

KiwiFlyer



The New Zealand Aviators' Marketplace

Issue 6

August / September 2009



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From the Editor

Welcome to Issue Six of KiwiFlyer Magazine. This issue marks our first year of publication and we look forward to many more years ahead. We also look forward to developing the magazine further, at the same time maintaining our focus on the New Zealand aviation industry from both a marketplace and community perspective.

We will continue to send KiwiFlyer out for free to all registered aircraft operators and aviation document holding businesses, as well as offering it for sale on (now more than 300) retail shelves throughout the country. I was recently asked when we were putting the advertising prices up, based on the premise that this would soon happen now that we are an established publication. The answer is no, we do not intend to increase prices. One of our objectives is to keep the magazine affordable for all facets of the industry to regularly participate in and with a starting price of \$75 for display advertising space, we would hope that we are achieving this.

In terms of keeping focus on the community aspects of our industry, one of the highlights of this issue is the enthusiasm that has been captured in articles from our contributors. It is enthusiasm, sharing and a sense of belonging that creates a community and there is unlikely to be anyone who would disagree that aviation in New Zealand is quite a close community indeed.

Demonstrating this enthusiasm is Rob Silich, who has written warmly of his affection for the T-28 Trojan that he flies from Ardmore. The article made me want to go outside and fly something. See if it has the same effect on you.

Sandy Campbell, of Campbell Aero Classics fame, has recently been exhibiting at Airventure Oshkosh again and has written an article on what is the biggest aviation community gathering in the world. Sandy's article is different in that she gives us an informative and entertaining view of what it is like for her and the other Kiwi exhibitors to be a part of this enormous event.

Our cover picture for this issue is of Mark Williams flying his AS350B2. Although the picture was taken at Tokoroa, Mark operates from Hastings and actually ferries his aircraft all the way to Oceania Aviation at Ardmore for every 100 hour check. He does this because of the respect he has for their people and maintenance operations. Oceania have recently applied the efficiency principles of 'lean manufacturing' to helicopter maintenance with some great results. Turn to the centre pages to find out more.

Also in this issue are a couple of new sections. Going forward, we will have a page set aside for Industry News Briefs. If your company has done something interesting or has an announcement to make, tell us. KiwiFlyer is a great way to share your achievements with everyone in the NZ aviation community. Another new feature we are going to trial is free text advertising in our classified section. See the classified coupon for more details.

As always, we welcome feedback and contributions from readers. With Spring upon us, there will be many fair weather aviators dusting off their aircraft and licences ready for the fine days ahead. Take care and fly safe.

Michael Norton

Editor, KiwiFlyer Magazine

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Front Cover: Mark Williams of Lakeview Helicopters at the end of a spray run in his immaculate AS350B2. Michael Norton photograph.




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Spiderwatch offers active aircraft tracking

A NEW APPROACH to aircraft safety was unveiled by spidertracks at the Aviation Industry Association Conferences in Blenheim during July. Spiderwatch is a new system that actively tracks each flight and sends out emergency alerts within minutes of something going wrong. Spidertracks Marketing Manager Rachel Donald explains that "Spiderwatch takes aircraft tracking to a new level - it turns our spidertracks flight following system into a safety system."

Spidertracks, who are based at Palmerston North, developed the idea of active tracking in 2007 with the monitoring function on its keypad. This enables the pilot, during flight, to tell the system to actively monitor the aircraft. If something goes wrong and the spidertracks system loses contact with the aircraft it sends out text and email alerts to the pilot's nominated contacts.

Active Flight Monitoring with spiderwatch

Instead of relying on the pilot to request active flight monitoring, spiderwatch automatically activates every flight so the pilot doesn't have to think about it. When the pilot lands safely all he or she has to do is press one button to cancel spiderwatch - a process easily incorporated into the aircraft shutdown procedure.

Self activating once the aircraft accelerates through 40kts, spiderwatch actively watches over every flight and if the website loses contact with the aircraft it sends out a first tier of alerts to the pilot's contacts. If they can't contact the pilot and don't cancel the alert within 15 minutes, the alert is automatically escalated to a second tier which should include the Rescue Co-ordination Centre (RCC).

"Spiderwatch is a logical evolution to spidertracks and the new functions of spiderwatch combine to make it a significant leap forward," says Donald.

Because the spiderwatch system sends alerts automatically as soon as an accident occurs, the company is positioning spidertracks together with spiderwatch as a complementary safety system to Emergency Locator Transmitters (ELTs).

With research into the effectiveness of ELTs in New Zealand indicating that

they activated in less than 20 per cent of incidents which caused serious injury between 1999 and 2008, the spiderwatch system should be a serious purchase consideration for safety conscious aircraft operators. Spiderwatch alerts will always be sent because they are initiated by the website - not by the device in the aircraft.

The automated two tier alerting system also enables those who know the pilot best the chance to contact them first. This is a safeguard for pilots who power down their aircraft without cancelling their spiderwatch (alerts are activated when power is lost to the spidertracks device in the cockpit). With spiderwatch, the pilot's family can get

in touch and confirm they are okay before emergency services are contacted - thus avoiding any waste of RCC time.

Aircraft tracking technology in the future

Although the effectiveness of these systems relies on having a comprehensive global satellite network (Iridium), with such obvious benefits for safety their future would have to be very well assured. With this in mind, Spider Tracks Limited have patented the concept of active monitoring for aircraft.

Some countries are now recognising how aircraft tracking solutions can provide an effective alternative to ELTs.

A good example is in Canada, where the Canadian Minister of Transport recently decided not to mandate 406MHz ELTs in aircraft registered in and entering Canada. This was because the proposed legislation did not allow for the inclusion of new aircraft tracking technologies as an alternative to ELTs.

Purchasing spidertracks and spiderwatch

Until February 2010 New Zealand pilots can purchase spidertracks for \$1295 plus GST including a free keypad. In addition, from recognition of the safety benefits being provided, Airways NZ are subsidising the first six months subscription for each device to the Iridium network. Thereafter, the monthly fee is US\$19.95. It also costs approximately NZ\$3 per flying hour based on US\$ 10c per position point transmitted.

Pilots who sign up to spiderwatch can still take advantage of the Airways offer. The only additional cost is that the usage is closer to NZ\$5 per hour because the position update rate is set at every two minutes. This is to ensure that potential search areas are as small as possible around the last reported position point.

See the advert at left for contact details.



Marketing Manager of spidertracks, Rachel Donald, with the spidertracks device and keypad. Spiderwatch is an automated monitoring and alert system which Rachel says may have the potential of replacing the need to file a flight plan.

Filing a flight plan, or not.

Spidertracks have high hopes that spiderwatch could revolutionise how GA pilots think about flight tracking and safety. "We think spiderwatch has the potential to replace the need for filing flight plans and it is certainly a complementary system to ELTs" says Donald.

Under the existing system, pilots file a flight plan prior to take off that nominates their route and a time they will land at their destination - as well as a Search and Rescue (SAR) time if they fail to make contact after landing. If the pilot exceeds their SARtime, emergency services are notified. The downfall of this system is that a significant time could have elapsed between the time of an aircraft accident (if the ELT didn't activate) and the nominated SARtime from when a search is initiated. As well, rescue services have limited knowledge of where the aircraft is, based on only where the pilot stated he or she intended to be.

Donald explains that "with spiderwatch, the alert is raised within minutes of the system losing contact with the spider and the aircraft can be located immediately based on its last reported position point, saving valuable time in the event of a real emergency."



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Manage Safety and Compliance with Air Maestro

Companies looking for software to help manage the safety and compliance of their aviation organisation can now choose Air Maestro, by Avinet of Australia who launched the product in New Zealand at the ALA Conference in July.

AIR MAESTRO is a web-based aviation software application that encompasses Safety Management, Resource Planning, Operational Control and Performance, and Reporting Tools. Designed to help achieve greater operational safety and efficiency, the software is web browser based and provides access to the very latest operational information from anywhere via a secure internet connection.

Established customers

Avinet was formed in 2005 to provide aviation companies with robust business tools to assist with day to day management, safety and compliance requirements. Air Maestro is currently in use by the majority of leading Australian helicopter operators including Australian Helicopters, as well as a number of fixed-wing operators including the Royal Flying Doctor Service. Skywork Helicopters based in Warkworth has become one of the first NZ operators to implement the system and expect to be live by the end of August.

Up to date functionality

Avinet works closely with operators, regulatory bodies and safety, audit and fatigue risk management consultants, to ensure that Air Maestro remains up to date with regulations and that the software delivers the most appropriate functionality possible to enhance safety and compliance within the aviation community.

Avinet managing director Paul Lewin says that "Air Maestro is well placed to support the increased industry focus on proactive safety management systems. Our software comfortably addresses requirements of audits, hazard and risk registers, safety event reporting, trending analysis and more."

Safety Management

Air Maestro offers several key Safety Management System (SMS) features. Audit

Management provides for centralised audit planning, including the assignment and tracking of corrective actions. A secure Document Library with version control and alerting capability offers the ability to distribute updated documents and monitor their opening. Work Practice Management allows users to create their own controls relating to flight and duty hours, rest periods and work patterns. Fatigue Risk Management monitors rostering and flight and duty timesheets with FAID, an internationally recognised fatigue risk assessment tool. A Hazard and

track of recency requirements while Leave Management can streamline the leave application and approval process. Customisable Timesheets can be created for all personnel and a Work Practice Management module will track compliance and trigger alerts when any compliance controls are likely to or have been breached.

Operation Control and Performance

Air Maestro has an extensive range of operational control features. These include an Aircraft Register, Document Library Management and Flight Records

Management which also transmits information to Engineering and Finance departments. There is also a Pilot and Crewman Log Book feature which is automatically updated after flight and duty timesheet entries, a Purchase Order facility, as well as a Training and Checking module which provides internal online exams creation and results analysis.

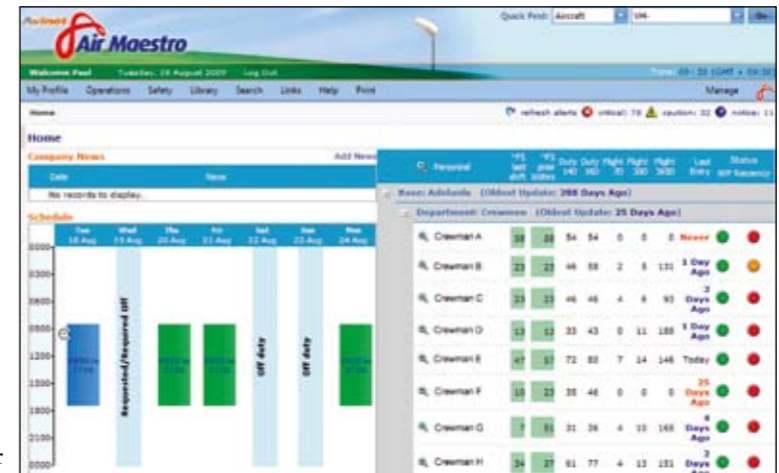
Reporting

Air Maestro has its own easy to use report writer to make generating and distributing reports very simple. It has been designed to give users instant access to latest recency, safety and operational information. As well as a host of standard reports which can be tailored to meet individual needs, the report writer has powerful filter and sort abilities that ensure ad-hoc reports can be easily constructed and then saved for possible reuse.

Easy to implement

With an option to be securely hosted by Avinet, there is no need for operators to buy additional computer equipment. Avinet hosting includes full backup and disaster recovery services to ensure peace of mind. Ongoing support and a dedicated help desk are available, as is project management and comprehensive training. Pricing is competitive for small and large operators.

Contact Paul Lewin or the team at Avinet to learn more about what Air Maestro can do for your business. Phone +61 8 8100 1166, email: plewin@avinet.com.au or visit www.airmaestro.co.nz



Air Maestro; Chief Pilot home page view. Avinet customers include Skywork (at right) and Australian Helicopters (below).



Risk Register helps identify and record hazards and manage associated risks. Safety Reporting offers a variety of reports as well as interactive investigation and analysis forums. Lastly, an Integrated Alerts module notifies relevant personnel about all updates and required actions across the system.

Resource Planning

Managing personnel and aircraft is a requirement of most aviation businesses. Air Maestro can assist in a variety of ways. A powerful Rostering module provides for personnel and aircraft rostering, incorporating customisable work practice controls to ensure compliance. Personnel Management keeps contact details, aircraft endorsements and licences in a single repository. Recency Management keeps



Electrical Maintenance at Aeromotive

PILOTS GENERALLY understand that all is well when the engine continues to consume fuel and create the correct amount of noise. It is often the parts attached to the engine which don't produce noise that can become a cause of concern. Such items related to the electrical well being of an aircraft provide good reason to find a competent electrical shop.

Hamilton based Aeromotive have overseen the general aviation electrical requirements of both fixed wing and rotary aircraft in New Zealand for more than 25 years. Today the electrical bay is busier than ever servicing the requirements of an industry not only from the wider Waikato but nationwide. Under their Part 145 certification, Aeromotive also have the capability to service aircraft beyond the 5700kg category - including supporting the Aeromotive operation at Ohakea that services PAC CT4Es and Beechcraft B200 KingAirs on lease to the RNZAF. Aeromotive also has a contract to service the nearby training fleet at CTC Aviation which has an increasing number of late model Diamond aircraft equipped with very modern technology.

The electrical bay is headed by Chuck Osborne who gained his experience in Zimbabwe and more recently South Africa. Chuck brings experience as a line engineer specifically covering electrical components, radios and instruments. Larger aircraft he has catered for range from DC9 through to Gulfstream 3, as well as Embraer EMB 110 and 120 series. He is assisted by Ross Weinberg who has a wealth of experience in aircraft electrical loom layout, repair and overhaul.

Chuck recognises there are economies of scale involved in a general aviation workshop. He notes that if the factory manual is on hand then there is every chance the defective unit can be returned to service. His exposure to working in resource strapped locations and on components from Eastern European manufacturers has added a wealth of experience in fault diagnosis. Chuck is well able to ascertain when certain units are cost effective to repair.

The electrical bay is often called upon to support Aeromotive's engine overhaul shop for servicing starters, generators and magnetos. An extensive associated stores facility enables a wide range of commonly used items to be held in readiness. This along with usual fare of generator control

units, actuators, flap and landing gear motors make up the bay's broad workload.

A broad scope

Work in the electrical bay is not limited to fixed wing aircraft. There is considerable interaction within the group of companies of which Aeromotive is a part.



'Chuck' Osborne at work in the Aeromotive Electrical Bay: Running up a freshly overhauled generator (above) and making repairs to the circuitry of a rudder trim actuator (below).



Aeromotive's sister company Oceania Aviation carries out overhauls for helicopters and forwards its completed starter generators to the Hamilton shop for testing prior to release to service. This reinforces the move to concentrate related test and development equipment at the Hamilton site.

Tighter economic times bring customer relationships closer to shop. Dialogue has moved from, 'fit a unit and let's be out of here', to ascertaining what is best for the customer in the long term. To overhaul a

component in house may not be economic and the alternative to fit an already overhauled or new unit may sometimes be a better option for the customer. Chuck says that "It's not necessarily a customer demanding a certain course of action, it's more from this side giving the customer enough information to make a more informed choice. I need to have done the homework and lay out these options. As a result of this action the bay is very sharp on its costings for work in this facility."

Service engineers in the field benefit too from this greater attention to customer needs. Chuck notes an increasing amount of diagnosis either over the phone or otherwise and the offer of testing units and supplying a suitable report for other sectors of the industry is increasing.

Aeromotive has long had a comprehensive set of test rigs for generators, starters and magnetos. A very recent modification to the starter generator rig is in the form of a variable current input controller. This enables a wider rpm range to be utilised. Where a starter/generator is to be tested at 12,000 rpm an overspeed function test to 14,000 rpm (and higher if required) is now possible. A similar variable current controller has also been fitted to the magneto test rig.

For general aviation Aeromotive believes it is steadily covering the field. "There is expanding interest from the wider community," says Engineering Manager Brett Puddle, "but we need to look to the future and this involves a certain amount of planning and setting up of both processes and procedures to deal with the next generation of general aviation and recreational aircraft, both large and small."

"While that part of the industry steadily grows there is also the opportunity to utilise our Part 145 capability to more advantage. Larger aircraft are of particular interest and there are moves afoot to increase the amount of heavier aircraft, particularly in the KingAir and similar types. Where there are service requirements to carry out maintenance reviews and ARAs the side shops will benefit. This is not only good for the financial health of the company but staff benefit with exposure to a wider range of aircraft and their associated systems."

For more information

Contact Brett Puddle on 07 843 3199, email: brett.puddle@aeromotive.co.nz or visit www.aeromotive.co.nz

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Industry News Briefs

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

OCEANIA AVIATION have recently added a large hydraulic servo test rig to their component division at Ardmore. The rig has been entirely designed and made in New Zealand.



A Dunlop AS350 servo being tested on Oceania's new test rig at Ardmore.

Peter Hatley who manages the component division says the test rig can cope with just about any servo though initially they are specialising in the Dunlop servos found on many of New Zealand's AS350 fleet. To this end, Peter and his workshop supervisor Duncan Moxon recently completed an intensive hands on course at the Dunlop factory in Coventry, attaining a factory certificate and becoming the only factory trained people in the entire South Pacific region.

Oceania have a full set of exchange Dunlop servos available for the AS350, as well as rentals available and are planning to grow this offer into other lines over time.

HAWKER PACIFIC will soon receive the two Diamond DA42's that were ordered by Massey University School of Aviation. The aircraft are scheduled to leave the Diamond factory on 24th August for arrival at Ardmore mid September. Delivery is expected to take place by the end of September. Ten of the twelve DA40's ordered at the same time have now been delivered.



Massey University's Diamond DA42's are scheduled to be delivered in September.

AVIDYNE'S Head of International Sales and Marketing, Bill Schillhammer will be in NZ demonstrating new weather mapping and traffic products in early September. He also has some outstanding offers on used but warranted Entegra PFD's at under USD10k.



Avidyne's latest technology will be on display at Hamilton and Ardmore in early September.

Bill will be at South Pacific Avionics at Ardmore on the 4th from 12-4pm and at Hamilton Aero Avionics on the 5th from 11-4pm. BBQ lunches will be provided. Please RSVP if you intend to be there.

TECNAM have now received the EASA type certificate for their twin engine P2006T. Deliveries have begun with aircraft placed in Austria and Spain. They are available with either analog or fully integrated Garmin G950 avionics suites.



Tecnam's P2006T has received its EASA type certificate and arrives in NZ in November.

Giovanni Nustrini of Tecnam New Zealand expects to receive two P2006T's in New Zealand during November. Look out for more on these exciting new aircraft in future issues.

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Bill will be at South Pacific Avionics at Ardmore on the 4th from 12-4pm and at Hamilton Aero Avionics on the 5th from 11-4pm. BBQ lunches will be provided. Please RSVP if you intend to be there.

TECNAM have now received the EASA type certificate for their twin engine P2006T. Deliveries have begun with aircraft placed in Austria and Spain. They are available with either analog or fully integrated Garmin G950 avionics suites.

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Recent Accident and Incident Reports

Type: Glasair III EFW
Location: Whitianga **POB:** 2
Operation: Private Other
Date: 21 June 2009 **Injuries:** 1
Report: During takeoff the aircraft encountered an area of soft ground at the edge of the runway. The nose wheel ploughed the ground for about 40m before it dug in and the aircraft flipped onto its back. The passenger received minor injuries.

Type: Britten-Norman BN2A LOU
Location: Great Barrier Island
Operation: Transport Pax A-B **POB:** 11
Date: 5 July 2009 **Injuries:** Nil
Report: The Trilander was climbing through 600' after takeoff when the right propeller departed the aircraft striking the fuselage as it did. The aircraft returned to land immediately. There were no injuries.

Type: Robinson R22 HQS
Location: Taupo
Operation: Not stated **Injuries:** Nil
Date: 3 July 2009 **POB:** 2
Report: The helicopter had an engine failure and carried out an autorotation into a creek bed. The pilot suspected water in the fuel.

Type: Pipere PA-30 NAA
Location: North Shore
Operation: Training Dual **Injuries:** Nil
Date: 9 July 2009 **POB:** 2
Report: The aircraft had taken off on a touch and go when it crashed just off the runway. Both engines were ripped off, the fuselage was damaged and the nose collapsed.

Type: Cessna 185 FMA
Location: Mt Aspiring National Park
Operation: Transport Pax A-B **POB:** 3
Date: 23 July 2009 **Injuries:** Nil
Report: The aircraft hit frozen snow and water on landing roll and tipped upside down, suffering substantial damage.

Note: Accidents and Incidents are sourced from the CAA website and are provided for information only. Accuracy is not guaranteed. Refer CAA website for full briefs.

Aviation Claim Worries

Unless you are violating the terms of your policy, there should be no need for paranoia if the time comes for an insurance claim. Bill Beard from Avsure explains as follows:

I WAS PARTY to a conversation recently wherein an aircraft owner vented his opinion fairly strongly that Aviation Insurers would do whatever they could to avoid paying claims. I deal with insurance companies every day of the week and you may be interested to know that the underwriting staff of the majority of companies are very knowledgeable in aviation matters, either being long standing aviation enthusiasts or pilots, and in some cases even private aircraft owners themselves.

Type: Aerospatiale AS350B2 HRM
Location: Harris Mountains **POB:** 1
Operation: Ferry / Positioning
Date: 27 July 2009 **Injuries:** 1
Report: A guide was struck on the top of his head by a rotor blade of a landing helicopter. The impact was sufficient to remove a section of his hat and raise a low welt about 25mm in diameter on his skull, but only just break the skin.

Type: CHR Safari HOK
Location: Takaka
Operation: Training Dual **Injuries:** Nil
Date: 7 July 2009 **POB:** 2
Report: The helicopter made a heavy landing and rolled onto its side.

Type: Hang Glider
Location: Wanaka
Operation: Private Other **Injuries:** 1
Date: 7 July 2009 **POB:** 1
Report: The hang glider pilot hit a post towards the end of a run at high speed and sustained serious injury on lower limbs.

Having been involved in the aviation insurance industry for 25+ years I've only come across a few insurance claims that were justifiably denied. However, over this time I cannot recall seeing even one claim being declined for what I would consider questionable reasons.

I can assure you that aviation insurers would only consider declining a claim if there is a clear violation of the policy terms and conditions and that the violation is directly related to the cause of the accident that resulted in the claim.

Claim settlements are the insurance industry's "shop window". Companies will not risk legal action as a result of declining a claim on non-related grounds. On the other hand, I would expect an aviation insurance company to deny a claim if the pilot was either not named as an approved pilot or did not meet the pilot qualifications or minimum experience levels under an open pilot warranty. Likewise you could expect problems if at the time of an accident, the aircraft was being used for something other than the approved uses under the policy.

The best way to avoid problems in this area is to make sure your policy is correctly issued. I would suggest you check your policy right now to ensure the uses adequately meet your requirements, bearing in mind that standard uses do not include (amongst other more hazardous activities) instruction, private hire/rental, aerobatics, patrols, experimental or competition flying or air races unless specifically mentioned in the schedule.

Ensure all pilots that fly your aircraft are named or meet any restrictions imposed under the policy. Ensure the correct pilot information, with regard to experience and hours on type are accurately recorded with the underwriting company. Bear in mind that known CAA violations relating to any pilot should be notified and updated every renewal. It is important to keep in mind that it is a policy condition that you must comply with all CAA rules with regard to the operation of your aircraft.

Avsure only arranges policies with specialist aviation insurance companies with an "A" or higher rating which indicate an excellent claims paying ability. We are very particular with regard to security we use in arranging aircraft insurances to ensure prompt and reliable settlements in the event of claims, but the owner(s) / policy holder must comply with the policy conditions.



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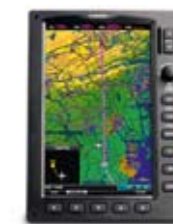
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North American Aviation T-28 Trojan

The Last Great Warbird? contributed by Rob Silich

Continuing our series on NZ Warbirds aircraft, Pilot Rob Silich contributed this article about his favourite aircraft. Rob is a 1200 hour PPL with a background in Pitts aerobatics. He has been involved with 'Warbirds' since 1988 and a member of the Roaring 40's Display Team for the past three seasons. He is passionate about his flying and the T-28 Trojan in particular.

Considerably larger than the T6 it boasted an 800 bhp Wright R1300 and although this was regarded as somewhat underpowered it was felt to be representative of the way the new jets flew at lower speeds. The USAF was obviously impressed enough to order two XT-28 prototypes in May 1948 which differed only

1956 they were being retired in favour of the twin jet T37 trainer, with the last of the A model soldiering on at Air National Guard units as late as 1960.

The Navy meanwhile, had by 1952 seen how well the A model was performing and borrowed two from the Air Force for evaluation. The summary of the evaluation

must have screamed for more power in what was basically an ideal aircraft because by April 1953 the first Navy T-28B took to the sky.

The only major change was the 1425 bhp Wright R1820 engine. By early 1954 the Navy had the B model in service and it wasn't long before the Air Force saw how much of an improvement the updated aircraft was over their A models. Quite a few B models began to

show up in Air Force colour schemes, both officially and unofficially!

Superb versatility and long service life

In this form the T-28 was to give excellent service with both the Navy and Air Force right through until about 1980 and it is fondly remembered by several generations of fast jet pilots for its basic abilities and good manners. Right from the start the T-28 had been versatile as a trainer

in their conversion to tricycle undercarriage configuration. Production orders for the first 266 of an eventual 1194 T-28A aircraft followed soon after the first flight in 1949.

Entering service

The T-28A entered service in April 1950 in its intended role of advanced jet trainer, with pilots going on to the Lockheed T-33 and subsequently the F80 and F86 fighters. Though they performed their job well, by

BY LATE 1947 the US Navy and Air Force both wanted new advanced trainer aircraft to supersede the SNJ/T6 or Harvard as we know them. Obviously North American Aviation (NAA) were the prime contender for this job, although by no means the only one. Lockheed also expressed a serious interest because the aircraft were to be used to train pilots for the first generation jet fighters then

entering service - and as Lockheed pointed out, a lot of these fighters were theirs too.

However the vast experience gained by NAA in producing thousands of T6s won out and the XSN2J-1 prototype was soon flying trials for the Navy. Easily recognisable as a T-28 prototype in the air, this aircraft was still a taildragger and looks to have had more than a few parts taken directly from the T6 and P51 inventory, notably the undercarriage.



Converted for aircraft carrier operations with a tail hook and stronger undercarriage, the Navy T-28C model was first flown in 1955. Gavin Conroy photograph from Warbirds over Wanaka 2008.

because it could be fitted with underwing pods for all types of armaments training, including 30 and 50 caliber machine guns, bombs and rockets, not to mention fuel tanks.

The avionics and weapons systems were identical to the latest frontline aircraft and were configured to be kept up to date. The large and comfortable cockpits were equipped with dual controls for EVERYTHING down to minor electrical items, with the ability to shift control authority to either front or rear at any time. The standard oxygen system has six hours supply for each cockpit because the aircraft is capable of flying for that long and that also explains the relief tube under both seats!

A long service life was due to the basic soundness of the design which lent itself to numerous modifications for all sorts of different roles. The Navy T-28C was first flown in 1955 and

was converted for aircraft carrier operations with a tail hook and stronger undercarriage. The D model was created when many of those retired A models were updated to the T-28B spec from about 1960 and given four additional hard points under the wings so that vast amounts of ordnance could be hauled aloft.

Why, you ask? The D models were mostly used in South East Asia in the 1960s where they saw significant action in counter insurgency and FAC roles before more suitable (ie. purpose built) aircraft were available. The French Air Force did a similar thing to create the Fennec model for a similar reason. The Fennecs were put to good use doing similar work in their colonies in North Africa.

One pilot, 5000 missions

To give some idea of just how much action the T-28 saw during those turbulent years, one Laotian pilot flying in the CIA's so called "secret war" in Laos flew well over five thousand combat missions in T28s before being killed in action. No

World War II pilot even comes close to that sort of record.

Why you should want one

Most of the Warbird T-28s presently flying came onto the market during the late 1970's and early 1980's. They were quickly snapped up by those who knew them already, ie. ex military pilots who had enough loot from their airline job to buy a few toys.

They are an excellent Warbird aircraft



Just one T-28 is on the register in New Zealand. Syndicate owned and based at Ardmore, pilot Rob Silich considers it to be an ideal warbird. Gavin Conroy photograph from Warbirds over Wanaka 2008.

for the same reasons that they were an excellent military aircraft. They are reasonably fast and easy to land compared to any taildragger piston fighter. They have two very comfortable seats and a large baggage locker so your beloved darling can also enjoy the trip. They are relatively cheap to operate compared to any other piston aircraft in the same bhp class. They have a long range when sensible power settings are used and are a delight to fly when it's playtime. They will easily turn inside a Mustang at any altitude, even if they can't outrun one. And if you can just lure the unwary P-51 down to low level, he can't outclimb you either!

T-28 in New Zealand

Only one T-28 has ever made it to New Zealand, T-28C number 140563 was imported by the late John Greenstreet in 1989 and has been syndicate owned and operated since 1991. It was one of the last T-28s to come from the US military aircraft storage facility at Davis Monthan in Arizona.

The aircraft actually conforms to the old Group C, so if you could fly a Piper Arrow, you could fly the T28. The biggest difference is the fact that the seat of your pants is about six feet further from the ground even when taxiing, so the super absorbent carrier rated main landing gear can come in very handy!

Many people have commented on the unique sound of the aircraft and there is no confusing it with anything else. It comes from the fact that there are six separate

short exhausts for the nine cylinders, and you only really hear the ones on the near side of the aircraft. This and the fact that each cylinder has a volume of some 202 cubic inches, representing nearly 160 bhp at full noise!

It sounds much better on the inside. The nearest sounding aircraft is the Polikarpov I16 that the Alpine Fighter Group restored a few years ago, because it has a licence built version

of the same engine and nine separate exhaust stacks.

The last great warbird

The T-28 was the last large piston engined trainer aircraft in the US military inventory, because they have good reasons for standardising on the use of jet fuel rather than avgas. As such, it is the last aircraft that really has anything in common with the warbird favourite WWII fighter aircraft. Although there are plenty of jet trainers and early jet fighters now flying in warbird circles, the likelihood of there ever being A4 Skyhawks, F4 Phantoms or F14 Tomcats in private hands any time soon looks distinctly remote. Just the sheer cost of operating the likes of a Hawker Hunter or F86 Sabre would surely rule out the even more expensive and complicated jets?

So the T-28 may be from a more modern era, but retains a lot of the character of the piston fighters, at a fraction of the cost. It performs almost as well, and is a lot more useful to travel in. Why wouldn't you want one?

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Pilot Expo confirmed for 2010

THE PILOT EXPO team have announced that PilotExpo will return to Ardmore Airport in Auckland in 2010. The planned dates are Friday March 12th and Saturday March 13th, the same weekend that the Auckland Boat Show takes place in the city centre.

PilotExpo had its successful second outing earlier this year and is now set to become an annual event on the NZ Aviation Calendar. Last year saw the event move into permanent hangarage which certainly proved its worth when the show was faced with possibly the worst weekend of weather all summer. The hanger enabled exhibitors to 'up the standard' of their displays and the event looked as good as any quality aviation event worldwide.

"We really felt that last year we got the template pretty on the much right track. Exhibitors too stepped up to the plate and we had a great looking show" said Event Director Stuart Clumpas. "Despite the atrocious weather we still had a healthy number of serious buyers. Business was done and pilots and aircraft owners got to see lots of interesting 'plane stuff'. It was good to see the rotary fraternity making their first appearance as well. Nearly everyone has said make it an annual event, so we are off and running now to give everyone time to plan for a March 2010 date".

The event scope covers the general aviation spectrum from microlights to personal jets on the fixed wing front, and personal helicopters and autogyros on the rotary front. There are stalls and displays from many exhibitors from NZ, Australia, and the USA. There is a knowledge element too, with exhibitors from training organisations and a full compliment of seminars each day.

Whilst no wholesale major changes are planned there will be many tweaks and refinements. Exhibitors will find a greater

selection of stand sizes to choose from and there will be a different slant to the evening entertainment. Stuart says that the organising team "has got a load of ideas and had much input from visitors and exhibitors alike as to things that they'd like to see and ideas for improvement".

There are expected to be "plenty of announcements" in the coming months.

For now, the team want to get the message out that PilotExpo is happening again so that aviation enthusiasts and the industry at large can schedule the weekend into their annual calendar of events. Stuart is enthusiastic about the synergy of lining PilotExpo up with the Auckland Boatshow since both are 'public meets the supplier' type of events that encourage an annual pilgrimage to see what's new and

what deals can be struck. Having the events running simultaneously will make a great weekend to view 'big boys toys' for those making the effort to travel longer distances to the show. And as Stuart says, "hopefully we can get some of the boating fraternity to put their hard earned cash into the air as well as on the water?".

For more information

Visit: www.pilotexpo.co.nz.



Scenes from PilotExpo 2009 at Ardmore

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Kiwi Flyers at Airventure Oshkosh 2009

An Exhibitor's Perspective

In terms of bringing the aviation community together, Airventure Oshkosh is perhaps the greatest event there is on the aviation calendar (approximately 600,000 people attend every year). Much has been written about Oshkosh from a visiting spectator's viewpoint, but what about from an exhibitor's viewpoint – and who was there in 2009 representing New Zealand products? KiwiFlyer asked Sandy Campbell from Campbell Aero Classics to write of her experience as a returning exhibitor.

AIRVENTURE OSHKOSH is a sure entry on any aviator's 'want to go' list. There are thousands of people who have been attending Oshkosh for as long as it has been running and they keep on coming back every year for this special week on the international calendar of aviation events.

Of course if you are in the business of selling to the aviation industry – particularly recreational aviation, this is the best place in the world to showcase your wares. This year five New Zealand trade exhibitors included Fly Inn NZ Flying Adventures (www.flyinn.co.nz), Spidertracks (www.spidertracks.com), Airmaster Propellers (www.propellor.com), Night Fly (www.nightflypanels.com) and ourselves, Campbell Aero Classics (www.campbellaeroclassics.com).

As an exhibitor, the week at Oshkosh is a huge week. As one American exhibitor described – it is 'brutal'. After your first couple of visits to Oshkosh, the role of an exhibitor takes on an almost déjà vu experience. There are the same people either side of us, a few new booths here and there and very much the same energy, enthusiasm and exhibitor comradeship.

Our trade stand is located in one of the four huge exhibitor hangars and the trade stands are open from 9.00am to 5.00pm daily for 7 days (Monday through Sunday). Setting up is done on the Sunday and the action begins in earnest on the Monday morning.

The people and atmosphere

The hangar aisles at times become quite literally a moving sea of people and only when the flying part of the airshow starts around 3.00pm do things ease. Often this is the first moment you have a chance to see what time it is. The days are just whirlwind blurs. Keeping up hydration levels becomes a very important task. There is no time for eating!



New Zealand representatives at Airventure Oshkosh this year included from top to bottom, Campbell Aero Classics, FlyInn NZ, Airmaster Propellers, Spidertracks and Night Fly.

contributed by Sandy Campbell

Usually the temperatures hover in the high 70/80s °F (Americans don't do Celsius) and at times launch into the 90s, ie. it is hot and very humid. This year, most untypically, the temperature range stayed just perfect for us in the 60s and 70s. What a huge difference that made.

We were not alone this year in wondering if the global recession was going to drastically affect the turnout at Oshkosh. If the wave of visitors to the hangars on the Monday morning was to be the indicator, there would have been a collective sigh of relief of all exhibitors at the show. The message seemed to be that there was indeed a very large crowd. It turns out that numbers were well up with Oshkosh 2009 having more aircraft and more people than there has been for a number of years.

Car parks had to be closed for more aircraft parking and some aircraft were diverted to nearby airfields as there was no room left anywhere. It was as if the aviation community were determined not to let this longstanding holiday break be affected at all by the doom and gloom merchants or the global recession. They turned out in their many thousands. In fact there were record numbers of attendees, with figures somewhere around 600,000 and from all corners of the earth.

The exhibitor's day

Our day begins early and we get to the airfield as early as we can to see what is new and take in some of the atmosphere of this special airshow. Breakfast is usually an airfield experience, with several large areas set up for American style breakfast. Our exhibitor neighbours are now quite used to us getting in just before opening time – we're extremely busy having a look at everything else before the hangars open for the public.

For us and I am sure the same will be said for most exhibitors, the Oshkosh show is a time for us to say hello to our clients and to get lots of feedback to propel and inspire us forward for another year. It is a chance to meet new people from all over the world, listen and share stories and smile through language barriers. Most importantly we spend time with our suppliers and foster new business relationships. The evenings are spent socially; an exhibitor's thankyou night

barbecue, a pilot magazine promotional night, sampling the local Thai and Chinese Restaurants and of course making the obligatory visits to the famous 'Kelly's Bar', as anyone having been to Oshkosh and staying at the University will understand!

Familiar and unfamiliar faces often greet us and in the midst of so many people, moments of name recalling amnesia are not uncommon. Just so many people, so many conversations and it all happening so quickly. Some familiar New Zealand faces come by, there's a moment to get them into the new context and a sigh of relief as the name rolls off the tongue. New clients, old clients, very famous people and not so famous people, all merge into the week of meeting and greeting.

The end of a great week

And then, just as quickly as it has begun, another Oshkosh is all done and dusted. Seven days of aviation, aeroplanes galore, campers everywhere, big planes, bi-planes, tri-planes, carplanes, float planes, tiny planes, warbirds and jets flying, with everyone having a glorious time. No strife, no litter, no police, no disturbances, just a magnificent crowd of people enjoying what they enjoy best.

It's hard to describe the size of Oshkosh. It is one of those things you have to do to really get a clue what it's all about. To the first timers it is simply huge and as one old timer (easily pushing 90) described "it's one helluva show and one helluva week".

The spirit of aviation

Our experience of the airshow is unique to us as exhibitors. We don't get to see as much as what we would like and that's just the way it has to be. It is an amazing show that is so well choreographed by the Americans, just like an orchestra with

everyone playing their part to make up the symphony.

There is so much to do and look at – workshops, forums, flying displays, food, aviation products, aircraft of every size, shape and design, every last bit of hardware that goes into making aircraft. It's all there – you've just got to find where it is. And the knowledge that comes together on that airfield – if you need to know something about aviation, that's where you'll find the answers.

Oshkosh is the one event that epitomises and captures that real essence and 'spirit of aviation'. Everyone is included, as everyone contributes to making up this magnificent feast of aviation, from the powered parachutes and ultralights right through to the warbirds, jets, and the massive transporters, this year with the Airbus 380 and Galaxy dwarfing everything else in sight.

Americans certainly know how to organise airshows and everything just falls into place. Many thanks must go to the thousands of volunteers who make this week what it is. The sight of dozens of light aircraft all on their final approach into Oshkosh – all being directed by air traffic onto a particular dot is just one of many things you won't see anywhere else.

Very highly recommended

If you haven't done it yet and you're into aviation, do it. Make the trip to Airventure Oshkosh. You'll be telling stories about your week at Oshkosh for years to come.

For more information

Visit the Airventure Oshkosh website www.airventure.org. Questions about this article or Sandy's experience at Oshkosh can be directed to Sandy Campbell at Campbell Aero Classics on 03 312 8008 or email: ivan@campbellaeroclassics.com.

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Real Value Maintenance from Oceania

VISITORS to the Oceania Aviation hangar at Ardmore will have noticed some impressive changes over the last few months. The company has adopted a Maintenance, Overhaul and Repair Excellence or “MORE” programme based on the principles of Lean Manufacturing, but in this case applied to maintenance. Graham Boustred, Oceania Technical Representative explains that the programme of operational improvement has been embraced by all staff and is delivering great benefits to the company which are being passed directly on to customers. He says the programme is a prime driver behind Oceania’s delivery of “Real Value Maintenance”, meaning that a 100 hour check should be exactly that. Customers should never expect unplanned field servicing or trips back to the company for unscheduled maintenance.

A visible change

On walking into Oceania’s hangar, one cannot help but notice a sense of tidiness, order and structure. Everything really does have a place and everything is in its place. This isn’t due to a lack of aircraft or work, but to a cultural change in how staff think about the efficiency of their work and how they behave in terms of keeping customer value at the forefront of everything they do.

Oceania Director Jonathan Bowen explains that the programme they have followed over six months has not only increased their maintenance efficiency but also builds on and enhances their adherence to CAA requirements for record keeping and safety. It is a step forward in thinking that is beyond the regulations and that strongly positions Oceania for further growth. In Graham’s words “the culture is no longer about getting through today but about leading the future”.

Background

Lean manufacturing has its beginnings in the automobile industry (particularly Toyota) and can most simply be described as “a systematic approach to identifying

and eliminating waste through continuous improvement driven by the requirements of the customer”.

Oceania’s involvement began after observing the positive change that took place at sister company Pacific Aerospace Corporation (PAC) in Hamilton. PAC’s improvement process began after discussions with NZ Trade and Enterprise regarding ways to improve productivity and



The Oceania hangar at Ardmore is full of aircraft and full of space as well. Having adapted the principles of Lean Manufacturing to aircraft maintenance, there is now a place for everything and everything is in its place.



Organisational changes weren’t limited to the hangar floor. All departments participated fully (this picture shows the turbine shop), the result being a cultural change throughout the company and greatly improved efficiency.

their supply chain. Trade and Enterprise had recommended that PAC work with consulting group Skills4Work. The PAC programme (named PACE for Pacific Aerospace Competitive Edge) delivered a 42% increase in productivity in one year.

With the results obtained at PAC, the next logical step was to apply the programme toward maintenance, for which Oceania led the way. In turn, based on the very positive experience and improvement at Oceania, Aeromotive at Hamilton (another sister company) are following suit.

Timeframe and training

One of the principles behind successful adoption of lean manufacturing (or maintenance) practice is that the process be a cultural one that is led from the top. Training for and comprehension by all staff is a must, as there are many companies who have attempted to follow the lean path without the necessary groundwork and without success.

Oceania formed a “Strategic Leadership Team” for the programme and undertook six day-long training sessions with Skills4Work over a period of six months. Before commencing the rollout, everyone knew what was happening and why - and most staff became keen to start well before the due roll-out date.

The programme was named MORE, for Maintenance, Overhaul and Repair Excellence and involves all staff by way of PIT crews (or Productivity Improvement Teams) in each department.

The third tier of the improvement structure is at an individual level with a system whereby any staff member can suggest improvements at any time by way of Opportunity for Improvement forms. These are regularly reviewed by a committee, then resourced and implemented as appropriate.

Implementation

Implementation began on a pre determined roll-out day, starting with a “massive cleanup”. Staff identified everything that was not needed in the hangar and either disposed of it or tagged the item and

moved it to a defined area for later review.

The timeframe within which items were used became a deciding factor for whether they were allowed to remain in the hangar or not. If something only gets used twice a year there was no need for it to be stored on the hangar floor.

Once the cleanup was complete, designated areas were assigned for all items that remained in the hangar. Finding things (when someone else was using them) was already a known problem so a tag system was created whereby staff leave a name



Planning and improvements within Oceania’s Maintenance, Overhaul and Repair Excellence programme are reported on noticeboards.



Repeated trips to the consumables store were identified as unnecessary waste. Maintenance trolleys have been set up to avoid this.



Personal equipment and tools have received the same treatment as shop equipment. All have been tidied and organised to perfection.



Oceania’s component division also has a new sense of space and order to it.

tag in place of a shared tool or piece of equipment when they take it from its storage place.

Ensuring everything had a place and was accessible extended also to personal tools with all staff taking the time to re-organise their own equipment and toolboxes, fitting them with foam inserts cut to accept only the right tool in the right place.

PIT crews then began the task of Value Stream Mapping. This involved identifying all waste and non value adding activity, then reducing this to the lowest possible amount. Staff worked in groups to achieve this using root cause analysis techniques.

Early Outcomes

One of the early outcomes of the value stream mapping was the realisation that it took on average 12 trips to the consumables store during a typical 100 hour service. Each of these trips wasted a minimum of 1.5 minutes. An idea which was quickly implemented was the creation of a set of maintenance trolleys. These are located in each maintenance bay and replenished once at a minimum stock level. Having the trolley at hand eliminated the need to visit the consumables store at all during a service and is saving over \$4000 a year in labour costs – a saving that can be passed back to customers in reduced maintenance time on the job.

All staff now realise that 1 or 2 minutes of non value adding time can quickly add up and staff now continually question whether they are doing things the most efficient way on behalf of the customer. In Graham’s words “Real Value Maintenance”.

Another early outcome was the creation of more space in the hangar. Shelves can now be dedicated to storage for cowls and parts for specific aircraft in the hangar and are named as such using rewritable magnetic labels.

A particular outcome is the building of team spirit, already a strength of the Oceania operation. Graham says the better

... continued over page



Nothing escaped the organisational process. At right, the rivet cabinet. At left, the mousetrap.



Customer Experience

LAKEVIEW Helicopters are based in Hawkes Bay and have a long association with Oceania. Owner/Pilot Mark Williams purchased his AS350 from Oceania as a B model ex Japan seven years ago. Oceania upgraded it to a BA model at the time and again more recently to a B2 model. Even though he operates from Hawkes Bay, Mark still returns the aircraft to Oceania at Ardmore for all of its checks and maintenance. In Mark’s words, this is because the quality and value he gets are “second to none”. He notes only one occasion in seven years when he has needed any unscheduled maintenance and that was for a solenoid failure.



Mark Williams with his well cared for AS350B2

Mark is a strong believer in doing things right and says he is particularly fastidious with the care and maintenance of his aircraft. “Maintenance is worth your life.” Mark says his AS350 has never let him down and he never for a moment thinks that it will – “that’s the confidence they give me”. He has a new B3 coming in 18 months which Oceania will also care for.

During our interview Mark also commended the proactive communication he receives from Oceania and the “impeccable” paper trail that makes his CAA audits easy. Mark is happy to proclaim that all maintenance should be done by companies like Oceania Aviation.

Contact Mark on 0274 432 766 or email: mark@lakeviewhelicopters.co.nz.



Record keeping was always in good shape. Maintenance manuals are now easier to locate.

... from previous page
organisation “creates happy families” simply because people know where things are and there is never any frustration arising from trying to find something that someone else is using or has misplaced.

People Issues

Effecting organisational change is not always without personnel issues, especially when the change is aimed at the cultural level. One of the things that helped smooth the process at Oceania (and continues to help afterward) was a day of personality profiling. This is a common approach to helping people understand more about how their colleagues think and feel. Graham says it was a very worthwhile exercise at Oceania, with many of the team learning as much about themselves as they did about their colleagues in the process. The majority of staff embraced the changes that were proposed and according to Graham, “the others followed suit”. There was actually very little resistance at all, and then only to the idea of rearranging ones toolbox. However, peer pressure came

to the fore and in hindsight, those who initially resisted admit that the new way is indeed an improvement.

Sustaining the Improvement

Part of succeeding with the lean manufacturing (or maintenance) mindset is sustaining the change by making it cultural. Oceania are achieving this by



Racks in each bay offer dedicated space for aircraft cowls and parts, keeping them off the floor.

regular PIT crew meetings and continuous feedback to all staff via “MORE” monitoring boards.

Each department also completes a weekly self audit, and charts their progress on the monitoring board. Departments also audit each other on a regular basis by way of a friendly system which helps to raise questions and maintain behaviour at a high standard. In short, each department is striving to be as good as it can be.

There is a clear sense of ownership of the system as well as a sense of fun toward its adherence. During KiwiFlyer’s visit to write this article, we moved a rivet trolley out from its marked area beside a wall to improve the composition of a photograph.

A couple of minutes later a voice calls out “who didn’t put the rivet trolley back?” Oops. Guilty as charged.

Customer benefits and feedback

Aside from the obvious increase in maintenance efficiency and decrease in cost, an early customer benefit of the MORE programme is Oceania’s new offer of fixed price maintenance. With standardisation of processes and confidence in their efficiency, Jonathan and the team have been determining a matrix of fixed price charges for maintenance checks. Providing the check proceeds according to the scheduled requirements, operators will know exactly what the costs will be before they land at the door with their aircraft.

Customers greatly appreciate the new approach and comment that the value is visible to them the moment they walk through the door. Graham says that new customers unfamiliar with the Oceania experience recognise that what looks good must be good and have been delighted with the service they have received.

For more information

Contact Graham Boustred at Oceania on 09 296 2644, email graham@ohl.co.nz or visit www.oceania-aviation.com

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Aviation Conference Week

AVIATION Industry Conference Week was certainly a well supported and attended event, as Aviation Industry Association CEO, Irene King has explained in the column at right.

KiwiFlyer was there as a sponsor, exhibitor, and conference attendee. We enjoyed many informative presentations as well as the quality and content of the trade exhibition. Congratulations are due to the AIA and all others involved in making the week the success that it was.

The general theme of the conference was one of safety with a keynote presentation on the first day by Bill Voss, CEO of the Flight Safety Foundation. As Bill observed, safety improvement is driven by information and one of the Foundation’s primary concerns is the lack (internationally) of legal liability protection for self disclosed information. This was a theme picked up by several presenters.

The conference included the launch of an industry wide Safety Advisory Committee as well as other safety related initiatives including awards to recognise safety performance in the helicopter industry.

A vast array of industry issues were covered with separate presentation streams across several days for flight training, helicopter operations, commercial transport, engineering, airports, supply and services and rescue operations.

Of particular interest to the industry and community focus of KiwiFlyer Magazine were discussions on emerging opportunities and markets, collaborative marketing of aviation products and supply to Government agencies including NZ Defence Forces. We plan to construct articles on these subjects as well as on several interesting new products in future issues.

Conference Week sets benchmark

The CEO’s Summary

WHO SAYS our industry doesn’t know how to celebrate – over 500 of our colleagues from throughout Australia and New Zealand joined together to network, do good business, launch some new initiatives, get the inside global view on the big safety issues confronting our industry and to evaluate where as an industry we are going over the next 12 months.

With over 50 trade stands throughout the week, those who supply services did us proud. From the Bell 407 located in one of the conference halls to the various displays covering the whole range of aviation services and products in the main trade hall, good business was done. Suppliers commented that the real benefits of having all of the industry’s key conferences in one week meant they could consolidate, get to all their key customers, reduce their costs and bring more of their sales staff to engage with the industry in an informal and social environment. A number have already committed to returning next year – if you can do six weeks turnover in one week why wouldn’t you!

Several new initiatives were launched at the conference. The Safety Advisory Committee has participation open to all in industry. A number of safety presentations were made to the industry, some in a closed session relating to particularly sensitive issues but ones we all need to know about.

The Aircraft Engineers Association of New Zealand was also launched. The purpose of this group is to give a strong and unified voice for all engineers in New Zealand whether they be from large or small companies, single operators or an individual engineer.

Similarly the New Zealand Helicopter Association had its inaugural meeting and developed its work plans including the progression of a rule for helicopters.

Three industry “GOLD” safety recognition awards were made to Beck Helicopters, Over the Top Helicopters and Marlborough Helicopters and all of their pilots (GOLD and SILVER) signaling their outstanding safety performance.

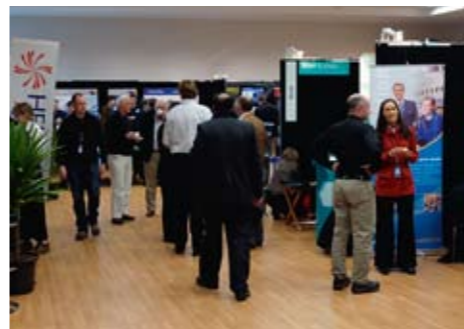
And where will next year’s Conference Week be held – in an exclusive scoop for KiwiFlyer this will be at the Palmerston North Convention centre from July 26 to July 30, 2010. See you all there... Irene.



Safety Committee Launch: Joe Cave, Toby Clark, Don McCracken, Bob Feasey, Ashok Poduval.



The forming and inaugural meeting of the New Zealand Helicopter Association.



Trade stands were fully allocated and well perused by attendees with many contacts made or renewed.



John Hobday from Rotor and Wing Maintenance at Taupo brought many of their products to show.



Maurice Gordon and Terry Brown on the Asia Pacific Aerospace trade stand.



The Welcome Social Dinner was held at the Omaka Aviation Heritage Centre.



Wirestrike Seminar of great value

WIRESRIKE is both a leading cause of aircraft accidents and one of the least forgiving accident types there are, resulting in an alarming number of fatalities every year around the world.

Bob Feerst, who is an internationally renowned aviation safety expert specialising in wirestrike avoidance, returned to New Zealand in July to present his seminar to an attentive audience at the Aviation Week Conferences in Blenheim. Bob has visited NZ several times now in recent years to present the seminar which he says evolves with every accident that his company Utilities Aviation Specialists Inc. is called in to investigate.

Having investigated over 200 wirestrike accidents in 25 years, Bob Feerst is well qualified to provide advice on how to avoid a wirestrike accident. Lending credibility to Bob's investigations is the fact that much of his work is post litigation and involves looking for the real root cause with adequate financial backing to get a very accurate picture of events. Bob is also a Journeyman Lineman and a commercial pilot rated in both fixed wing and helicopters. His company now employs six full time people with a large staff of consulting experts.

The need for training

Specific wirestrike training was conceived after some alarming statistics began to appear in the early 1990's. At the time, operations in North America were incurring one fatality every 17 days, with 40% of US civil helicopter fatalities being the result of wirestrike. Yet an almost negligible amount of these were attributable to utility patrol and construction operations - the one area most involved in low level wire-prone operations. This was not because these people were better at seeing or watching out for the wires (most of the time the wires are actually invisible), but rather that the professional power line control crews had developed a culture around managing the danger of low level hazards. Wirestrike safety theory has evolved from their knowledge and practices.

It is actually very important that crew understand wirestrike theory as much as pilots. Bob says that New Zealand is behind many other countries in this regard with very few crew personnel attending the seminars here. For example the ratio in Canada is 35% pilots to 65% non pilots.



Bob Feerst's wirestrike seminar in Blenheim during July was again well attended by pilots. The challenge in NZ now is to get crews to attend also, as happens in large numbers overseas.

It is also important that attendees do not treat the seminar as a one-off training session. It should be seen as a refresher course with new things always to be learned. Many overseas companies require their pilots and crew to attend the seminar on an annual basis. In New Zealand, TransPower is now requiring training for appropriate staff as well as bi-annual currency.

Finding the solutions

Although calls are often made to "mark the wires", this is unlikely to solve the problem. The solution lies as much toward situational awareness, human factors and crew resource management.

Situational awareness involves understanding the risks associated with the operating environment, leading to applied aeronautical decision making. Rather than a wrong decision, the problem is often more likely to be no decision at all. In nearly every case, something will have been present as a decision point that neither pilot nor crew have reacted to.

Crew Resource Management involves the crew being on guard that something is different, abnormal, wrong, or about to become so. Recognising and reacting to often non verbal cues in the crew environment is also a key to breaking the accident chain, with good in-flight communication being an essential component. Crew members often fail to

recognise their own roles or importance and don't speak up when they should.

The seminar covered many examples and useful techniques for improving pilot and crew awareness and communications, including actions to take when issues are identified.

Flying in the Wire Environment

Understanding the wire environment is one key to safe low level operations. There are many visual cues available for knowledgeable pilots and crew. For example, observing the insulators attached to pylons will tell you which way the wires (that you can't see) go. It is not always where you might be thinking.

Other techniques can be used to predict guy wire locations, which can easily travel overhead, upwards, or downwards.

Realising the effect that background and lighting can have on wire and structure visibility is also critical, with Bob showing many example photographs of 'now you see it, now you don't' scenarios to an often surprised audience. The seminar also covered what actions to take when wirestrike is imminent - both before and after the event.

Advancing wirestrike avoidance training

One would think that training of this nature should really become compulsory in some form. Bob points out the slightly odd situation in Australia where HUET training is compulsory yet wirestrike training is not. He is particularly keen to see flight schools moving toward offering the training and has a tailored course in this regard that teaches the hazards and how to stay out of the environment, rather than specifically how to fly in the wire environment.

For more information

Comments on Bob's seminar were universally positive with many of those present heading away to impart some of their new found knowledge on their colleagues.

Visit www.helicoptersafety.com for more information on wirestrike and other safety training subject material.

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The new Texan Club from Fly Synthesis

A NEW COMPOSITE aircraft is now available to order in New Zealand. European manufacturer of carbon fibre aircraft, Fly Synthesis, has recently announced a new variant of its Texan Top Class range. Allan Jessop from Fly Synthesis New Zealand explains the aircraft as being a "culmination of the desire to improve performance, price and reliability", noting that research by Fly Synthesis suggested that flying schools and private pilots were looking for a safe and strong aircraft that was economical on fuel burn as well as on the hip pocket. The specifications and details of the aircraft follow - KiwiFlyer hopes to report on a test flight of the Texan Club in the near future.



Power is by the ubiquitous 80hp Rotax 912UL fitted with a two bladed wood/composite propeller.

Flight Controls
 The wing design is well proven by Fly Synthesis. Slotted flaps are electrically driven, with a range from 0 to 45 degrees. Pitch trim is also electric with an LED position indicator. All control surfaces are mass weight balanced, and handling characteristics are said to be very pleasant.

Cabin Appointments
 An uncomplicated interior design includes velour seat cushions and a four point harness. The UV protected canopy which is blue tinted comes standard and is fitted with adjustable vents. Noise reducing insulation on the firewall helps to keep internal cabin noise down.



The Texan Club is a no frills design with fewer standard options than its more expensive siblings. Italian design and style is included for no extra charge.

A particular improvement is a new four position adjustable bucket seat which also allows the upright to be folded fully forward, offering unobstructed access to luggage space behind the seats. An elastic netting is provided at the rear cabin bulk head for stowage of light items.

Instrumentation
 A basic suite of instruments are fitted as standard. These include Altimeter, ASI, VSI, Slip indicator, Magnetic Compass, Hobbs, Oil pressure, Oil temperature, Cylinder head temperature, Fuel pressure, and RPM.

Construction
 The Texan Club is manufactured with the same attention to Italian design and construction as its other more expensive siblings, but with fewer standard options.

It is an entirely composite aircraft, with the fuselage being constructed of carbon fibre, The wings have carbon fibre spars and ribs, and honeycomb sandwich skins.

The tricycle undercarriage is constructed from 7075 high tensile steel, whilst the front nose leg is an oil filled oleo shock absorber connected to the pedals for direct rudder/wheel steering.

The Texan Club comes standard with a new streamlined canopy and cowling, now sharing the same look as the 600 model Texan.

Power Plant
 The ubiquitous 912UL Rotax engine provides 80hp and is fitted with a stainless steel exhaust system.

Fuel from the two 50 litre wing tanks offers a range of over 1,000 km, at a cruising speed of 100 knots.

Standard equipment includes dual fuel gauges and low fuel level indicators, as well as an electric booster fuel pump. Brakes are hydraulic disc operated by a centrally mounted lever. A park brake function comes in handy for pre-flight run ups. The standard propeller option is a two blade fixed pitch design of wood/composite construction.



An uncomplicated interior includes velour seat cushions and 4 point harnesses.



A blue tinted UV protected canopy is standard fitment.

What it costs
 Fly Synthesis Australia has secured 30 production slots for what they expect to become a popular seller. For a limited time Fly Synthesis New Zealand are offering the Texan Club for NZ\$137,000 plus GST and customs clearance charges. Order slots can be secured with a 10% deposit. The price includes CAA registration and certification, permit to fly, registration decals, log books, and all flight and maintenance manuals.

Note that special incentives for flying schools, clubs and fleet buyers may apply. Note also that free flight training, practical and PPL theory can be provided by the Dargaville Aero Club.

Further Information
 Contact Allan (021 061 2652) or Murray (027 478 4308) at Fly Synthesis NZ. Phone 09 434 6232, email: flsynthesis@vodafone.co.nz or visit www.flysynthesis.com.au

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Making Autogyros More Accessible

IN THE LAST few years there has been a worldwide surge of interest in autogyro flying. This has extended all the way from grass roots to the NASA sponsored CarterCopter programme in the United States. New manufacturers of recreational autogyros have appeared in several locations around the world and many of these new generation aircraft can be said to be of very reputable design and manufacture. Several aircraft types are now available for sale and import in New Zealand, fully built and ready to fly.

Available in New Zealand

Tony Unwin from Gyrate is based at Tauranga and is the importer and distributor of two such 'new generation' autogyros. Both are two place machines, the partially enclosed MT-03 Eagle coming from Germany and the fully enclosed Xenon from Poland. Other proven designs such as the Magni from Italy and Dominator from the United States are also available fully assembled and ready to fly in New Zealand.

Tony notes that until fairly recently, the only way that enthusiasts could legally fly an autogyro in many countries was to build one. This of course limited the number of people who could fly, since not everyone has the time or ability to spend hundreds of hours building a machine. "With the

aircraft availability and regulations that we have now, those people who just want to train, buy a machine and fly are now able to do so – and this brings the gyro into line with mainstream light aviation." Before becoming a NZ resident, Tony ran a gyro flying school in the UK, something he now does here in Tauranga. He says that in the UK, "new clubs are springing



John Rochfort flying his Xenon autogyro south of Dannevirke during the NZ Autogyro Association annual fly-in in January this year.

up and established microlight centres are expanding to offer autogyro training."

Involving Flying Clubs

Thus it is an exciting time for the sport and those involved in it. Tony sees no reason for New Zealand microlight clubs not to follow the lead of other countries and become involved in the gyro scene themselves. He is behind a movement to

spread the word and aircraft throughout the country. Tony is working to encourage flying clubs, both established and new, to consider the benefits of broadening their appeal by "adding one of the safest and most capable forms of flying machine to their inventory".

As Tony says "the proven reliability from recent trips around the NZ coast in six days or around Australia in less than two weeks may be a small step for man, but are a giant leap for demonstrating the capability of these aircraft as practical transport" – as well as being a marvelous toy for patch flying on the weekends. Planning to take the 'around NZ / around Oz' idea a giant leap further (possibly by flying from one to the other) is Taupo based pilot Sid Lane. See the picture and caption at right.

Tony sees several opportunities for making the sport more mainstream in New Zealand. The first is to be able

to introduce potential gyro pilots to flying clubs who have embraced this type of aircraft and made it available alongside the rest of their fleet. It would be fair to say that there is plenty of interest in the sport from the general public but a major stumbling block is simply access to aircraft and training.

"The aircraft access problem can perhaps be fixed by opportunities for syndication or club ownership in the same way that so many fixed wing aircraft are. There is no reason not to centralise advertising and franchise the product", Tony says.

Making training accessible

In regards to training, there are presently only a couple of active flying schools in the country. Tony with Gyrate at Tauranga, and Lloyd Heslop offering training in Nelson. Lloyd too sees opportunities for advancing the sport and while he considers Nelson as being an ideal place for learning to fly in terms of consistent weather and a variety of terrain, he also can't see why more clubs around the country don't embrace the sport and make it more accessible to their existing and future members. Existing microlight instructors who are interested in trying an autogyro are invited to contact Tony or Lloyd to discuss questions and thoughts about promoting the sport.

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Gyros are indeed becoming a more familiar sight in New Zealand skies and their increasing exposure at busy airports such as Tauranga is great for the sport and for encouraging its acceptance as mainstream rather than fringe aviation. Tony and Lloyd deserve every success for their efforts.

For more information

Contact Tony Unwin on 0800 359 249, email: fly@gyrate.co.nz, visit www.gyrate.co.nz or contact Lloyd Heslop on 027 442 4500, email: j.aberhart@heslops.co.nz



Tony Unwin piloting a MT-03 Eagle gyro. Well known New Zealand gyro pilot Sid Lane recently flew an Eagle gyro around the entire NZ coast in six days. Sid's gyro is presently being fitted out with additional fuel capacity and navigation aids. Rumour has it that the aircraft will be made capable of a trans Tasman flight. More about that in a future issue of KiwiFlyer.

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Learning to fly a radio controlled aircraft

KiwiFlyer Correspondent Janice Angus continues her series on aero modelling. This time the subject is Learning to Fly.

UNFORTUNATELY for those new to aero modelling, the reality can be many hours of painstaking construction, followed by a maiden flight measured in seconds, resulting in a model resembling matchsticks. Flying a radio controlled aircraft is challenging. Some people pick it up more quickly than others but the best way to master the sticks is to train with an instructor through an aero modelling club.

To find your local club go to the Model Fly New Zealand website. This is the governing body of aero modelling in NZ. They maintain the "Wings Badge" administration and provide a great source of information on the sport. Their website is www.nzmaa.org.nz

Most clubs have a club trainer and operate a "buddy" flight training system. This is where two transmitters (one for student and the other for instructor) are connected via a cable enabling the instructor to quickly take control if needed.

As with a full sized aircraft, the basic model aircraft is flown and manoeuvred with four control inputs – ailerons, elevator, throttle and rudder. All 4 channel transmitters have these controls as standard and also have trim to fine tune the controls.

Depending on their preference, pilots will fly either mode 1 or mode 2. This refers to the way the transmitter stick controls are configured. Mode 1 has aileron and throttle control on right, with elevator and rudder control on left. Mode 2 has elevator and aileron control on right, with throttle and rudder control on left.

For learners, a docile and predictable trainer aircraft is recommended. Typically this type of model has asymmetrical wings with little dihedral and is set with moderate travel on control surfaces. When set up correctly a trainer will practically fly itself in level flight during calm conditions.

Though knowledge of the theory of flight is helpful in understanding the dynamics of flying radio controlled

aircraft, being able to judge distance and perspective is rudimentary to successful and enjoyable flying. Most instructors will initially concentrate on getting the student comfortable with flying in a circuit and familiar with the effect of control inputs.



Rob Wilson (Instructor) and Alan Roberts of the Papakura Manukau Aeromodellers Club about to embark on a flying lesson.



There's a good reason to start with a \$100 aeroplane. Damaged ones will usually be up and running again a week later.



The model pilot's career path extends to fast jets too, in this case a turbine powered Vampire.

It can initially be difficult getting your head around the fact that the inputs for flying away from you are opposite to when you are flying your aircraft towards you. With time, this will become second nature and you won't even think about it.

The mantra of instructors is "fly at least two mistakes high!". More air between the aircraft and the ground gives the instructor valuable time to react and correct if the

student has "lost it" and has the plane is heading for the dirt at a great rate of knots.

Learning to fly takes a lot of concentration. A good instructor will recognise when the student has had enough and bring the lesson to an end. Just like with full size aircraft, it is not unusual for brain fade to set in after a very short time, resulting in erratic flying.

As with learning any new skill, confidence is a big factor and the best way to build confidence is to spend time perfecting the basics. Having access to a flight simulator can help immensely with getting a student competent at controlling the model. Many clubs have flight simulators students can hire for a small fee.

Once the student has demonstrated competence in the ability to fly straight and level in a circuit, the next stage is learning to take off and land. Learning to master different flying conditions and crosswinds is important. This stage of training is the most challenging for the instructor as the aircraft is close to the ground and the margin of error and time to correct is greatly lessened. The adrenaline can really be pumping for both parties during this phase but is equally matched by the satisfaction of the first successful flight.

Eventually the instructor will determine when the student is ready to "go solo" and the coupling of the transmitters will cease, though a student will probably fly with the instructor close at hand observing initially. Many instructors are also qualified to do flight tests for the Wings Badges.

Typically, once a pilot has their wings badge and a few hours under their belt on the trainer aircraft they will look to progress to a more challenging model. An intermediate model allows more aerobatics and the thrill of pushing the envelope to test and extend the pilot's skills. Beware, this is also the stage when you can experience the pain of crashing and get to practice your repair skills. As frustrating as this may seem at the time, remember – "you can't bake a cake without breaking a few eggs." Just don't apply the same theory if you're learning to fly full size aircraft.



Liz Needham and Harvard 57 against a clear blue sky south of Ardmore

Would you like a set of air to air photographs taken of your aircraft? Ardmore based air to air photography can be arranged by calling Michael on 0800 535 937, email: aerophoto@kiwiflyer.co.nz. **AeroPhoto**

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The Aviation Community Advisory Group

contributed by Qwilton Biel

Elections to the Aviation Community Advisory Group will be held on November 19 at the Wellington Airport Conference Centre with nominations for available positions closing on September 11. In this issue's Guest Comment, Qwilton Biel explains the purpose and history of ACAG as well as why and how aviators with an interest in the rule development process should become involved. Qwilton has 16 years aviation management experience and is presently Chief Executive of Heli Harvest Ltd. He has been appointed to sit in the Aviation Industry Association's permanent seat on ACAG.



Current objectives

Notwithstanding the aforementioned efforts, the rule development timeline remains excessively long. When analysed on paper, the process should be achievable in 20 months. At the present time it is taking between seven and nine years to complete.

At its most recent meeting, ACAG unanimously adopted the goal of progressing a rule from project start to Minister's signature in 24 months. This was conveyed to both CAA and MOT who acknowledged it as a worthwhile objective for all parties.

As an initial step toward this 24 month goal, ACAG has received a comprehensive summary of the 250+ issues logged by the CAA as potentially requiring rulemaking action. This is the first time this complete list has been available to the aviation community and ACAG believes that engagement at this early stage is essential to streamlining the subsequent steps of issue assessment and rule development.

I am privileged to have been appointed to sit in AIA's permanent seat on the ACAG. Having been involved with the development for the Civil Aviation Rules from the beginning it is a disappointment to me that they have never achieved the level of administrative simplicity promised at the outset, however I firmly believe that ACAG is making more progress towards achieving this than has been made by any other means in recent years.

"...where rules and guidance material could be implemented or amended with minimal difficulty and short timelines. ...history has delivered a somewhat different outcome."

THE TRANSITION from Civil Aviation Regulations to Civil Aviation Rules in the mid-1990's was heralded as the dawn of a new era where rules and guidance material could be implemented or amended with minimal difficulty and short timelines. However history has delivered a somewhat different outcome.

Over the intervening years numerous initiatives have been undertaken to expedite the rules development process. These began with informal lobbying and working groups and have progressed to the CAA Industry Rules Advisory Group (CIRAG), then since 2005 to the Aviation Community Advisory Group (ACAG). This has become the body entrusted to reflect the interests of the wider aviation community in exchanges with the CAA on rules matters.

ACAG has a defined role and purpose within its terms of reference but in a nutshell it is intended to facilitate and promote the participation of interested persons in the rule development process. It is an 11 member group with six elected members and five permanent members. It meets 3 times a year and holds an annual election forum.

Through stable membership, a commitment by each of its members to continuously strive to improve the rulemaking process and working as a cohesive group, ACAG has developed a very positive relationship with both the Civil Aviation Authority and the Ministry of Transport on all matters pertaining to rule development.

When it comes to rule development the temptation always exists for aviation community participants to advocate only their particular areas of interest and to diverge into consideration of non-rule issues which are the topic of the moment. ACAG has thankfully not fallen into this trap.

Achievements of ACAG

The products of ACAG's work are not always readily apparent to the wider aviation community. It has worked to achieve an alignment of project management processes and software between the CAA and MOT thereby reducing duplication of effort. It has instigated a more robust procedure for nomination of subject matter experts onto Project Working Groups. It has engaged with the Minister of Transport to advocate the case that rules are the infrastructure upon which aviation is founded and therefore these require maintenance and enhancement just like bricks and mortar infrastructure does. And in the last year, ACAG has developed and advocated a community wide position encouraging the expeditious adoption of Performance Based Navigation (PBN) in New Zealand.

How to become involved

Every year, two elected positions on ACAG are up for renewal. Interested persons are invited to attend the ACAG Election Forum on 19 November 2009, 1300 hrs at the Wellington Airport Conference Centre.

One of the key attributes of ACAG is our stable group taking a long term view on regulatory development. You can expect an update on broad issues regarding regulatory development in our aviation industry, with presentations from invited speakers in key industry decision making roles.

Qwilton Biel

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September 12th
Bridge Pa Taildragger Day
 An annual taildragger fly-in to Bridge Pa aerodrome at Hastings. Contact Russell Wood 021 506 113, email: russ@biskit.co.nz

September 12th
Taupo Aero Club Dawn Raid
 For more information contact Arthur Whitehead 027 299 0949 email: info@airchartertaupo.co.nz

October 24th-26th
Tiger Moth Club 40th Anniversary Fly-in
 Taumarunui, where the club was formed in October 1969. Contact John King 027 482 3584 email king:jdm@xtra.co.nz www.tigermothclub.co.nz

November 7th-8th
Black Sands Fly-in
 At Raglan with bbq lunches both days and flying activities that will include the popular beach flying workshop. Contact Bruce Cooke 07 827 7359 or 021 112 2364 or visit www.saa.org.nz

November 19th
Aviation Community Advisory Group Election Forum
 This will be held at the Wellington Airport Conference Centre at 1pm. See the Guest Comment from Qwilton Biel in this issue on page 34. More information from Brian Whelan, email: brian@pectaviation.aero or phone 021 248 1080.

November 21st
Matamata Aero Club Fly-in
 For more information contact Anton Meier 021 289 5999 or email: anton@acrosport.co.nz

December 4th-6th
75th Jubilee Celebrations of Motueka Aero Club
 Fly-in and fun night Friday 4th. Visit Nelson market, sightseeing, fly to Nelson and Golden Bay airfields. Anniversary dinner Saturday 5th, aircraft display, visit the A&P show next door. Early lunch on Sunday 6th. Contact Katrina Witney 03 528 8382 or e: katrina@nelson-aviation.co.nz

December 18th-19th
75th Anniversary of NZ's first airline
 Vintage air pageant and activities at Hokitika and Haast. Contact Rev Richard Waugh on 09 533 9400 or email: rjw@ecw.org.nz

January 14th-17th
50 years of the Piper Cherokee
 The Ashburton Aviation Museum plans to



give the Piper Cherokee a very happy 50th birthday with four days of activity based on Ashburton airfield. A circuit marathon on Thursday aims to have at least one Cherokee in the circuit all day. Instructors will be available for lapsed pilots to participate in the marathon. Friday includes plans for local cross country flights. Saturday has club style competitions plus judging and awards. An evening function is

planned at the museum. Sunday is a wind down day for relaxing. Special hotel rates are available. Email: aeromedia@xtra.co.nz for more information.

January 30th-31st 2010
Tiger Moth Club Annual Fly-in
 At Waipukurau. Contact John King 027 482 3584 email king:jdm@xtra.co.nz www.tigermothclub.co.nz

February 5th-7th 2010
SportAvex Tauranga
 Sport Aircraft Association Fly-in and Airshow. Contact Bruce Bowen, email bbowen@xtra.co.nz www.saa.org.nz

February 6th-7th 2010
Tauranga City Airshow
 Organised by Classic Flyers NZ with full on flying displays on the 7th. Includes a family fun program for all ages on both days. Classic Flyers hope that this show will become the major North Island airshow in the same year as Wanaka. Trade stands are available. Contact Michelle on 021 473348 email: michelle@seeit.co.nz or phone David on 021 214 5247 More information from www.taurangaairshow.co.nz

February 27th 2010
Parakai Airfield Annual Fly-in
 Contact Simon Lockie 09 420 8010 or email: simon@parakaiairfield.co.nz

February 27th-28th 2010
Central Hawkes Bay Aero Club 75th Jubilee
 At Waipukurau. For information see www.chbaeroclub.co.nz or contact Lyn White 06 855 8356

March 6th 2010
Mercury Bay Shell 2010 Airshow
 At Whitianga with a backup day of Sunday 7th. Contact John Stephenson 07 866 5128 or email: jhs@xtra.co.nz

March 12th-13th 2010
PilotExpo Ardmore
 The new annual PilotExpo event at Ardmore. See article on page 17 of this issue. More information from www.pilotexpo.co.nz

March 19th-21st 2010
Recreational Aircraft Association of NZ National Rally
 At Stratford. Contact Nick Furnage 027 561 1518 or email: bigsky4394@gmail.com
 March 23rd-1st April 2010
Flying NZ Air Safari
 Starting from Ardmore, this major event finishes in Queenstown in time for

Warbirds over Wanaka. 70+ aircraft of all types are expected to participate. For more information visit www.flyingnz.co.nz or contact Liz King email: lizking@clear.net.nz

April 2nd-4th 2010
Warbirds over Wanaka International Airshow
 The biennial highlight of the NZ warbird calendar and a world class airshow. More info from www.warbirdsoverwanaka.com

June 4th-7th 2010
NZ Women in Aviation
 (known formally as NZ Airwomen's 50th Anniversary)
 At Tauranga. A long weekend of flying and friendship to celebrate our 50 years. All former members please contact Judy Costello. Ph 09 292 4712, email raynjudy@actrix.co.nz

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DEPARTURES - June/July 2009			
DYY	Smyth Model S Sidewinder	Mr H Khayami	Amat Blt Aeroplane
EFW	Stoddard-Hamilton Glasair III	Mr S R Irving	Amat Blt Aeroplane
EHD	Powerchute Raider	A T Martin	Microlight Class 1
GFX	Schleicher AS-K 13	Kaikōhe Gliding Club (Inc)	Glider
GJO	PZL Swidnik PW-5 "Smyk"	T Atkins & J Hall	Glider
GTM	Schempp-Hirth Ventus c	Mr I S Grant	Exp
HAS	Robinson R22 Beta	Heliflite Pacific Limited	Helicopter
HBG	Robinson R22 Beta	Ahaura Helicopters Limited	Helicopter
HDB	Robinson R22 Beta	Ahaura Helicopters Limited	Helicopter
HFH	Aerospatiale AS 350B2	Helicopters (NZ) Ltd	Exp
HHY	McDonnell Douglas 500N	Oceania Aviation Limited	Exp
HIW	Robinson R22 Beta	Garden City Helicopters Ltd	Helicopter
HIG	Robinson R22 Beta	Heliflite Pacific Limited	Helicopter
HPR	Robinson R44	Helicopters South Canterbury Limited	Exp
UD	Robinson R22 Beta	South-West Helicopters Ltd	Helicopter
IMO	Robinson R22 Beta	Astral Helicopters Ltd	Exp
JIO	Polikarpov I-16 Type 24	Alpine Fighter Collection	Aeroplane
JIS	Aerochute Aerochute Dual Deluxe	Aerochute Gisborne	Microlight Class 2
JJH	Pacific Aerospace 750XL	Pacific Aerospace Limited	Exp
JNB	Boeing 737-376	Jetconnect Limited	Aeroplane
JOV	Aerochute 34	Aerochute Gisborne	Microlight Class 2
JPP	Pacific Aerospace 750XL	Paravia AG	Exp
JRD	Eipper Quicksilver MX II	Mr G J Stephens	Aeroplane
JSL	Cessna 182T	Flightline Aviation Ltd	Microlight Class 2
JZI	Pacific Aerospace 750XL	Pacific Aerospace Limited	Exp
LAE	Micro Aviation B22 Bantam	Mr W Hewitt	Microlight Class 2
MYD	Quad City Challenger II	Mr A T Wichman	Microlight Class 2
NBS	Boeing 747-419	Air New Zealand Ltd	Exp
RBI	Air Command Commander	G W Simpson	Microlight Class 1
SEW	Cessna T207A	Milford Sound Scenic Flights Ltd	Exp
SEY	Cessna T207A	Air Safaris & Services (NZ) Ltd	Exp
SKA	Meteor S.p.A. Sky Arrow 450T	D P & W O Williams	Microlight Class 2
TLR	R J Ward TLAR	Mr R J Ward	Microlight Class 1
WET	Cessna 207A	Milford Sound Scenic Flights Ltd	Exp
WMT	Thorp S-18	Mr W E Matthews	Amat Blt Aeroplane
WYN	Airborne Outback	Mr W Harris	Microlight Class 2
ZXL	Zenith Zenith CH 601-XL	Pegasus Flying Limited	Dest
		Auckland	Dest
		Ahaura	w/d
		Kaikōhe	Dest
		Cambridge	Dest
		Australia	Exp
		Papakura	Exp
		Ahaura	Dest
		Ahaura	Dest
		Nelson	Exp
		Papakura	Exp
		Christchurch	Dest
		Papakura	Exp
		Timaru	w/d
		Te Anau	Dest
		Rotorua	w/d
		Wanaka	Exp
		Gisborne	Rev
		Hamilton	Exp
		Manukau	w/d
		Gisborne	Rev
		Switzerland	Dest
		Rotorua	w/d
		Papakura	Exp
		Hamilton	Exp
		Morrisville	Rev
		Hamilton	Rev
		Auckland	w/d
		Taumarunui	Exp
		Queenstown	Exp
		Lake Tekapo	Exp
		Westport	Dest
		Christchurch	w/d
		Queenstown	Exp
		Darfield	Dest
		Wairoa	Dest

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1976 Piper PA32-260 Cherokee Six ZK-ELK
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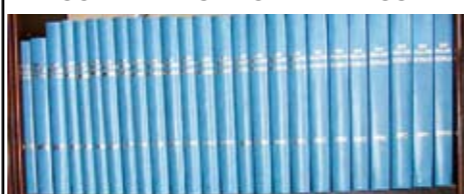
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