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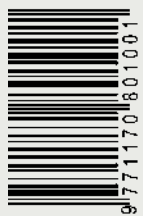
The New Zealand Aviators' Marketplace

Issue 21

March / April 2012



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Classics of the Sky at Tauranga
Carbon Cubs Arrive
Hawker Hunter Returns - Lift-out poster

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From the Editor

WE ARE about in the middle of New Zealand's Airshow season and we hope that readers have been enjoying events in their local area. Several events on our calendar bring together many more than locals however, with upcoming shows such as Warbirds Over Wanaka and the Air Force 75th Anniversary at Ohakea drawing visitors from far and wide. A show that is starting to have this effect too, is Classics of the Sky at Tauranga. Held on Auckland Anniversary weekend, we just missed covering it in our previous KiwiFlyer, and the show is well deserving of the several pages we have devoted to it in this issue. A highlight was the return to our skies of the Hawker Hunter (which is also expected at Ohakea and Wanaka). Gavin Conroy got some great pictures of it while flying alongside in an L-39 Albatros (tough job but somebody has to do it, etc.) and for this issue we have included one of his images across the centre pages as a lift out poster.

There's a fair bit more of Tauranga in this issue too. Ruth Presland selected it for her regular Places to Go page and offers several good reasons to visit as well as tips on how to get there and what to do when you arrive. While Chris Gee was at the airshow taking photographs, he also took the time to meet up with Phill Hooker - who hardly needs an introduction on these pages. They talked about Phill's background, motivation, and enthusiasm for aviation and as you would expect, captured a few good anecdotes in the process. Chris wrote an article about Phill and we've called those pages the Kiwi Flyer Interview. It's a new section to the magazine that we intend to make a regular page or two of in each issue going forward. If you know of someone you think we should speak to, please tell us and we'll try to make it happen.

Yet more on the Tauranga theme comes in the form of a short article on the Pipistrel around the world flight which stopped in at Solo Wings in Tauranga before heading on towards Australia. The stops prior to Tauranga were the Cook Islands and Tahiti, the latter of which Colin Alexander of Solo Wings was called to under urgency (he was the nearest expert), to remedy fuel system problems on the Rotax engine believed to have been caused by contamination.

Pilots and aircraft owners shouldn't miss reading the page on Angel Flight New Zealand in this issue. This is a new charity that has been set up in New Zealand to provide free of charge flights (and ground transport) for non-emergency medical purposes, to patients who might be faced with difficult and long distance travel to their medical appointments. It has been established here by Lance Weller who participated in a very similar Australian scheme for many years.

As mentioned earlier, we have two more huge airshows on our calendar, being the RNZAF 75th anniversary celebration at Ohakea and of course Warbirds Over Wanaka. Readers can look forward to extensive coverage of those, including some great photographs, in our next issue.

Take care and fly safely,

Michael Norton
Editor, KiwiFlyer Magazine

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Front Cover: The Roaring 40s Harvard Display Team at work (or is it play?) over Tauranga. Photograph by Chris Gee.



Industry News Briefs

Robinson Safety Course with Tim Tucker at Wanaka in May

The 2012 Tim Tucker Robinson Factory Safety Course organised by Heliflite Pacific Ltd. in conjunction with Wanaka Helicopters Ltd. will be held on 17th, 18th & 19th May 2012 in Wanaka. Tim's courses are exceptionally informative and memorable.



Robinson pilots who are due for their Safety Course or who haven't yet attended a Tim Tucker version of the course should take this opportunity to learn from an expert in Robinson helicopters and safe helicopter operations. For more details please contact either: Sylvia Sanders at Heliflite Pacific Ltd. (Auckland), P: 09 299 9442, M: 021 748 885, E: sylvia@heliflitepacific.com or: Carolyn Spencer-Bower at Wanaka Helicopters Ltd., P: 03 443 1085, E: carolyn@wanakahelicopters.co.nz

Switlik launch new single seat life-raft

Pilots flying over water who think that rescue mightn't exactly be immediate if the engine

does actually stop can now equip themselves with a new 1 man life-raft weighing only 2.45kg. The Switlik ISPLR which provides 800N (180lb) of buoyancy and is available in either a stowable or belt pack, has many clever features. It is reversible to allow easy entry from the water, includes redundant buoyancy, will float downwind with a sea anchor, and allows for a slightly reclined seat with a centre of gravity well below the waterline to increase stability. It also has a weather-tight fully enclosed canopy with window. Available from Aviation Safety Supplies, phone 07 543 0075 or email: switlik@aviationsafety.co.nz



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Walter Wagtendonk sells PilotBooks to Waypoints Aviation Ltd

Walter Wagtendonk, the founder of PilotBooks, which provides pilot training manuals to industry, has made the difficult decision to sell his business.

The new owners are Mark Woodhouse and his wife Ruth, Directors of Waypoints Aviation Ltd., who take over on the 2nd of April. Mark and Ruth aim to continue to provide the excellent service that Walter has offered for so many years, so readers can be assured of ongoing supplies of the PilotBooks training manuals. Walter and Stewart Boys, the original editors of the PilotBooks series, will retain their association for the foreseeable future, as editors responsible for keeping the manuals up to date.

All services will remain the same and the PilotBooks website (www.pilotbooks.co.nz) will remain, and will be developed to facilitate online purchases in the near future.

Walter acknowledges that it was difficult for him to separate himself from the business that has been such an important factor in keeping him active and which he says has given him immeasurable pleasure. Walter will though, continue to retain and manage his consulting service for the preparation of expositions for

certification of various Rule Part operations.

Walter wishes to express his deep and sincere appreciation to his clients, who he has dealt with for many years. He says his client/provider relationships in every case have developed into valued friendships, noting that he will miss the daily contacts and pleasant messages from clients. Walter wishes all well for the future and hopes that the aviation training industry will continue to thrive in spite of occasional setbacks. He hopes that the manuals he started so many years ago with the help of Stewart Boys and his son John, will continue to serve the industry well.

Thank you Walter for such dedicated service to our industry.

Mark and Ruth can be contacted by phone on 03 544 0968, email: waypoints@clear.net.nz or visit www.waypoints.co.nz or www.pilotbooks.co.nz



Package Tours to AirVenture Oshkosh 2012

AirVenture Oshkosh is the must see event (at least once) for every aviation enthusiast. Because the event is so big it pays to travel with someone who has been there before and who knows how to plan to get the best value from the time available. It also means that accommodation, tickets and other logistics are all sorted out for you, so you can concentrate on enjoying the show. The New Zealand expert in this regard (having operated 25 previous tours and with many repeat customers) is Gaye Parady Travel. Gaye's 26th! Airventure Oshkosh tour package departs this year on July 19th.

Typically about 2500 show aircraft participate at AirVenture, there are more than 800 individually exhibitors, and more than 500 forums on throughout the week. If you walked past (not down) each row of aircraft, you would have walked for 8km.

Travelling across Conoco Square, AirVenture's main display ramp, in 2011 you would have seen Boeing's 787 Dreamliner and the only B29 (that is still flying). The afternoons are for airshow time, a 3 hour show of spectacular variety each day. There's plenty of aviation entertainment and seminars on in the evenings too.

And Gaye has options available for travelling partners who might not be quite so keen on non-stop aviation for a whole week. As well as all this, the tour will visit a variety of nearby attractions including the famous Desert Boneyard, Titan II Missile Base, Pima Air Museum and much more. See below for details.

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Te Kowhai Airfield For Sale by Tender

WHAT could be a once in a lifetime opportunity now exists to purchase the renowned Te Kowhai Airfield. The property is 34ha or 85 acres (approximately), with the option of a house also available. This is the first time this property has been offered for sale since establishment of the airfield in 1967.

Max Clear was the New Zealand aviation legend behind the airfield development. Dating back to the 1960s in the Waikato town of Te Kowhai, he was a man with land and a dream. The fruition of this dream meant that his farm was destined for very big things. Just recently Te Kowhai Airfield hosted the successful Flair event which was modelled on Airventure at Oshkosh in the US. This event brought thousands of aviation enthusiasts and visitors to Te Kowhai over three days and was a delight for Max, who sadly passed away in his 71st year, just a few weeks later.

Whilst Max's early professional career was in the dairy and construction industry, it was his pursuit of fun with friends that unveiled a real passion for planes. As a teenager he learnt to fly Tiger Moths and Piper Cubs, and in his 20's he built a Turbulent, which he flew not only over but also under the Horotiu Bridge! Following this Max went on and built a Pitts Special Biplane, becoming a very accomplished pilot and winning many trophies and awards at shows including 'cutting a ribbon' seven times. It was this Pitts Special that Max and friend Greg McNicol set the first Cape Reinga to Bluff record in.

By 1983 Max's hobby became his career and Micro Aviation was born. Some 354 planes later (a large proportion of these exported around the world), Micro Aviation grew from being one man's passion to becoming one of the most successful microlight aircraft manufacturing companies in the southern hemisphere.

One of Max's visions for his property was to develop an Airpark, and considerable time has been spent on this proposed development working alongside surveyors and the Waikato District Council. Obviously there are multiple opportunities for prospective purchasers to consider.

After 45 years this distinguished Waikato property is looking for a new owner and interest is expected to be high. The property is being marketed for tender by Ray White in Hamilton. See their advertisement on page 19.

Carbon Cubs arrive at Central Aero Engineering

TWO brand new CubCrafters Carbon Cub SS aircraft recently arrived in a container for Central Aero Engineering to assemble at Hamilton Airport. Imported by Bob Gray from Bombay (near Auckland) and by Peter and Bruce Clulow from Wanaka, the aircraft are a modern (and significantly improved) re-creation of the venerable Piper Super Cub.

Central Aero are a MAF approved transitional facility and were able to handle the project from container arrival through to assembly, CAA requirements (they are first of type here), and test flying. Paul says they are well equipped as a one stop shop in this regard, also completing the new aircraft's AD checks and compliance, as well as compass swing, avionics checks, and transponder calibration.

Arriving essentially as complete aircraft with just the tail components and wings removed, CSS was the first to be assembled followed by BPC. This involved installing the horizontal stabilisers and stays, elevators, flying wires, fitting and plumbing the wings for wiring and fuel, installing the flaps, then basically pushing the aircraft outside for its first run. Paul says that the aircraft are beautifully executed and that the whole process was very straight forward. In Paul's words, the Carbon Cub is a "very, very nice little aeroplane". "Attention to detail is very evident, especially in the quality and amount of machined componentry (nothing is bent or folded). They're like a Cub should have been if technology had permitted it in the day."

Test Flying

At this point, Bill Henwood from Classic Cubs based at nearby Te Kowhai entered the project, test flying both aircraft. They



Ready for test flying at Central Aero in Hamilton.



180hp ECi engine in the Carbon Cub SS.



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flew perfectly with no defects straight out of the box, the only adjustment being to a stall warning vane on CSS. Bill says they are like typical Cubs, albeit new ones without 50 years of life under their belts. "They fly very nicely and the finish on the fabric and fittings is really good." Bill also noted the lightness of the tail which necessitates careful ground handling and use of the brakes.

Bob mentioned that when Bill signed off his rating on CSS, he declared that he was not allowed to enter the short take-off and landing competitions at Hastings. Bob has posted video footage of their flights on YouTube (search for Carbon Cub CSS).

The purchase and delivery experience

It was quite coincidental that the two aircraft arrived here at the same time. Both parties had been making independent enquiries to the factory and it was they who suggested the aircraft could be shipped together. Bob is a 1000hr PPL who previously had a Zenair maintained by Central Aero and as he had always been very happy with their service ("nothing is ever too much trouble"), he arranged for his aircraft to be sent there. Peter, who has a GA training and airline background, hadn't previously had any involvement with Central Aero, and says he was equally impressed both with CubCrafters who he visited, and with the work done by the Central Aero team on his

new aircraft. He already has 30 hours on BPC and says its performance is remarkable ("like a Cub on steroids") offering huge safety margins for operating off short strips in mountains and valleys.

New Central Aero capabilities and recent work

Paul says that Central Aero are now set up for in-house biennial avionics checks and that they have also recently expanded their sheet metal work capability with a Magnabend folder and a genuine English Wheel for rolling compound curves.

In recent months they have completed substantial repairs to a damaged Cessna 172 and a damaged SportCruiser, as well as the normal ongoing maintenance for a growing number of clients, including an increasing number of helicopter operators. They are also currently re-commissioning a Mini 500 helicopter that has been in storage. In Paul's words, "We don't have a too-hard basket".

For more information

To find out more about Central Aero Engineering's capabilities or the Carbon Cub project, contact Paul Waterhouse on 021 743 033, email: paul@centralaero.co.nz or visit www.centralaero.co.nz



CubCrafters and the Carbon Cub SS

CubCrafters is based in the US and began operations in 1980 to provide rebuilding services for the very popular Piper Super Cub. A community of like-minded enthusiasts developed around the company who were developing numerous improvements to the original design

as rebuilds took place. Eventually they were not so much undertaking rebuilds, as building new airplanes. In 1997 they expanded their manufacturing facilities and introduced a proprietary design, the Top Cub. More recently, in response to the LSA market, CubCrafters developed a 100hp Sport Cub and the 180hp Carbon Cub SS which claims the shortest takeoff, fastest climb rate and shortest landing of any aircraft in its class.

The Carbon Cub SS is a modern, high performance airplane that has taken the basic design of the Piper Super Cub and reinvented it using materials such as carbon fibre. The result is an aircraft that

is 250lb lighter and that has 50 percent fewer parts than a similarly equipped Super Cub. Its excellent power to weight ratio provides for a sea level climb rate of 2100 fpm. Power is provided by an ECi CC340 engine, a version of a venerable Lycoming design having dual electronic ignition and

lightweight accessory components. The 250lb engine is rated at 180hp for takeoff and climb, and 80hp for continuous power settings.

It all adds up to outstanding performance and the aircraft will takeoff

lightly loaded in just a few multiples of its own length. It's comfortable too, offering 4" more shoulder width and a panel that is 4" further forward than an original Cub.

And the price? Standard pricing for the Carbon Cub SS listed on the CubCrafters website is US\$164,000. There's bound to be plenty of interest in the two aircraft that have just arrived in NZ and perhaps it won't be too long before another arrives to join them. www.cubcrafters.com



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Angel Flight New Zealand takes off

ANGEL FLIGHT is a charitable organisation with the aim of "Improving lives one flight at a time" by flying qualifying patients to faraway hospitals for non-emergency appointments free of charge. The charity has existed in Australia since 2003 and is being set up in New Zealand by retired businessman Lance Weller who flew for Angel Flight in Australia and is now living in Whangarei.

Lance says he was initially disappointed to find that the charity wasn't operating here as he had seen first-hand "how wonderful it was to help people in strife". "The last mission I did was a two year old boy with a brain tumour and his father. They lived about five hours drive from Brisbane but because of the boy's condition it took days to drive there. I just think about the difference that flight made to that family."

Angel Flight NZ will initially operate in Northland with Lance's own aircraft (a Cirrus SR20 G3 that he flew here from Brisbane).

Angel Flight is not an air ambulance or emergency service and doesn't have any medical capability on board so all patients must be fit to fly and have been recommended by a health professional. They must also be in financial need. Lance says the aim is to complement existing emergency air medical services.

The Angel Flight system is well proven in Australia where 2400 pilots have flown more than 12000 missions since 2001. Pilot time and aircraft operating costs are donated by the pilots and owners involved. It is common for airport operators to waive fees for Angel Flights and Lance is negotiating this in New Zealand at present. Whangarei, North Shore, Ardmore, Kaitaia and Kerikeri have already waived landing fees.

Because there are no charges involved, PPL holding pilots can volunteer their time and aircraft to the service, providing they meet the minimum Angel Flight experience criteria of 250 hours PIC time. They must of course also meet all normal CAA regulations to act as Pilot in Command of the aircraft with passengers on board.

Typical volunteers might fly 2 or 3 Angel Flights each year

and whilst there can be no reimbursement of any kind for these flights (other than the warm feeling you get from doing something good for other people), Angel Flight are negotiating free access to MetFlight weather, will provide charts and Vol 1/4 amendments free of charge as funds become available, and plan to offer polo shirts and caps branded with the Angel Flight logo.



Pilots Wanted

Angel Flight NZ needs 'Angels in Cockpits'

Angel Flight NZ starts in March 2012 in Northland, flying missions to and from Kaitaia, Kerikeri and Whangarei to North Shore Airfield. Landing fees are waived at NZAR, NZKK, NZKT, NZNE and NZWR for Angel Flights. Missions will also expand into other parts of NZ as Volunteer pilots and eligible passengers become available.

Pilots need to have 250 hours PIC, have current BFR and Medical and be willing to donate 5 - 10 hours of their time and their aircraft per year.



Contact Lance Weller
Phone: 09 434 3271 or 027 893 4587
Email: lance@angelflightnz.co.nz

How it works

As well as Angel Flight Pilots, the organisation maintains a database of Registered Earth Angels, volunteer drivers who meet the aircraft when it lands and take the passengers to their hospital appointment. There are already 14 Earth Angels signed up at North Shore and 5 in Whangarei.

Patients are recommended to the Angel Flight Coordinator's Office by medical and social workers and sometimes the clergy. Once a mission has been qualified, it is posted on the Angel Flight website for viewing and potential acceptance by an Angel Flight Registered Volunteer

Pilot. The Mission Coordinator (MC) then sends an email to all Registered Pilots and Registered Earth Angels who then 'bid' for a Mission. The MC selects a 'bid' and allocates that mission to a Pilot and Earth Angel.

Because of the assistance that has been received from Angel Flight in Australia, the NZ organisation already has a comprehensive suite of manuals for all aspects of the operation.

For more information

The organisation is already well underway in NZ with the first Angel Flight currently scheduled to arrive at Ardmore on 5th April.

Lance says that "Flying an Angel Flight mission and helping someone while you fly may be among the most satisfying flying you will do". For more information on becoming an Angel Flight pilot, an Earth Angel, or to donate or support the organisation in any other way, contact Lance Weller on 09 434 3271 or 027 893 4587, email: lance@angelflightnz.co.nz or visit www.angelflight.co.nz



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New Avionics Capabilities at Hawker Pacific

ONE OF several new developments by Hawker Pacific at Ardmore during the last few months has been a significant extension of their avionics shop and service capability. This follows an increasing number of requests by customers for an expanded service offering which now includes a comprehensive AeroFlex test bench. The new equipment on hand facilitates quick and accurate diagnosis and repair of nearly all NAV/COMM/Transponder/DME/TCAS componentry. The new bench also includes a Laversab RVSM (Reduced Vertical Separation Minimum) approved Air Data test set, as well as test capability for Mode S transponders. Such bench work has now become a core service offering for the company.

From humble beginnings

The avionics shop at Hawker Pacific has grown from humble beginnings. Managed by Harry van der Hoeven who set up the shop and was its sole avionics employee 6 years ago, the team now consists of 5 full time equivalent staff with a significant amount of specialist and general skills. A wide range of OEM approved test equipment is available to the team and with an average of 18 years of experience per person, customers can expect to receive efficient resolution of almost any avionics issues. Technical assistance is readily available with systems, wiring, and avionics anomalies for all fixed and rotary wing aircraft.

The facilities now in place create a genuine one-stop opportunity for operators requiring maintenance checks, airworthiness reviews, or defect rectification. Any avionics issues can be quickly resolved while the aircraft is already in the hangar for other work requirements.

Breadth of Capability

Hawker Pacific staff have a broad variety of factory training and certifications between them. Servicing of all leading brands are catered for, including Bendix King/Honeywell, Rockwell Collins,

Garmin, Artex, Kannad, Century Flight Systems, STEC, Aspen Avionics, Avidyne, David Clark and more.

Repair and installation capabilities stretch from legacy classics to new generation, covering KX-155 to Collins Pro Line integrated flight decks and everything in-between.



Hawker Pacific's new AeroFlex Test Bench installed at Ardmore.

The company is an Authorised Service Centre for Garmin, certified for full repair and servicing without limitations and including field service. They are also experienced in the installation and maintenance of all Garmin product including the new GTN650/750 series.

Via Hawker Pacific's Australian Avionics division, the company holds dealerships for most common avionics brands and can source componentry and access technical knowledge directly from manufacturers.

Recent and Current Projects

Aside from day to day maintenance activities, an interesting mix of projects pass through the hangar on a regular basis. A good example was the expansion of the Coast Guard Cessna's G1000 with an integrated audio panel to support search and rescue functions and communications. The team are very familiar with 'glass' panel upgrade processes (Garmin, Aspen Avionics, Avidyne, Honeywell, Sandel, etc.), and recently completed a Cessna 421 installation of Garmin GTN750 and dual Aspen EFD1000 Pro C3s.

Work is also regularly undertaken on behalf of and in partnership with other

maintenance organisations. One staff member was in Wellington last week to support avionics work in a BA146 by arrangement with the aircraft's maintenance provider. And in the hangar at time of print was a new PAC750, requiring the fitting of a permanent HF radio installation on behalf of Australian Avionics.

Customer Care

The growth of Hawker Pacific's avionics shop has come about from word of mouth and repeat business. A recent example began with a small radio problem in a 30 year old Cessna 170. Happy with the work done, the customer later returned to have most of the aircraft's avionics replaced as well as being made ready for a future glass cockpit upgrade.

Harry says they enjoy caring for all customers and their aircraft whether big or small, and have a client base extending from Cessna 152 through to King Air 350 and beyond. Diversity is welcomed and in recent weeks, via a referral, they completed avionics checks on a Boeing Stearman.

The team can also carry out on location work which is available by arrangement when required.

Loan items available

To minimise aircraft downtime, nearly all ELT repairs and/or battery changes can be arranged for a single day turnaround time. For component jobs that will take longer and where the aircraft is required to be quickly back in service, Hawker Pacific holds loan items for most common radios, audio panels and transponders, including Garmin 430, and ELTs.

For more information

Harry says the team prides itself on clear communication, no surprises and great service. For avionics information, contact him on 09 295 1638 or harry.vanderhoeven@hawkerpacific.com. For general maintenance enquiries, contact Peter McCarty on 09 295 1403 or peter.mccarty@hawkerpacific.com.

Positions Available for new Avionics Staff

With an already increasing workload and their new avionics facility now in place, Harry is seeking to recruit more avionics staff to the team. Experience is required, and if not already licenced, then the applicants must wish to become licenced and will receive support for this process. Applicants must be able to work independently and excel in providing direct customer support. Working as part of a dynamic team, there should be plenty of variety in each week which may involve anything from classic to modern aircraft, from basic checks to complete retrofits, and everything in-between. To find out more, call Harry on 09 295 1638 or E: harry.vanderhoeven@hawkerpacific.com



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Places to Go - Tauranga

WHEN I think of Tauranga I always feel great joy from my memories of visiting Mt Maunganui as a child. You probably have your own memories too, but if you haven't been to Tauranga for a while then do plan a trip to fly in and stay for a long weekend. Any flyer's dream is alive and well at the airport where you can live in your hangar and have your planes there with you. Being able to tuck the aircraft into bed at night after flying and then retiring upstairs to the balcony for enjoy a cool drink while watching over the airfield makes for any pilot's dream home.

Flying into NZTG is straight forward. The Tauranga Tower people are professional and even though it can be very busy, arrivals and departures are not stressful. From the north, you'll likely track through Waihi gap then towards Matakana Island and when approaching listen to ATIS on 126.60 and switch to Tower 118.30. From the South do the same approaching Maketu for a Papamoa arrival.

Once you arrive, parking is ample and you will receive the landing fee through the post. You may like to visit the terminal for a cuppa or lunch as it has a friendly cafe or perhaps save that thought for the Classic Flyers café (more on that later). Colin Alexander at Solo Wings is the NZ Rotax agent and also is a very experienced LAME. He has a large facility on the eastern end of the field and can look after your maintenance if you have pre-booked, as well as providing a car if you need one. While he works on your aircraft, you can go and enjoy what the Mt Maunganui and Tauranga region has to offer. Solo Wings phone number is 07 574 7973.

Tauranga airport is home to a very diverse mix of aircraft types and also a diverse range of business interests. A good deal of flight training takes place there, the largest operation being that of Bay Flight which has been in operation since 1996. A great place to visit is a hangar beside the Classic Flyers Cafe that you can visit by going into the cafe. This contains a truly fascinating collection of cars as well as planes. The cafe is a great hang out for residents of the airport and if you are staying over, make an evening visit to meet lots of like-minded individuals and perhaps the odd pilot or two! Great food, coffee and wine can be found there. For a preview check out www.classicflyersnz.com.

If you like shopping then both Tauranga and Mount Maunganui offer great town



Tauranga Airport is a busy and diverse place. Excellent and friendly Controllers make arrivals easy.



Mount Maunganui. Don't miss climbing to the top to check out the view.



Mount Tarawera is nearby and well worth flying around for a closer look.



A flight around White Island is also well worthwhile, or take a helicopter trip to land there and experience an active volcano first hand.

Contributed by Ruth Presland

centres. However if, like me you are on a timeframe then nearby BayFair also offers a great shopping mall just five minutes down the road towards Papamoa. Tauranga's main street and water front is easy to get around on foot and with ample parking and wide streets it is one of my all time favourite shopping centres. There are a great range of clothing shops and cafes in the malls as well as on the water front.

Beyond shopping, one of my picks is the Quarry Park ([see www.quarrypark.org.nz](http://www.quarrypark.org.nz)). This has an excellent walk around an old quarry that has been converted to an entertaining garden park that suits all ages including your dog. They have a huge array of different flora and fauna, and sculptures by local artists feature throughout the park. The walking tracks are easy for the moderately fit. This is a place to enjoy, a place of nature and tranquillity, of stunning views and great art.

If the beach is more your thing then Mount Maunganui is the place to visit. It is a great walk up to the top and the view is spectacular. This is for the moderately fit but if you have been sitting around too much flying all over the place, then I would recommend at least going up half way! There are interesting pools at the base as well as a colourful range of shops.

The Mount also has timeshares so if you need to use up a week then go exploring further afield. Tauranga is not only a great place to fly to, but also to fly around. Take a trip to nearby White Island or Mount Tarawera, both exciting from the air and well under an hours flight.

If a combination of great weather, people, cafes, shopping, beaches and scenery appeals to you, plan a trip to Tauranga. Enjoyment is a certainty.

(Thanks to Cliff McChesney for the pictures)

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A-4K Skyhawk NZ 6209 Arrives at Ardmore

IT'S SUNDAY the 11th of March and I have just finished signing for receipt of Skyhawk NZ 6209 on loan from the RNZAF Museum, not a bad morning's work.

When I first got involved in the NZ Warbirds Association Committee some ten years ago, there was discussion on the 'mothballed' Skyhawks. I recall President of the day Trevor Bland writing to the 'Ministry People' suggesting the Association could look after one or two. The Committee Minutes don't reflect whether Trevor received a reply!

It was with some interest that we received a call from Defence about 12 months ago asking of the Association's interest in being 'considered' for the loan of an aircraft for 'display'. The reply was obviously 'yes please', however the process was not that straight forward. The Association first had to be vetted to confirm our capacity to care for and display the aircraft appropriately. This included a visit from Minister of Defence, the Hon. Dr. Wayne Mapp.

Suffice to say NZ Warbirds was accepted as a worthy recipient. For the record the aircraft remains the property of the RNZAF Museum Trust and is on loan to the Association. This is partly to ensure the continued care and presentation of the aircraft in a suitable environment.

For NZWA this is a change in direction from our norm of presenting ex military and classic aircraft in an airworthy state. We had made initial moves down this road with the development of the Visitor Centre in our main hangar. To re-iterate, this centre was created to enable the Association to put on display some of the memorabilia, books and models which have been entrusted to us



NZ 6209 arrived at Ardmore on 7th March and had been re-assembled (minus one part) by the 9th.

over the years. It is also seen as a means of lifting the Association's profile within the local and aviation community. We believe we have succeeded in these aims, nonetheless, the development of the Visitors Centre is an ongoing project, the latest 'instalment' being the development of a dedicated shop to present our range of memorabilia and gifts.

Warbirds Executive see the inclusion of a Skyhawk as an important addition to the Visitor Centre, an opportunity for school groups, tour parties, casual visitors, and of course Association Members to see a real jet fighter up close and personal.

Contributed by Frank Parker

The Delivery

With the confirmation of an allocation, a 'Skyhawk Group' was selected to oversee the administration and logistics for delivery. This has been simplified by Defence being responsible for the aircraft's delivery and assembly in our hangar. This was at some cost which was met by one of our members with a generous donation.

Delivery was scheduled for April-May, no panic, until a call from the Delivery Team a few weeks back; "We have an issue downstream, can you take your aircraft in a couple of weeks?" – The reply "Of course, no problem", and so the panic starts. Once again our band of tireless volunteers came to the party to prepare the hangar space and complete a myriad of other jobs.

And so to Wednesday 7th March. The clock turns to 1200 hrs and with military precision (of course), Skyhawk NZ 6209 arrives at our hangar. 6209 was one of the initial purchase of Skyhawks for the RNZAF in 1970. I can (vaguely) recall their arrival on USS Okinawa, at the Port of Auckland before being towed to Whenuapai. The trip to Whenuapai was accompanied by a group of protestors, some of whom became prominent politicians, one of whom oversaw their demise.

Back at our NZWA hangar, the Defence Team, led by John Manning from Safe Air and assisted by Warbirds volunteers sprang into action. It was a three day job to turn the pieces into an aircraft which is now assembled and resident in the hangar. The job is not complete with display stands and supporting media yet to come, however we have reached first base. As they say, 'Watch this Space'.

Checking the Logbooks

At least three of our NZWA Auckland based members have laid claim to having NZ 6209 in their logbook.

CFI Dave Brown has recorded 30 flights in NZ 6209, the first on 26/1/84, the last on 18/7/86 for 47.1 hours. This included a transit from Ohakea to Paya Lebar (Singapore) via Richmond (Sydney), Townsville, Darwin, and Bali – not all in one day no doubt.

Mark Helliwell has 72.8 hours logged in NZ 6209, including an endurance record of five hours on 24/2/84. This was a flight to prove drop tank feeds prior to deployment. As 'Squadron Planning Officer' Mark picked himself for the flight from Ohakea, New Plymouth, Cape Reinga, East Cape, Stewart Island, Puysegur Point, Farewell Spit, Ohakea. The flight included two air to air refuels (and a very resilient bladder !)

San Diego based member Pete Hunt quietly admits to having 'maybe 1000 hours A-4 time' achieved in the US Navy Aggressor Training Role (think Tom Cruise and Top Gun). Pete says it was challenging to fly the aircraft using Soviet tactics and only 75% of its capability. Equally it was fun to cut loose and surprise the 'good guys' with some new (or is that novel) tactics.

Member Roger Kyle recalls his mission as a young (weren't we all) AC (Aircraftman), of removing the protective coating from the aircraft after their arrival in Whenuapai.

No doubt further essential trivia will surface – there are already whispers of 2x 300 hundred gallon drop tank 'releases' and a dead 'stick' of six 'High Explosive' 500lb bombs (inadvertently unarmed – so no BANG !) dropped at a Defence fire power demo at Waiouru.

Footnote: With the aircraft being provided on loan for 'display' purposes, KiwiFlyer enquired as to just which component the RNZAF had retained to prevent flight. Alas it is the engine.



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Pipistrel Round the World Flight gets some NZ help

THE Pipistrel Green Light World Flight landed in New Zealand at the start of March. This is a solo around the world adventure flight in a Pipistrel Virus SW914, being made by Matevz Lenarcic. Covering more than 50 countries (New Zealand was number 35), Matevz aims to “Fly the lightest 3-axis aircraft (290kg) around the World westbound, burn the smallest amount of fuel per distance flown, and make the nicest book about World Waters.” During the trip, Matevz will cover 80,000km, cross the equator 6 times, fly over 7 continents, 120 National Parks, 3 oceans, the Antarctic, Mount Everest, and more.

Matevz is an IFR rated PPL holder who has previously flown around the world in an easterly direction. He holds various records and awards and has published 11 books. His flight this time will highlight the “very different faces of water and warn the world that lack of water brings even more tension to society than the oil trade.” As well as many photographs, atmospheric readings are being taken to show atmospheric contamination from biomass and fossil fuel combustion.

Matevz is undertaking a great adventure and is of course supported by Pipistrel, many sponsors, and many other people along the way. His website www.worldgreenflight.com is well worth visiting.

One of his helpers has been Colin Alexander from Solo Wings at Tauranga, who made an urgent dash to Tahiti to address issues with the Pipistrel’s Rotax 914 engine possibly resulting from fuel contamination, before Matevz continued his journey to New Zealand (beating Colin home to Tauranga in fact). His trip here from the Cook Islands wasn’t the most pleasant, says Matevz; “In the morning the weather was okay but only about an hour after I took off, it spoiled again so I was flying in clouds and with the help of Domen (Matevz’s full time weather watcher and flight planner) I was able to get some orientation. Domen was planning the flight with the help of satellite images through the cold front on its narrow point. Still, the rain was terrible and flying very demanding. Five hours later the weather improved, but then I was hit by strong head winds, which prolonged the flight for at least two hours!”

After Matevz arrived in Tauranga, Colin was able to fully service the aircraft before Matevz continued on his journey across the Tasman to Australia.

Colin picks up the story to tell of his part in Matevz’s adventure:

My involvement began when I received a call from the Pipistrel factory to advise that Matevz was having engine trouble for a number of hours before landing in Tahiti. Because I was the nearest person familiar with Rotax 914 Turbo engines, they requested that I please proceed to Tahiti to assist. This all occurred at 10:00 on Sunday morning. On checking flights, there was only one flight out which required me to be at Auckland International by 12:50. With incredible urgency, I packed my tools while Norma purchased an airline ticket and then I had to try to get to Auckland in time. I managed to hitch a ride to Ardmore with Ross McInch in his RV7 and caught a cab to the airport arriving just in time for Air Tahiti.

I was met by Matevz at Papeete International just after 22:00 that evening. It was a real thrill for me to meet this great adventurer.

The next morning we were up early and ready to start work

on his aircraft. The first challenge was getting across the main runway to the hangar where the Pipistrel was stored and we had to go through all sorts of security checks. On arrival at the open ended hangar, I arranged my tools to begin work. The first major problem was mosquitos. My legs went black with the little **stards and I could not stand still. We eventually got some coils to light and placed them around the engine. (It was great to be working on the fuel system while we had smouldering coils underneath.)

We had to go through the entire fuel system as Matevz believed that he picked up contamination from the fuel he had sent to Antarctica and the South Pacific Islands. The 914 has two carbs as



Colin Alexander with Matevz Lenarcic at Tauranga.

well as electronic throttle position sensors etc. and this whole lot was tightly packed into a very small engine compartment under the coolant radiator.

It was stressful knowing that I was carrying out critical work on this aircraft without having the benefit of a check flight as the aircraft was too heavy with fuel and it was not desirable to land at this weight. After completing all the work and re-tuning as well as replacing fuel filters located inside the cockpit, we ran the engine and all went well. From an engineering perspective, I had to check and recheck as I did not have the benefit of our own organisation where crosschecks can be performed. It is a huge responsibility doing this sort of task and

then sending the pilot out to cross oceans and I felt it.

The daily temperature was about 36 degrees so it was a hot and sweaty job, but we went home that evening satisfied that the aircraft was ready for its flight to the Cook Islands and then to Auckland.

Early the next morning Matevz climbed aboard and warmed the engine up while waiting for his clearances. We watched him take off and I can’t explain how I felt as he started over the ocean. I spent the morning tracking him on Spidertracks and felt better when he arrived at the Cooks.

I then had to wait until the next flight from Tahiti which arrived in Auckland on Thursday. By the time I reached Tauranga, Matevz had arrived and his aircraft servicing was already half completed by Saul and Phil in our workshop. He stayed with Norma and I during his short time in NZ. (sadly the weather was shocking) before Customs came to the hangar on Sunday and Matevz departed at about 08:00. It was really odd listening to a pilot asking for a departure direct on track to the Gold Coast from NZTG.

Matevz is an amazing and organised person. He comes across as an all-round good sort who has managed his risks very well. As far as safety equipment on board is concerned, he of course has his Spider as well as a satellite phone and portable PLB and GPS already in a watertight bag. He has a provisioned 4 man life raft including a water desalinating plant. He has all weather gear including a survival suit that will tolerate minus 40 degrees Celsius. While he is flying, he listens to music put together by his kids and receives information from his Flight Planner in Europe who helps him navigate around most bad weather. His major regret here was not being able to fly around Mount Cook and get some photos.

It has been a great privilege to be asked to work on his aircraft and our Solo Wings organisation is thrilled that we have been able to ensure that this brave adventurer can continue on his way. We wish him all the very best.

Colin Alexander

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Classics of the Sky Airshow at Tauranga

The diversity of aviation in New Zealand was displayed in spectacular fashion at the Classics of the Sky airshow held at the end of January at Tauranga airport. KiwiFlyer sent regular contributor Chris Gee to the Saturday of the show to report on the event.

All photographs are by Chris unless otherwise indicated.

OBSERVING the aircraft that reside at Tauranga, the country's fourth busiest airport, is like looking into a microcosm New Zealand's aviation register. With such a vast array of different aircraft types taking to the sky this airshow was sure to become a major attraction to both aircraft enthusiasts and the general public alike. Organisers estimated that 30000 people attended the airshow, with another 15000 observing the displays from different vantage points around the city.

The airshow grew out of the Sports Aviation Association Fly-In and Annual General Meetings, originally based at Matamata and which moved to Tauranga airport in 2006. As the biannual airshow grew to stretch the resources of SAA, in 2008 they asked Classic Flyers New Zealand to help them with the show operation. This led to an expansion beyond sports aviation to include warbirds, general aviation and RNZAF participation.

While the Tauranga City Council does not fund the airshow directly, it does own the airport, whose management team offers outstanding co-operation and support to the organisers. The community really gets behind this airshow too, particularly the Tauranga Te Papa Rotary Club, which runs the ground area and the 160 trade stalls it contains. The only hiccup to the show was a last minute withdrawal of the RNZAF's Red Checkers

Contributed by Chris Gee

formation aerobatic team due to a forced landing and grounding. This rendered the planned literature for the public redundant, but measures are being taken to find a better way to use technology to communicate live with the public in the future. There were also problems with interference between the loudspeaker system and local wireless setups. The events traffic management plan worked flawlessly with no major delays experienced getting into or out of the airshow and next year the organisers plan to lure more people to watch the displays from on the airport itself rather than from elsewhere in the city.

Tauranga turned out great weather for the whole weekend and the show was very much enjoyed by all who attended.

Captions to images

1, 2: The Yak 52 civilian aerobatic team are renowned for their tight display of formation aerobatics. Seven aircraft appeared at Tauranga, three coming from Pauanui and four from New Plymouth. The highlight of their set is when both formations rejoin and perform a split break towards the audience. The Yak-52 first flew in 1976 and is still used as an aerobatics trainer for many of the eastern bloc countries.

3: The AT-6 Harvard is synonymous with the New Zealand warbirds scene, and this formation aerobatic team from the New Zealand Warbirds Association has become a reliable mainstay for aviation events in

New Zealand. Led by Frank Parker, the Roaring Forties turned on an excellent display, performing formation and solo routines culminating in the classic 'Love Heart' smoke trail.



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4, 5, 6: New Zealand has some extremely talented and award winning aerobatic pilots, and three of them put on incredible displays. As well as Doug Brooker in his MX2, there were also two of the instantly recognisable Pitts aerobatics aircraft, the Pitts S1 Special, flown by David Monds, and the Pitts Model 12 flown by Richard Hood. These three professional pilots gave exhilarating displays of extreme aerobatics, showing the crowd all the things that you really should not be able to do in an aeroplane.



7

7: The Royal New Zealand Airforce sent three of its aircraft to participate in the 2012 Classics of the Sky airshow. The upgraded C-130LEP Hercules and the new Agusta 109LUH helicopter were on static display while the UH-1H Huey flew a handling display. The arrival of the Hercules on the Saturday morning was quite an event, as it taxied in and then reversed into its parking spot under its own power. The aircraft had hundreds of visitors through it over the two days, many ogling at its new glass cockpit. This was also the first public static display of the Air Force's new A109 Light Utility Helicopter. The UH-1H Iroquois helicopter pulled out all its usual tricks during its display and will be sorely missed once it is replaced by the new NH-90.



8

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10

8, 9, 10: As has become the norm at warbirds themed airshows here, the historical re-enactors were out in force, setting up their extremely realistic 'Allied' and 'Axis' camps decked out with period piece uniforms, weapons and equipment. As part of the finale of the show the German soldiers marched out onto the airfield as the Me-108 attacked from the air. They were met by US Airborne soldiers and the fire-fight got underway. Accompanied by some well-timed pyrotechnics, a formidable formation of allied aircraft took turns attacking the airfield. The Corsair, Mustang, Kittyhawks and Spitfires were backed up by the Harvards, as 'flak' exploded in the air. This provides some excellent photographic opportunities but you have to be quick! There is a lot going on at once so it can in fact be better to just put down the camera and enjoy the view...

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1-6: The combination of Vampire T11, flown by Brett Emeny, the L-39 Albatros flown by Frank Parker, Bruce Chapman's A-37B Dragonfly and the BAC 167 Strikemaster flown by Dave Brown, provide a unique formation of classic jets that is very rare and is probably only possible here in New Zealand. The line-up of these wonderful aircraft on the tarmac was an impressive sight, and their displays were a tribute to the dedication of their owners, maintainers and pilots.



7: This beautifully restored ex-South African Air force Harvard is owned by Peter Meadows from the Double X Aviation company. First flown in 1941, and originally imported to NZ in 1996 directly from the SAAF, this is the most modern in terms of avionic and equipment of all the Harvard's in New Zealand. The SAAF had strict arms import embargoes placed on it during the apartheid regime, so had to keep its Harvard's in immaculate flying condition a long time after other examples were retired from service. The Double X Aviation company is the first in New Zealand to receive the CAA's new Part 115 Adventure Aviation licence, and for a mere \$495 you can get a combination aerobatic and scenic flight out of Tauranga!



8, 9: We are always in for a treat when the pair of Supermarine Spitfires gets together. The close formation low passes and solo displays by Brendan Deere's Mk IX, flown by Sean Perrett, and Doug Brooker's rare Tr9 would have been the airshow highlight for many of the WWII enthusiasts present. The Mk IX shares the colour scheme of the aircraft Alan Deere flew when he was the Wing Leader at Biggen Hill, while the Tr9 is an ex SAAF example, and is painted to represent the aircraft flown by New Zealand's top WWII fighter ace Colin Gray.

10: The Messerschmitt Bf 108 Taifun is a four seat aircraft that was designed and built as a 'civilian recreational' aircraft to avoid the restrictions of the Versailles Treaty, which prohibited post WW1 Germany from building any weaponry. It first flew in 1934, and in reality it was designed as a military scout aircraft and trainer, as well as a development platform for what was to become the famous Me-109 fighter. Based out of Ardmore, this is the only Me-108 flying in the country. During the airshow it was flown by Colin Henderson, as it played its obligatory role as the 'Enemy' during the mock attack at the finale. An extra touch has been added to its popular performance by the addition of 'machine guns' in its wings that look and sound like the real thing.

11: Tauranga is very fortunate to have three Boeing Stearman aircraft in residence. One is based with the Classic Flyers Museum, and Marty Canton and Mike Dean imported two. The Stearman was the main trainer for the US Navy, and many New Zealanders carried out their training for the Fleet Air Arm in the safety of the USA using these machines.



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1

Gavin Conroy

1, 2: The Old Stick and Rudder Company's Goodyear FG-1D Corsair is often a show stealer and was once again a significant highlight at Tauranga. Under the expert guidance of Keith Skilling, one of New Zealand's most experienced warbirds pilots, this very photogenic aircraft performed some very low and fast passes and aerobatics, showing off its unique wing configuration and shape. Known by the Japanese during WWII as 'The Whispering Death' due to the unique sound of its Pratt & Whitney Double Wasp radial engine, the Corsair was in widespread use by the RNZAF in the Pacific theatre. This aircraft, NZ3009, is the sole airworthy ex-RNZAF example.



2



5

3, 4: The two P40 Kittyhawks demonstrated by Liz Needham and Stu Goldspinks are always a welcome sight, and this time they even raced a car along the runway. The 'E' Model is based in Masterton with the Old Stick & Rudder Company, and once served with the RNZAF, while the 'N' Model comes from Ardmore and is an ex RAAF airframe. The P40 had a colourful history with the Royal New Zealand Air Force who operated 297 examples in the Pacific theatre during WWII, with RNZAF Kittyhawks shooting down 99 Japanese aircraft over the course of the war.



3

Gavin Conroy



4



6

5, 6: Graham Bethell's P-51D Mustang has long been one of the favourites of the airshow scene here. We anticipated some low knife-edge passes from Graham in the Mustang, and his excellent routine at Tauranga lived up to this reputation. The P-51D was a real game changer when it appeared over the skies of Europe during WWII, since it was the only fighter that had the range to escort the bombers all the way to the target and back. Originally designed as a ground attack aircraft the Mustang remained in use up till the Korea War, where it was finally out-matched by the new generation of jet aircraft.



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Hawker Hunter

FOR MANY, the highlight of the Classics of the Sky Airshow at Tauranga was the thundering low and fast passes made by the Hawker Hunter FR74S, during which the aircraft would scorch past the crowd line at around 900km/h. Its highly anticipated return after a four-year absence from New Zealand skies came after many months of painstaking work by veteran aircraft engineer Jim Lawson. Under the experienced command of pilot Dave Phillips, the aircraft took to the air just days before the airshow, much to the delight of the airshow organisers and aircraft enthusiasts.

This Hunter, ZK-JIL, was built in 1958 and operated by the Singaporean Air Force. Jet Imports Ltd. initially brought the jet to New Zealand in 1995 along with another example, which is currently on display at the Classic Flyers Museum in Tauranga. Restored to flying condition by Aero Technology Ltd. at Ardmore, its first flight in New Zealand was on the 13th of April 2000 at the hands of Sir Kenneth Hayr. ZK-JIL again saw some military 'service' after the RNZAF's Skyhawks were withdrawn, when the Hunter was hired by the Royal New Zealand Navy to carry out simulated attacks against its ships.

The Hawker Hunter was a very successful aircraft with 1985 constructed, and it served with the armed forces of 22 countries.

Most were retired in the 1980s, but some continued in active service well into the 1990s with the Air Forces of Switzerland, Zimbabwe, and Singapore. In fact four examples were returned to active service by the Lebanese Air Force and are still in use today! The aircraft has seen active combat in the Middle East, Africa and Asia, but was

most popularised after its use in the Rhodesian Bush Wars of the 1960s and 70s. Most aircraft were employed in the ground attack role, but many were converted to reconnaissance models, with the addition of cameras and sensors under the aircraft.

Powered by a Rolls Royce Avon engine with over 10000lb of thrust, the Hunter is started with compressed air, which spins the turbine until the fuel can be ignited. It has a very effective range of 689km with internal fuel or over 2900km with additional fuel tanks, and is capable of a maximum of Mach 0.95 (978km/h) at 36000ft. The aircraft is very expensive operate and maintain, and, in the words of one RNZAF commander admiring its display: "It should be called a 'Converter' instead of a 'Hunter'... It converts

money into exhaust!" This statement holds true for much of the warbird (especially jet) fleet in New Zealand and Kiwi aviation enthusiasts owe a debt of gratitude to the owners, volunteers, and sponsors who care for and fund these aircraft, and who display them so willingly for the enjoyment of all.



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1: It quickly became obvious that Ross Crawford didn't actually need a runway at all to display the Aviat A-1C-180 Husky. Its remarkable Short Take Off & Landing (STOL) performance was readily apparent as it took off in a distance barely more than a few meters. Indeed this aircraft, with its oversize tires and incredible low speed stability often lands and takes off on shallow rivers.

2: Tauranga has become a major hub of autogyro activity with people coming from all over the country to learn to fly with Gyrate, who are based at the airport. The Gyrate team put on an astounding formation display, with parts of the solo routine seeming to defy the laws of physics.

3: This diminutive Bede BD5, made famous by its role in the James Bond movie 'Octopussy', lives in Grant Nicholls' hangar at Tauranga. The Bede BD-5J holds the Guinness world record as the smallest production jet, though Grant's example is (probably more sensibly) powered by a propeller driven with a snowmobile engine. Designed in the 1960s, the prototype first flew in 1971, and over 5000 kits of this aircraft were sold. The number built and still flying today is somewhat less than this.

4: Phill Hooker performed a spirited display in the T51 Mustang "Hurry Home Honey", which was built by Marty Cantlon. Available from Campbell Aero Classics, this 3/4 scale kit-built experimental aircraft has become very popular and there are several now flying in New Zealand.

5: Masterchef Simon Gault brought the Thunder Mustang to Tauranga where he performed some excellent displays. Constructed from modern materials and powered by a V-12 engine, this 3/4 scale aircraft actually outperforms the original P-51D, achieving a level speed of 375mph and a rate of climb of over 5000 feet per minute. Presently for sale, this is the only example flying outside of the USA.

6: The Falcomposite Furio is a high performance fully aerobatic kit aircraft with a cruise speed in excess of 175 kts, a climb rate exceeding 2000 fpm and a range of 1100 nm. Phill Hooker brilliantly displayed the Furio, which is one of three that are now flying in New Zealand. Produced by Falcomposite, the Furio is of composite construction, comprised of fewer than 30 structural components. No specialist knowledge or tools are required for assembly.

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Phill Hooker (Hookz)

While at Tauranga for the Classics of the Sky Airshow, regular KiwiFlyer Contributor Chris Gee took the opportunity to meet up with local identity and pilot of most things that fly, Phill Hooker. Phill's aviation history is diverse to say the least, and he flew displays of no less than nine different aircraft at the show. Chris asked Phill about this feat, as well as his background, motivation, and favourite aircraft types.

Tauranga Airport hosts an energetic, tight-knit and eclectic community of aviators, with around 50 people living at the airport. Perhaps the most experienced and charismatic among these is Phill Hooker (Hookz), who has lived at the airport for over 12 years. He has an intimidating array of accomplishments and qualifications to his name, including A-Category Fixed Wing instructor, B-Category Gliding instructor, Flight Examiner, Authorised Testing Officer for Microlight and Gyros, an airline pilot, commercial helicopter pilot and is the go-to test pilot for many of the other aviators at the airport. With over 100 types in his logbook (and rated on most), Phill is one of the most versatile flight instructors in the country, and can teach you to fly almost anything apart from hot air balloons. Phill has over 15,000 hours of airtime under his belt, but as he explains, "when you are an airline pilot you build those hours up really fast".



Phill Hooker in the Titan T-51 at Tauranga, and below with the Rubber Duck.

From Hang Gliding to 737s

His career in aviation was jump-started, quite literally, with his first flight in a hang-glider. "I started off hang gliding back in 1976, then I got into gliding at the Taranaki Gliding Club. I saw these tow planes and I thought 'that's a bit of me', so I started my Private Pilot Licence in order to tow the gliders." Things progressed from there. Soon Phill had enough hours for a PPL and later a CPL, and then went on to get his instructor rating at the New Plymouth Aero Club. At that point Phill's sights became set on helicopters. "I was lucky enough to work with Keith McKenzie in Taumarunui for a year where I learnt valuable lessons about low flying around wires and hills from one of the top helicopter guys in the country. My ambition was always to fly helicopters, and go chase deer, but my girlfriend didn't want to be the wife of a helicopter pilot stuck in Timbuktu for ten years, when all our friends were heading to Eagle Air and getting into the airlines. So I went the airline way, and I have no regrets. I got so much value from that kind of flying that I could pass on in flight training."

Phill's career took a new tangent in 1983 when he took a job flying floatplanes out of Rotorua for a season. "This turned out to be very handy years later when I became a Flight Examiner; very

few people had experience with float planes and I still go down there and do the annual checks for them." After moving up to Hamilton in 1986 to instruct for Falcon Flying Academy he then moved in as the Chief Flight Instructor (CFI) at Waikato Aero Club. He joined Eagle Air in 1988 and flew their Embraer EMB 110 Bandeirantes for seven years. This was followed by a move to Air Nelson for five years where he flew the Saab 340, after which he went on to fly the Boeing 737 for Freedom Air. Phill explains: "You become a pilot because you love to fly. During my time as an airline pilot I never let my instructor rating lapse and in 1996 I started up my own flying school 'Bay Flight' in Tauranga." In 2001 he left the

airlines to devote all his time to that enterprise which became very popular and drew students from all over the world to Tauranga. Phill sold Bay Flight 18 months ago, and very recently HeliPro purchased Bay Flight and has brought Phill back as CFI.

A Gyro Enthusiast

Gyrocopter flying formed part of Bay Flight's operation in the early years utilising RAF2000 Gyros. They were also used for joyrides, search and rescue, shark patrols for the surf clubs and at airshow displays. "We have dropped skydivers from them, soared the Mount engine off and flown the Tauranga Wave. Gyros are still the safest type of aircraft if operated correctly." As Bay Flight got busier Tony Unwin arrived in Tauranga and took over gyro training renaming it 'Gyrate', which has grown into one of

the larger gyro training operations in the southern hemisphere, and Phill is still involved in the operation. Phill is also involved in Flying for the Disabled, and he has a 'hand kit' for a Cessna, allowing people who would normally be ground-bound to make it into the air on their own.

The Tauranga AirShow

With the Classics of the Sky Airshow being such a big day on the Tauranga aviation community's calendar, Phill was certain to play a big part in it. He flew nine different displays in six different aircraft over the two days. He flew T-51 Mustang, Motor glider, Furio, Tecnam Twin and Cessna 152 at the airshow, as well as being the part of the 5-ship gyro team. So how does one deal with the mechanics and rules of so many very different aircraft in such a short time? Phill says the fact that they are all so different with such different controls actually makes it easier. "If you were flying many similar aircraft with similar controls you are more likely to make a mistake. Jumping from one type into another is something I have always done so it's not a problem for me." Phill does ask the Airshow Directors to give him at least half an hour between each of his displays - enough time to have rest, get a coffee, and clear his head before prepping for his next display. At the biennial Matamata



Airshow however, Phill is the Airshow Director, a role he fits in between piloting several of the displays himself.

Display routine planning

Phill's approach to display planning depends on the aircraft he is flying. For example when conducting low level aerobatics in the underpowered Cessna 152: "I scared myself years ago trying to follow a planned sequence. I now make it up as I go, using the height and energy I have after each move and decide which manoeuvre I can safely perform next. So in the 152 I usually don't perform them in an exact order. The Mustang and Furio displays however are pretty much worked out in advance because I have the certainty of power available to get where I know I need to be at the end of each manoeuvre. To be asked to display for a crowd is exciting and an honour and you should always set out to thrill the layman, impress the knowledgeable and scare no one, especially yourself!"

Test Flying

Having such an experienced pilot on hand is invaluable to the aviation community at Tauranga, and test-flying most of the aircraft that reside at the airport can place particular demands on Phill as a pilot. "You have to test fly with the right attitude. When you get up there, you have to expect the unexpected, and consider that a 'worse case scenario' could happen to you at every phase of the flight, and you have to be ready for it. You can't rush." Phill carefully flies each mission one step at a time, always planning ahead for his next move. "I have a game plan ready and know what I am going to do if something goes wrong. I do all my test flying directly overhead the airfield, it's got a nice big runway to land on if I need it in a hurry, and they have rescue people down there if it all goes wrong!"

Diversity at Tauranga

So what's the attraction of Tauranga? "Tauranga Airport is the only airport where you have everything: helicopters, gliders, microlights, gyros, model aircraft, airlines, warbirds, flying schools, aero clubs, sport aircraft, and experimental aircraft. I am heavily involved in the community here and the airport is excellent to operate out of." Tauranga is lucky to have a council that is right behind the airport, and the airport's management are very proactive. "The Airport Manager is a pilot himself: in fact he used to be my co-pilot on the Bandits." Tauranga airport also boasts a very capable air traffic control team. "It must be one of the hardest airports for new air traffic controllers because you have so much going on. You have aircraft coming over at 200 knots, then you have gyros buzzing about at 40 knots, and skydivers dropping in, as well as the usual commercial airline traffic."

A passion for sport aviation

Despite the airline flying, the aerobatics and the test flying, Phill's passion has always been with sport aviation. "Back in the day in New Plymouth the microlight scene grew out of the hang-gliding movement. We were putting all sorts of crazy contraptions together and flying them... but they sure have evolved since then." There is, of course, a massive juxtaposition between the automation and routine of airline flying and the 'seat of your pants' hang gliding

and sport aviation that Phill enjoys so much. "My hang gliding experience has given me a competitive advantage over a lot of other pilots since it is the purest of flying, and really teaches you things you won't learn any other way. On the beaches of New Plymouth if you didn't get the landing right you would go over the cliff and wreck your glider. So when I started flying Cessnas at the aero club, where you had flaps and throttles and control surfaces etc. I thought 'this is easy!'"

Not everything is easy to fly however. Phill tells of an aircraft nicknamed the 'Rubber Duck', which was basically a trike microlight with a rubber dingy in place of the trike. Given his



"If I want to have fun and flap around the sky a gyrocopter is the way to go." Phill pictured with a Gyrate Eagle gyro.

combination of microlight, hang-gliding and water experience he was the natural choice to test the aircraft, and teach others to fly it. "Once I ended upside down in the harbour with a pilot I was training, which was hilarious. With a trike you steer with opposite feet. If you want to go left you push forward with your right foot, which is natural for a trike pilot, but this guy was a glider pilot, where you push with the same foot as your intended direction. Well, when we put this machine onto the beach, people came out to take photos and there was a bit of a to-do around us. We taxied out onto the harbour and set off. This guy guns it, and it started to yaw, well in the heat of the moment he compensates with the wrong foot... Nek minnit, flip, we are upside down in the water. We both emerge to find the whole beach was laughing at us. What can you do but laugh as well?"

Choosing a favourite

Given Phill's vast and varied experience, what is the favourite aircraft he has ever flown? "A hang-glider and the Hughes 500! They are my favourite, but it's a tough question because every aircraft has its purpose. If I want to have fun and flap around the sky a gyrocopter is the way to go, but if I need to go long distance, I want to get there in something fast like an aeroplane. If I need to drop onto a client's farm, a helicopter would do the trick. Each type has its role in aviation and you shouldn't make an aircraft do something it's not designed for. It's horses for courses."

KiwiFlyer thanks Phill for his time with this interview and wishes him well for all future aviation endeavours, the next of which is likely to be demonstrating the Falcomposite Furio at AirVenture Oshkosh in July.

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The Walsh is 46

Graeme Porter calls in to check his aviation roots

FOR MORE than 45 years the Walsh Memorial Scout Flying School has pitched its camp at Waharoa airfield, near Matamata with the express aim of introducing young people to aviation.

Born out of an idea to introduce Venture Scouts to an aviation oriented camp where flight instruction was the major ingredient on the menu, the school soon established itself as an opportunity to showcase the fact that young people and aviation did fit together well.

Support from New Zealand aviation industry leaders was quickly forthcoming and that support has grown and continued to the present day. The over arching aim of the school remains the same – to

introduce young people to aviation in its many facets. The 2012 school pitched camp and was open for business on January 10 with a school graduation dinner held on January 22. The 46th school had in camp 40 ab initio flight students, 26 students returning from previous years to undertake advanced flight instruction and a further 4 joined as student staff members. Including flight instructors, air traffic controllers, support crews (met and rescue) and the necessary headquarters team, there were upwards of 120 persons on site each day.

With the diverse range of aviation occupations represented on site students on the course can see, in real time, a range of options for aviation related career choices. A number of service club scholarships are available for students who might not get the opportunity to participate in the field of aviation and what it can offer.

“The school is not intended to be a pre flight training school,” says CFI Mark Woodhouse; “Although flight training occupies the majority of the course, the opportunity to observe other industry occupations at work during the course is seen as a benefit to the wider industry. This year the school had a detachment from the RNZAF Pilot Training Squadron with two PAC CT4E Airtrainers on-site for one week. All returning students and flight instructors were offered a flight experience with RNZAF personnel, often

in a two ship formation sortie, an activity which demonstrates the growing support (corporate and otherwise) that the School has enjoyed over the years.”

As always the weather plays a major role in School affairs. This year weather patterns around the country were far from conducive to intensive ab initio flight training but there did seem to be a consistent cell of stable weather over the

Matamata area. The School is proud of its ability to not only introduce ab initio participants to the world of aviation, but also its mentoring role towards young graduate instructors. This year saw six A category Instructors on the course. Experienced Flight Instructor Penny

MacKay was attending her first School this year; “I’d heard about the school for years but running my own business precluded the opportunity to participate. Now I’m here I can’t believe the opportunities available for the students. I’m impressed by the professional operation and processes the school aspires too. This is a tribute not only to Mark Woodhouse in his role, but to all the staff too.”

Each year always has its little dramas although these won’t usually rise to the notice of the wider community. Under the careful administration of the Executive Officer, David Jupp, any issues are efficiently dealt with in true adjutant style. There was a last minute scramble this year when a number of training aircraft allocated to the School became unavailable through company restructuring but it all turned out right on the day - a case of wider industry knowledge and a can-do attitude backed up by years of experience.

In less than five years the school will celebrate its golden anniversary. That anniversary is something the Walsh brothers could only have dreamed about when they began their flying school on the Auckland waterfront in pre WW I days. Fifty years of continuous operation is a cause to celebrate and an opportunity to look to the future. If you have ever attended the School, do plan to be there, if not in body at least in spirit.



Isaac Grigor of Auckland receives his Scout Wings from Mark Inglis, Adventure Plus Ambassador, SCOUTS NZ. Isaac also received the Walsh Trophy and \$1000 flying Award for being the best all round student plus a \$2000 Air NZ Award.



First briefing to students by Mark Woodhouse CFI.



Instructor Emma-Jane Lacy explaining pre-flights.



Daniel McDonald receives a first solo dunking.



Student Jordan Pearson from Auckland tries a CT4.



Gary Parata with student Sam Julian of Wellington.



School photo. All pictures courtesy of David Jupp.

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Gliding: Not a solitary sport

Contributed by Jill McCaw

GLIDING seems like a solitary sport. Most privately owned gliders are single-seaters. The pilot is up there, alone in the big blue sky, working his way from one lift source to the next, searching for the elusive invisible energy in the air. It is the ideal sport for those who enjoy their own company, relying on themselves and their own skills. But if you assume that gliding means solitary, then you're only partially correct.

With the rare exception of self-launching gliders, of which yes, there are a fair few around New Zealand, no one can get a glider in the air on their own. The sheer logistics of what is required to go gliding means that many people have to be involved. That's why gliding clubs exist. And of course people that love aircraft enjoy gathering and talking about aircraft. Gliding people are no different. Gliding is actually a very sociable activity.

Nearly all gliding activity in New Zealand takes place in clubs and everyone involved in gliding clubs is there voluntarily. All club positions are filled by volunteers and all of these people are necessary to get that solitary pilot into the air.

Who exactly am I talking about? Who is needed to get a glider airborne?

The tow pilot and his aircraft are probably the most obvious example you can think of. Tow pilots are often enthusiastic power pilots gaining more air time. Or they're just a really keen aviation nut, fly gliders themselves and enjoy flying from both ends of the rope. In New Zealand we also use winches to launch gliders, hurling them into the air like a bungy jump in reverse. Winch drivers don't need the expensive training and ratings of the power pilot who flies the plane, but they do still need training. A winch launch happens really fast and there are huge numbers of things that can go wrong. Well trained winch drivers minimise these risks. Who trains the winch drivers? Other experienced winch drivers. Who are these people? Gliding club members.

How do you learn to fly a glider behind a tow-plane or a winch and bring it down again in one piece? You need an instructor of course. Who are the instructors? In this country they are voluntary club members. With very few exceptions, no one in this country is paid to instruct. Who trains the instructors? Other voluntary, more experienced instructors. While the system may be voluntary, don't worry, requirements for ratings, practical training and assessment are all first class, audited, and overseen by CAA.

So we've got tow pilots or winch drivers and instructors. That's not all the people we need. There will be a club member who runs your wing, someone taking their turn as the day's duty pilot organising ground marshalling on the airfield, a time keeper,



Many hands make light work. Putting a glider to bed at the end of the day.



A timekeeper, two tow pilots, and two keen retrievers, all Club members waiting to help on the airfield



A first solo brings out many people and buckets of water.

someone spending their evenings keeping the accounts, still others doing the president, treasurer, and secretary roles of all committees. Then there will be an engineer for the gliders and other equipment, many club members who give up their time to maintain the aircraft and the club's other facilities, hangers and clubrooms, mowing airfields etc. If you've wandered into a gliding club you've entered a community of like-minded individuals all working together so that when they get a chance they can go flying into the wide blue yonder.

New comers will be expected to do their bit too. Time keeping, running wings, hooking gliders onto tow cables, pushing aircraft off the airfield on landing. All of these are jobs a newbie can do with little training. But don't worry, it's not arduous and for some people it is this community involvement that helps make it all worthwhile. There is a great deal of talking involved with hanging around on airfields and helping others while waiting for your turn to fly.

If you like flying and you like talking about flying, a gliding club is a great place to be. Of course, in the evening when the flying is done, then the talking about flying moves to a whole new level around the bar and barbeque. Families are welcome to join in and clubs often have away-camps and events that bring everyone together. Gliding may seem to be something you do by yourself, but that is really a misconception. Gliding is a hugely sociable aviation activity. Go out and give it a go at your local club.

I'm Jill McCaw and I'm editor and publisher of SoaringNZ, the official journal of Gliding NZ. For subscriptions and details on your local gliding club, visit the Gliding NZ website. www.gliding.co.nz

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Autogyros at Dannevirke and Murchison

THE TWO major autogyro gatherings of the year, Dannevirke on Waitangi weekend and Murchison at the beginning of March were both more subdued than normal due to unfortunately inclement weather. However, as with many fly-ins, it isn't so much about the flying there, or about flying while there, as it is about catching up with friends and enjoying socialising with like-minded enthusiasts. Dannevirke also suffered by being shifted from its traditional Auckland Anniversary weekend slot to accommodate club members who were demonstrating at the Tauranga Airshow, as this meant that others were not able to attend so the turnout was lower than usual.

Dannevirke

Those who headed to Dannevirke early and from more fortuitous starting points made it through the low cloud and showers, while some, like Oskar Stielau from Parakai thought better of it and turned back for home. In Oskar's case that was shortly after Taumarunui, just before his calculated point of no return position. Nevertheless he still got a good day's flying in, with a stop for coffee at Raglan in both directions. Those who did get there

by air arrived from places as far away as Wairoa, Matamata, Taupo and Tauranga. One member trailered his gyro all the way from Pukekohe. None were quite as well off as Paul Scherrer though, who only had to open his hangar door. Gyros in attendance for the weekend included Eagle and Calidus models from Gyrate at

gaps when they needed them including those who crossed the Manawatu Gorge then headed up the Desert Road at a chilly 4500 feet before going their respective ways (Matamata and Tauranga) at Taupo. In spite of the weather and reduced turnout, it was still a great weekend and will be looked forward to next year by all those who could, and couldn't attend the 2012 event.

Murchison

The Murchison fly-in was also moved from its traditional date, this year taking place on 2nd-4th March. The weather forecast wasn't a bright one but as with Dannevirke, several members attended regardless – the point of these annual gatherings being more about saying hello to good friends than about actual flying. Several gyros were trailered in and although rain set in overnight, it cleared

to reveal fresh snow on the tops and very strong upper winds in the morning. Conditions were favourable for flying until early afternoon, when attention turned to performing leakdown tests on many of the engines present, with some surprising results. Sunday turned out to be a great day with trips taking place up the Glenroy, Matakaitaki and Martiri Valleys. Gary Whiting in his Eagle MTO3 and Lloyd Heslop in his RAF2000 took numerous locals for flights before heading for home in the afternoon, Gary being the only person who flew both ways to the fly-in. In Lloyd's words "it was a fabulous weekend once again."



1: Paul Scherrer would have won a 'least distance to travel competition. His gyro lives at Dannevirke. 2: Cylinder leak down tests surprised a few. 3: Lloyd Heslop's, RAF2000 took numerous Murchison locals for flights. 4: The field at Murchison.

Tauranga, an AutoFlight Dominator, ELA, Xenon, Magni and homebuilts. The club AGM was held on Sunday and in the usual fashion, members of the public who turned up were enthusiastically introduced to the sport. Those who flew in headed for home on Monday in weather not much better to that in which they had arrived. All found

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ANZAC Jets at Tokoroa

Contributed by Steve Engle

THE ANNUAL 'ANZAC' jet meeting was held at the Tokoroa airfield over the 3 day Waitangi weekend (although some of the really keen guys were there flying from Thursday). Tokoroa airfield is a full size 850m sealed runway with grass runoff at both ends and is perfect for RC jets. We had performed a flying demo at the Tauranga Airshow the weekend before and had spread the word about our Tokoroa event so there was a great turn out by an appreciative public. Lots of "How high, how much, how fast" questions, and some great exposure for our hobby.

We call it the ANZAC meeting as we have several Australian pilots and families come over each year for the event which continues to grow in popularity. This year there were 7 Aussie pilots and 38 Kiwis (from places as far as Whangarei to Christchurch) registered.

An arrangement between Air NZ and the NZ Model Aeronautical Association made for a smooth process in regards to overseas pilots travelling with models. They were greeted by Air NZ check-in personnel already knowing who they were and what they were carrying. As a comparison, one of the visitors is a Captain for Virgin Australia. Even with his senior position within the airline he had a hard time getting them to accept his model for transport. So a big thanks to NZMAA and Air NZ for streamlining this process for us.

There were 60+ aircraft featuring a variety of models including Cougars/Panthers, 1/4 scale Hawk, Aermacchi, Vampire, Sport Boomerang type models, including Pete McGregor's black & white spotted plane which he has nicknamed 'Friesian' (like the cow). There were also 2 Ducted fan machines, a few EDFs, 2 turbine heli's including a huge 24kg Mil24 scale model, and a turbo-prop powered Fletcher FU24. Turbines at the meeting were mostly of the JetCat brand, but there were a few Wrens, Artes, Simjets and several old home-built kits.

Jason Starkey from Aus flew his BVM Kingat with a JetCat160 motor (about 35lbs thrust) a total of 22 flights! This worked out to 5 hours actual engine running time & nearly 100 litres of JetA1 burnt by Jason. I think those Aussies must owe us some Carbon Tax Credits!

Jason and the other Aussies kept commenting that they could not fly this much in Australia. As a comparison, they might drive six hours to an event, join the flightline queue for 45 minutes, and then



45 pilots and as many aircraft registered for the event.



The L-39 Albatros is always a favourite.



22 flights, 5 hours engine time, 100 litres of Jet A1.



50 lbs of thrust complete with thrust vectoring nozzle.



FU24 Fletcher smoke could equally be top dressing.



Mil24 complete with pilots and weaponry.



It looks big because it is, and it weighs 24kg!

have six planes in the air at once all flying racetrack circuits – boring :-). Contrast that to our NZ event where we had a maximum of three planes in the air at once and more often just one or two flying at a time.

There were two 'incidents' during the weekend. A 'Reaction54' model had its turbine seize – this is a very rare occurrence with modern turbines. Unfortunately he was in the worst possible place at the time it failed and he had to do a hasty downwind landing. He hit the ground very hard and the aircraft turned itself into a pile of kindling. At least it was easier to transport back home to Australia!

Stewart Hellyer's F16 decided it had had enough flying for a lifetime and the fuselage blew apart which of course was catastrophic. The spectators watched the solemn procession (similar to a funeral march) as the bits were bought back to the pits in a tarpaulin. Very sad – however Stu saw the upside to this and advises that he can now upgrade to a new model!

The reliability of modern turbines saw only a couple of fire extinguisher bursts being used when a start was abnormal – back in the old pioneering days a fire extinguisher going off was a regular occurrence during each start! We get spoiled these days with modern FADEC electronics controlling the turbines.

Rene Redmond from Galtech Models flew his model Wren turboprop Fletcher with Lew Woods advising him on technique to fly it in a scale manner (Lew has 10000+hrs on full-size Ag machines). The Fletcher has a smoke system which was really effective and gave the impression that he was doing top-dressing runs down the runway - Very impressive. In fact it was so impressive that the pilots voted that it was the best flight of the weekend.

Dave Hodges had his CompARF Eurosport with 50lbs of thrust (complete with thrust vectoring). He put on some good demos for the crowd and it was very weird to see a jet doing tumbles, pirouettes and high alpha stuff. Dave and Steve Nichols were kept busy over the weekend sorting out Turbine rating flight tests for some of the pilots.

A big thanks to Mike Sutton from HOT RC Hamilton for sponsoring the event. Many thanks also to the Hotrod club and local Air Training Cadets. They put on a bbq all weekend including tea/coffee and cold drinks. And the Hotrod club has proper toilet facilities. We had the use of Hank Meerkerk's full-size hangar for overnight storage of our models, and Bruce Simpson let us use his workshop facilities for a few emergency repairs. So a big thanks to them and also the SWMAC for their hospitality. It was great to see lots of volunteers helping with the clean-up and special thanks to Dave Hodges who spent 6 hours on his ride-on mower getting the site ready.

Three of us had the luxury of being able to stay Sunday night as well so we did some flying on Monday morning before heading home. As there was no one else around on Monday to witness it, my awful landing that took out my noseleg doesn't count! On that subject, there were a few undercarriage problems during the weekend, and a couple of dead-stick flameouts, but overall it was a very successful weekend. Some of the Aussies are booking their flights for the 2013 event already!

Photos of the event are on <http://sengle.smugmug.com> and <http://www.evokedstudio.co.nz/aircraftevents.htm>

The next Jet event at Tokoroa is scheduled for 7th and 8th April. See our website www.nzjma.com for details and come along for a look.

(Images by Sean Dick and Steve Engle.)

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KiwiFlyer Event Guide

March 31st
75th Anniversary Air Force Airshow
At RNZAF Base Ohakea (rain day Sunday 1st April). \$10/person, \$30/car/family. Gates open 8am. Ground displays from 9am. All the Air Force aircraft plus F-18A Hornets, C-17, warbirds, civilian aircraft, and much more. More information on www.airforce.mil.nz

March 31st
Tokoroa Aero Club Annual Fly-in
From 10am onwards at Tokoroa. All aircraft welcome. Light refreshments available. Hangars open for viewing. Planes, Gyros, Microlights, Models and Helicopters. No landing fees. Sealed and grass runways.

April 6th-8th
Warbirds Over Wanaka
Major biennial NZ airshow during Easter at Wanaka. Expect the usual outstanding turnout of aircraft, stalls, wine & food, children's facilities and entertainment. Phone 0800 224 224 or visit www.warbirdsoverwanaka.com

April 15th
Turangi Aero Club
Monthly fly-in, 3rd Sunday of every month. BBQ lunch. Tony: 027 453 3740.

April 28th
Commerating ANZAC WWI Airshow
At Masterton, midday to 5pm. Airshow from 2.30 to 5pm. Phone 021 311 606.

June 1st-4th
NZAWA Rally
Queen's Birthday Weekend at Masterton. Competitions. WWI theme. E: contactus@nzawa.org.nz

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Contributed by Penny Belworthy

ZK-IRP Bell 427

ON February 28th the successful handover took place at Ardmore Aerodrome of a new Bell 427 Helicopter.



The aircraft was sold by Hawker Pacific in Sydney and received by the Operator North Shore Helicopters Ltd. in Albany under the careful eye of their new CEO Richard Poppelwell and his team.

The aircraft is finished in a dark sapphire metallic blue combined with metallic grey and dark apricot rouge contrasting trim lines and has an executive grey leather interior. Power is supplied by two Pratt & Whitney PW207D engines.

The helicopter was assembled and certified by Airwork at Ardmore with the final handover being performed by Martyn Griffiths, Sales Manager for Hawker Pacific New Zealand to Captain Larry Bennett, Chief Pilot representing North Shore Helicopters.

ZK-RVS Vans RV-12

MALCOLM Belcher of Havelock North has recently completed the 10 hours of restricted time in his new RV12 microlight and is very pleased with the way it flew. He only took 4 months to assemble the kit from the firewall back but then had to wait 11 months for the engine to come from the States. The Viking engine he selected is a first for NZ. A fuel injected in-line design



of 1500cc based on a Honda Jazz engine, it produces 110hp and thus far, is running very smoothly. With 1 POB and half fuel the RV12 achieved a 1500 fpm climb rate and 100 kts cruise speed. Handling is very responsive with an all flying elevator and full wing length flaperons.

Malcolm said he found the all metal kit very easy to assemble, coming with the wing spar solid riveted and everything else ready to pop rivet. Panels are punched out by CNC machines and are exact, with even the rivet holes being to exact size so they only need to be smoothed before riveting.

The RV 12 was developed by Vans as an LSA in 2006, and it can be built as such in NZ, or it can be built as a Class 2 Microlight which is the case with RVS.

ZK-SKC Cessna Skycatcher

AIR Napier Ltd. has been operating as an Air Charter company since 1987. They currently have two twin-engine Piper Seneca II aircraft, a twin engine Navajo, as well as a single engine Piper Cherokee Six, a C172, three C152 and have just added a new C162 Skycatcher to their fleet.

Air Napier is owned and operated by



chief pilot Gary Peacock who has four full time pilots flying scheduled routes, along with charter and instructing flights. Gary says that the new aircraft will be used for flight training, as being the same width as the Cessna 206 and supporting a glass cockpit makes it ideal for this task.

There are three new Cessna 162s appearing on the register this month; ZK-AMN for the Auckland Aero Club, ZK-SKC for Air Napier and ZK-VCG for Miplane Ltd. all of which arrived into the country together and are currently at Flightline in Auckland.

Air Napier's pilot completed a rating in Auckland Aero Club's C162 ZK-AAC before flying their aircraft back to Napier to join their existing fleet.

ARRIVALS - December/January 2012

AMN Cessna 162	Auckland Aero Club (Inc)	Papakura Aeroplane
ELE Kitfox Kitfox Lite Squared	Mr L C Renwick	Howick Microflight Class 2
FAQ Cameron TR-70	Mr M F Wilton	Carterton Balloon
GVR Jonker JS1-B "Revelation"	J S Sailplanes Limited	Tauranga Glider
HAE Robinson R22 Beta	Heliflite Pacific Limited	Papakura Helicopter
HLL Robinson R44 II	Heliops Ltd	Kerikeri Helicopter
HMU Agusta-Bell AB206A	H F T Limited	Papakura Helicopter
HTB Aerospaciale AS 350B2	Alpine Deer Group Ltd	Wanaka Helicopter
IBQ Aerospaciale AS 350BA	Mr B J Comerford	Porirua Helicopter
IEE Robinson R44	Mr F W George	Christchurch Helicopter
IHU Robinson R66	Heli Sika Limited	Taupo Helicopter
IRP Bell 427	Hawker Pacific NZ Ltd	Papakura Helicopter
JAY Best Off Skyranger Swift	Dr P Brydon	Hamilton Microflight Class 2
KBT Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton Aeroplane
NPT Evektor - Aerotechnik Sportstar Plus	Nelson Pilot Training Limited	Nelson Aeroplane
OJS Airbus A320-232	Air New Zealand Ltd	Auckland Aeroplane
OKQ Boeing 777-319ER	Air New Zealand Ltd	Auckland Aeroplane
RVS Vans RV 12 UL	Mr M D Belcher	Havelock North Microflight Class 2
SGS RANS S-65 Coyote II	Mr R N Eden	Waimate Microflight Class 2
SKC Cessna 162	Air Napier Limited	Napier Aeroplane
TLF Boeing 737-4Q8	Airwork Flight Operations Limited	Manukau Aeroplane
TVC The Vintage Aviator RE8-1	The Vintage Aviator Limited	Masterton Aeroplane
VCG Cessna 162	Miplane Limited	Auckland Aeroplane
VMC Europa Aviation Europa Tri Gear	Mr P C Driessen	Auckland Amat. Built Aeroplane
WWW Piper PA-28-161	Mr G Walker	Christchurch Aeroplane

TRANSFERS - December/January 2012

BTM Piper PA-18	Mr H H Ross	Hastings Aeroplane
BYJ Cessna 180C	HKJ Partnership 4H	Oamaru Aeroplane
DAD Cessna A152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
EDX Gardan GY-20 Minicab	Mr T J Williams	Greymouth Amat. Built Aeroplane
EJV Cessna A152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
ELX Piper PA-28-151	Helipro Aviation Training Limited	Paraparaumu Aeroplane
ETS Cessna A152	Wellington Aero Club (Inc)	Wellington Aeroplane
EVC Piper PA-38-112	Mr D A O'Reiligh	Napier Aeroplane
FCO Cessna 152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
FTE Ultravia Pelican Club GS	Mr A N Sowry	Woodville Microflight Class 2
FXF TEAM Hi-Max	Mr P Sanders	Hamilton Microflight Class 1
GGB Schleicher ASW 27	Mr N R McPhee	North Shore City Glider
GIW Schempp-Hirth Nimbus-2	M & D Morley	Manukau Glider
HBH Kawasaki BK117 B-1	Airwork (NZ) Limited	Papakura Helicopter
HBV Robinson R44	Precision Helicopters Ltd	Urenui Helicopter
HCE Robinson R22 Beta	Southern Alps Helicopters Limited	Queenstown Helicopter
HCH Robinson R22 Beta	Black Forest Helicopters Ltd	Fairlie Helicopter
HDQ Aerospaciale AS 350BA	Rakiura Helicopters Ltd	Stewart Island Helicopter
HER Hughes 369HS	Helicopter Charter Nelson Ltd	Nelson Helicopter
HFH Aerospaciale AS 350B	Rick Lucas Helicopters Ltd	Palmerston North Helicopter
HFW Robinson R44 II	Kirkstyle Farm Limited	Takaka Helicopter
HGL Robinson R44	High Country Helicopters Ltd	Waikato Helicopter
HGO Aerospaciale AS 350BA	Central South Island Helicopters Ltd	Oamaru Helicopter
HQZ Robinson R22 Beta	Helipoint Pty Ltd	Australia Helicopter
HTJ Schweizer 269C	Cardcreek Helicopters Limited	Greymouth Helicopter
HTL Hughes 369HS	Talleys Group Ltd	Nelson Helicopter
HVR Robinson R22 Beta	Helicare Services Ltd	Nelson Helicopter
HWR Bell 206B	Rotor Work Ltd	Te Kuiti Helicopter
HXB Robinson R44 II	Heli Tours Ltd	Queenstown Helicopter
HZS Aerospaciale AS 350B	Oceania Aviation Limited	Papakura Helicopter
IAS Robinson R44 II	Southern Lakes Helicopters Ltd	Te Anau Helicopter
IBG Robinson R22 Beta	Precision Helicopters Ltd	Urenui Helicopter
IBL Aerospaciale AS 350BA	Helicopters Queenstown Ltd	Queenstown Helicopter
IFS Hughes 369E	Helicopters Hawkes Bay 2006 Ltd	Hastings Helicopter
IJL Robinson R22 Beta	Ridgeline Helicopters Limited	South Kaikoura Helicopter
ILS Robinson R44 II	Heli-Works Queenstown Helicopters	Queenstown Helicopter
IPH Hughes 369D	Fiordland Helicopters Limited	Te Anau Helicopter
IPZ Robinson R44 II	H F T Limited	Auckland Helicopter
ISL Robinson R44 II	Skysales Aviation (NZ) Ltd	Christchurch Helicopter
ISW Bell 206B	Salt Air Limited	Paihia Helicopter
JAG Pitts S-2A	Ms A Turner - Mudgeway	Wellington Aeroplane
JAI Micro Aviation B22 Bantam	Mr R E Baker	Palmerston North Microflight Class 2
JGM T.E.A.M Z Max	Mr C M O'Brien	Christchurch Microflight Class 1
JLY Cessna 172R	Nelson Aviation College Ltd	Motueka Aeroplane
JTQ Boeing 737-476	Airwork Flight Operations Limited	Manukau Aeroplane
KID Cessna A152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
LMA Piper PA-28-180	Michael & Amy Law	Auckland Aeroplane
MBS Socata TB 10	Wellington Aero Club (Inc)	Wellington Aeroplane
MDS Cessna 152	Aerohire Limited	Whakatane Aeroplane
MUM Cessna A152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
MWC Cessna 172M	Mr A K Smith	Auckland Aeroplane
MXG Eipper Quicksilver MX II	Mr Taylor	Waiau Microflight Class 2
NAN Cessna 152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
PQP Cessna 152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
RCO RAF 2000 GTX SE	Mr J E Wilkinson	Nelson Microflight Class 2
REL Carpenterie Pagotto Brako Gyro	Mr M G Babou	Paraparaumu Microflight Class 2
REW Roys Toys Magpie	Mr M R Dixon	Amberley Gyroplane
SIS Cessna 152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
SON Cessna 152	Helipro Aviation Training Limited	Paraparaumu Aeroplane
SPN Robin R2160	North Shore Aero Club (Inc)	Albany Aeroplane
STL Zenair CH701 STOL	Mr G Van der Hulst	Whangarei Microflight Class 2
STX Pitts S-2B	Wakatipu Aero Club (Inc.)	Queenstown Aeroplane
TBD Sequoia Falco F.8L	Mr M F Spruce	Greymouth Amat. Built Aeroplane
TGW Socata TB 9	A S & A C Chaffey Limited	Rakaia Aeroplane
TKR Micro Aviation B22 Bantam	Mr R M Cohen	Napier Microflight Class 2
TOW Piper PA-18A-150	Piper TOW Limited	Mount Maunganui Aeroplane
TRT Titan Tornado I	Mr A M Smith	Winchester Microflight Class 1
TVB Tecnam P2002JF	Mr G Nustrini	Papakura Aeroplane
TWI Piper PA-34-200	Helipro Aviation Training Limited	Paraparaumu Aeroplane
TZS Tecnam P2002 Sierra	Mr J M Crone	Matakana Microflight Class 2
WAL Rans S-6ES Coyote II	Otago Aero Club (Inc)	Mossiel Microflight Class 2
YKA Yakovlev Yak-52	Double X Aviation Limited	Tauranga Aeroplane

continued on next page...



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ZK-JAY Bestoff Skyranger Swift



PAUL Brydon's Skyranger Swift is the 4th of this type for NZ. The design appealed to Paul because it was easy to build (no welding and all flying controls already fabricated) and well proven, there being more than 1200 flying. The narrow wing span also made for a better fit into Paul's hanger. Originally Paul fitted a Great Plains VW engine but has since removed it and is now waiting on new engine mounts so he can fit a Rotax 912. An all digital MGL panel has been fitted thanks to Stuart Parker of Sparxfly. The aircraft is covered in "XLAM" which Paul says is like Dacron sandwiched between 2 layers of plastic.

Cruise is 80kts, stall with flaps 33kts, empty weight is 270kg and MAUW is 540kg. Having flown the aircraft just three times, Paul is looking forward to much more flying once the new engine and propeller have been installed.

...continued from previous page

DEPARTURES - December/January 2012

CJD	Druiue Turbulent Ultra Light	Mr R E Naylor	Havelock North	Microlight C1	w/d
HAE	Robinson R22 Beta	Heliflite Pacific Limited	Papakura	Helicopter	Exp
ICZ	Robinson R22 Beta	Heliflite Pacific Limited	Papakura	Helicopter	Exp
IMB	Aerospatiale AS 350BA	Salt Air Limited	Paihia	Helicopter	Dest
IMS	Aerospatiale AS 350B2	Helicopters (NZ) Limited	Nelson	Helicopter	Exp
KBH	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KBM	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KBP	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
KBS	Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane	Exp
NPK	Cessna 152	New Plymouth Aero Club (Inc)	New Plymouth	Aeroplane	Dest
RGB	IAI Gulfstream 200	Air National Corporate Limited	Manukau	Aeroplane	Exp
RMI	Quad City Challenger	Mr H Zedler-Hall	Onerahi	Microlight C1	w/d
SBT	Vintage Aviator Sopwith Snipe	The Vintage Aviator Limited	Masterton	Aeroplane	Exp
TBB	Vintage Aviator Albatros DVa-1	The Vintage Aviator Limited	Masterton	Aeroplane	Exp
VAC	DHC Canada DHC-8-102	Vincent Aviation Ltd	Wellington	Aeroplane	Exp
ZIO	Cessna T210M	John Sturgess & Associates Limited	Manukau	Aeroplane	Exp

ZK-GVR Jonker JS1-B Revelation

DESIGNED and manufactured by Jonker Sailplanes in South Africa, the JS1-B Revelation is an 18m wingspan racing sailplane which received NZ Type Acceptance in November 2011. This is the latest sailplane development in the 18 metre class and was prominent in the placings of the World Championships last year.

ZK-GVR is the first of type in NZ and won the Open Class of the NZ Multiclass Gliding Championships held in February 2012 at Matamata. Owner & NZ Jonker Sailplanes agent Brett Hunter is delighted with the handling characteristics and performance. This sailplane is to be



retrofitted with a retractable turbojet later this year which will provide 42 KN of thrust @ 98000 rpm. Although this is a sustainer rather than a self-launcher, it will give a good rate of climb and a cruise of 120kt. The low drag engine is completely retractable and runs on diesel.

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Classified deadline for the next issue is 8th May.
Don't forget to include all of your contact details in your advertisement.

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NEW Robinson R22 Beta II

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PACIFIC LIMITED

New Robinson R22 Beta II. POA. Contact Brett, Heliflite Pacific (NZ) Ltd, Ph: (09) 2999 442, Email: brett@heliflitepacific.com

NEW Robinson R44 Raven I and II

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5 Sold - Limited slots available from mid 2012

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Titan T51 ZK-TVG

Registered as a Class 2 microlight, Dual controls, Rotax 912, Whirlwind constant speed propellor, Easy to fly. Presently hangared in Matamata. Ph: 027 686 9380. \$115,000 plus GST (if any).

SHARE for sale: 1968 Cessna 180H

1/10th share of Ardmore based C180 ZK-KRM including assets available. Engine only 200hrs TSO, aircraft hangared. Contact Eddie. Ph: 09 478 6222 or 021 747 180, E: ed.di@xtra.co.nz Price \$25,000.

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1980 Cessna 172-N Skyhawk. ZK-KAS. \$85,000 +GST if sold in NZ

COMING SOON:
2005 Tecnam P2004. ZK-STT. Asking \$120,000 inc. of GST (if any)

'Mail Order' Insurance Offers

Bill Beard of Avsure (also an aircraft owner) offers some advice regarding an insurance campaign currently being promoted in New Zealand by a UK based organisation.

SEVERAL of our clients have asked me for comment relating to unsolicited letters from a UK based insurance broker to Aircraft Owners offering reduced premiums and alleged improved conditions to what is currently available in NZ.

Firstly, I would suggest you have a look at their website. Rightly or wrongly, I tend to judge a service provider on the quality of their product presentation. I personally don't get much comfort from a DIY website inviting owners to insure their highly valued assets with an unproven overseas company with no representation in New Zealand. (I had a look myself and it's hardly confidence inspiring, Ed.)

In reality, the promotional premiums being offered are a totally unknown quantity. Over recent years there have been several schemes by insurers from Russia to the Philippines allegedly using Lloyds as a re-insurer. All have proven unreliable.

Some major NZ companies such as Norwich, State, NZI and more recently Lumleys have also dipped their toes into the aviation hull and liability business and all withdrew in less than a year or so. Even the mighty Vero Aviation in Australia had some very bad experiences and as a result they have now withdrawn entirely from the aviation market both in NZ and Australia. Fortunately Vero have honoured all their commitments to policy holders.

Being a non-resident company, the UK based "mail order" broker mentioned above is not a registered Insurance Intermediary in NZ and would certainly not comply with the NZ Insurance Companies Deposit Act of 1953. There is also a withholding IRD tax obligation which we as local brokers need to manage and account to the NZ/IRD in regard to all overseas transfer of premiums. Failure to comply with this requirement may reflect on the legality of the transaction.

Avsure, as a division of Boston Marks, have the necessary deposits lodged with the Public Trust enabling us to fully comply with Government Legislation with regard

to the negotiation and placement of policies with offshore insurers. Likewise, non-resident insurance brokers would not provide protection afforded to policy holders under the NZ insurance Intermediary Act.

In the odd case, we may not match the premiums offered by this or other "mail order" insurance schemes, however Avsure have been involved in the NZ industry for some 18 years now and offer 24/7 service. We also enjoy putting something back into the industry by way of sponsorship, promotions and support of local industry publications.

We only arrange aircraft insurance with top listed Standard & Poors insurers with a minimum A+ rating which indicates a company's excellent claims paying ability.

Do remember that the quality of insurance you buy needs to be judged not only by the level of premium but by the overall service and prompt and reliable settlements in the event of a claim.

To discuss this topic or any other questions relating to aviation insurance or to seek quotations, contact Bill Beard at Avsure on 0800 322 206 or email: insure@avsure.co.nz

Accident and Incident Reports

are provided to KiwiFlyer readers courtesy of



Type: Murphy Renegade II PIG
Location: Lincoln **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 18 January 2012
Report: Pilot lost control on takeoff and hit a post, severely damaging the aircraft.

Type: Cessna 180A CGJ
Location: Upper Dingle **POB:** 3
Operation: Private Other **Injuries:** Nil
Date: 11 February 2012
Report: Aircraft struck a rock on landing which took out the landing gear and strut.

Type: Grumman American AA-5A SET
Location: Motiti Island **POB:** 2
Operation: Private Other **Injuries:** Nil
Date: 20 December 2011
Report: Aircraft flipped at the end of the runway on takeoff.

Type: Discus-2c T GVM
Location: Drury **POB:** n/s
Operation: Private Other **Injuries:** Nil
Date: 19 December 2011
Report: Glider made a hard landing during an outlanding approx 300m from Drury.

Type: Hughes 369E HWB
Location: Taupo **POB:** 1
Operation: Agricultural **Injuries:** Nil
Date: 3 February 2012
Report: Helicopter had landed and was at ground idle. As the support truck was driven away, the loader on the truck's trailer contacted the main rotor blades.

Type: Quickie Aircraft Q200 FWF
Location: Tauranga **POB:** 1
Operation: Test **Injuries:** Nil
Date: 17 January 2012
Report: FWF's right wing and landing gear contacted an elevated approach light, causing the aircraft to land short of the runway, and slide to a stop.

Type: Cessna 182N FGZ
Location: Mercer **POB:** 1
Operation: Parachuting **Injuries:** Nil
Date: 18 February 2012
Report: Aircraft crashed near Mercer.

Type: DH 82A Tiger Moth BER
Location: Omaka **POB:** 1
Operation: Private Other **Injuries:** Nil
Date: 24 February 2012
Report: While taxiing after flight, pilot applied left rudder to turn the aircraft with no response. Pilot applied more power to increase slipstream over rudder. Aircraft still failed to turn and hit a fence.

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



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