



From the Editor

Every time that six divides into the Issue number, another year must have gone past. Thus my friends and I have been producing KiwiFlyer for eight years now. Aside from our efforts to compile something that is enjoyable to pick up and read, it's worked because of the support we gratefully receive from advertisers and without doubt also because of the support they in turn receive from readers. Thank you to all of our contributors, advertisers, and readers. Producing KiwiFlyer can be a time-consuming endeavour, but it's seldom a chore. Indeed there are times when it's positively great fun.

We had some fun for this issue. Hawker Pacific recently brought their first Diamond DA-62 into Australia and invited us for a look. Resident KiwiFlyer test pilot Grant Benns took the controls for a few circuits and other exercises out of Bankstown, including conducting a landing with one engine fully shut down (on purpose). His report is within. Grant didn't get all the fun for this time though, as simultaneously, Oceania Aviation had just made one of two Bell 212s airworthy again at Ardmore and invited my lucky self for a 'jolly' around Auckland with the potential new owner's representative. He of course therefore had the front seat, but I got to be dropped off and picked up from a forest ridge in order to take some photos. In a Twin Huey. Helicopter aficionados will understand that for anyone with even a passing interest in rotorcraft, that is a pretty cool thing. The resulting article starts on page 32.

As if that wasn't enough, the very next day both Grant and I hopped aboard a brand new Cessna Citation Latitude business jet for a trip to Wellington. Thanks Hawker Pacific once again. It was here for a day as part of a demonstration tour. It was fast, quiet, incredibly spacious, climbed at an astonishing rate, and it was likely the only time I'll ever ride in one. I'll have a much better chance of success setting my savings sights on a Huey. In any case, a Huey makes a better noise, possibly the best noise, ever. The Citation story will be ready for our December issue of KiwiFlyer which will be out in time for Christmas reading.

On the subject of Christmas, I've recently read Dave Baldwin's new book 'The Flying Doctor', and also read John Funnell's new book 'Rescue Pilot'. There's some short comments later in this issue and we'll include more in December, but suffice to say: buy them both. Both books are engaging, funny often, and at times, very well written, full of anecdotes and wisdom, and once you've started, quite hard to put down. Either or both are guaranteed to be appreciated by any aviation minded person.

Enjoy this issue. As always, fly safe.

Michael Norton
Editor, KiwiFlyer Magazine

In this issue

- Diamond DA-62 Flight Test**
KiwiFlyer's resident test-pilot Grant Benns was invited to Sydney by Hawker Pacific to try out the new 7-seat Diamond DA-62.
- Massey University RPAS Courses**
Professional RPAS use is growing rapidly and so is the requirement for adequate training. We profile the Massey School of Aviation offering.
- Time for a Hangar Spring Clean**
Bill Beard from Avsure has some useful tips that might help avoid an insurance claim one day.
- The KiwiFlyer Interview: Carlton Campbell**
Jill McCaw continues her series of interviews with interesting people in aviation. This time it's well-known NZ aviator Carlton Campbell.
- En-route: Bankstown to Broken Bay**
Nick Ashley did something different for this edition of En-route. He converted to a CASA licence and took a trip from Bankstown.
- Three new Gyros arrive in New Zealand**
It's been a busy couple of months for autogyro registrations with two first-of-their-types in play and a new six-bladed propeller to evaluate.
- Auto-tow and Winch Launching**
If you have a handy chif nearby, you could try launching your glider behind a car. Jill McCaw considers this and more conventional methods.
- Pioneer Rotax Conversion ticks the boxes**
Robert Lasky recently converted his Alpi Pioneer to Rotax power and sent us this report.
- Twin Hueys at Ardmore**
Earlier this year Oceania Aviation imported a pair of Bell 212s from Japan for refurbishment and resale. They're just back in the air and on the market. Lucky us went along for a ride.
- Supply and Maintenance Supplement**
This year our annual supply and maintenance feature contains nearly 20 pages of provider profiles and useful information for operators of all types of aircraft.
- Warbirds Ardmore Hoppengins**
Aside from rain interfering with flying, quite a lot has happened at NZ Warbirds recently.
- Places to Go: Karamea**
Ruth Allanson ventures off the beaten track.
- ZK Review**
- Events Guide and Classified Advertising**

Front Cover: Stephen Boyce approaches the ridge-top LZ to pick up your KiwiFlyer editor in a Twin Huey. Woo-hoo. Michael Norton photograph.



Industry and Community News

tell from WW2. Some will be familiar, such as the Battle of Britain, but we are also introducing lesser known stories (in the West) from the Eastern Front and Burma. The aircraft we have for display take the lead but the stories provide the context."

The exhibition includes a mixture of original and replica machines, one of these being the world's only flyable Avro Anson Mk1 and a Griffon powered Mk.XIV Spitfire. Mannequins from cinematic master craftsmen Tea Workshop will enhance scenes painstakingly created by talented local artists. We'll have photos and more details in the next edition of KiwiFlyer.

Massey gets approval for Performance Based Navigation Ops

In September the Massey University School of Aviation became the first flight-training organisation in New Zealand to receive approval from CAA to carry out Required Navigation Performance (RNP) operations on its 12 Diamond DA40 single-engine aircraft.

The approval process involved a detailed assessment of the airworthiness requirements as well as several discussions with the aircraft manufacturer. CAA has now begun a similar airworthiness review of Massey's two Diamond DA42 twin-engine trainers with related approvals expected in due course.

Chief Executive Massey University School of Aviation, Ashok Podval comments that "The New Southern Sky programme set out to establish an end to end, system wide Performance Based Navigation capability, paying particular attention to enabling training and education. This provides firm evidence that the programme is moving forward in developing the basis of that capability. I am delighted that the School of Aviation team, led by Paul Kearney, has been able to lead the way."

Fieldair Engineering acknowledged

Fieldair Engineering Ltd has won one of two inaugural Massey Business School (MBS) Partnership Awards which recognise the support of Massey Business School's partners and sponsors. Nominations were called from the various Schools within the MBS to identify scholarship support, contributions to scholarships and knowledge transfer, contributions to research grants and the research environment, and raising the MBS profile in the business and practitioner communities.

Fieldair are the contracted supplier of maintenance engineering services to the Massey University School of Aviation's fleet of 14 aircraft. The company was nominated by the School of Aviation in recognition of the awards they make available to students with an interest in engineering, and for their pro-active support of the School's Internship Programme for aviation management students.

Two new books you should buy

I've read two books over the last couple of months, both by very well-known and respected NZ aviation identities. And both are exceptionally well written. Both have a RRP of \$40 and are published by Random House. It goes without saying that any NZ aviation enthusiast will struggle to put either book down. I consumed one non-stop on a plane trip and the other late one evening when continuing to read easily trumped going to sleep.

Both books deserve solid accolades with extracts which we'll aim on putting together over the next couple of KiwiFlyer issues. In any case, publishing too many anecdotes now is only stealing from the enjoyment readers will get if you do go out and buy a copy, as you should.

Dave Baldwin's new book 'The Flying Doctor' is as anyone who knows Dave or has read his other publications will expect, loaded with Dave's particular style of tale telling. The book is an engaging read that starts with school and progresses with career, flying and life in general. Some readers will simply follow and laugh along with all the stories Dave relates – and there are many. But others who are in the lines where Dave has included a palpable underlying respect and gratitude for the people in his life and others met along the way. There are also numerous very astute observations on life in general. I laughed a couple of times hard enough that my eyes leaked. Then it happened again later in the book with some very touching words about less happy matters.

In his book Dave categorises some of the people he has come across as "good bastards", clearly as a term of significant endorsement and respect. Unassuming and humble however, Dave never suggests or likely even stops to consider that he's indeed a shining example of one himself.

John Funnell's book has been tag-lined 'The Daring Adventures of a New Zealand Search and Rescue Pilot'. It is indeed that and covers some 43 years and 19,000 hours of flight time in New Zealand and around the world. John starts with growing up, the attraction of aviation, then progresses through his logbook and life (which have no doubt been much the same thing), piling one great 'work story' on top of another. The book has been cleverly constructed. It is divided into chapters in the normal way – each pertaining to a segment of John's career and life thus far. Then within each chapter are numerous individual, but connected, tales and anecdotes which might run from one to a dozen pages, each covering some particular occurrence or flying mission (read adventure). As you do sometimes with a new book, I opened it to the middle to read a page and see what it was like. I had to force myself to stop 25 pages later and go back to the beginning to read it properly.

What John has also managed to unintentionally do at the same time as producing this memoir, is write much of the history of helicopters in New Zealand. He's been there for most of it, and reading this book joins the dots between all sorts of famous people and events to do with rotary aviation in New Zealand. You could enjoy it for that reason alone, never mind the gripping adventures also within.

Congratulations to Dave and John. These books are both great contributions to our aviation history and any enthusiast's bookshelf.

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