering maximum continuous power of 625SHP. Basic

empty weight for the aircraft is 3660lb and maximum take off weight is 7000lb. Category A takeoffs from elevated helipads

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Interested persons should contact Brett Sanders at Heliflite to ensure themselves

of an opportunity to experience the aircraft while it is here. Phone Brett on (09) 299 9442 or 021 748 984.



Standard corporate fitout offers spacious seating for six with access via large sliding 1.4m doors.

are available without any payload reduction.

Maximum sea level cruise speed is 155kts with VNE set at 168kts. The aircraft has a sea level climb rate of 1830ft/min and a service ceiling of 16200 ft with in ground effect hover at 15600ft. A 4 hour flight endurance gives a range of 432nm.

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## Aviation things to see and do this Summer

December 28-31st

### The Kaikoura UFO's - 30 Years later

Including a film premiere, symposium, dinner, and a flight to replicate the 1978 Argosy flight that was buzzed by and filmed UFOs over the Kaikoura Coast. More information from [www.argosy.co.nz](http://www.argosy.co.nz)

January 1st

### Manawatu Microlight Club Fly-in

The annual New Year's Day Fly-in at Athbey Farm Airstrip, Woodville. Contact Club President on 027 356 9787 for more information.

January 17-18th

### Trust House

### Wings over Wairarapa 2009

Tickets for this sensational event are available from Ticketek. Visit [www.wings.org.nz](http://www.wings.org.nz) or contact the Event Manager, Liz Pollock for more details on 027 477 4717.

January 24-26th

### NZ Autogyro Association Fly-in and AGM

At Dannevirke Airfield. See a variety of single and tandem machines including factory and home-built. Contact Club President Stephen Chubb for more information. Phone 06 272 6717 or email [s.chubb@infogen.net.nz](mailto:s.chubb@infogen.net.nz)

February 5-8th

### SAA Great Plains Fly-in and AGM

At Ashburton. Visit [www.saa.org.nz](http://www.saa.org.nz) for more details.

February 6-8th

### Tiger Moth Annual Fly-in and AGM

At Gisborne. Details available from Jim Lawson, phone 09 268 8587 or email: [jimlaw@value.net.nz](mailto:jimlaw@value.net.nz).

February 6-8th

### Kaitia Aero Club 80th Jubilee

A long weekend reunion to celebrate the Club's foundation 80 years ago. Former members should register their interest with Jim Summerfield. Phone 09 408 3140 or 027 443 0138, email: [kac@actrix.co.nz](mailto:kac@actrix.co.nz)

February 14th

### The Taupo Flying Proms

A new event where you can fly in for a musical airshow and outdoor concert at Centennial park with a fireworks finale. For more information visit [www.taupoflyingproms.co.nz](http://www.taupoflyingproms.co.nz). Contact Hugh de Latour for more information on 021 550 096 or email: [taupoflyingproms@gmail.com](mailto:taupoflyingproms@gmail.com)

February 28th

### Aviation Medical Society Fly-in

At Omaka, Blenheim. For more information contact Brian Spackman, email: [fredspoons@xtra.co.nz](mailto:fredspoons@xtra.co.nz)

March 5-8th

### RNZAC National Flying Competitions

At Taumarunui Airfield. For more information contact Kevin Vile on 07 895 3434 or email: [kvile@xtra.co.nz](mailto:kvile@xtra.co.nz)

March 10-15th

### The Australian International Airshow and Aerospace and Defence Expo

Held at Avalon Airport near Geelong in Victoria. Open to the trade only from Tuesday 10th until 2pm Friday 13th. Open to the public from Friday afternoon. [www.airshow.com.au](http://www.airshow.com.au) has all the details of this spectacular event.

March 12-15th

### RAANZ National Fly-in

At Motueka Airfield. For more information visit [www.raanz.org.nz](http://www.raanz.org.nz) or contact Bob Wagner on 03 544 2831, email: [wagner.trust@xtra.co.nz](mailto:wagner.trust@xtra.co.nz)

April 10-12th

### The Classic Fighters AirShow

The biennial event at Omaka.

## LIST YOUR AVIATION EVENT HERE

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# Performance Aviation - more than maintenance

*Wanaka based Performance Aviation Limited was formed by Matt Bailey in 2006 and in just two years has grown from one staff member to a very experienced team of eight. With an eye on the local market, the company chose to specialise in the two areas of Helicopter and Warbird Maintenance.*

### Helicopter Maintenance

Performance Aviation are now the largest Robinson maintenance base in the South Island, with 35 aircraft in their care. They also look after a number of Schweizer 300's and Bell 47's. Matt speaks of their goal to operate at a level above GA maintenance and a desire to set a standard for professionalism, extending from work packages and logbooks through to the finished product. A recently finished 600m2 hangar completes this picture.

An independent maintenance control service is offered and three Part 135 operators are currently under their wing. With an FAA A&P certificate holder and IA on staff, the company also regularly undertakes annual airworthiness review work for other local maintenance providers.

### Powerflow Exhaust Systems

Performance Aviation are agents for Powerflow exhaust systems and have become the preferred Powerflow dealer in the Pacific region, having fitted 15 systems during their short time in business. Powerflow are an extremely popular four cylinder Lycoming fitment with over 4000 now flying around the world.

### Mod's for Safety and Performance

An interest in operational aircraft modifications that can enhance safety and performance (as opposed to role equipment bolt-ons), combined with feedback from customer surveys, has lead to several developments that should be of interest to Robinson helicopter owners.

With the support of Powerflow, Performance Aviation are presently tuning an exhaust system for the R22 Beta. Their goal is to deliver the hot and high performance of a Beta II. Testing to date suggests they can achieve this as well as improved fuel consumption, noise reduction and more effective carb heat. With components ready for final testing and the STC process underway, Matt welcomes advanced orders for the targeted release date of April 2009.

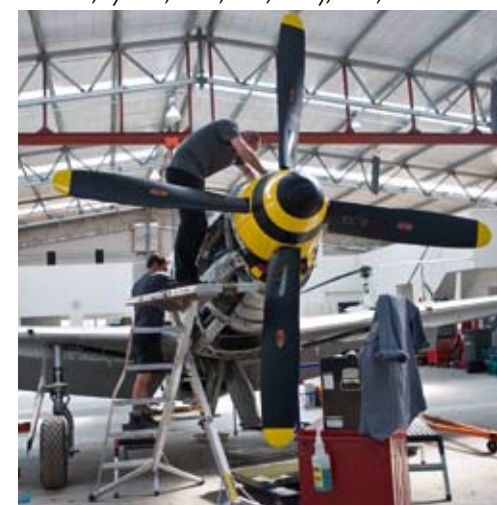
A Robinson start up overspeed can cost over \$15000 to remedy. Performance Aviation have developed a local mod to

prevent this by limiting engine rpm to 85% on startup. The device can be fitted very easily for just \$500.

Further to this approach of "saving customers money with common sense", the company has also developed a local mod for fitting aluminium pulleys on alternators, replacing the much more expensive Robinson steel versions.



The Performance Aviation Team (left to right); Michael, Lynette, Matt, Ken, Andy, Don, and Kaarl.



P51 Mustang maintenance in progress.



A stripped R22 awaits re-assembly on an overhaul jig.

Another customer driven modification opportunity has been the development of an R44 Raven II muffler system, the standard ones being notoriously hungry on maintenance budgets. It will be sold as a bolt on item with separate muffler and tailpipe, so that only the muffler will need replacement (and at longer intervals than standard). Performance Aviation's version is also proving to be noticeably quieter than standard. Targeted availability is April 2009.

Matt notes that there is actually very little done in New Zealand in the way of operational improvement modifications and invites ideas from readers regarding anything that they would like to see developed in this regard.

### Robinson overhauls

Performance Aviation have now completed nine Robinson overhauls. Matt explains that they take a factory approach to the task, with specialist jigs and other equipment developed to afford their "product" a high degree of quality with no wasted effort. The company is proud of defining their only standard as being one that provides perfection. In Matt's words, "we don't forget the little things".

To ensure predictability for customers, the company offers to fix the labour content of a standard R22 overhaul at 225 hours, though obviously any unexpected repairs that arise must be charged separately. They are also happy to customise overhauls to customer requests.

Out of town customers are welcomed and complimentary return airfares can easily be arranged. Matt's goal is to provide a product that when combined with other mods including Powerflow, will allow customers to bring in a time expired Beta and fly home in an overhauled aircraft that will perform like a new Beta II.

### Warbirds Maintenance

Performance Aviation currently specialise in the P51 Mustang and L39 Albatros. They have recently assembled an L39 from South Africa that then flew the Tasman to Australia (the first to do so) and are now assisting with a Nelson based build. Matt notes that one appeal of warbird work is the interesting problem solving it offers. Recently a five port fuel selector that wouldn't shut off was found to have been previously assembled 180 degrees out of alignment. The result being that one port always remained partially open no matter what the valve selection.

### For more information

Matt speaks of his team having a passion for getting things right. Recently, 18 out of 18 returned customer surveys said they would recommend Performance Aviation to others. To find out more about becoming one of those new customers, call Matt on (03) 443 8989 or 021 744 588, email [matt@performanceaviation.co.nz](mailto:matt@performanceaviation.co.nz) or visit [www.performanceaviation.co.nz](http://www.performanceaviation.co.nz)



# Pilot Expo 2009 should be popular

**PilotExpoNZ** will be held at Ardmore Airfield on the last weekend of February 2009. It is a bi-annual event where pilots and would-be pilots, aircraft owners and operators, can all meet the businesses that supply aviation products and services for GA flying. Visitors are able to see and touch products that they may have only read about previously.

## Building on PilotExpo 2007

Organised by pilot and experienced event and concert promoter Stuart Clumpas, the inaugural Expo was held in 2007. The first event of its kind in New Zealand, it was a solid start with a healthy number of stands and a respectable attendance. The intention was not to attract the large numbers that attend airshows to watch planes pushing the flight envelope. Rather, to give pilots and owners from microlight to light jets, the space and time to see what is new in aviation without being swamped by casual "plane fans". By all accounts that ambition was met.

The second event sees a number of improvements. The event will now take place from Friday afternoon until Friday evening and then for a full day on Saturday, meaning that Sunday can be kept free for other family activities. A fun social event is

also planned for Friday evening once the Expo closes on that day.

The exhibition area will now be in a permanent hangar, providing more space for stands and a better infrastructure for elaborate displays. The PilotExpo website has a regularly updated list of exhibitors who have committed to the 2009 event.

focus being the improvement of flying skills, understanding your aircraft, and other aircraft ownership issues.

## Used Aircraft Park

If you are thinking of selling your plane, then for a nominal sum you can bring it in and park up for the weekend. You will be

joining the biggest gathering of used planes for sale in one place at one time in NZ. With thousands of interested parties visiting over the weekend, this is an ideal opportunity to buy and sell a pre-loved flying machine. If you wish to put your plane on the lot, contact PilotExpo via their website.



*Scenes from the 2007 PilotExpo at Ardmore. The 2009 event is already well supported and still growing.*

## Events and Seminars

AOPA NZ, the New Zealand arm of the Aircraft Owners and Pilots Association will be holding their AGM at the show, with members travelling to Ardmore from around the country.

AIA, the Aircraft Industry Association of New Zealand will be hosting a 'Careers in GA' event as part of the Expo. This will add an extra dimension with a dedicated part of the event being focused on jobs that are available within the GA sector of aviation in New Zealand.

Several seminars are planned, the main

## More Information

The PilotExpo website is [www.pilotexpo.co.nz](http://www.pilotexpo.co.nz). It contains a history on the 2007 Expo as well as more information for the 2009 event. There is also a 'liftshare' facility as well as a form to enter your aircraft into the pre-loved lot if you are planning on selling. A video of the 2007 event is also available at [www.nzaviation.com/media/video/1](http://www.nzaviation.com/media/video/1).

Based on the commitments made and interest expressed so far, the PilotExpo Organisers expect the 2009 event to be a busy one. Book your exhibition space soon.

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## Maintaining the CTC fleet

*When CTC Aviation moved to Hamilton Airport with significant expansion plans a little over three years ago, a major decision to make involved the approach towards fleet maintenance. A particular issue to manage was the company's principle of functioning like an airline, meaning that even the*

*smallest defect would hold an aircraft on ground until repaired. Maintenance must be particularly proactive and responsive. A partnership was formed with Aeromotive who have risen to the challenge, delivered the requirement and grown alongside CTC in a very co-operative relationship.*



Aeromotive occupy a dedicated hangar on the CTC apron. The 3 aircraft shown belong to a fleet of 35.

### Operations and Growth

The centre of operations is an office shared by CTC's Airworthiness Controller Steve Kesby and Aeromotive's Service Manager for CTC, Ross Ward. In three years the number of CTC aircraft under their watch has grown from 11 to 35 and staff have expanded from 3 to 12. Shiftwork has also come into play to meet the growth experienced and to provide cover for CTC's hours of operation.

Keeping the maintenance growth at pace with the fleet has also included ongoing training and upskilling for staff who have been required to support such technologies as diesel engines, full glass cockpits and composite airframes.

### Airline maintenance standards

CTC's training approach demands airline standards of behavior from students right from the start. This necessarily extends to defect reporting and maintenance regimes, creating a significant increase in unscheduled maintenance operations since the smallest problem will dictate that an aircraft remains on ground until remedied. This has obvious implications for workload planning and aircraft availability, meaning that Aeromotive's maintenance staff must be very responsive to problems detected by any of CTC's 200 plus students or

instructors on site. As a result, unscheduled work for issues such as nav light failures or tyre flat spots can account for up to 50% of maintenance workload.

### A typical day

Steve and Ross begin each day with a review of flight operations covering what is flying, what is due or needs to be planned, availability scheduling, priority agreement and workload planning.

A typical day will include two or three scheduled services with two thirds of the aircraft being on a 50 hour schedule. Engine and gearbox changes also crop up frequently with the DA42 engines on a 1000 hour cycle and gearboxes on just a 300 hour cycle. Then add the variety of whatever unscheduled work comes along.

Unscheduled issues aren't always run of the mill either – a little over a year ago one of the DA42's suffered a lightning strike on the nose (and out the right wing) which delaminated the wing tip and dealt a fatal blow to several electronic systems in the process. The effects were almost as interesting for the Engineers as the occurrence was exciting for the Pilots.

### For more Aeromotive information

Contact Brett Puddle on (07) 843 3199 or email: [brett.puddle@aeromotive.co.nz](mailto:brett.puddle@aeromotive.co.nz).



Aeromotive CTC Service Manager, Ross Ward (centre) with trainee engineers and one of eight DA42's under Aeromotive's care. A major current project is their conversion from 1.7 to 2.0 litre engines.

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## Randolph Sunglasses Product Review

*KiwiFlyer's Editor has been test flying a pair of Randolph Raptor sunglasses for nearly two months now and it's fair to say that I like them a lot. And that I'm keeping them! Subscribers need not suddenly worry though, as we still have two more pairs to give away to lucky winners.*

### Impressions

The experience starts when you open the box. As expected, you will find your sunglasses and a hard case to keep them in. Also included is an "Equipment Maintenance Kit" consisting of 4 spare screws, 2 spare nose pads and a tiny keyring screwdriver. It's a nice touch.

On to the sunglasses themselves. They are beautifully made. The solder joints have a lifetime warranty and the mineral glass lenses don't distort colours or images. It may not be intentional, but the Raptors nose bridge is a one piece bar that has been shaped in such a way that you can tweak the amount of 'wrap around' effect the sunglasses have. I adjusted mine slightly for a closer fit. It also means that anyone who accidentally bends their sunglasses will have a good chance of straightening them again without any damage. My pair have the traditional 'skull' temple type arms (the bits over your ears) and these are sprung (with dual action hinges) from the lens frames so that they always have just the right amount of compression against your head to hold them comfortably in place.

A variety of lenses are offered and mine have the most popular



AGX grey/green versions. These have a very slight green tint compared to the neutral grey version, though it's hard to notice it. The advantage is that the AGX lenses filter 100% of harmful UV light whereas the neutral grey lenses (which reduce light intensity without shifting colours at all) filter 98%. I found that I could comfortably wear them at the end of the day and in twilight without losing visibility and they also offered enough light reduction to have relaxed eyes and avoid squinting in all but the brightest sunlight. In terms of comfort, the Raptors can be worn all day without a second's thought. They are very comfortable to wear under headsets or with helmets, as the temple arms have a very flat and smooth profile.

My positive impressions would have to be an expected result, given that Randolph sunglasses are already the choice of the USAF, RNZAF and many other military organisations worldwide. Pricing is of course subject to the USD exchange rate but at the time of printing, a pair of Raptors could be purchased from the Randolph website for NZ\$249. They are fine value for money at this price and beyond.

### Specifications and Options

Randolph mineral lenses are the most scratch resistant lens material available. Tints are a consistent density and will not fade. The glass has zero distortion and is chemically tempered and impact resistant to ANSI Z-803 standards.

Lenses are available in neutral grey (standard military issue) which offers light intensity reduction without shifting colours. They are ideal for flying, driving and all round general use. Grey/green AGX lenses are an option for those who are more glare sensitive. High contrast tan lenses are perfect for bright overcast days or hazy conditions. This lens absorbs blue light and is perfect for winter conditions, glider pilots, skiers and driving in hazy conditions.

Temple type selections include bayonet (straight), skull (slightly curved, traditional) and cable (fully rounded).

Six different frame styles are offered and several styles are available with black, silver or gold frames. See the examples here or view the Randolph website for more details.

### What to look for

There are several important factors for pilots to consider in their choice of sunglasses.

Don't get polarised lenses. Polarisation of the cockpit or instrument panel can cause dangerous visual black patches for a pilot who is also wearing polarised lenses.

Photochromic lenses which darken with increased UV light aren't cockpit friendly either as polycarbonate aircraft canopies shield many of the UV rays and can interfere with proper darkening of the lenses.

Look for temple fittings that will be comfortable to wear under headsets or helmets. And if purchasing for practical more than cosmetic purposes, look for larger lenses to offer as much light protection as possible.

If you've looked at the Randolph advertising in the past and wondered about getting yourself a pair, then don't hesitate any longer. You won't be disappointed.

## Garmin Nuvi Street GPS



Garmin automotive GPS products get you to where you're going.

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The Bose Headset X is the benchmark ANR headset.

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See the KiwiFlyer product evaluation in Issue One.

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## Stop at Te Kowhai Airfield for fuel, coffee and a chat

TE KOWHAI is a private airfield north west of Hamilton, situated near the edge of the Hamilton control zone. It is well known as the home of Micro Aviation Limited and Bantam B22 production. Less well known is the fact that in January of 2008, Air BP installed an Avgas facility at the field. Thus

of \$52 per annum is requested. Most pilots consider this to be great value for money since they can call as often as they like and enjoy a cup of coffee or cold drink in the sunshine, as well as get their fuel. Maxine Sutton of Micro Aviation comments that; "If everyone contributes, it helps us to



All passing pilots are welcome to utilise the BP Avgas facility which is available at Te Kowhai airfield.

Te Kowhai becomes a most ideal place to stop for fuel when passing through the Waikato. Pilots can avoid the congestion at Hamilton as well as avoiding the associated Airways and landing charges.

To obtain the facility, Micro Aviation spent two years compiling an estimate of annual fuel usage at the field. Then they had to eliminate any existing BP customers from the data and convince the Australasian BP Management that they could meet a target consumption of 150,000 litres per annum. Eight months after installation, they crossed the 100,000 litre milestone so are well on track to achieve this goal.

Te Kowhai airfield is uncontrolled and has a right hand circuit in consideration of the neighbouring village. They have a motto of keeping the fun in flying and have resisted the "landing fee payment" mindset. Rather, an airfield regular user fee

keep the low price in place for all users and to maintain the facility at a high standard. Irregular visitors are also welcome and we have a jar on our fridge in the flight office to put a donation in. It is really only there to encourage you to please stop in and introduce yourselves. If you would like, we can include your name on our database to receive the Te Kowhai airfield newsletter. Visitors are welcome to use the phone and we have a courtesy car available if advised beforehand."

Maxine also invites any enthusiasts who might be passing by car to call in, enjoy the hospitality and watch the planes. Te Kowhai has even become a requested destination for pilot holidays – in Maxine's words, "anything for an aviation buzz".

*KiwiFlyer invites owners of other private airfields to contact us if they would like to promote their facilities to fellow aviation enthusiasts.*

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## Aviation Destinations

### Rangitata Island Aerodrome

**RANGITATA ISLAND** Aerodrome is the home of Russell and Lynda Brodie who have created a unique aviation destination that combines aircraft sales, construction, training, accommodation, history, and pilot supplies. Their aerodrome has become a must stop location for aviators with something to catch the attention of all flying enthusiasts.

#### RANS Aircraft import and construction

Russell founded East Canterbury Aviation in 1991 and has since been the sole New Zealand importer and representative of RANS Aircraft (see article at right). They currently have a RANS S-6 and S-10 on line, with more aircraft coming soon.

#### Microlight flight training

The Geraldine Flying Group are based at the field and offer trial flights and flight training from RANS and SAC qualified instructors. Fly-ins are hosted at the field at least four times a year and facilities include a briefing room with refreshments available.

#### Aerodrome Accommodation

Fly-in accommodation is available at Moth Manor Cottage on the airfield where you can tie your aircraft up right outside your bedroom. Moth Manor is a restored 1920's cottage in a cozy rural setting and includes an open fire, cooking facilities and quality linen. Rates are very reasonable and salmon fishing is only minutes away.

#### AirGear Pilot Supplies

From humble beginnings when Russell and Lynda began monogramming aviation

logos onto clothing for friends, AirGear has grown into a pilot supplies store, specialising in supplies and gifts for aviation enthusiasts. Products include books and DVDs, clothing, models and model kits, jewellery, and a range of second hand leather flying jackets. Clothing can also be monogrammed to your own design.



Russell hosts fly-ins at the field at least four times every year.

#### Aviation Heritage

Rangitata Island Aerodrome is also the home of the NZ Microlight Heritage Museum which contains a unique collection of over 20 "first generation" microlights and other memorabilia from the 1980's.

There is also the Ross Brodie "RFC" Memorial Aviation Militaria Collection and Library, containing an extensive collection of aviation books and airforce memorabilia from around the world. This collection is named in memory of Russell's Grandfather who served with the RAF in WW1.

A de Havilland collection includes a Tiger Moth and rare Hornet Moths under restoration, plus other de Havilland items. There are plans currently underway for a new 1200m2 hangar and museum.

#### For more information

Contact Russell Brodie on (03) 693 8675 or 027 276 0914, email: eca.fly@xtra.co.nz, or visit [www.geraldineflyinggroup.co.nz](http://www.geraldineflyinggroup.co.nz), [www.mothmanor.co.nz](http://www.mothmanor.co.nz), [www.airgear.co.nz](http://www.airgear.co.nz)

## RANS S-19 now available in NZ

*The RANS S-19 is now available for sale in New Zealand in the microlight category. It is the latest in a long line of aircraft from the RANS factory in the USA, stretching back for more than 4000 kits and 28 years of production.*

**THERE ARE** now over 90 RANS aircraft in New Zealand, nearly all imported by Russell Brodie of East Canterbury Aviation who has been the sole NZ representative of the brand since 1991. It is a brand that has proven dependability and support written all over it. Russell takes pride in pointing out that "word of mouth sells aeroplanes" and that many sales have arisen because happy customers tell their friends. Proving this theory is the concentration of RANS aircraft in South Canterbury alone - at the last count there were 27.

#### Specifications

The S-19NZ (the NZ is a specific designation to comply with our microlight regulations) is powered by the 100hp Rotax 912ULS and will cruise on 75% power at 128mph using 5gph of fuel. Endurance is



*The RANS S-19: Promoted as a docile, fun handling plane, with great performance, rugged construction, an economical purchase and operating cost, as well as easy ergonomics.*

more than 5 hours. Rate of climb is 900fpm and flaps down stall is 45mph. Cabin width is 43.5in and empty weight is 799lbs, leaving a useful load of 401lbs.

#### Construction

RANS promote the S-19 as a sheet metal plane for the un-initiated and as an excellent first time project. The wing spar is factory assembled with solid rivets ready for installation. The kit uses precisely made CNC machined components,

has pull rivets, and comes with many building fixtures ready-made. Only minor forming is left to the builder and no special tools are required. The quoted standard build time is 700 to 1000 hours.

#### RANS dependability

Considering the longevity and success of the RANS brand, dependability can largely be taken as a given, though more proof comes in the form of Russell's own S-6S training aircraft which has more than 2200 hours and 11000 landings in its logbook.

Anyone wanting to build their own modern, all metal aircraft would do well to call Russell and discuss the many options RANS has to offer.

#### For more information

Contact Russell on (03) 693 8675 or 027 276 0914, or by email as [eca.fly@xtra.co.nz](mailto:eca.fly@xtra.co.nz). The RANS website is [www.rans.com](http://www.rans.com)



*Russell's RANS S-6S has more than proven itself, with 11000 landings and 2200 training hours logged.*

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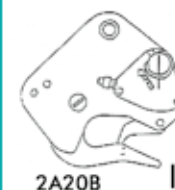
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# Fly a Gyro !

**Autogyros are fast moving from fringe to mainstream aviation. Try one and be surprised.**

**NEW AUTOGYROS** continue to arrive on the register every few months as more people discover the fun behind what is almost a well kept secret of recreational aviation. Although these aircraft have enjoyed something of a rise in popularity in recent years, their sight is still rare enough to attract plenty of attention. Owners of two-seat gyros are regularly asked to provide introductory flights and passengers inevitably walk away with a big grin.

## Moving on from history

Why then, aren't there more around? The gyro movement suffers to some degree from a history of misunderstanding amongst other aviation disciplines. Unfortunately, misconceptions abound regarding their operation and safe flight envelope. While some of these may have been justified in the past due to poor aircraft designs, suspicious home construction and risqué pilots, the misconceptions are in no way valid in today's era of well designed factory built machines and professional training. Gyros are actually still banned from Ardmore Airfield (along with hot air balloons, parachutes and gliders), even

though gyros operate on a daily basis without any issues at other airports as busy as Tauranga, Nelson, Fielding, and many more.

## Manoeuvrable and Safe

Autogyros are highly manoeuvrable aircraft and flying one is often likened to

plus. At zero airspeed, a gyro will simply enter a vertical descent which can be fully controlled, though some airspeed will need to be re-acquired before flaring for a landing.

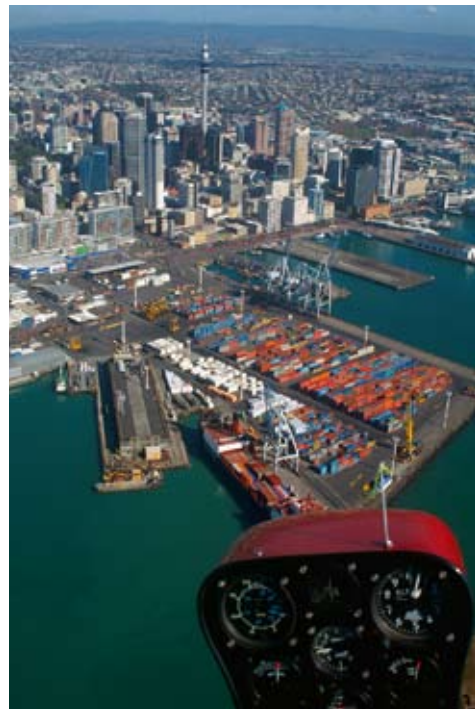
Most gyros will maintain straight and level flight at an airspeed of between 15 and 25kts giving the opportunity to entertain

oneself by "hovering" whenever there is sufficient wind available.

Safety also comes from simplicity. Gyro's have nowhere near the complexity of helicopter control systems. Most gyros use a semi-rigid two blade rotor system without individual flapping or lead-lag hinges. Neither is there a requirement for a swash plate, pitch links, or feathering hinges. Because gyros fly continuously in autorotation, there is no special pilot reaction required in the event of an engine failure other than the

maintenance of airspeed and selection of a place to land. Even this task is made easier due to the gyro's ability to flare to a spot landing with little or no ground roll.

Autogyro flight control is straight forward and relatively easy to master. Most modern gyros are designed to be dynamically stable, though unfortunately this has not always



*Gyro's in the City: The view of Auckland from the open frame tandem Dominator RAQ. You can just see the pilot's foot at bottom right of picture.*



*Gyro's in the Country: Magni RCR over Hawera.*



*Gyro's in the Mountains: The RAF2000 RAE is fully enclosed, providing obvious advantages for aviating in the mountains south of Nelson.*

riding a motorcycle in the sky. Gyros are also very resilient to turbulence and can be a great deal of fun to fly in conditions which would ground other microlight aircraft.

By definition, the autogyro is a very safe aircraft. They cannot stall and can be flown through a wide performance envelope from zero airspeed all the way to 120mph

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been the case and novice pilots do need to understand the stability characteristics of their machine if they are to avoid handling problems, both airborne and on the ground.

With dynamically stable designs, gyros may seem deceptively easy to fly, however there are some fundamental differences in pilot reactions required compared to other aircraft. Proper training is a must, even moreso for pilots having experience on other aircraft.

## Access to aircraft and training

Although gyro pilots and aircraft are dotted around the country, training and intro flights are currently only available at Tauranga and Nelson. This situation will hopefully change over coming years as more people discover the fun and safety that can be had from these aircraft.

A modern two seat gyro is actually perhaps the perfect aircraft for a Club to purchase and make available for its members to take either for a quick buzz around the patch, or on a cross country expedition. Clubs are about creating and sharing the fun of flying – and there is a lot of fun to be had in gyro flying. The NZ Autogyro Association encourages existing Instructors to consider obtaining a gyro rating and helping to both spread the word and increase the availability of instruction around the country.

With new factory built machines available to order on a turn-key basis, the scope is there to compare a gyro favourably with any other ready-to-fly microlight. Syndicate ownership is just as practical for gyros as it is for other aircraft.

## Capable cross country or patch flying

For many years, gyros were the domain of solo patch flyers and used simply for the pleasure of "going for a fly" – there's not much better than looking down at the ground between your feet in an open frame gyro on a warm summer's day.

Since the advent of the RAF, Dominator, Magni, Eagle and Xenon designs, gyros have become practical cross country aircraft and flights up and down New Zealand are now being made with some regularity. In countries such as Australia and South Africa, gyros are regularly put into commercial work such as mustering and spraying, roles for which their simplicity, manoeuvrability and low operating cost makes them ideally suited.

## For more information

Contact any of the advertisers on this page. Note also the NZ Autogyro Association annual fly-in is to be held at Dannevirke starting 24th January. Many enthusiasts are expected to attend and there will be aircraft available for introductory flights throughout the weekend.

Membership of the NZ Autogyro Association is open to everyone interested in our sport and only costs \$35 per year.

**Dannevirke Fly-In**  
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# A memo to the Minister

## from Irene King, CEO of the Aviation Industry Association



*With a new Government now in place, KiwiFlyer thought it would be an opportune time to help set our new Minister off on the right foot. Irene King accepted the challenge to provide some constructive advice on what the industry would like to see.*

To Steven Joyce,  
Minister of Transport

Dear Minister,

Congratulations on your appointment. After a long period of portfolio stability on all sides of the political dimension it is great to see a fresh mind, fresh eyes and hopefully fresh thinking.

By now the Transport, Communications and Infrastructure lobbyists will be out en masse arguing a broad spectrum of ideas and philosophies. Most would have travelled to Wellington by aircraft, few would have walked, ridden bikes, taken public transport, or the rail. Some may have used their private motor vehicle but a high proportion would have used the most regular and safe form of public transport - the aircraft.

As an industry we are suffering the stresses brought on by the state of the global economy, falling productivity, the need to generate growth and wealth in our businesses, the need to improve our competitiveness and the need to work harder and smarter each day.

But what really matters, is that unlike many sectors of the economy, the menu for reform is quite simple: Unshackle the industry from relentless increases in compliance costs, remove regulatory inefficiencies and set the platform for enhancing our international competitiveness. To achieve this, industry proposes a nine point plan:

1. Strengthen safety governance via a safety policy statement from the Minister. This is a practice adopted in Australia which defines the desired safety outcomes from a societal perspective, including the level of risk the community is prepared to accept.
2. Make the General Aviation industry directly accountable for safety outcomes via their professional bodies - underpinned with industry enforced standards. Over-regulation of the sector has more adverse effects on safety outcomes, than too little regulation.
3. Reinstate a philosophy of joint and shared responsibility for continuous improvement of safety performance in the Industry. Presently there is a strong perception that the Regulator is favouring punitive action over education.
4. Appoint into industry a person akin to an aviation ombudsman to deal with procedural and process complaints. The objective is not to curtail the powers of the Director, but to ensure the internal administrative procedures of the CAA are fair and equitable.
5. Develop comprehensive rules relating to the protection of information disclosed. Information given freely for the purposes of a safety investigation can be used concurrently for the purposes of launching a prosecution. New Zealand's legislative environment is lagging behind other comparable jurisdictions as is our administrative organisation.
6. Develop a strategy for technology uptake and integration. Investments in new aircraft and on-board technology are being made but application of this technology is prevented or precluded by historical rules that are too prescriptive.

*"Unlike many sectors of the economy, the menu for reform is quite simple."*

*"Presently there is a perception that the Regulator is favouring punitive action over education."*

*"Achieve this in the first hundred days of office and Minister, you will be legendary..."*

7. Reduce compliance costs which have escalated dramatically. The cost of compliance with DOC, CAA, IRD, ERMA, etc is now well over \$40 for every \$100 earned in a small tourist flight operation. Historically this figure has been closer to \$12.

8. Increase efficiencies. Rules should not take an average of eight years to write.

9. Collaborate to compete. New Zealand has a global class civil aviation framework. We need to leverage this by increasing mutual recognition and access to foreign markets and by establishing an off-set programme for civil aviation to gain credibility off the back of military equipment purchases. And we need to provide consistent long term backing to the industry through a ten year strategic alliance between NZTE and Aviation New Zealand.

Achieve this in the first 100 days in office and Minister you will be legendary. However Industry would be very satisfied if reforms as described above were bedded down in the first term of Government. The changes we suggest are not radical and in fact, Australia has long since adopted most of them.

Irene King  
**CEO, Aviation Industry Association**  
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# LH 050/150/250 Helmets

[Comfort, Protection, Lightness and Ergonomic]

## Specifications

- Sizes from 52 to 63cm.
- Weight under 1 Kg.
- Protection against impacts and penetration is ensured by a shell in carbon fibres and aramid, and by a high density expanded polystyrene impact cup.
- Retention system is developed for optimal security and fit.
- High level of passive noise protection.
- UV400 visors with high optical quality: clear, solar (green or grey with infrared protection) or for low visibility (yellow).
- Easy maintenance thanks to a personalised kit of pads that can be entirely disassembled.
- Centre of gravity assured natural stability.
- Exceptional head mobility.
- Excellent field of vision.



Hard Cover / NVG (Night Vision Google) Support



Different schemes of visor colours available



Various communication systems available



Different retention systems available



Patented system of shell flexing



Option available: oxygen mask receiver

## MSA GALLET

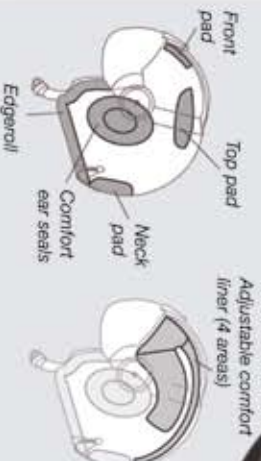


■ Outer visor adjustment system with locking

■ Clipped inner visor

■ Outer visor return system.

■ Inner visor rotation lever



A perfect fit thanks to the **adjustable pads system** or the **adjustable comfort liner** provided option

■ The patented retention system for optimal security and fit.

# Flight Helmets Australia

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[www.flyhthelmets.com.au](http://www.flyhthelmets.com.au)

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