



Approach

THE NEW ZEALAND AIRCRAFT OWNERS AND PILOTS MAGAZINE
SPRING 2020

Haast winter fly-in
Proactive maintenance
Iceland to England
One day fly-ins



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Approach

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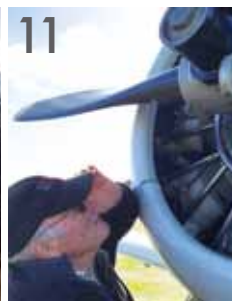
Coming up

- *Taildragger weekend*
Hastings & Waipukurau
4–6 September
- *Charlie Draper's Darfield Fly-in*
18–20 September
- *Black Sands at Te Kowhai*
14 November
- *Kittyhawk Flying Club/
AOPA NZ 50th Anniversary*
19–21 March 2021

For more information visit
www.aopa.co.nz

Cover photo: Jan Chisum makes an entrance in her Gipsy Moth at the AOPA one day fly-in, Foxpine Airfield.

Photo credit: Tim Gorman, NZ Aviation. For more of Tim's coverage from Foxpine see page 25.



Contents

- AOPA Award presentations *Recognising service and commitment* [5]
Haast Winter Fly-in *Ryley Fleming reports on a great weekend* [6]
Fox, Franz Josef and Milford *Joanne Marama hits the highlights* [8]
ADS-B in the wild *Ian Sinclair on improved situational awareness* [10]
One day fly-ins *Catching up post-lockdown from north to south* [11]
Adventure playground *Rob Peck on a great weekend* [12]
Iceland to England *David Berger continues flying the wrong way to NZ* [14]
Proactive maintenance *Andy Hintz offers some insights* [18]
Tyre trouble *Chris Hoffman gets a little help from his friends* [21]
Flying to the rescue of the DC3 *Jay McIntyre is 'last man standing'* [22]
Flight simulator MPP *Murray's Plywood Plane proves a hit at Haast* [24]
Fly-in celebrates airfield relaunch *Craig Irons gives Foxpine the thumbs up* [25]

Regular Columns

- President's Comment *Stephen Brown* [2]
From the Editor *Anna Mackenzie* [2]
AOPA news [3]
Vice-President's View *Steve Horne* [4]
Safety Notes *Taking a look at procedures* [20]

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Deadline for ads, articles and photos for the next (Summer) issue: 20 October 2020.

President's Comment



We live in a great country. It's hard to reconcile the issues we have come through in 2020 and the level of normality which has returned. AOPA NZ 'Haast fly-away' had 131 folks sit

down to dinner at the Hotel in the pouring rain only a couple of weeks after the shortest day. The weather had turned, and I have been told that everyone must put experiencing south Westland rain on their 'Bucket List' – 100mm in a day was not even anywhere near the record. The room was warm, the food was good and the company was excellent; a good weekend was had by all.

We have a great bunch of members, some of whom belong to join in the social activities, some belong to enjoy our membership benefits (an Avsec card is a great privilege), but the majority belong to support our advocacy for 'freedom to fly'. Some of us fly Boeing 789s, some fly 'rag and wire' and we are unified in our enjoyment of the time when the wheels have left the ground. In the madness which is modern life it is good to contemplate the positive influences in our lives, the things which are so easily taken for granted. I believe a membership organisation like AOPA NZ is a gem.

Our 'Exec' committee has come together well. Face to face

meetings have not been happening until recently, but the work has gone on. I am particularly proud of the way the sub-committees are working: we have Steve Horne leading our Regulatory Working Group, Murray Paterson leading our Social Activities group, Ivor Yockney leading our Safety Group, Don Ryder leading Membership Services and Mary looking after finances and administration. All members are well engaged, many on more than one group, so the organisation is in good heart and is on the job.

The senior management changes at CAA are bedding in. There are good signs of a will to engage with us, but as yet we are not getting visible traction on the Medical Standards Review or IFR syllabus update. However, once the new blood has settled in, we are optimistic that management will allow more timely responses to our issues. Watch this space, but be patient.

I am hearing lots of good stories about the ADS-B installations and successful funding applications. Keep them coming as there is still plenty of money in the CAA allocation for this work. It is great to see more aircraft appearing almost daily on the ADS-B in screen.

Here's hoping we continue to be able to enjoy our Covid freedoms and can make the most of our lovely country without too many crowds. Best wishes,

Steve Brown, President 🐦



Sometimes the weather in NZ just doesn't play ball. The recent HB drought is a case in point, but it was missing

the Haast Winter Fly-in that proved truly frustrating. Perhaps the level of angst was a reaction to lockdown and the subsequent desire to get out and see people; perhaps it was about escaping the drought (sounds as if the West Coast lived up to its reputation of countering all thoughts of an extended dry). Perhaps it was just that we missed the last summer safari due to a family wedding, and hanging out with fellow aviators can be fun (even for the non-pilot – though some caution is advised regarding extended chat about engine parts and mid-air disasters).

I was delighted that we managed the post-lockdown AOPA nationwide one-day fly-in. In its honour we decided it was time to dust off the Stinson. It's not as comfortable as some but at a

venerable seventy-plus years, it seems reasonable to make allowances.

Foxpine offered brisk sunny weather, a tricky approach through the slightly dog-leg pruned trees, and an impressive array of aeroplanes, aviators, chat and cakes. The welcome from the newly relaunched airfield was warm even if the wind temperature was not. Flying time, time on the ground catching up and kicking tyres, speeches and updates were all just the right length. It's a recipe worth repeating.

You can read more about the one-day fly-ins on pages 10 and 25. This issue also features a range of takes on the Haast fly-in, together with the second part of David Berger's epic trek across the globe – the kind of journey that's off the table for a while yet, more's the pity. Contributors also share their thoughts on proactive maintenance, ADS-B, safety and other AOPA initiatives.

Last issue, at the tail-end of the lockdown, we trialed an on-line version of the magazine. It suited some but not others, so we'll continue to produce hard copy as well as an online pdf for those who prefer



to read on-screen. Thanks to all who provided feedback; it's always good to hear from you.

Speaking of which, it would be wonderful to hear from more of you now that we're flying again. Articles about your flying experiences, aviation-related issues, lessons you've learned and great places you've visited are always welcome. Please get in touch if you'd like to pitch an idea or want information about article length, sending images (please don't include them within the text file!) and deadlines, or just submit contributions to editor@aopa.co.nz

I look forward to hearing from you.

Anna Mackenzie, Editor 🐦

New focus on safety

The AOPA Executive has set up a Safety Committee consisting of Sue Kronfeld, Dave Paterson and Ivor Yockney. The main purpose of the committee is to achieve a broad overview, before, during and after fly-ins, with a specific safety focus.

Organisers of fly-ins are often busy with the specific details on the day, and a broader safety overview is advantageous for many reasons. These include the ability to provide input into procedures and systems that make safety simple and easy, and that keep flying fun. The committee will also share contributing to the safety column in *Approach*.

The committee aims to promote a culture of ensuring pilots are well organised

for fly-in activities, and encourages feedback from members. A safety email address has been set up (safety@aopa.nz) along with a feedback form, available on the AOPA website. Any feedback that might be useful for organisers is welcome, be it a safety concern or a suggestion for running future activities. The form is confidential by default, unless you opt to disclose your name. Details from submitted forms are automatically generated

into a spreadsheet that goes directly to the safety committee.

A well-run event lends itself to positive safety outcomes and vice-versa, so any feedback from members is appreciated. At least one member of the safety committee will try to be present at fly-ins so, in addition to the online form, you can simply come and have a chat if you prefer good old-fashioned face-to-face communication!

New member benefit

Downunder Pilotshop in Napier has recently been added to the growing list of organisations offering discounts to AOPA members.

These guys stock a huge range of just about every aviation-related product that you could imagine. Check out their website at www.downunderpilotshop.com

AOPA premium wines

AOPA has worked with Glover Family Vineyards in producing two premium AOPA labelled wines.

The 2018 Central Otago Pinot Noir and 2020 Marlborough Sauvignon Blanc will be offered in half-dozen cases. AOPA NZ members will be able to order the wines on-line from late August – watch out for the email link. Pricing will be by the half-dozen: \$125 for the Pinot Noir and \$75 for the Sauvignon Blanc, delivered to your door anywhere in NZ. Numbers will be limited; don't miss out.

From the Winemaker:

2018 Central Otago Pinot Noir

“Cherry spice, wild thyme and plums with some earthy warmth and brilliant juicy complex notes through the palate – very moreish. A fantastic warm fireside feel, perfect after being 12,000 feet up.”

2020 Marlborough Sauvignon Blanc

“Quintessential Marlborough – punchy full-throttle bright with extreme clarity of herbal, passionfruit and jalepeño aromas and melon, guava and citrus palate. Juicy and invigorating drive through the palate.”



New VNC Chart Book

AOPA is currently revising our very successful VNC Chart Book to up-date all the new airspace changes that will be released in November this year.

Thanks very much to all those members who took the time to respond to our survey. Your contribution is really appreciated. Your Executive has reviewed the comments and suggestions and, as a result, there will be some changes in the revised book reflecting survey responses. Primarily this will involve the inclusion of more of the 1:250,000 charts, but there are some other improvements on the way as well.

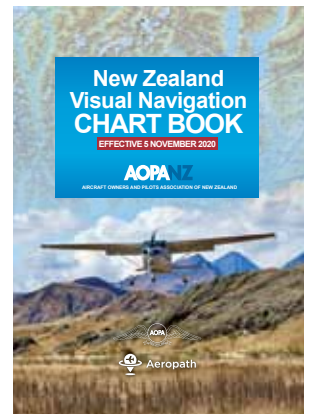
Some members have expressed concern regarding the disclaimer that appears under the heading ‘Terms and conditions’ on the inside front cover. The CAA response to questions regarding Rule Part 91.221 is as follows:

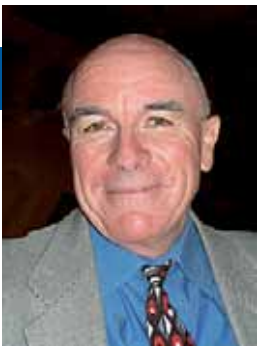
There is no legal requirement to carry the CAA produced VNC charts, but there is a legal requirement to carry aeronautical charts that are current and appropriate for your particular operation.

Charts other than the CAA VNCs can be used and these may be displayed in digital or paper formats. The responsibility for ensuring that whatever used is current and appropriate for your particular flight is yours as the Pilot in Command.

Because all the charts in our VNC book are reproduced from the published Aeropath charts, AOPA NZ is confident in our recommendation that these charts can be used as a current and appropriate compliance with CAA legal requirements.

We were encouraged by the large number of members who indicated that they would repurchase again in 2020. Please watch out for the official announcement closer to the release date.





Vice-President's View

Back in 1975 I was living in the UK, working as a junior No 2 race car mechanic and making just enough to live

on, plus the odd trip to the pub. My daily vehicle was a Morris 1100 with hydrolastic suspension and the luxury of a radio. It cost me around £500, I think.

In 1976 my job took me to the USA. Initially I couldn't afford a car, so used various team vehicles owned by the race team I was working for as transport. We were based in Griffith, Indiana and there was a local GA airport nearby, Griffith Merreville airport. It had a thriving GA community and a number of maintenance shops. I would often go down there and dream. Learning to fly was a financial bridge too far.

Fast forward to today, and I am flying a 1976 Cessna 182P.

A lot of water has passed under the bridge since 1976, with huge technological advances in all areas of our lives. I certainly wouldn't consider using a Morris 1100 as my every day car. In fact, my 2003 Mitsubishi Pajero is considered well past its use by date. Yet, here I am, owning and flying an aircraft made in 1976. Certainly, it has had a number of upgrades in avionics and a new engine since manufacture. And yes, I could go out and buy a new Cessna 182 with excellent modern avionics and a plush interior for a cool US\$600,000. But it would still be the same basic 1976 aircraft.



There are a number of new design GA piston aircraft available, such as Cirrus or Diamond, but overall advancement in aircraft design and affordability has stalled. Why is this?

Obviously, within New Zealand and worldwide, there is a groundswell towards building and flying some fantastic experimental aircraft. But my point, and question, is: what has slowed down the advancement of everyday GA aircraft, both in terms of affordability and innovation? It's almost a reverse Moore's law. Computers and electronics have advanced tremendously and become a lot more affordable.

Is it bureaucracy and the greater search for finite safety, or is it more complex than that? I don't have an answer but it's a worthy hangar discussion topic. A new GA aircraft is financially out of reach for the vast majority of pilots these days.

In conclusion, we are working on the next version of the AOPA NZ VNC chart book. The first edition was a big success. An online survey has gone out and some excellent suggestions have been made, enabling us to incorporate a number of improvements in the next version.

Steve Horne, Vice-President 🇺🇲

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AOPA Award winners 2020

Aviation Technology, or Avtek, was founded in 1987 by Bruce Robertson, assisted by Neil Bolton and one apprentice, after Southair Aviation was sold.

Over the years Avtek has expanded to become a CAA Part 145 organisation employing eight staff. The company services a wide customer base with aircraft ranging from the Beechcraft Kingair turboprop to the humble Auster. Servicing the PT6 and the Garrett range of turbine engines is part of their expertise. Non-destructive testing is provided on-site, together with full aircraft refurbishment, accident repairs, and stripping and painting.



Staff look on as Russell Taylor (at right) presents the award to Bruce Robertson of Avtek in Timaru.

Avtek is renowned for being friendly and reliable, and for offering prompt, efficient service. AOPA life member Russell Taylor, who presented the Best Maintenance Shop Award to the company earlier this

year, noted, "I've used Avtek for 27 years, since purchasing the Bonanza. They can normally get annuals and 100hr inspections completed in a single day, allowing fly-in fly-out same day."

AOPA GA Champion

There was much celebration as this year's GA Champion award was presented by President Steve Brown to Executive member Ian Sinclair.

Aiming to recognise a person who has made an outstanding contribution to General Aviation, the judges found this year's decision an easy choice: Ian has modernised communication and IT at AOPA, revolutionised information sharing for fly-ins and demonstrates outstanding commitment to GA.

His fly-in app, readily downloaded to

most devices, ensures all strips and pertinent information is to hand for each activity, increasing both enjoyment and safety.

Thirty folk gathered at Timaru Airport for the presentation, organised by Sid McAuley. Tales were told, camaraderie blossomed and lunch was shared; it was an all-round excellent do, worthy of an AOPA GA Champ.



Flying wings and wheels visit



President Steve Brown caught in a relaxed moment during a flying visit to Hawke's Bay (a motorcycle may have been involved).

A warm welcome to new members:

Rodney & Janya Anderson, Mosgiel; Jamie Bonis, Feilding; Mike Clegg, Pictou; Bruce Crutchley, Ranfurly; Greg Donaldson, Ashburton, Cessna Skylane DCR; Mark Funnell & Jessica Smith, Taupo, Piper Cub CIA, De Havilland Canada Beaver FPZ; Jack Griffith, Waikanae; Steve & Maryke Gunn, Hamilton, Cessna 172RG EWB; Hamish Hamilton, Hokitika, Zenith CH750 EAS; Stu Haynes, New Plymouth; Craig Hunter, Auckland, Cessna 172 EHA; Trevor Lynds, Christchurch, Piper PA22-150 BLE; Steve Lyttle, Timaru, Alpi Griffon SJL; Pete Morrison, Darfield, Bell 206 B3 IMB; Des & Ryan Neill, Mosgiel, Piper Archer 181 FWS; John Peterson, Geraldine, Vans RV9A RVY; Jonathan Powles, Hamilton; Beverley Prankerd, Hawera; Adrian Ross, Auckland; Alex & Louise Rutherford, Nelson; Martin Schiebel, Puhoi, Cessna 172SP JQA; Markus Schuh, New Plymouth; Riki Shearer, Nelson; James & Kristin Stokes, Queenstown, Cessna T206H JTK; Barbara Thomson, Warkworth, Elite Progressive Aerodyne Searey SWM; Ian Wright, Nelson.

Haast Winter Fly-in

By Ryley Fleming



About 10am on Friday 10 July, Dad (Shane Fleming), Glenny Johnson, Jeff Coulson and myself set off, Dad and I in the Motueka Aeroclub's Cessna 172 EFF while Glenny and Jeff were in Glenny's Glassair Sportsman TTD.

We flew south from Motueka through the mountains, popping out in the Grey Valley, from where we tracked to Franz Josef for fuel. Dad landed at Franz Josef, having renewed his PPL only a few days earlier. Having paid the \$10 to the 'save Tony fund' (landing fees) and with the tanks full, our next stop was Haast.

It was pretty quiet on the radio as we got closer to Haast, so much so that I had to check if I was on the right frequency... We joined downwind for 34 and landed. There were only a few planes on the ground, but soon a steady flow of traffic saw around fifty aircraft safely on the ground. It was very exciting to see planes coming in from all over New Zealand, almost doubling the population of Haast!

With the plane picketed we headed down to the Heartland Hotel to check in and head for the bar. Dinner was excellent, service very speedy, and it was great

to catch up with other aviators.

Breakfast at 7:30am Saturday was hearty and we started making plans for the day's flying. The weather, true to forecast, was a touch grotty, but looking brighter to the north. This meant the Milford Sound trip was a no-go, but Sue did a briefing for those keen to try it on the way home, should the weather lift.

Taking advantage of the better weather to the north, we joined a few other aeroplanes led by Dave Paterson and headed up to the glaciers for the day.

Mount Cook looked quite clear so we decided to go and have a look. After a coffee at Fox we saddled up and began the long climb up to 12,500ft, via a lot of circling. It was a stunning clear day up high, but as soon as we crossed to the eastern side of Mount Cook we met a strong downdraft – over 2000f/m. Riding the lift off an adjacent ridge took us high



enough to clear the ridges to get back west, then we tracked towards Franz Josef for fuel.

In response to our position report, Dave told us that the weather in Haast was deteriorating so we should head back right away. Down we went towards the coast, with another gaggle of planes that had been strip flying behind us.

Visibility became marginal on the trip back but everyone returned safely, set the pickets fast, and hurried indoors to dry off at the bar. Dinner saw lots of sharing of stories of the day, as well as tales of what life was like in Haast in earlier years, according to local legend, Big Egg.

On Sunday we found out what Haast weather is really like: constant heavy rain the whole day without a break. The scheduled jetboating was cancelled due



Spectacular scenery, top notch fish and chips care of the Cray Pot at Jackson's Bay and fine flying camaraderie made for a fantastic weekend fly-in.

to the rain; instead we had a look at the Visitor Centre. The old man and I were keen to head to Jackson's Bay for their famous fish and chips, and another well-known local, Eamonnd, kindly offered to take Dad, Alex Rutherford and me down in his Jaguar. It absolutely poured the whole way, but the banter and Eamonnd's history lessons were priceless and the fish and chips were great. Back at Haast, we went to the Hard Antler restaurant for dinner.

Monday was the day I had been waiting for, when I could finally fly into Milford

Sound. Everything went smoothly apart from some turbulence at the mouth of the Sound, and we cruised in nose to tail with twenty other aeroplanes. Fitting us all in made parking interesting and, with the commercial operators on their way, we opted for takeaway coffee so we could skedaddle to avoid being in the way.

We took the 8kt tailwind rather than taking off up into the Tutoko Valley, and off we went, straight out the Sound hugging the northern side. The mountains surrounding Milford Sound are absolutely incredible to experience by air. We'd

planned to stop in Greymouth for fuel but opted for Franz Josef, due to the coffee. Leaving Franz, we tracked on a long leg all the way up the coast to Pakawau in Golden Bay. I dropped Dad off at Takaka then headed back to Motueka to put the plane away.

All in all, it was a great weekend spent with great people, plus we managed to log over nine hours flying. I recommend flying this part of New Zealand; it was a memorable trip and a great first AOPA Winter Fly-in. Huge thanks to the organisers and Club for making it happen. ✈️



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Fox, Franz and Milford

By Joanne Marama



It was on again/ off again all week, with the decision about attending the AOPA Winter Fly-in depending on the weather. "Friday and Monday are stunning," Gav kept telling me.

"Okay, let's just go, take our time on the way there and back, and it won't matter what the weekend brings," I said.

We got the farm work done first thing and were airborne by 10.30am, bound for a lunch date with friends on the Hawea Flats, conveniently just next door to George Galpin's strip. (Thanks George.)

The views over the McKenzie country and Lindis Pass on the way down-country were fantastic, but nothing compared with what was to come.

Our tracking to Haast was up the Makarora River, over the Pass and down the Haast River. The joining procedure at Haast worked really well, and we were fuelled up and tied down by 2.30pm, which made us one of the first to arrive Friday, with plenty of time to settle in. We had our drinks ordered and a cosy place by the fire in perfect time to catch up with many new faces, as well as those we hadn't seen since the last Winter Fly-in. Briefing took place that night with anticipation of flying the next day, even though the weather looked marginal.

Saturday morning we awoke to reasonably good flying conditions, with a front scheduled to come in some time during the afternoon.

We decided to head north with a group of five others, landing at Fox then Franz, where some parachuters appeared through cloud to our right as we were landing. They settled in the paddock on

the other side of the road from us. A river landing was next, just next to the Poerua River, then on to Bowater, where we landed on the farm's milk tanker track, not far from the shed.

We got the call to hightail it back to Haast as the bad weather was on the way, but managed a good chat with Dale, the farm owner, before leaving. Take off was interesting as there were several layers of ducks taking off at the same time, and duck shooters from Canterbury below us with their sights set.

We headed back and struck the clouds and mist heading towards us at about

Bruce Bay, where Gav could only see beyond the Cub's nose. Luckily, I could still see the coastline (as I can't see past Gav's back anyway). This is obviously a situation in which good communication is important. Dan Davies and grandson Isaiah passed us just north of Haast, beating us in and tying down as the rain started. It was great seeing so many kids enjoying the weekend along with their parents and grandparents.

Many thanks to Dave Paterson for being a brilliant leader for the day, calm and relaxed and making sure everyone was informed and safe.



Our guest after dinner speaker provided great insights into growing up on The Coast. I was amazed at how much he had fitted into his life, and there were no doubt many more stories he (and his uncles) could have told.

Sunday – rain and more rain; only a shower for The Coast I’m told.

The Simulator: how lucky we are to have people like Ian and Murray. Together they constructed an amazing simulator so that we could all experience ‘piloting a plane’ without the risks and dangers involved with ‘the real thing’. I can’t say that I’d ever really thought about taking the controls, as I’m far more comfortable behind or on top of horses. I must admit that I only did the steering with guidance from Ian, but did manage to circle the airport and land on the runway, even though I took off “nowhere near it”. But I was told that it is far more important to be able to land safely. Good point.

Haast garage owner, Eamonnd had generously arranged vehicles for taxiing us around. When I thanked him on Monday, he said he’d spotted us on one of the dinner runs and wondered how many we’d had inside as the back end of the vehicle was riding pretty low. I blamed the Coasters for feeding us so well.

We had an early start on Sunday as Gav was keen to head to Milford before the rush was on and because of our slower speed. What a fantastic opportunity!

Finding the entrance to the Sound was the first challenge, as it was narrower than expected, then the sheer scale of the mountains certainly made the height perspective interesting. Otherwise it was surprisingly easy to fly in to, assisted by Amber in the Control Tower, who was great. Even though we were the slowest plane in the group, we were chuffed to be first to land at Milford that day. What an experience.

There was time for coffee and a last chat with the others about the excitement of flying in to Milford before planning our way out and heading for home. First and only obstacle of the weekend: leaving Milford airport. The problem with being first in and parking at the back is that you get trapped in the parking lot behind others. A bit of manoeuvring with the help of Lynda and Mark and we managed to get the Cub out and head away. Climbing up



Fox Glacier township; Fox and Franz Josef glaciers. Previous page: Milford Sound.

and away was more of a challenge than landing, as by this time of the day the airport was getting busy with commercial activity and we also had a tail wind.

We headed up the Arthur River, past Sutherland Falls, over the Greenstone Saddle and the ‘One Lane Bridge’ (recently the set of an NZ TV series). Down the Motatapu River to Lake Wanaka, with a tail wind all the way back to Woodbury while we enjoyed 360 degree views of snow-capped mountains, their height and magnitude mind boggling. So many Kiwis have no idea of the scale of our country

beyond the main highways. How lucky we are to be able to experience such amazing views of our stunning country. It made me think about the air pioneers, who flew in far more remote places without the technology and comfort of today.

What a great weekend spent with great company and good old West Coast hospitality. A huge ‘thank you’ to all the organisers, your energy and organisational skills are very much appreciated, and to all who attended: your welcoming attitude and company made for a fantastic weekend. 🐣



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ADS-B *in the wild*

By Ian Sinclair

Registrations for Haast 2020 showed that 28 of the 75 aircraft that remained registered on the Thursday before the fly-in were fitted with ADS-B out.

In the group that I flew with on Saturday, three out of five aircraft were fitted with ADS-B out. In a group flying situation, having your buddies transmitting ADS-B Out and having an ADS-B In receiver onboard gives a whole extra dimension to situational awareness, supplementing the Mark 1 eyeball.

The weather pattern on Saturday was onshore, lowering to the south and moving north up the coast during the day.

The return to Haast mid-afternoon on Saturday, from further north up the coast, was made in conditions that were challenging for the last twenty minutes. Variable base below 1000ft, scud forming inshore of the breakers, visibility reduced by rain and drizzle. A good lookout out the front window was the main order of the day for all on board. Lights on and ears tuned. Electronic tracking of aircraft in the vicinity, while not a complete picture of situational awareness, greatly aided keeping track of where everyone was at.

ADS-B In has great advantages to supplement our situational awareness when we are close to and well away from controlled airspace. The addition of traffic information over the top of your favourite moving map, on a tablet or panel installed screen, is a step change of technology for most GA pilots.

OzRunways and AvPlan both have support for ADS-B In on iOS phones and tablets. Android support is sadly not yet available. I am impatiently waiting. To get past this development bottleneck for Android, I purchased the most basic and least featured iOS tablet that I could (yip, read 'cheap'). It has no cell data or GPS. All of the GPS and traffic information it needs for OzRunways and AvPlan can be received from the ADS-B In receiver via wifi.

I have been impressed with both products ease of connection to my ADS-B source. I prefer the way AvPlan shows traffic indicating direction and current extended track.

Whatever you use, spend some time on the ground and get familiar with the options you need to use.

If you are flying using a moving map and ADS-B in for traffic, it is vital that you maintain the bulk of your time with eyes out. If you are spending more than ten percent of your flight eyes in, you need to review your plan. Cheers and safe flying. 🛩️

Post lockdown one day fly-ins



Post lockdown: time to catch up... and AOPA offered the perfect opportunity, with a day of fly-ins nationwide. From Te Kuiti and Foxpine in the North Island to Hawarden and Ben McLeod Station in the South, members and friends flew in to catch up and celebrate being back in the skies.



Unfortunately poor weather prevented the planned Mossburn gathering, but over 130 aircraft and more than 200 people were able to enjoy a flying catch-up elsewhere.

At Te Kuiti about 35 aircraft – around sixty aviators and supporters – enjoyed an excellent BBQ, organised by George Thompson and put on by Waitomo Aero Club. Alongside local aircraft, a number of planes flew in from Ardmore and one hardy soul came from Fielding via the Desert Road.

Waitomo Aero Club hospitality is famous – drop in one Sunday for their ‘members and visitors’ BBQ – and the one day fly-in proved an excellent day out.



Above: Te Kuiti Aero Club clubhouse and line-up of planes.
Top left and right: conviviality at Ben McLeod.
Centre: Foxpine drew a great turn-out including some classic planes.

Further south, at Foxpine, fifty aircraft, including some classics, arrived for cake, sandwiches and much appreciated hot drinks. Craig Irons and Chris Hoffman welcomed attendees and spoke about the newly relaunched airfield and AOPA initiatives. (For more on Foxpine, see page 25.)

In the south, eight aircraft dropped in at Matt and Amanda Gardner's in North Canterbury, while twenty-two descended on Louise and Gerald Aubrey's at Ben McLeod station in South Canterbury.

The exact format of the day was left up to the locals and ranged from BBQs to BYO smoko to cake and a cuppa. The talking was full-on at all venues.

Future events are planned for the Bay of Plenty, Manawatu, Blenheim/ Nelson, South Canterbury and Central Otago. Notice will be short – the plan is that the one-dayers will be announced on the Tuesday prior to a Saturday or Sunday fly-in, once the weather has declared itself. Watch this space! 🛩️

Haast – an adventure playground

By Rob Peck



I needed very little persuading when invited to an AOPA fly-in at Haast. A previous trip had proved to be a great adventure, so my expectations were high.

Ian Sinclair (Sinx) and I got airborne around 2pm on Thursday 9th July, as the ever busy Sinx had plenty to complete in advance of the upcoming weekend.

Our journey took us via McKenzie Pass and south of Twizel and the edge of Lake Ohau to the start of the Hopkins Valley. This is a huge valley which extends back to the Main Divide and provides the start of what can only be described as breathtaking scenery. About a third of the way up the Hopkins, the Huxley branches off to the left. We followed this tall narrow valley, tracking along its northern branch when the Huxley River divides, the even steeper sides of this valley eventually opening a little to expose Brodrick Pass.

The pass was some altitude from us, but Sinx guided his faithful C172 G quietly closer, feeling for those tell-tail signs. In a couple of passes we achieved altitude and Sinx sidled over the ridge before committing to the turn, in which, to our surprise, we met with a substantial tailwind.

After absorbing the spectacular view it was down MacKenzie Creek to The Bend and out into the Landsborough Valley. We followed the Landsborough to its junction with the Haast River before tracking downriver to arrive at Haast a little over an hour from take-off! Felt incredible really.

The landing was sweet and there were already a small number of North Island planes that had also taken advantage of



Hopkins Valley and Brodrick Pass (above) offered spectacular vistas en route Haast (below).

the departing high. Tasks got immediate attention, as the following day would see large numbers of converging aircraft, and our industrious Sinx was keen to make that as safe as possible with the install of an ADS-B transmitter on Eamonnd Johnson's garage workshop.

Next day dawned fine and clear and aircraft starting trickling in after lunch, bringing the usual affectionate greetings between mates from near and far. This aspect of fly-ins is what keeps everyone coming back. The banter and laughter never stopped for the entire weekend, a product of similar minded people getting together and sharing their passion for the sport. It is something I enjoy as much as the flying itself!

After a great night dining at the Heartland Hotel we awoke again to clear skies and our leaders divided us all into manageable groups for the day's activities. Sinx lead a group of six to strips at Paringa and Karangarua before having lunch at Fox Glacier followed by a quick visit to Franz Josef.

With poor weather approaching from the south Sinx indicated the return trip would require us tracking south off the coast,





*Karangarua strip and Lake Benmore (above);
cloud over Hunter Valley and Lake Paringa (right).*

which proved very prudent as the conditions deteriorated well beyond my comfort level. As a fair weather pilot, it was also good to see how experienced pilots managed the situation and, more importantly, the aircraft.

With the weather system well and truly upon us, the next 24 hours produced about 100mm of rain, so Sunday was filled with vehicle-bound sorties (again courtesy of Eamonnd Johnson) to places like Jackson's Bay, where the best fish and chips can be found at a place called the Cray Pot. A replay of the Crusaders putting the Blues in their place capped off another great day.

Monday morning dawned a cracker and the mood was very much focussed on departure arrangements. Again, organisers stepped up to ensure this happened in an orderly fashion. We departed for Wanaka about 9am. With an increasing accumulation of low cloud we popped around the corner to see the Gates of Haast covered in cloud, so a probing Sinx picked on a route north up the Wills valley. This proved to be an extremely entertaining choice as the landscape was new and enchanting to all as Mt Brewster and the surrounding



mountains had just had a new dusting of snow. Again Sinx employed his experience as we sniffed around for stable air to get us up and over Wills Pass.

Not much of the Hunter Valley was obvious until we got to the north side as a light layer of cloud consumed the valley. We proceeded down the Huxley Range before

peeling off down Canyon Creek Valley and into the Ahuriri Valley. We followed the valley down to appear once again south of Lake Ohau. From here we tracked past Twizel and my beloved Lake Benmore before making McKenzie Pass and the final decent into Long Ridge.

Another great adventure ticked off! 🛩️



Iceland to England

In *APPROACH* Autumn 2020, David Berger reported on an epic journey in his Cessna 185 from Colorado to Iceland, en route New Zealand. He picks up the story in Reykjavik.

The GA airstrip in Reykjavik is right in the middle of the city, so we had a lovely view coming in and were soon parked outside the ACE FBO, which was clean, efficient and pleasant.

Like the freeloaders roving global pilots are, we gorged ourselves on free packets of crisps and cold beverages as we waited for customs and immigration, before taxiing over to the other side of the field with a kind invitation to park outside the hangar of Emil Augustsson and his son, Arnar Þór Emilsson (you're seeing how this naming business works in Iceland, right?). They have an SQ2 on big tyres, with wing-mounted bicycle racks – probably one of only two aircraft in the world which does, the other being Mit Brereton's Cessna 185 in Takaka, which he uses to ferry mountain bikers from one end of the Heaphy to the other. At the time of our visit Emil was working on retractable wheel skis to fit around their bush wheels, now operational, which

makes their machine the ultimate four season transport to the Icelandic backcountry.

Reykjavik has a scenic old town grouped around the striking modern cathedral, but the rest of it is Scandy-style boxy. We established ourselves in a pleasant enough box motel and sat down to our favourite pastime: refreshing windy.com every sixty seconds for twelve hour stretches, even though it only updates twice a day. No matter how often we refreshed it, though, the weather wasn't good for at least five days hence, with low freezing levels and cloud bases near the ocean, meaning no Plan B if we did get into icing trouble in our non-deiced machine. That gave us a couple of days to stare out at the rain, another to explore by car, including to the nearby Thingvellir National Park, where the Eurasian and North-American plates are pulling apart by 2cm per year, and – yay! – a day to explore central and southwest Iceland by plane.

On the day of our aerial jolly, the weather still wasn't great, with blustery winds around the coast and fairly frequent showers inland, but it was good enough and the only chance we were going to get to see this extraordinary country from the air. We set off to the southeast, past the steaming geothermal power plant and over a low range of hills to a small strip near the town of Selfoss for some short-field refresher practice.

Iceland is incredibly aviation-minded, with a high number of rated pilots per head of population, and this strip has cross grass runways and a little clubhouse which had some friendly locals in it. Friendly Iceland-style, that is, meaning kind, helpful



and welcoming, but with long pauses, sad-looking eyes and a dead-pan delivery that makes you wonder if their mother died that morning.

From Selfoss we headed south then east, over extraordinary broken country of greens and blacks, cinder cones and braided rivers, into the interior, where we landed on a strip on a desolate black volcanic plain, just below the icecap. Airborne again, we did a little tour of the icecap, marvelled at the volcanic plugs poking through and melting the surrounding ice, dodged some more showers and made our way back to the coast. Hopping across to Vestmannaeyjar, the western islands, we landed at the airport high up on Heimaey, the only inhabited island. We had a late lunch in town, wandered round the harbour and yarned for a while to a German yachtie, just in from Greenland and waiting, like us, for a break in the weather to move on, in his case to the Faeroes, in ours to Orkney or Stornoway.

Then it was a hike back up the hill to the aircraft, back to Reykjavik and in to land at the small grass strip of Tungubakka at the northern limit of the city. This is the hobby flying hub of Iceland. Every Thursday evening in summer everyone gathers to drink coffee, do dangerous low level formation fly-bys and tell lies. And if you think everyone in NZ aviation knows everyone else, reflect that the total population of Iceland is 365,000, which means you really do need to keep your nose clean. After an air to air session with their leading (only) air to air photographer, we hopped the five minutes back to the GA airfield in the centre of the city.

The weather closed down again the next day, Friday, but Sunday was looking okay for Orkney, and on Saturday we were wandering round the picturesque old town when we came across a very colourful looking parade which turned out to be Reykjavik Gay Pride, to which people come from all over the world. It was packed, with a dedicated float representing every conceivable flavour, even one blaring out 'YMCA' to the appropriate actions from gaily attired dancers. Everyone was having a great time, except the people on the 'Asexuals' float, who looked a bit glum, to be honest.

The morning of departure brought a swift fit of hyperventilation at the US\$200 charged by the mechanic to fill our tiny Mountain High oxygen cylinder, so I ate some more free crisps to compensate, and before long we were on our way to Kirkwall in Orkney.

There was a strong northerly, 25kt on the ground, which was driving orographic cloud southwards off the summit of the island



Far left: Tom and David Berger on an airstrip set on a black volcanic plain just below the icecap. Cinder cones, braided rivers and volcanic plugs poking through ice sheets make for spectacular scenery.

and we knew it was going to be a bit rough until 20 nautical miles or so south of the coast. Sure enough, shortly after waving farewell to our Heimaey lunch stop of a few days before, it smoothed out. We had a decent tailwind in and out of IMC all the way to Orkney at 8,000ft, oohing and aahing at some remarkable cloudscapes of billowing cumulus and penetrating a proper eyewall in the centre of the low, which we had seen on the satellite photo just before take-off.

There was scattered cloud down to about 1500ft as we followed a Saab down the RNAV onto runway 09, then, boom: five and a half hours from Reykjavik we were back to the familiar feel of Britain, my home of 46 years, albeit approached this time from an unfamiliar direction. The extreme rural credentials of Orkney were sealed as the taxi driver's radio crackled into life and the resigned voice of the controller asked him why he hadn't yet delivered 'Mrs Wisheart's fish supper'. She was getting annoyed, apparently, as she did every day if her dinner was even five minutes late.

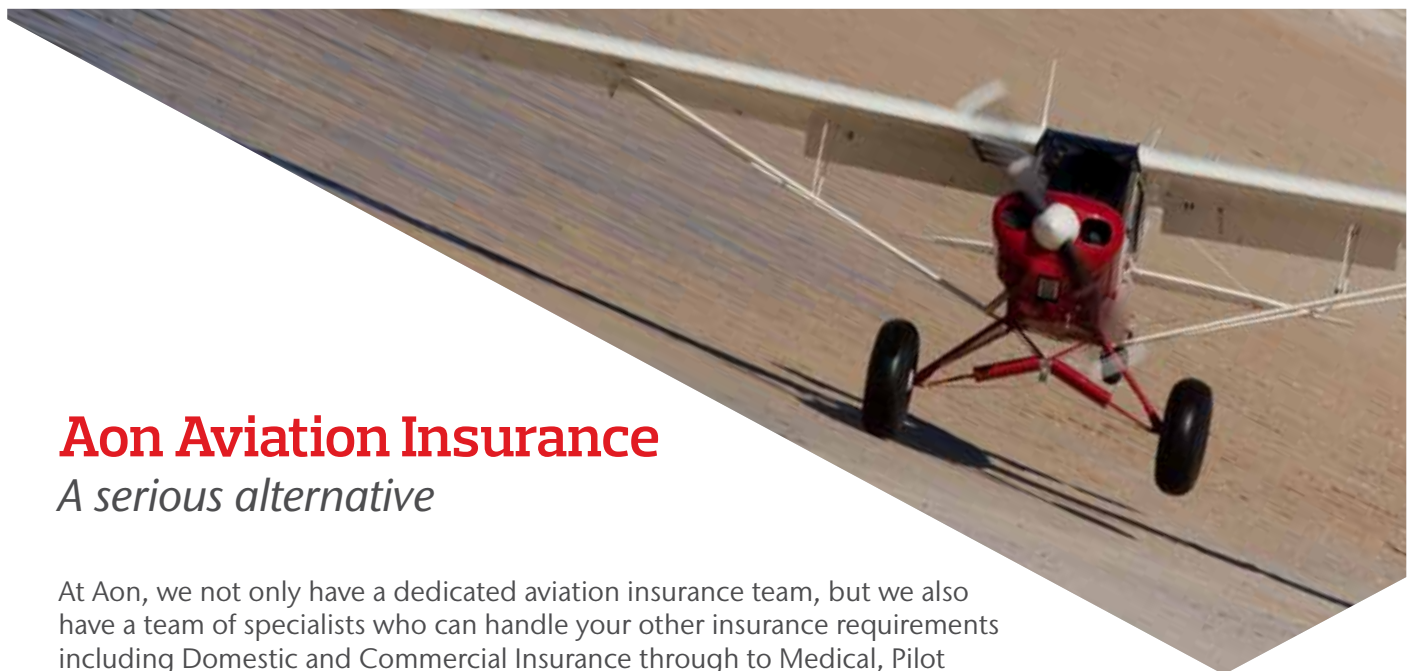
Having conveyed us safely across the Atlantic, Joe was leaving us here to return home to Colorado, so we had a celebratory meal of classic British fare – chicken tikka masala – in an excellent curry house a short walk from our shabby, grey stone hotel on the dockside in Kirkwall. We accompanied the meal with a few shots of delicious Shackleton whisky, a blend recreated from three original bottles which were found in 2010 under the floor of his hut at Cape Royds on Ross Island. It was for sale in the local supermarket, so we took this as a good omen and drank a toast to ourselves and one to the great man, hoping some of his spirit would endow our own modest adventure.

The next morning, we saw Joe on to the commuter flight to Glasgow then looked at each other anxiously. There was me, aged whatever, with no instrument rating and about 1100 hours over many years, almost all in and out of bush strips and farmers' fields in a Super Cub, and Tom, aged 19, with about 450 hours of Cub and Skywagon time and a newly minted instrument rating with precisely zero real world solo IFR experience. We had to get across Europe, through Russia to Japan, then down through Asia and onwards to Australia and New Zealand. At that moment, it felt like a very long way home.

The weather was a bit iffy but cleared up enough to allow us a VFR departure out of Orkney to the mainland and we followed the Scottish coast south towards Inverness. Some conflicting ADS-B traffic popped up on the GTS 800 traffic system just east of the Cairngorms, converging from our starboard. We manoeuvred and started looking and eventually spotted a hard-to-see Cessna 172 on a converging track at the same altitude. It could very well have hit us if we hadn't taken evasive action. I'm not sure he ever saw us. Traffic system ONE – Mark One eyeball NIL.

As we approached Dundee, the weather ahead didn't look good and the radar was showing a solid zone of precipitation just north of Newcastle, right on our track, so we stopped for a cup of tea at the very friendly wartime airfield in Perth. Things improved a little later and we continued on low level past Edinburgh, along the Northumberland coast, seaward of Newcastle and then decided we'd had enough. We put into Fishburn airfield for the night, a delightful, undulating grass strip near Durham, which took some finding, as grass strips often do in Britain.

After a night in a slightly seedy pub, I wrestled Tom to the



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Britain: busier airways and the seductive appeal of more familiar terrain. Below: tea parties behind them, the Bergers load up for France and beyond.

ground (I wish) and confiscated the aircraft keys, as I wanted to fly this sector. It would take us right across England to our home airfield of many years, Eggesford, in the rolling countryside of North Devon, where we used to base our Super Cub and where a warm welcome was waiting. Grudgingly, the keys were handed over, along with various gems of piloting advice from my 19-year old son, who has been flying with me since he was 18 months old and who I effectively taught to fly. I received it all with grace and poise.

The VFR trip south towards Hull then across the heart of England to the Westcountry was uneventful, with your author piloting the machine expertly, and before long we had crossed north of the gliding site at Nympsfield and were coming down the Bristol Channel, looking wistfully west into the hills of Herefordshire and Wales where, once upon a time, we would go on mini-expeditions with the Super Cub. On past Bristol and Weston-super-Mare, across the Quantock Hills to skirt the southern edge of Exmoor, where I used to practise as a doctor (I didn't need the GPS now!), then across the familiar landscape of North Devon to the tiny strip on the hill above Eggesford on the west bank of the Taw River. Like the Torridge, the Taw drains northwards from the desolate granite plateau of Dartmoor to the sea at Bideford.

Reader, it meant a lot to me to bring my ship home after a long, improbable journey across oceans and icecaps and mountains and tundra to this airfield of the heart (we all have one, don't we?). We spent a week or so among old friends, resting and regrouping and contemplating the long road ahead. We visited many of our regular old strips, including the most special of all, Lundy Island, a former smugglers' haunt, 11 miles off the coast at Hartland Point. It has a rough-as-guts 400m strip (what other aircraft than the Cessna 185 could fly the Atlantic then convey you to the most backcountry of backcountry strips with the greatest of ease?), all kinds of quirky old places to stay, ponies, puffins, a storybook lighthouse and the best pub in Britain, the Marisco Tavern. We landed at a strip near the coast at Bude and dropped into a house party of wealthy London acquaintances for the most wonderful and bizarre afternoon. We did an oil and filter change and gave the machine a look over. We were the guests of honour at a cream tea party at the airfield and gave joyrides to all and sundry. We were lionised as daring adventurers. We were the heroes of the moment. We loved it.

We could have stayed forever in the enveloping embrace of our friends and in this so familiar landscape, but there was a journey to make and it was already mid-August. The delay in finishing the aircraft meant the season was marching on. We had to get through Siberia (Siberia!) and out to Japan before the weather took a turn for the worse. Plummeting temperatures and snow was due in October, and with it the risk of being stuck for weeks, or even the whole winter. Plus, we only had a month-long Russian visa, for which the clock was going to start on August 24 whether we had reached the country or not. This was to cause major problems later, for which the answer turned out to be six bottles of vodka, though certainly not in the way you are thinking.

From England, our planned route was across France, entering via Cherbourg, then south to Switzerland where we would visit friends near the mountain airstrip in Saanen. From there, we planned to head to Hungary – north or south of the Alps, depending on the weather – to visit a friend who is a gliding instructor in Omarama but who happened to be spending the northern summer at home in Szeged. Then Burgas on the Bulgarian Black Sea coast, from where we would leave for Anapa, a coastal resort a few miles east of the Crimea, and our entry point into Russia.

Our agenda was set, then, and the day after the cream tea party, we loaded up the aircraft, filed Tom's first international IFR flight plan in the wild, struggled into our survival suits, said goodbye to all our friends and set course across the Channel for Cherbourg, excited about what lay ahead, yes, but still unable to believe that we really were going to do this thing. 🦋



'Wrong way to NZ part 3' will run in the next issue of APPROACH

Proactive maintenance

By Andrew Hintz



Well, 2020 may be the year we all want to forget but, as we head into September, daylight hours are increasing and I find myself thinking about weekends away flying, with summer not too far around the corner.

I own a Cessna 172M, ZK-DXK, and am very proactive with maintenance, knowing what is coming and the likely cost. But this year, due to the lockdown, I've had little use of DXK over winter. January through March saw 38 hours logged, compared to May through July with only 1 hour logged. No doubt many aircraft owners are in a similar situation – and we all know the worst thing for an aircraft, and most things mechanical, is to sit unused.

So when I say I am proactive with maintenance, what does that mean?

As an owner, I am responsible for the maintenance on my aircraft, so reviewing and understanding the airframe, engine and propeller logbooks is essential. I recommend this to any aircraft owner, or pilot who may well be a future owner. It is important to know when significant maintenance was last carried out.

I choose to run a maintenance log electronically in MS excel format, with Tacho hours updated frequently. This makes tracking 82 maintenance items super easy, especially with some based on calendar time vs others using Tacho time.

Running an electronic maintenance log allows me to advise the aircraft engineer exactly what requires maintenance when I book the aircraft in. This no doubt makes life for an engineer much easier,

resulting in less time spent reviewing the aircraft logs and prior work; time which the aircraft owner ultimately pays for. Additionally, it allows for an informed conversation between aircraft owner and engineer, with both parties having a realistic expectation of work to be done and potential aircraft downtime.

“Aircraft maintenance is ultimately your responsibility; the aircraft engineer’s job is to do the work.”

An example was the last 50 hour service on DXK in early March 2020. I cannot run the full 50 hours due to the magneto internal inspection due in 28 hours. This does not bother me as I did not think I would fly the full 50 hours during winter so I will back the magneto inspection into the 100 hour/annual, due later in the year.

Smart grouping

Smart grouping of maintenance items is another key point in understanding past and future maintenance. What I mean by smart grouping is to sometimes do more maintenance work when it makes sense to do so.

Why would I do that? A great example is to bring into line maintenance items of similar frequency and/or items in similar locations. An example of this could be

corrosion inspections that require a hood lining to be removed, or similar tasks in a hard to access area of the aircraft. The first question to ask is what other maintenance items may be due in this area of the aircraft in the next six months. Completing the future maintenance task while the engineer is working in the required area may save one to two hours labour. Any saving is a bonus.

The best preventative maintenance for your aircraft is to have it in a hangar. Finding hangar space can be difficult but, where possible, it makes sense, as the additional cost will be a benefit in the long-term. Significant savings accrue in terms of UV damage to windows, paint deterioration, corrosion, condensation and the frustration of birds’ nests and bird droppings, to name a few issues.

I live in Taupo but hangar DXK in Rotorua due to no availability in Taupo (if anyone has space for a C172 in Taupo, please reach out!). Last summer I had DXK in Taupo for a few weeks while the weather was fantastic. I have a full set of covers but chose to use just the window and horizontal stabiliser covers. A surprising result was a bird’s nest in the left horizontal stabiliser within 24 hours of parking outside. Who knew that a bird would enter from below and through the smallest of gaps?



Key learnings were achieved, especially during the approximately two hours spent removing the nest, much to the disgust of the bird.

For the best protection it pays to invest in a full set of covers if your aircraft is parked outside. Even in the hangar, if I know the aircraft will not be used for some time, I give DXK a full wash, polish and fit the full set of covers before locking up the hangar.

It also makes sense to remove the battery from your aircraft if you are not using it for a period of time and to have the battery charged regularly. Even with the master switch in an aircraft, the battery needs regular cycling to remain serviceable.

Charging can only be achieved during



Top left: The best preventative maintenance for your aircraft is to hangar it – and use covers as well if it will be parked up for a while. In this case, also consider removing the battery (top), and invest in some cheap dehumidifier containers if there is any risk of damp.

aircraft flight via the alternator, or by connecting to an external battery charger.

Starting an aircraft with a flat or near flat battery can cause damage to the starter motor, resulting in a costly bill from the engineer, aircraft downtime and a bad end to what could have been a good day.

It is a good idea to use dehumidifier containers, such as Damp-rid or similar, whenever an aircraft is not used for a period of time, regardless of whether it is parked outside or in a hangar.

In DXK I leave one in the front and one in the back of the aircraft. Even when stored inside the hangar, I replace these once every two to three months. They always have a good quantity of water stored. This makes sense, as the water

has to go somewhere, and the alternative is into the aircraft interior, carpets, seats and electronics. These containers can be purchased from most hardware stores for under \$10 – a small price to remove the damp feeling from the aircraft, and another form of preventative maintenance.

By being proactive with your aircraft maintenance you will find yourself thinking ahead about what the aircraft needs and, at times, reducing maintenance associated costs. All the dollars add up when maintaining an aircraft, and my preference is to spend more in the air than on the ground.

Remember: aircraft maintenance is ultimately your responsibility; the aircraft engineer's job is to do the work. ✈️



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‘an established or official way of doing something’

Haast during the 2020 winter fly-in, with it bucketing down outside, proved a good time to reflect on our fly-in procedures. Fly-ins and other activities require a huge amount of work in the background, from numerous meetings and email exchanges to logistics and organisational briefings, all of which you tend not to be aware of until you are involved.

A key component of ensuring a successful event lies in providing procedures for those attending that are easy to follow and well thought out. As with anything safety orientated, the more sensible, practical, and easy it is to follow, the more robust the delivery of safety outcomes.

But this relies on YOU as PIC taking

responsibility to, firstly, obtain the information and, secondly, to follow it.

Taking the Haast winter fly-in as an example, the organising committee had established a well thought out arrival procedure. Yes, it may have been a bit far down the coast to Okuru only to back track up again another 5nm, but remember, we were expecting a possible one hundred plus aircraft. As it turned out only about fifty percent of pilots used the arrival procedure on the Friday, which was disappointing. Perhaps it was because traffic was light that some pilots decided the procedure was not relevant, or perhaps they just were not aware of it?

Come Saturday and into the afternoon, the arrival procedure was a godsend, with bases lowering, visibility reducing and rain showers passing through. It was comforting to know there was a procedure in place to separate north and south bound traffic. Even if weather conditions didn't allow perfect spacings and speed while aircraft slotted into place, the eventual 5-mile run north from Okuru to Haast allowed all aircraft to position nicely into base and final.

It may have been tempting to join for Haast and ignore the arrival procedure, given those of us from the north were flying right past a perfectly good aerodrome into deteriorating weather! But I'm glad that, from what I saw, everyone stuck to the procedure. It only takes one aircraft to spoil the arrival of all who have done the right thing using the proper procedure.

Establishing an appropriate arrival procedure is just a fraction of the work that goes into ensuring a safe and smoothly run event. So much information is now available via the Fly-In App, plus the details sent out prior, that there is no excuse not to have every piece of information to hand. Knowledge is key, and familiarising yourself with it in advance is your responsibility. It relies on YOU capturing the information and having it with you (electronically or printed), then following the procedures. This is something the safety committee will be fostering for future fly-ins. It is not okay to ask for the joining procedures over the radio on your arrival. Preparation is essential, as well as being good etiquette when sharing the airspace with your flying comrades. 🛩️

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 LIGHTSPEED



Tyre trouble

– but we've got to get to Foxpine!

By Chris Hoffman

Preflighting Piper Cub BQX prior to the Foxpine AOPA one-day fly-in was routine. She'd been in lock-down for two months but had had one maintenance flight mid-lockdown.

The tyres looked okay and, whilst they might have been a little soft, I wasn't going to go to the effort of removing hub caps and finding a tyre-pressure gauge. I was taking a work colleague, Alex, along to the fly-in. He has a PPL, but work commitments have meant that flying is taking a back seat.

Things seemed okay at first as we taxied from the Kapiti Aero Club apron, weaving along Taxiway Charlie to cross the Active 16/34 to Taxiway Foxtrot, but as we turned in the narrow Taxiway Golf something wasn't right. Taxiway G runs down the side of the Grass vector and is marked by cones. There was a gentle nor-east breeze blowing and as we turned it caught us from the rear left, necessitating some rudder, then a little left brake, then more power, then more brake – something was not right. I needed to clear the taxiway and went to pass between the cones by turning left. Looking out the window I saw a flat tyre. Worse than that, I had rolled the tyre off the rim when trying to left turn out of the taxiway. Bugger, we would have to drive.

But no, help came flooding in. First, Jack Griffith came past in the C180 and asked if we wanted a hand. I asked if he was off to Foxpine. He was, and yes, he had a spare seat for Alex. Great, his flying day was on again.

Then came Peter Merwood and his pax Pat Lyford in Peter's plane, and Scott from the Club on the club quad. Scott was on his phone to Neil the engineer and yes, there was a wheeled jig we could use to get the Cub back in the hangar. Margaret taxied up in DLL and offered me a ride – all we needed to do was put the Cub away. All hands to the wing, and it was duly lifted onto the jig and successfully towed back to the hangar.

Then off to a great fly-in at Foxpine. Fifty-one planes made it successfully. I travelled there and back in the safe hands of Margaret in DLL, while on the way back Alex was treated to a beach landing and a gravel river-mouth landing in the C180, and came home from the day with a very satisfied grin, saying "I want one of the those". Thanks again Jack – you've re-ignited Alex's flying enthusiasm.

Monday and the news from the engineer: the tyre had slipped on the rim. The grooves on the rim that are designed to stop this happening were worn and, with the reduction in pressure, it



did not take much braking to have the tyre move on the rim and shear off the inner tube valve.

Lessons from the day: preflight with the tyre gauge if you haven't checked them in a while, and, yes, you can always rely on the support of your AOPA members to get you there! ✈️



Margaret Wright saves the day for Chris Hoffman, while his erstwhile passenger Alex gains a beach landing en route home.

Flying to the rescue of the DC-3

By Jay McIntyre



Jay McIntyre is the owner, LAME, IA, PPL and chief bottle washer of JEM Aviation, Omaka



The DC-3 was rolling when observers saw the puff of smoke from the left engine and the pilots noted just a hint of tremble in the cowlings. It was too late to abort the take-off, so a quick circuit and back on the ground.

Maintenance support was available and everything was found to be in the correct place. A leak down check was completed and #7 cylinder was found to have no compression, with all pressure escaping from the exhaust valve.

After a couple of days trying to find someone to take a replacement cylinder down to Te Anau, I proved to be the last man standing. I guess as certifying engineer, it made sense. These 'International Rescue' missions are a bit of a pain when one considers the business implications of getting stuck away but, on the other hand, it's good to get out of the shop for a day or two.

As the weather looked promising, I spent Sunday gathering up all the tools, both specialist and every day, spare parts, changes of undies and maps. Queen's Birthday dawned grey and miserable in Blenheim, but it was clear to the west and weather reports to the south were good except for fog. I got away at 08:30 and headed out through the Avon Valley in Cherokee ZK-EBH. As soon as I got into the Molesworth valley the weather cleared up and I was able to set a direct course for Manapouri at 8500ft. ZK-EBH is fitted with Garmin this-and-that and things were very easy with the autopilot engaged. The trip south was one out of the bag. I wouldn't have believed I could go all the way direct, including through Queenstown, without needing to talk to anyone.

Relief as we descended into Manapouri at 11:30 with the airfield in the clear. We set up camp in front of Aerofix Fiordland and got to work. The weather was quite mild – nothing worse than trying to wrestle engine components off in a hoar frost or freezing fog – and by the time the sun was going down, the cylinder was ready to come off with only a couple of minor hold ups along the way – not to mention having to remove exhausts, intake tubes and baffles from the surrounding cylinders.

As #7 is a lower cylinder, a healthy dousing of W100 was in order... hard to know if that was better than repeated trips up a ladder for an upper cylinder!

I had ideas of getting the job completed in time to head home the following day (dreaming!), particularly as there was weather on the way. Too much talk at breakfast saw a later start than hoped for, but the weather was still very pleasant. We got the

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replacement cylinder prepped and fitted, with a bit of cursing along the way, mainly because #7 cylinder has an oil pressure pipeline that sits across a bunch of the cylinder base nuts and this creates something of a jigsaw in getting things back together in the correct order. The end of day two saw the cylinder fitted and torqued down.

Day three and conditions were still pleasant, however we could see that we would be racing weather. Everyone was anxious to get away, as the DC-3 crew were trying to relocate her to Napier.

The closest we got to failure was an intake tube gland nut on an adjacent cylinder which threatened to cross-thread – somehow we dodged that bullet, as it would have spelled disaster. Getting all the baffles back in place was also a bit of a learning experience, but the engine was ready to run around 12:30.

All went well and, with the cowlings going on, I got the Cherokee fueled and ready to go, aiming for departure at 1:55pm. Weather was coming in but, with a relatively direct track home and even with a somewhat challenged groundspeed, all the nav aids were saying arrival at Omapka would be 5:30... right on CET... Don't need that stress!



Above: #7 cylinder - note dislodged exhaust valve seat; Queenstown airspace – nobody around.

Somewhere around Hanmer Springs I was elated to spot the DC-3 above me on course for Omapka. Their departure had been delayed by a hydraulic lock on the RH engine. I had been deliberating a diversion to Kaikoura for the night but as the ETA hadn't changed and the weather was perfect, I decided to head for home, with lights at Woodbourne as an alternative. It's always satisfying to come out of the Avon Valley, point the nose down and get the groundspeed right up. I was on the ground just behind the DC-3. Everything went well, though it only needed one little thing to go wrong at any stage for things to have turned out differently – but I guess that's aviation! 🛩️

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Flight simulator 'MPP'

By Ian Sinclair

A highlight at the winter fly-in was MPP – Murray's Plywood Plane. Organisers felt that some partners might be eager to give it a go, and so it proved, with members of the younger generation and some pilots also keen to engage.

For pilots' partners, using the simulator can provide generic aircraft handling experience, share basic concepts regarding emergency piloting tools and provide hands-on experience in a low stress environment.

During the winter fly-in weekend we were able to introduce a number of partners to MPP. I was really impressed by how well everyone who tried it achieved and by their willingness to have a go. It is demanding to step outside your comfort zone and try something new. We tried to make the experience as low pressure as possible, with the main aim being to make the flight simulator (FS) pilot as relaxed as possible while taking control. Many partners are aware of functions and basic flying concepts. Emergency piloting is about keeping things simple and not overloading the rescue pilot with unneeded facts and procedures.

The simulator experience is only an introduction. I hope that partners who have taken the controls on MPP will do so again and that it may encourage them to think more about how they could participate in an emergency situation. Perhaps instruction

in a real aircraft is an option for some. Whatever the outcome for each partner, any knowledge and experience building is positive.

To everyone who had a go: thanks. You all did a great job and it was enjoyable to spend time with you.

MPP also saw a number of pilots step up for 'ratings'. The simulator has a slightly different feedback loop for feel and response than a real-world plane. The biggest single piece of advice to make the transition simpler is to expect a small amount of lag between input and response. Chill, don't chase the airplane with control inputs. Analyse, control, wait.

Milford Sound was a popular airport location for the FS, and it proved helpful to pilots who had not previously been there to get some appreciation about what to expect.

We also had a good number of future pilots at Haast. The simulator provides a great platform to further extend their interest and exposure to aviation. Dan Davies may well be receiving requests from his grandson for an in-house FS, or perhaps even the left-hand seat in the Rebel. 🛩️



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Fly-in celebrates airfield relaunch

By Craig Irons



The AOPA Foxpine one day Fly-in was a great success. Thanks to all who dropped in: you made it an awesome day!

Over fifty aircraft gathered, hailing from neighbouring airfields Kapiti and Feilding as well as from farm strips and airfields as far away as Hawke's Bay, Waipukurau, Whanganui, Taihape, Marton, Stratford and more.

It was a real treat to see such a variety of well maintained and colourful aircraft of different horsepower arriving throughout the day. Of note was a pair of Tiger and Gipsy Moths flying in from Hawke's Bay, battling headwinds to push through the Manawatu Gorge and arrive early on in the day. A Harvard and a Stinson also made an appearance, along with Grummans, Pipers, Cessnas, Light Sport Aircraft, Microlights and Homebuilts... it was a wonderful turnout.

The day was a great opportunity to get out, go flying and catch up with friends after the six week Covid 'no fly' lockdown. It was also an opportunity to celebrate the relaunch of Foxpine Airfield, and to congratulate new owners Kevin and Jo Roberts, who have developed the field into a park-like setting with well mown strip and much improved taxiways. Thanks to the team at Foxpine for hosting, especially managers David and Shelly Stewart, who keep the airfield ticking over and looking sharp. They are there most days for a cuppa and a chat.

Foxpine Airstrip, situated at the NW corner of Foxton township on the North

Island's lower west coast, enjoys a sunny climate and moderate rainfall. The 1015m long airstrip is sand-based and grass covered, and can be used year round, even after heavy rain. I've never seen it too wet to land or take off. It's a great option for aviators who need a safe harbour while flying the coast. A twenty minute walk or a local taxi will get you into town, where you'll find a range of shops and cafés.

Foxpine is available for general and private ops seven days a week, and is listed in your AIP volume 4. You are welcome to drop in any time. ✈️



Photos courtesy Tim Gorman, NZ Aviation

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