

November / December 2003

CAA NEWS

Informing for Safer Aviation

A320 First-of-Type



Towards 2005 Outcomes

Distinguished Careers in Aviation

Fly Safely this Summer

A320 First-of-Type

The first of 15 of Air New Zealand's Airbus A320s arrived in Auckland in September 2003 with a fanfare worthy of a major milestone for the airline. CAA News took a look at the regulator's role in the introduction of the A320.



There is an old aviation adage which states that a new aircraft will only fly once the paperwork is at least equal to – or greater than – its maximum takeoff weight.

Not so with the Airbus A320 however. CAA A320 programme manager Chris Lamain says that although introduction of a new aircraft type to New Zealand skies is a significant task as far as the CAA is concerned, once the first-of-type certification is completed, each new A320 will be a straightforward addition to the register – no different from any other aircraft.

Air New Zealand A320 Manager Programme Management, Chris Field, knows only too well the size of the project. The A320 project was a step away from the airline's all-Boeing jet fleet, and a massive task across the airline's flight operations, engineering, airports, logistics, networks, in-flight products, and cargo sectors. The engineering plan alone covered 2500 points.

"Very early in the piece, when we decided to purchase the A320, we set up a project management process with various project

and training capability to operate the aircraft as intended by Airbus. It also had to make sure the aircraft met its design specifications – Airbus might have said it was an A320 – but the CAA had to be sure it would perform like an A320, and that its specifications and performance were within the New Zealand Civil Aviation Rules.

There were lessons along the way. Air New Zealand ran a risk assessment across the project to maintain managerial oversight. The CAA participated in this process, and identified a resource risk if key project staff were lost. The CAA move from Lower Hutt to Petone was also identified as a risk if system resources were not available at crucial times. Mitigation strategies were put in place, and the move planned with the project in mind. Lamain says it was a good lesson that the CAA has since adopted for its everyday work.

"It was one of the biggest projects for a new aircraft type, but it was different to the introduction of the Beech 1900D. Both involved a similar number of aircraft, but the Airbus has different technology, and Air New Zealand wanted to operate the A320 under accelerated Extended-range Twin-engine Operations (ETOPS) and do pilot training using a simulator. The simulator added quite a bit to it," Lamain says.

Among the challenges the CAA had to come to grips with were the different design philosophies, and new technology of the Airbus compared to the more familiar Boeing fleet. Fly-by-wire and side-stick flight controls incorporated in the A320 design are features new to New Zealand. The CAA also found itself reconciling its own rules against Joint Aviation Authorities (JAA) regulations.

CAA Airline Flight Operations Inspector, Tony Parrish, worked solidly on the project



"The wag who first made the comment about paperwork obviously had the regulator in mind when he said it, but this project was proof that things have moved on a bit," he says. "The perception is that 15 new, large high-tech aircraft will create a lot of work. It does for the operator, but for the CAA, there's far more work in the certification of a new airline. It was pretty much business as usual."

teams and made the CAA a part of that. Air New Zealand has a pretty good working relationship with the CAA, but this project demonstrated to a lot of people how good the relationship is," Field says.

The CAA project team, slotted-in alongside the Air New Zealand project teams for the project. The CAA needed to make sure Air New Zealand had in place the appropriate flight operations, maintenance,



for more than a year before ZK-OJA first touched down in New Zealand. Tony oversaw pilot training and assessment, including certification of the A320 simulator. The simulator alone created a lot of work, involving a trip to Toulouse for simulator training and assessment, and a trip to Dragon Air in Hong Kong for assessment of Air New Zealand line flying training. On the first delivery flight, Tony assessed the cabin crews' safety training, and the aircraft's compliance with accelerated ETOPS, Reduced Vertical Separation Minima (RVSM), and Required Navigation Performance (RNP) standards.

Alan Ferguson oversaw the operational maintenance aspects under Part 119, and Richard Rushton took care of the Part 145 *Aircraft Maintenance Organisations - Certification*. David Gill was tasked with the airworthiness aspects including the Airworthiness Certificate inspection and certificate issue for the first aircraft.

Other CAA staff outside the project team were also involved. The introduction required rule exemptions – 3/EXE/74 and 3/EXE/28 – to put in place alternative means of compliance with experience requirements for pilots and maintenance engineers set out in the Civil Aviation Rules. Other staff created Airworthiness Directive schedules for the type, registered the aircraft, and processed the flight manuals. Safety investigation staff gained familiarity with the A320 for occurrence

investigation purposes.

The project was well advanced when airworthiness engineer David Gill initiated the type acceptance process. He inspected the aircraft's documents, and issued its certificate of airworthiness.

"The entire process takes four days. Day one is a ground inspection, day two is an inspection flight, day three is a document review, and the last day is the handover and transfer of title when they hand the money over. That's the point it's entered on the register and issued with its airworthiness certificate," he says.

"It's a new aircraft and manufacturer to New Zealand, and consequently new philosophies and new documentation to become familiar with, and new people to build relationships with. The new technology makes it interesting – the information required on the type certificate makes it about twice as long as a Boeing 737 – but it will get easier each time as we get more familiar with it. They are all new aircraft with no history, and that also makes it easier," David says.

And it's not over yet. As *CAA News* went to print, the fourth aircraft was due to arrive in New Zealand, with three already operating on selected routes across the Tasman, and a total of seven will be in service by April next year.

The Air New Zealand fleet will have 15 A320 aircraft in its fleet by early 2006, and the airline has the option to acquire a further 20. ■

ACE Day

Airmanship – Confidence – Experience are the themes of ACE Days, sponsored by the CAA and *Aviation News*.

An ACE Day is a day-long seminar with the purpose of increasing airmanship awareness for all GA and recreational pilots. The programme starts at 10 am, lunch is provided, and the day usually concludes about 3 pm.

The next ACE Day will be held on Sunday 30 November 2003 at the Northern Recreational Flying Club, Hangar No 8, Whangarei Airport.

The ACE Day is free to participants, but numbers are limited, so booking is essential. You can book online at the *Aviation News* web site, www.aviationnews.co.nz/acedays.



AIP Online

The Aeronautical Information Publication New Zealand will be available free on the internet from 27 November 2003.

AIP NZ on the web
www.aip.net.nz

For the last two years the CAA has hosted Safety Forums in Wellington. They were attended by a wide range of people in the aviation community, and were very successful in identifying the problems facing aviation as a whole in New Zealand.

Many of the problem areas were related to 'culture', and the CAA began a three-year strategy aimed at producing a 'culture shift' in the New Zealand aviation community. The CAA identified problem solutions which were already partially in place, and has started projects to identify further solutions to the problem areas.

Three of the initiatives carried out this year are the Flight Instructor Seminars, Maintenance Controller Courses, and the ASL A-Cat Scholarships.

Flight Instructor Seminars

One major safety initiative by the CAA this year was a series of instructor seminars designed to assist instructors from all sectors of general aviation, and in particular C and B-Cat aeroplane and helicopter instructors, as well as glider and microlight instructors. The two-day seminars were held at Whangarei, Hamilton, Palmerston North, Ashburton, and Dunedin during September and October.

In his opening address the Director of Civil Aviation, John Jones, explained that the seminars would provide an opportunity for general aviation flight instructors to come together and review instructional techniques, and to interact with instructors from other fields of aviation, with educationalists, and with senior CAA staff members involved with safety standards, and the training and licensing of pilots.

He emphasised the importance of being a role model. "Role-modelling is very important in training and development. Students in aviation want and need to place their flight instructors on a pedestal. They want and need someone to look up to. They need an example they can emulate. The initial training that you provide significantly contributes to the future



John Jones opens the Palmerston North seminar

attitude and airmanship of your students, and thus has a major influence on the culture of aviation in this country."

The key presenters were Ian Dix, an Education Specialist with the Australian Civil Aviation Safety Authority, who is responsible for developing pilot education programmes including flight instructor seminars, and Linda Hutchings, a partner in Brainstorm, a Waikato-based training and learning resource design business that specialises in the creation and delivery of professional development programmes.

The topics covered centred on learning and teaching processes and techniques, rather than any specific flying lessons. This meant that the information was equally relevant to all present, whether they normally teach in aeroplanes, helicopters, gliders, hang gliders, balloons, or microlights. The attendees represented a wide cross-section of age, experience, and type of flying. From personal observation and subsequent feedback, participants found the interaction with other instructors from different backgrounds an interesting and beneficial experience.

On the first day Linda Hutchings introduced strategies for accelerated learning noting that the instructor's role is to facilitate learning. We learnt about the importance of a 'story' example in the learning process, remembering to 'chunk' information allowing the learner time to process, and the importance of realising that we all have different learning styles – some learn more through seeing (visual), some through hearing (auditory) and others through moving, doing and touching (kinesthetic).

General communication skills were covered,

followed by questioning skills, listening skills, giving feedback, and tips for assessing learning both for the instructor and the learner (how do you know when you have learnt something?).

On the second day Ian Dix introduced various learning theories, touched on motivation aspects and effects of stress. We explored further the differences in learning (and teaching) styles through the Myers Briggs Type Personality Indicator with the opportunity to find out more about our own characteristics. We are likely to teach in a way that suits our own style – but that may be different from the student's and we need to recognise this and adapt.

Over the two days both key presenters utilised various techniques to keep participants alert and involved (a useful lesson in itself). With the varying background of those present, there would be varying degrees of previous exposure to the type of information presented. Regardless of whether the information was totally new, or a refresher on previous learning, all of those present would have benefited from the seminar and could go away with things to think about, further material to read and the incentive to put what was learned into practice.

Guides have been produced by the CAA to assist Flight Instructors, to indicate the standards expected, and improve consistency. CAA Flight Testing Officer, John Parker, introduced these guides:

Flight Instructor Guide – a comprehensive guide developed over a two-year period in consultation with instructors and aviation organisations. The objective of the guide is to give flight instructor applicants the

requirements for C-Cat issue. John commented that the term 'airmanship' was not used in the briefings as a specific heading because airmanship should be an all-pervading part of instruction, "If you're not demonstrating airmanship every hour of your working day, then you're not teaching airmanship." The *Flight Instructor Guide* is not on the CAA web site because it is 341 pages, but can be purchased from 0800 GET RULES (0800 438 785).

Flight Test Standards Guide for Private Pilot Issue and Biennial Flight Review – there are separate issues for aeroplanes and helicopters. The guide contains standards for the PPL issue flight test and is also designed for use by instructors for BFR flights. It was pointed out that this is guidance material, but it is strongly recommended that the BFR is conducted in accordance with the appropriate guide. A BFR report form has also been produced.

Type Rating Guide – at present an aeroplane version is available, but a rotary one will follow. This guide sets out the procedures for issue, and the techniques and marking criteria to be used for the issue of a type rating. It includes a student record of training, which is also available as a separate form.

The last two guides and related forms above are available on the CAA web site, www.caa.govt.nz, on the "Pilots" page.

Maintenance Controller Courses

Re-certification of the air transport operators under Part 119/135 required operators to nominate a Maintenance Controller. Operators are also responsible for the airworthiness of their aircraft under Rule 91.603. The problem was that most operators did not know anything about the maintenance requirements of their aircraft. There was a need to achieve a culture change from one of "that's what I employ the engineer to do" to being able to tell the engineer what is required.

Twelve courses were planned from Whangarei to Gore, Greymouth to Rotorua. Due to demand an extra six courses are being run – three at Ardmore, two at Timaru, and one at New Plymouth.

The courses have been well received by the attendees from all facets of General Aviation: private owners, aero clubs/flying schools, agriculture pilots, Part 119/135 operators, rotary and fixed wing operators, licensed engineers, and gliding clubs.

ASL A-Cat Scholarships

One of the positive outcomes from the Towards 2005 safety forum held in 2002 was ASL announcing it would sponsor A-Cat Flight Instructor Tests.

Instructors of high quality and experience are required to improve the level of ab initio instruction, but too few instructors aspire to reach the top of their profession. And that means too few instructors have the experience, the flying skills, and the depth of knowledge to support the newer instructors.

There may be many factors why instructors do not upgrade. One is probably the cost of the flight test – \$1,972 for an A-Cat. ASL is sponsoring flight test fees for up to four A-Category Issue tests per year: three aeroplane and one helicopter.

This is not just a free flight test – the selection is on a competitive basis, with candidates stating why they want to become an A-Cat Instructor, and their intended training programme to reach A-Cat standard.

The names of sponsored candidates will not be publicly announced until after their flight test has been completed in order to ensure the integrity of the flight-testing process. The candidate will be treated like any other, and the Flight Examiners conducting the test will not be advised of the candidate's sponsorship.

Successful candidates from 2003 have not been announced yet, as candidates are still going through the process.

How to apply:

- Applications are open to suitably qualified B-Cat flight instructors who wish to attempt an A-Cat flight test during 2004.
- The application form is available from the ASL web site, www.aviation.co.nz under "Flight Tests".
- Complete your application and send with fees to ASL, P O Box 30 343, Lower Hutt, by **31 January 2004**.
- A CFI or A-Cat Instructor who is willing to coach or mentor the applicant for the process must endorse the application.
- Include your curriculum vitae, which must give a summary of flying and instructional experience.
- Explain why you want to become an A-Cat Instructor.
- Include the training programme that you propose to follow to reach A-Category standard. ■

Progress on New Aeronautical Charts

Over the last couple of months the CAA and Aviation Publishing have been working with industry focus group leaders Warren Sattler, CFI, Ardmore Flying School, and Carlton Campbell, CFI, Wakatipu Aero Club assessing the colours and features on the Visual Navigation Charts (VNCs).

The first task has been a colour trial and feature evaluation. To do this four test strips were produced depicting high and low level terrain, using different colour bandings and scales. A questionnaire asked participants to evaluate the colour and features such as river systems, roads, HT lines, forests, and glacial/snowline features. The test strips and questionnaires were distributed to various training organisations and individual pilots by the CAA Field Safety Advisers (FSAs) and the industry group leaders. Feedback was received through October, and evaluation of the questionnaires will be completed in November.

When the team are satisfied with the colour and features, the next phase will be to assess the general presentation, such as symbology, and specific features like extra town names and spot heights. To do this assessment, a print quality chart of Queenstown will be produced. This will be distributed by the FSAs and industry group leaders to the trial participants for use in flight. Also, a questionnaire requesting feedback on scale options will be issued to all Airways customers who have purchased VNCs. We encourage you to participate.

The VNC project team are working towards the next issue of charts mid-2004, and they will incorporate the improved features and any airspace changes.

If you would like to comment, and we welcome your feedback, use the Airways' IFIS web site, www.ifis.airways.co.nz. Go to "Publications" and use the link "Click here to tell us more" to email your feedback. Or send to the CAA addresses below.

Email: info@caa.govt.nz

Fax: 0-4-569 2024

Post: Charts Feedback, Civil Aviation Authority, P O Box 31 441, Lower Hutt

Distinguished Careers in Aviation

David Reid

Dave Reid was always going to be an agricultural pilot.

Born and bred on the Taieri Plains near Dunedin Airport, Dave was always close to aircraft. World War Two ace Johnny Checketts was operating a topdressing Tiger Moth from the Taieri. The neighbour was a former Wing Commander.

“Ever since I was eight, I knew I was going to have a career in aviation – particularly in agricultural aviation,” Dave Reid says.

Dave gained his private pilot licence on 7 July 1966. His commercial licence followed on 27 March 1968. Working on the family farm for a couple of years, he kept his hand in flying whitebait from the West Coast and doing charter work for the Otago Aero Club. In 1971 he landed his first agricultural aviation job – loader-driving for the Central Aviation Company. Two years later, he found himself in a cockpit.

“My formal topdressing training consisted of three flights sitting on an axe handle wedged between the seat and the side fuselage in a 300 hp Fletcher.”

He was given a Pawnee, told not to bend it, and in 1973 was given the first 400 hp Fletcher the company purchased.

“From something capable of spreading 10 tonnes an hour, in the first day I spread 85 tonnes and was home by 2:30 pm. The proprietor said I must have dumped it off the end of the airstrip. It was a huge step.”

In 1984 Dave obtained a D-cat and E-Cat instructor rating and was appointed the chief pilot of the Mt Cook Agricultural Division. Made redundant in 1986, he started up his own single pilot operation, Reid Agricultural Air with a hired Fletcher. In 1987 he took over his own Fletcher 950, ZK-EMA.

In July 2003 after 33 years in the industry, Dave retired to a two-acre block in Roxburgh, with 20,000 accident-free hours, having served the industry as a loader driver, pilot, instructor, and aircraft operator.

Dave has his own views on what makes agricultural flying safe.

“Ag flying is the most disciplined form of flying there is, but it’s mostly just plain old common sense. My two years as a loader-driver probably taught me more about agricultural flying than anything else – the techniques of ground handling, when to pull the pin and all that sort of thing.

“You have to know your own limits, and those of the aircraft. **Never** stick your neck out. More than 95 percent of agricultural accidents are pilot error. The main factor is over-confidence. The other one is situational awareness. Things like fuel management should never be an issue because you’re supposed to have a 30 minute reserve.”



“My other advice would be to pay top dollar on maintenance. One of my philosophies with engine rebuilds – because my life depended on it – was to give the engineers an open cheque book. Anything even slightly suspect was thrown out,” he says.

“I feel I’ve been extremely lucky, and quite frankly, I have some reservations about the training of students these days. They are thrown straight into high performance aircraft.

“The Thrush was a big beautiful thing to fly, but you had to be two jumps ahead of it. I had a fair bit of experience by then, but it took me 1000 hours or more to have it totally under control.”

For the future, Dave intends keeping his feet on the ground, mostly on his two-acre section.

“My old aircraft, EMA, flies over here quite a bit, but I’ve stopped roaring outside to look at it,” he says.

Reg Taylor

Even after 50 years in aviation maintenance, Reg Taylor admits he’s still learning – but what he does know is that it takes discipline, passion, and a willingness to ask for help.

He also knows the adage “if it ain’t broke, don’t fix it” does **not** apply. Aviation is all about preventative maintenance to keep aircraft in the sky earning a living, and safe for the pilots flying them.

Recently retired, Reg left school at 15 for a job at a dairy farm. On his last day at school, his headmaster told him he’d regret leaving if he wanted to fly as a career because he didn’t have sufficient education. It remains a mystery to Reg how he knew of Reg’s interest in aviation.

After two-and-a-half years on the dairy farm, Reg joined the RNZAF as a regular in the compulsory military training draft,



matching his passion for aviation with the engineering skills he had learned.

“The guy I worked with on the farm built a lot of his own farm equipment. He did contract work, so it had to be well maintained. Every fuel stop or meal break we had, he was at the greasing points with a grease gun. Preventative maintenance was a good lesson that’s lasted my entire career.”

Based at Whenuapai, Reg found himself working on the Hercules engines that powered the Bristol Freighter and Hastings transport aircraft. With the Hastings on a regular scheduled run to the United Kingdom at the time, the preventative maintenance ethos was reinforced.

“It was the longest scheduled route then flown by anyone. The Hastings had to make it to England and back without any major maintenance. We used to work our butts off sometimes, but we got it done.”

Reg later became a specialist on the Pratt and Whitney R1340 engine on the Harvard. He left the RNZAF after eight years, beginning work for Fred Scobie at Omaka.

“Fred was one of the old school. He had been involved with the Canterbury Aero Club before the Second World War. He helped me immensely during the transition from military to civilian aircraft – we weren’t just doing engines, but the complete aircraft.

“The difference between military and civilian aircraft in a maintenance sense is that most civilian aircraft have to earn a living. If you wait for something to break, the aircraft might be miles away from base. It was the preventative maintenance again – looking for signs of wear and tear, and repairing or replacing worn parts.

“If you consider an agricultural aircraft doing 12 to 15 cycles an hour, that’s 1200 to 1500 takeoffs and landings in the 100 hours before you see it again – you pay particular attention to the undercarriage, tyres, brakes, and controls – all the things that are doing a huge amount of work.”

Reg left Scobie’s for a stint in Nelson. Eighteen months later he returned to Omaka, setting up his own business. The business was sold in 2000, but Reg remained involved in the industry.

Renowned for his 6:30 am starts and working through weekends as required, only with retirement has Reg reflected on his career.

“I’ve been very fortunate that I can’t recall a time when I was under pressure to take short cuts. Maybe they knew I wouldn’t even if they asked. It’s self discipline, and you have to set your own high standards.

“Aviation maintenance is not a job, it’s a passion. I’ve had people working for me who quite obviously treated it as a job. You must have an interest in aviation and keep operators and pilots in mind.

“I was never afraid to ask for advice from other people. If you’ve struck a problem, somewhere someone will have had a similar one. I’d ring around, even if it meant ringing overseas.”

He also has the perfect answer for his headmaster.

“It’s been over 50 years and I’ve never stopped learning – when you think you have, the next day you come across something you have never come across before.” And he did learn to fly, obtaining a private pilot licence. ■



New Authority Member

In October 2003 the Minister of Transport, Paul Swain, announced the appointment of Darryll Park to the Authority.

Darryll Park joined Air New Zealand’s commercial graduate scheme, spending his last six years as South Island manager before leaving in 1998, ultimately to liquidate Canterbury Tourism Council and establish Christchurch and Canterbury Marketing, where he was CEO.

He is now Managing Director and part-owner of corporate travel provider, Signature Travel. Mr Park is on the board of the NZRFU, but has resigned from other commitments to take on the new role. He is a Fellow of the NZIM, and a member of the Institute of Directors. He is married, to Susie, with two children.

Darryll Park replaces Gordon Vette, who has retired from the Authority due to ill health. Mr Vette started in engineering, piloted aircraft from Electras through to Boeing 747s, conducted research in aviation technology, and has been an aviation consultant in recent years.

Authority Chair, Rodger Fisher said, “We welcome Darryll Park to the Authority. At the same time, we’re sorry to see Gordon Vette retire because of ill health. He made a real contribution to the Authority because of his extensive experience as a pilot, involvement in training and research, and especially his commitment to flight safety.”

The Minister also announced that the terms of Authority member John Gabriel, and chair Rodger Fisher were extended to 30 September 2004. ■

GPS Rule Change

A rule change to allow the use of Global Positioning System (GPS) derived distance information to be used on precision approaches will be effective from 12 December 2003.

CAA Rules project specialist Bill Wilson said the rule allowed only for the distance information being provided by the GPS to be used. The rule will not allow the use of GPS to derive localiser or glideslope information for a precision approach. He adds that the technology necessary to facilitate full use of GPS for precision approaches, as is currently available in the US, is unlikely to be available in New Zealand in the foreseeable future.

Most New Zealand precision approaches require the use of Distance Measuring Equipment (DME).

“GPS derived distance information is accepted by the FAA as a substitute for DME. We received a petition from an aircraft importer highlighting the increasing practice of United States manufacturers to factory-install GPS instead of DME. When imported to New Zealand, aircraft owners were faced with retrofitting DME, or face not being able to use the aircraft for some precision approaches.”

The rule will remain in Part 19 *Transition Rules* until such time as a review of the entire subpart dealing with global navigation satellite systems can be carried out. ■

Part 61 Update

Part 61 *Pilot Licences and Ratings* has been undergoing a complete revision for some time now. The CAA met with the Technical Study Group (TSG) in September to provide details on the implementation plan, review the Stage One Draft NPRM, and to keep the aviation community involved in the process.

Implementation of the Part 61 review has been split into three stages in order to progress the changes that are ready to be put into place.

Stage 1 – Important changes and updates that are able to be made within the present rule structure. Items include a combined written examination credit, requirement for all exams to be passed before a flight test, and updated instrument rating currency requirements. A Recreational Pilot Licence is being developed and it is hoped to include it in Stage One, but this will depend on the establishment of specific criteria, including medical requirements, within the timeframe.

Stage 2 – Changes in this stage require more research and background work before they can be released in an NPRM. Items include authorisations instead of ratings for activities such as glider-towing and aerobatics, changes to instructor ratings, and a reformat of the rule with the addition of an Appendix for technical standards.

Stage 3 – This will require all pilot training to be completed in a Part 141 certificated training organisation.

A draft NPRM for Stage One is being finalised, and should be available for consultation by the end of the year. NPRMs for Stage Two and Stage Three are expected to be ready for comment mid-2004. *CAA News* will report on progress, and further information can be seen in the CARRIL available on the CAA web site, www.caa.govt.nz. ■

Young Eagles News



A tragic accident in October 2003 resulted in the death of Nola Pickard and her husband Mike. Nola was the Young Eagles Coordinator for the Royal New Zealand Aero Club (RNZAC). We pay tribute to Nola below. It was her plan to fly 1000 young people in December this year, and all clubs are encouraged to participate.

FLY 1000 in December

Young Eagles usually hold a national open day in December. This year, the 100th year of flight, it is planned to fly 1000 young people throughout New Zealand from 6 to 21 December. This was Nola's idea, and achieving that goal will be a fitting tribute to her passion for encouraging young people to fly.

The Experimental Aircraft Association (EAA) in the United States started Young Eagles in 1992, and have a goal of flying a total of one million Young Eagles by the 100th anniversary of flight (17 December) in 2003. The RNZAC initiated the Young Eagles programme in New Zealand in 1995, with Sir Tim Wallis as the patron.

If you're a pilot or helper who wants to volunteer for "Fly 1000", or a budding Young Eagle, contact your local aero club or flight centre and make sure that you are a part of this tribute to Nola.

Ross Macpherson Memorial Scholarship

The Ross Macpherson Memorial Scholarship Awards are presented annually to five Young Eagles aged 15 or over. Each scholarship is to the value of \$1500 and is paid to the winner's aero club for them to begin their flight training. To be eligible for these awards you must be a member of the Young Eagles programme at your local aero club. Entries close for the 2004 scholarships 30 January 2004. Download the scholarship rules and application form from the RNZAC web site, www.rnzac.org.nz.

Nola Pickard

It is hard to imagine a more ideal person than Nola to coordinate the RNZAC Young Eagles programme. Her background as a teacher, her wide aviation experience, but most of all her boundless enthusiasm were qualities she applied to the role. This comment from Ray Woolford, the first Young Eagles Coordinator, says it all, "In



Nola and Mike Pickard

teaching, in flying, in the Aero Club scene, and in the whole of her life Nola was the example. A loving person who with her zest for knowledge, for life, for family and for sharing it with everyone she came in contact with, Nola will always be a part of each of one of us who were fortunate enough to know her." ■

Reminder from Licensing

If you are applying for issue or amendment of CAA Licences, please get your applications in early if you require your licence before the Christmas/New Year holidays. This is generally a very busy time for personnel licensing and everyone considers their applications urgent. They are dealt with on a first-in, first-processed basis. ■