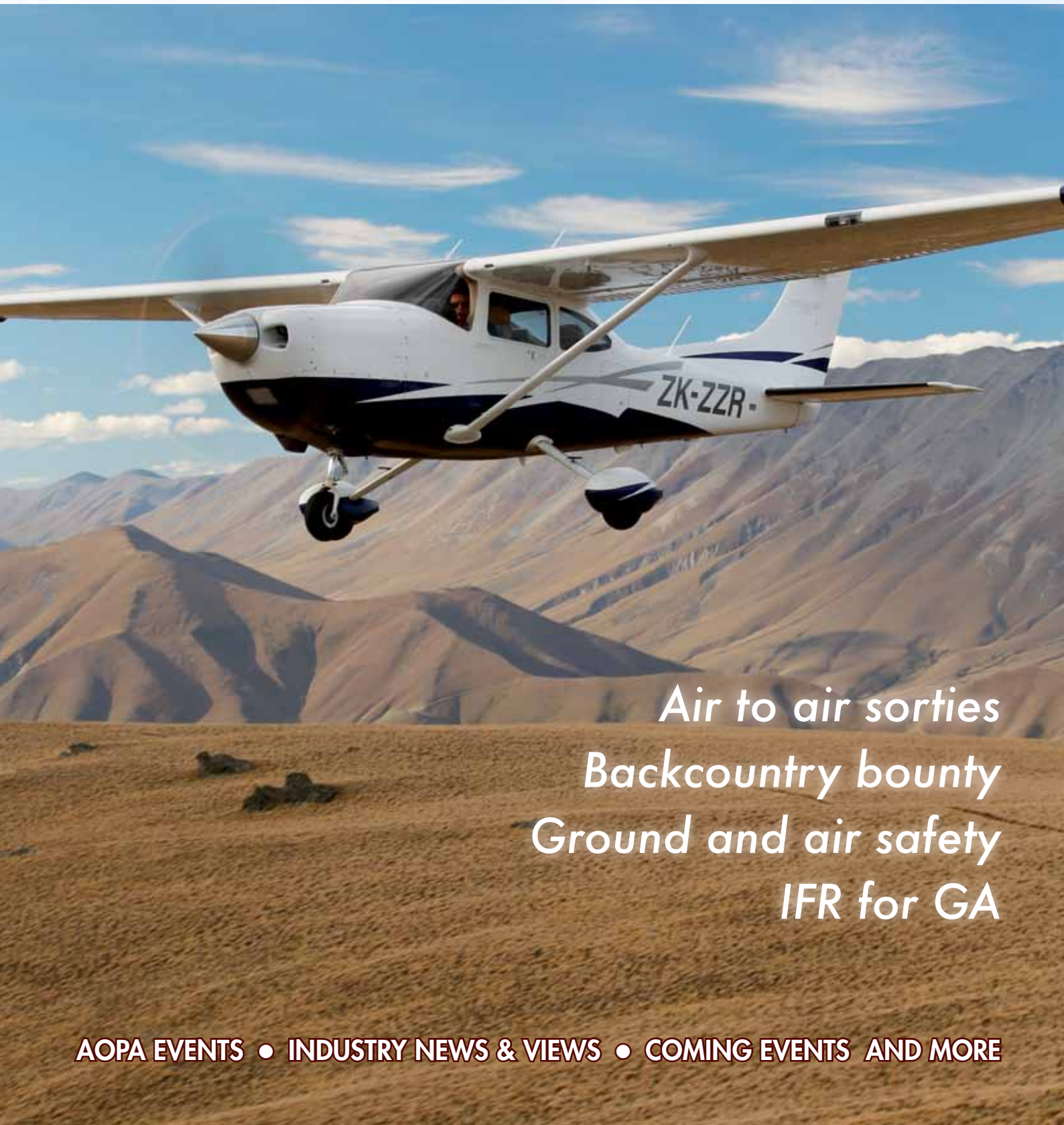




Approach

THE NEW ZEALAND AIRCRAFT OWNERS AND PILOTS MAGAZINE
WINTER 2018



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AOPA Committee 2018-2019
President: Stephen Brown
 Ph: 03 310 3051, Mb: 027 224 0003
 Email: stephen.brown@aopa.co.nz
Vice-President: Graeme Donald
 Ph: 06 323 1285, Mb: 021 498 613
 Email: graeme.donald@aopa.co.nz
Administration: Mary Bruce
 Ph 0272 940819
 Email: admin@aopa.co.nz
Paul Hood: Northern Nth Island
 Mb: 0272 848 481
 Email: paul.hood@aopa.co.nz
Don Ryder: Southern Nth Island
 Ph: 04 479 1367, Mb: 027 442 0016
 Email: don.ryder@aopa.co.nz
Geoff van Asch: Northern South Is
 Ph: 021 767 744
 Email: geoff.vanasch@aopa.co.nz
Andrew Bowmar: Southern South Is
 Ph: 0274 339177
 Email: andrew.bowmar@aopa.co.nz
Ian Sinclair
 Mb: 027 432 4150
 Email: ian.sinclair@aopa.co.nz
Murray Paterson
 Ph: 03 489 5175, Mb: 029 335 3277
 Email: murray.paterson@aopa.co.nz
Peter Glaister
 Ph: 03 412 8787, Mb: 027 5344 487
 Email: peter.glaister@aopa.co.nz
Ian Andrews
 Ph: 03 546 6939; Mb: 00274 324 995
 Email: ian.andrews@aopa.co.nz



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Coming events

- AOPA Winter Fly-in Alexandra, 6-8 July
- Marlborough Aero Club's 90th Anniversary Celebrations 6-8 July
- Darfield Fly-in, Charlie Draper's, 21-23 September
- Christine Taylor Biennial Nth v Sth Golf Tournament Rangiora, 15 March 2019
- AOPA 2019 AGM Rangiora, 16 March 2019

For more information visit www.aopa.co.nz

Cover Photo: NZ and US AOPA members join forces to capture pristine backcountry beauty.
 (Photo credit: Chris Rose, AOPA USA)

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 Editor: Anna Mackenzie ph 027 3345466; amack@airnet.net.nz
 Advertising enquiries: Don Ryder ph 04 479 1367 / 027 442 0016 / don.ryder@aopa.co.nz
 Administration: Mary Bruce ph 0272 940819 / admin@aopa.co.nz
 Postal address: AOPA NZ Inc, c/- The Secretary, PO Box 659, Wanaka 9343
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President's Report

Hi folks, winter is upon us. 'Tis the season of great flying; my best flying memories are of the 'day after a southerly' in amongst our beloved snow-covered mountains. Speaking of weather, it was great while we

hosted the Queenstown IAOPA conference. We've commented on the conference in *Short Approach* but this event does warrant further reporting. I believe we will reap significant benefits in the future as a consequence of our ability to draw together such a powerful group of people in our lovely country. For me to be able to speak about New Zealand's aviation medical issues to a large group whose front row included the NZ and Australian Directors of Aviation, plus leaders of ICAO internationally and regionally, plus leaders of AOPAs from all around the world, is a privilege indeed.

This is but one opportunity we had to inform and influence authorities from around the world. One so far unreported offer has come for us to talk to the South East Asia Pacific ICAO representative who presented at the conference. We are frustrated with the slow process which is inherent with change at ICAO. Having not only our IAOPA representative to ICAO but the regional director as well allows us to exert more pressure. ICAO is important for our PPL medicals, as we keep being reminded that NZ is a signatory to ICAO so we need to comply with their standards. Since the meeting there is a 'general direction' that countries should develop their own alternative 'Medical Standards' and then for each of the Aviation Authorities to have 'bilateral' agreement to accept each other's pilots. This has started in USA with FAA's agreement with Bahamas, and hopefully soon with Canada. I suggest that in due course we have an arrangement with Australia then follow through with further bilateral agreements - watch this space. We are confident that an alternative medical standard will be offered for 'PPL like' flying in New Zealand and then in due course we will have a pathway for us to fly in other countries.

We had our first meeting of the new Exec recently and it went well. We spent the morning determining our strategy for the rest



Out and about in the backcountry - see story, page 8

of the year (and beyond). Not surprisingly our 'Social Activities' came through as number one priority, and Murray Patterson is going to lead this work stream. Murray is passionate about getting everyone flying and socialising, and he will be assisted by all the committee members and lots of volunteers.

Advocacy for our 'freedom to fly' is very close to all our hearts. We are pleased to report that Ian Andrews has recharged from the massive workload he shouldered to ensure the Queenstown conference was such a success, and has accepted a secondment to our Exec committee. Ian will lead the AOPA advocacy in Wellington, assisted by myself and Paul Hood. We are well engaged with CAA and MoT and look forward to being able to assist CAA in modernising some of the antique regulations which direct our flying.

Our next priority is 'Safety'. This is an umbrella for lots of issues which we are passionate about. It is a great label too. Ian Sinclair has taken the leadership role for this work stream. He will be assisted by us all, but specifically Geoff van Asch will look at Health and Safety from a legal perspective, while Graeme Donald is looking at AOPA templates and procedures with view to fly-in safety and compliance with airspace etc. Peter Glaister is going to oversee a regular 'Tech Talk' article in our magazine exploring how technology can make our flying safer. It is interesting to hear the Americans claiming that 'controlled flight into terrain' is almost eliminated as a cause of GA aviation fatalities in the USA due to installation of modern instruments to GA aircraft.

Membership, which includes recruitment and retention is next, and will be led by Don Ryder. We are very conscious of providing value for subscriptions, but don't want this to get in the way of Socialising, Advocacy and Safety. Andrew Bowmar is going to lead the 'Member Benefits' drive, so watch this space as we harness the energy of one of our new Exec members.

Guy Sanders has resigned from our committee and I would like to take this opportunity to thank him for all the work he has done over many years. I am sure he will still be around at fly-ins and for a chat at Omarama.

One of the other projects which we are working on is to produce an AOPA NZ calendar to showcase some of the wonderful places we get to and the excellent photos people take. So how about getting the photos out and sending Murray a full size file of your best... make sure it is a 'high quality' file, not just a thumbnail, and we also need to know where it is and who is in it. Looking forward to having our calendar, rather than the accountants', on my wall... Might make a good gift too.

We have set the date for AGM 2019 - 16th March 2019 in Rangiora; details are on the website. Do try to make it if you can. Russel Taylor is organising the biennial Christine Taylor inter-island golf match on the Friday prior, so we are sure of a fun competitive day.

My goal for this winter is to eliminate errors from my flying. Little things have the potential to build into bigger ones and then the possibility of calamity increases. So let's all aim to fly 'error free'. Safe Flying.

Steve Brown, President

AOPA News

AOPA Winter Fly in 2018



Blue skies, crisp frosts, snow-covered peaks ... it's time for the best flying of the year: AOPA's mid-winter Fly-in at Alexandra in Central Otago.

Mark off 6-8 July on your calendar - it's not far away! Next, register online at www.aopa.co.nz by filling in the online registration, printing and completing the information and booking sheet and returning it (by mail or email) to the organisers. The third step is to book your accommodation; recommendations and contact details are supplied on the website.

Registration of \$35 per adult (half price for kids; cash on arrival please) covers landing fees, packed lunch on Saturday and transport for the weekend, with other meals optional (it's all on the form!).

Camaraderie is the name of the game, and the local community always gets right behind the event, the Alexandra District Club providing dinners and the Alexandra Lions Club supplying breakfasts at the Central Otago Flying Club.

Insurance is a must. AOPA reminds all members that a minimum insurance that members should carry is at least \$1million Third Party Insurance and, if you intend landing in the DoC Estate, you should have a minimum of \$1million Public Liability.

The arrival procedure and any updates will be posted on the AOPA website closer to the time. Book now to ensure you can enjoy the fun later on!

A warm welcome to new members:

Philip Barakat, Hamilton; Dennis Barclay, Pokeno, Cessna 185, Cessna 172; Roger Bennett, Alexandra, Zenith CH 300 TRI 2; Peter Bradfield, Auckland, Vans RV 7, Cessna 180, DH 82 Tiger Moth; Matthew Harte, Waiheke Island, Wilga 35; Ben Harvey, Lake Tekapo, Zephyr Airwork Cora; Craig Irons, Levin, Cessna 172L; Carl Jackson, Blenheim, Piper Cub PA18; Chris Johnson, Christchurch, Victa Airtourer 115; John Lamont, Wanaka, Vans RV 7; Donald McCaw, Christchurch, Cessna 172; Shane Moeller, New Plymouth, Cessna 172P; Sam Monrad, Ngatea, Beechcraft; Craig Morris, Whitianga, Cessna 180J; Paul Murphy, Hong Kong, Beaver DHC 1, Boeing Steerman, Cessna L19 Birdog; Tony Orr, Taupo, Piper Malibu; Louisa Patterson, Queenstown, Airbus EC130B4; Ross Peplow, Auckland, Piper Tomahawk 38; Tom Pinckney, Christchurch, DH Tiger Moth 82A; Greg Quinn, Napier; Murray Reed, Tuakau, Cessna 172N; Clyde Rowland, Palmerston North, Cessna 172N; Ross Sparks, Kaiapoi, Piper PA18; Steve Wilson, Taupo, Cessna 172.

Darfield fly-in

And while you have your diary handy, you might want to mark off the weekend of 21-23 September, when Charlie Draper has again extended an invitation to AOPA members and potential members.

The Draper family property at Darfield is a very central location and a great venue, with a huge strip and plenty of parking for aircraft. Saturday's programme includes a fly-around of strips, both familiar and new, across central Canterbury.

This is a great opportunity to explore the Rakaia Valley, upper Waimakariri and Canterbury Plains in company with other aviators. And then there is Charlie's end of day surprise...

Please register on the AOPA website, www.aopa.co.nz, where details of the weekend programme as well as recommendations for booking your accommodation are available. Any updates will be notified on the website.

Marlborough Aero Club turns 90



One of New Zealand's first flying clubs, Marlborough Aero Club was established by local flying enthusiasts on 4 July 1928, when the committee prevailed upon the Borough Council to put aside land for an aerodrome. Their bid was successful and Omaka airfield was established.

Ninety years on it remains the heart of aviation in the province, both home to and owned by Marlborough Aero Club.

Flying operations began with a DH60G Gipsy Moth, ZK-AAA, presented to the Club by Sir Charles Wakefield.

To mark its 90th anniversary, Marlborough Aero Club is hosting a weekend of festivities from 6-8 July, and hopes to bring together the people who have contributed to the Club's success over the past nine decades.



From the Vice-President

As this year and the magazines unfold, you will come to realise that I have a passion for gadgets!

I have been scolded more than a few times over the years by 'She Who Must Be Obeyed' for spending

more time and exerting more energy to get a piece of machinery to do a job than actually just doing it would have taken!

However, this interest in new tech for aircraft is a personal passion.

A huge number of new possibilities are currently coming out of the experimental market. Until recently, these excluded the GA pilot, but the use of amazing apps on the likes of iPads has seen them creep into the restricted STC'd cockpits – so much so that ICAO and the FAA now consider controlled flight into terrain, CFIT, is nearly a phenomenon of the past. That with a gadget that often shuts down when you most need it!

Due to the efforts of AOPA USA and the EAA, the FAA has to be congratulated for allowing groups of manufacturers to be able to fit their products into an increasing number of certified aircraft. The process they are using is shorter and less costly than in the past. Our regulators must be encouraged to follow and, dare I suggest, lead this trend. If iPads are saving lives, imagine what a stable 'fit for purpose' instrument in one's panel

could achieve. One could extrapolate by suggesting that by not allowing this technology, the regulatory bodies may be killing us... NOT a position I like to take, as the laws were put in place for good reason. However, it's my personal opinion that modern technology has overtaken them.

There are a heap of field-proven instruments now available that would keep our ageing GA fleet flying, both safely and financially viably. Items like vacuum pumps should be a thing of the past. Electronic Ignition would solve many of our upcoming fuel issues. Whole systems with synthetic vision, EMS, auto-pilot, ADS-B Out and angle of attack can now be purchased for under US\$20k.

My opinion is that if they are fit for purpose and tested to manufacturer's specifications, they should be far easier to utilise here. It would be nice to see our regulators working towards achieving this, rather than actively pursuing means to keep new technology out, or ensuring it is too expensive to install. For example, a certified transponder should be able to be fitted and tested for purpose without constraints.

I'm sure our regulatory body is aware of the problems, but time is not on an ageing GA fleet's side. Nor are the upcoming timelines for equipment use.

Graeme Donald, Vice-President

New on the Executive

Geoff van Asch

Northern South Island

New on the AOPA executive, Geoff van Asch describes himself as 'a rather large, some might say loud, fella from Marlborough'.

He and wife Rachael have two sons, Thomas and James, who are often found tagging along to AOPA flying events with their Dad.

Geoff is a partner in a Chartered Accountant practice in Blenheim. He and Rachael also own a 40ha vineyard, where he is 'fairly hands on'.

Geoff got his PPL in 1991 while working in Masterton, but by choice now flies on an RPL after 'having plenty of fun with CAA's medical department'. He has around 700 hours flying, 400 or so being

tailwheel time, mostly acquired during the last ten years.

He owns a Murphy Rebel (ZK VAN), which he built over a nine year period. VAN flew in October 2015 but sadly, while tied down with covers on in Ashburton a year ago, was run into by another plane – allowing Geoff to acquire a fair bit of knowledge about aircraft insurance. VAN is currently in the shop being fixed, with his insurance covering, as the offender didn't hold third party insurance cover.



Geoff also owns a quarter share in a Piper Super Cub (ZK BKN).

After eight years as treasurer at the Marlborough Aero Club, Geoff has had a couple years off and has now put up his hand to add his skills to the AOPA Executive. "I'm happy to roll up my sleeves and do whatever is required."

Andrew Bowmar

Southern South Island

With both parents, many aunts and uncles, as well as close family friends being involved in aviation, Andrew says it was almost inevitable that burnt avgas would become part of his personal aroma.

With lessons fitted around farming and sport, Andrew was a couple of years out of school before he secured his PPL.

While he was very fortunate to have had access to his father's 185 and spent a lot of time with him in the hills, over the next few years flying fixes were a little lean until Andrew purchased from the late Jack Young a Baker Supercat.

This saw both the steepness and rate of the learning curve increase dramatically, with the paddock/strip under power lines, uphill, one way and offering a couple of humps for good measure.

The rolling country of West Otago also proved a great area to learn about wind and the effects on a high chord wooden microlight wing, and, while the power from a slightly long in the tooth 503 might have struggled to meet manufacturer's specifications, it has never let him down.

When the opportunity to lease a Maule M5 235 arose, Andrew says it proved adept at burning avgas, but also that it has been a tremendous machine for getting around some incredible country and airstrips. Trips exploring the strips and beaches of Fiordland, Southland, Otago and Stewart Island are lifetime highlights, and ultimately led to his involvement with the Recreational Backcountry Pilots Association as it was established.

Next followed another microlight and a few kites, then one of the country's iconic 180s, BWK. Although parts of her were involved in the ninth ag fatality as BGN, in April 1955 she was rebuilt and has been an absolute dream to fly.

DKJ took her place in 2011 and, as one of seven ag-carryalls brought into the country, is still dual category (standard and restricted); a reflection of her current



role as a part time spray machine.

Andrew completed an Ag Spray Rating on a PPL in 2016 (covered in a previous article) and completed a CPL(A) last year.

Fly-ins to Nokomai, Dingleburn, Te Anau, Nelson, Stewart Island, Martins Bay and Clayton stand out amidst many memories of the early AOPA/Kittyhawk Flying Club, in which Andrew's parents, Pete and Cea were active through the 1980s, with Cea being the secretary.

"To see this country from a private aircraft and meet the enthusiastic individuals who made and continue to make up AOPA has been a privilege, and I hope to be able to contribute to seeing AOPA continue to serve GA."

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Attitude and commitment

By Ian Sinclair

I have always aspired to be fully committed when attending a fly-in. Some unkind people suggest 'committed' is the right word, just used in the wrong context. I also think that on a flying weekend you should fly, lots: my attitude is, more flying is better.

For a number of years I had been going to the South Canterbury Microlight Club's Easter Rally, held at Evan Gardiner's strip at Waitohi in South Canterbury. These events were camping based, with plenty of room for everyone to spread out and lots of room for visitors and friends. There were all manner of landing events and cross country exercises as well as pad-dock poker and strip visits. That magical fly-in location abruptly stopped being available when Evan sold his farm and began a northern migration. The new owner has power wires a third of the way down the strip, so even if they were generous enough to allow us there, it would be at great peril to the participants.

Evan's strip was close to where I live, a three minute flight or twelve minute drive. I tried not to drive during the event, just before, during the set-up, after, during pull down, and at nights. I found my own bed quite comfortable and my hangar kept the frost off the plane nicely for the next day.

After Evan left we needed a new venue and Gavin Coulter agreed to let us use his place at Woodbury. It is an equally great spot, lots of room for camping and having fun. Gavin's place was a bit further away from mine but still close – seven minute flight and 25 minute drive. Just far enough away to have to give up my own bed. For the guys who live close to Timaru it is a 15 minute flight and 45 minute drive, still close.

With great cunning and a bit of forward

planning we managed to get cars and aircraft there during set-up so that we had all the options during the weekend. This always, and happily, means lots of dropping people back to the airport for planes or cars. I found using the plane was the best fun. And even better, it all needed repeating during pull down. Life can be sooo annoying...

The second Easter Rally held at Gavin's had a good crowd, including Rob Peck, a regular stalwart of Easter Rallies, who had been given a leave pass for the weekend, with just one condition on his freedom: as his lovely wife had vacated the ranch for a couple of nights, he had to feed the dog on Sunday night.

We were getting to the end of our main Sunday activity, a landing at Caroline Bay (before the renovations there was grass to land on). Keeping with the previously



discussed attitude and commitment, Pecker and I had flown to Timaru and driven to Ashby Park to provide crowd control and to be the eyes and radio on the ground. We got everyone in and out without drama and were heading back to Timaru airport to fly back to Woodbury. Rob needed to fulfill his marital promise.

So we got talking...

"Sinx, I'll drop you at the airport. Don't wait for me; I'll drive home, feed the dog and drive back to Woodbury."

To me this seemed like a triple fail. "No Pecker, I'll come with you. It'll only take an hour and you don't need the car back at Woodbury. We can fly back together."

Rob's airstrip is short. It can accommodate a Pterodactyl if flown precisely. I always liked to kid myself that I could land the 150 there, but this was an untested and pointless exercise as, even if I could land, I sure as hell could not get airborne again. Another slight consideration was that we were two up. Abandon that idea. Stupid.

"Pecker, could we airdrop the dog some food?"

"No, the food is in the fridge at home."

"What does Barney eat?"

"Meat."

"Can you get some at the Shell in Washdyke?"

"Doubt it."

"Do they have pies?"

WHAM. A light bulb went off in Pecker's head. "I like your thinking, Sinx. How many pies do you reckon?"

"I would say two, but get a spare in case we balls up and, ah, one for me."

So we were ready for our first real world food drop. There were dogs to save; the pies must get through. All of that pointless flour bombing over the years now seemed to make perfect sense. Barney the Fox Terrier will be saved.

Pies in hand, Cargo Master First Class Pecker ran the check lists and verified all equipment was functional. A stocktake was made of the pies. Hmmm, two missing. Three will have to do. Check that the pies had cooled from purchase thermonuclear to dog suitable temperature: thumbs up.

Full throttle out of Timaru and heading for Taiko.

Your military style flour bombing training kicks in during these high pressure moments. Bad weather configuration, line up on the strip, straight over the top of the lawn, stable speed and height, window open, wait for the zone, drop the test pie, overshoot, window shut and back into the circuit.

Wicked. Middle of the lawn and BONUS: dog finds pie. Two to go.

Feeling like Barney is not now going to starve, we choose the high risk, high reward strategy of a double pie drop. We are feeling like Tom Cruise in our own movie, 'PieDog, two for one'.

Bad weather configuration, line up on the strip, straight over the top of the lawn, stable speed and height, wait for the zone, bomb door open, drop the double pie emergency rescue relief package, overshoot, doors closed and back into the circuit.

Double wicked. Off to the side of the lawn but in the zone. Contact with dog, sees pies, confused: finish the first or go for two. Barney the Bastard (official full name of dog) was in heaven.

Self congratulations all round. Laughter drowns out the noise of the motor as we track to Woodbury. No chest bumps as there is not that much space in a 150, so we settle for a modified high five.

Like all good adventure, the fun and success keeps giving. By the time we were around the fire that night, the pies were laser guided and we had spotters on the ground. Hey, it was our movie, we can make it as big as we want.



I was talking to Rob a while after the Easter fly-in. He was copping a bit of flak on the domestic front. Not for feeding the dog pies, but for 'teaching' the dog to bark hysterically at passing planes. Barney the Bastard was expecting another airdrop. All great fun.

I heard a rumour that the SCMC Easter Rally at Woodbury might be on next Easter. Who knows: with attitude and commitment it could happen. ✈️

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Backcountry bounty

By Nigel Griffith and Mike Thomas

The Recreational Backcountry Pilots' Association (RBPA) was formed in 2012 with the purpose of preserving New Zealand's historic backcountry airstrips for current and future use.

The RBPA committee went to enormous effort to secure a nationwide concession through DoC that would enable ongoing access to our chosen recreational pursuit. We were successful, and in 2014 began recruiting members.

The concession is restricted to fixed wing aircraft only and does not include

helicopters or multi-engine aircraft.

We are also strictly recreational pilots with no allowance for commercial activity.

The focus is very much on 'tread lightly' principles. No more than three aircraft may be on the ground at one time at the same landing place.

The concession permits access to a list of specific 'landing places'. These include selected airstrips and other locations where suitable aircraft can land. It also includes some places where aircraft used to land historically but which are no longer in use.

There are a range of restrictions on landing places which vary between locations. Some are off limits at certain times of year; others have a grazing lease and

the leaseholder may refuse access if it interferes with their farming activities.

Low overflights of tramping routes, tracks, visitor facilities, and members of the public such as trampers, fishermen, hunters and tourists, must be avoided. We are also asked to avoid landing if members of the general public are already in situ; in this situation it may be possible to carry on to another spot. Similarly, continuous circling or 'buzzing' airstrips is not permitted, except for safety purposes or initial pre-landing inspection.

Conditions applying to all DoC estate users must be adhered to: do not light fires; keep landing places tidy; remove all rubbish. Precautions should be taken to ensure weeds, including Didymo, are not

introduced to landing places. It is not permissible to cut or remove plants. Note that strip maintenance requires a separate approval. Except in an emergency, it is not permitted to refuel, or to leave any fuel drums or construct fuel dumps on landing places.

Access for the future

RBPA's goal is to ensure members can safely enjoy using backcountry landing places, and to ensure longevity of our concession. That requires that members abide by the conditions as well as having competency to fly into and land on the range of strips to which we have a concession.

Some of the sites covered by the concession are formed airstrips which are usable by most light aircraft. Some are unimproved landing places which require a high performance aircraft, good weather, and sound piloting skills. Some places are highly challenging for fixed wing aircraft. There are also many DoC airstrips that are not on the concession.

The best way to ensure members stay safe and fly within the limits of the concession is to talk to someone who knows the airstrips well before you fly in. Someone who can:

- familiarise you with the conditions of the concession;
- raise awareness about local hazards and risks at each airstrip;
- provide other important details about the airstrip and surrounding area, such as landowners' details.

There are plenty of traps waiting for an unwary pilot in the backcountry, which is why we don't publish a list of airstrips. It is always best to talk an RBPA committee member before landing somewhere new.

Ongoing commitment

In addition to maintaining our access to airstrips already on the concession, RBPA works to add new sites, with more than 25 further airstrips since the initial concession was granted. We are also actively developing our relationship with DoC and the Federated Mountain Clubs (FMC) by supporting conservation activities.

The historic nature and isolation of many backcountry strips has meant that we were on the verge of losing some of our heritage, especially the strips associated with the venison recovery years,

which was certainly an interesting era for fixed wing aviation in New Zealand.

RBPA joined the FMC as we see ourselves not only as a legitimate recreational park user group, but also as a potential partner for other groups who require access to carry out remedial and conservation work. Just recently a group of our pilots flew two tons of personnel and equipment in support of the DoC Holyford Conservation Trust 'Battle for the Birds' at Martins Bay.

Initiatives like this are a win-win for all parties. Whether it be flying in pest traps and trappers or becoming involved in bird counting, such projects allow us to obtain our goals whilst helping others achieve

theirs. RBPA also provides modest financial contributions towards the cost of upgrading facilities such as backcountry huts located beside airstrips.

Pilots who wish to access New Zealand's more isolated regions are encouraged to contact RBPA.

While there are significant challenges in flying into remote regions, it is without doubt highly satisfying to have got yourself and your aircraft to the right standard, managed to line up your time and some fair weather, then to have arrived safely in the middle of nowhere.

For further information, contact the RBPA committee care of Nigel Griffith at nzbpa@gmail.com

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ADS-B – sorting fact from fiction

By Ian Andrews

Automatic Dependant Surveillance Broadcast. ADS-B as we know it in the aviation acronym world. If you read the words, it is explained clearly. It is automatic – no input from the pilot other than turning it on, and no interrogation from a radar to activate it. It is dependant on the aircraft broadcasting its data for the surveillance to begin. So that really is the nub of what it means.

Now we add two extra words. Out and In. Again, they are self-explanatory. The requirement in New Zealand from 2021 will be ADS-B Out, in line with the proposed rule for ADS-B above FL245. This means that the Air Traffic Management (ATM) system will see your aircraft on the screen similar to a radar screen, but it is not radar. Note that we refer to it as ATM rather than ATC these days: Management rather than Control.

Regarding seeing it on the screen not on radar: ADS-B is not radar. It is a radio signal received by a ground-based tower that then sends that signal via landline to the ATM screen. On that

screen your aircraft registration details, along with your height, speed and direction, are displayed, along with other details to verify the integrity of your broadcast. It is simple and reliable.

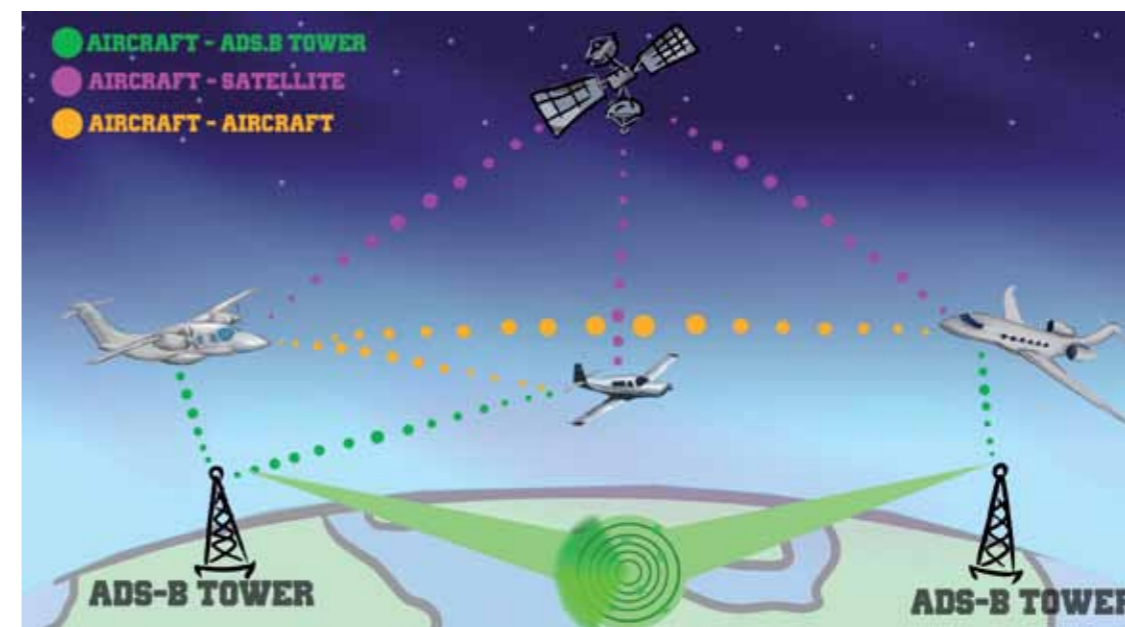
New Zealand will be mandating ADS-B Out using a Mode S transponder with Extended Squitter (ES) transmitting on 1090 mhz. (Don't buy UAT. This is an American system that broadcasts on 978 MHz and it won't be compatible with the New Zealand system). The transponder will send a signal similar to that of your existing one, but it will also send the string of data containing the details mentioned above. The mode S signal will be visible on a radar screen which will be retained as a backup system in case the GNSS fails. The new radar will not cover as large an area as now and is a contingency system. However, the aircraft out there with TCAS systems will also receive this signal on their traffic information screen.

TCAS is different to an aircraft that only has ADS-B In, and the two should not be confused. TCAS does not use the ADS-B signal. Almost all commercial aircraft have TCAS, as do quite a few GA aircraft, but the vast majority of our recreational aircraft will not have TCAS but may have ADSB-In.

So far this article has talked about what is required and not about what you may desire. VFR is see and be seen. Look out the window. That works well in most instances, but we can assist that process by using new technology. This is where ADS-B In comes into play. If you spend a little bit extra and buy the 'In' system, you will see all other traffic that is broadcasting ADS-B Out. You will not see your dumb mate who has turned his system off in case he busts airspace. You will not see the guy who has kept his Mode C and only flies in class G airspace. ADS-B In has some serious benefits but these will only be available if everyone fits ADS-B Out.

Minimising cost

What can we do to minimise the costs? For the average VFR pilot with a certified aircraft like a C172, the best option right now is a Mode S transponder that has a self-contained GNSS receiver built in. There are several well-known brands available which have the full STC and AML, with a retail price of around US\$2,995. This needs to be converted to NZ\$ and have GST



added. Then you must install it. It needs a GNSS aerial fitted, which requires removal of some interior panels, but this should all be doable in 10 hours. It all depends on your panel and how good your existing wiring is. There are plug and play units to replace your KT76. They need a separate GNSS source which must be compliant with TSO 145/146. I want to keep this simple so will not get into the other specifications that could be used. Talk to your avionics supplier. Also refer to the CAA information.

Rumour is...

Some rumours persist. My informed opinion on the common ones I've heard bandied about is as follows:

"The price will come down." – Not with the certified units. Competition has done its bit, and this is a worldwide demand for equipment.

"CAA will back down and allow uncertified ADS-B units."

No, they won't. At least not in controlled airspace. It will be your responsibility to show that the device meets the performance standards in the rule, and that will require a Part 146 design organisation. \$\$\$. Remember you don't need a transponder in Class G now and that will not change.

"Government or Airways will subsidise the units." That is a possibility but don't hang about waiting for an announcement. If it does happen we will be pushing for a deal that includes early adopters. There are no guarantees. Housing before aviators.

"Low Power units will be acceptable." Again, don't hold your breath if you use controlled airspace.

"The drone developers like Google will come up with a solution." They already have, but to fit one in your aircraft you will need to go to a Part 146 design organisation for an installation design, and that will cost more than the ready to go unit.

"LPAT conspicuity devices will do the job." Not in controlled airspace they won't. They have a place but are not currently acceptable in New Zealand.

Most of what I have said relates to the couple of thousand certified aircraft, but will also cover the upper end of homebuilts. Microlights (I hate that definition because they're now sophisticated aircraft) will be harder to fit, but most of those aircraft are operating outside controlled airspace. There are about 1000 on

the register. If they have a transponder now it should be easy to fit a Mode S ADS-B one also.

Talk to your avionics supplier. If you have a homebuilt, talk to Evan Wheeler at SAA; if you have a microlight talk to Stuart Parker at RAANZ. We are all members of the NZ Aviation Federation (NZAF) and they are represented on all the New Southern Sky forums.

There will be other opinions, but one thing is certain: in 2021 you will need ADSB-Out to fly in controlled airspace, so start saving now. 🐣

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IAOPA 2018 World Assembly in Queenstown

The International Council of Aircraft Owner and Pilot Associations (IAOPA), representing more than 400,000 general aviation aircraft owners and pilots, convened in Queenstown in March for their twenty-ninth biennial World Assembly.

Challenges facing the general aviation community around the globe were on the agenda for the 110 delegates. These included global medical reform, new and emerging technologies, benefits of PBN, and challenges and opportunities with UAS.

For New Zealand it was also an opportunity to showcase flying in our part of the world, and there is no doubt we achieved that and then some.

Social activities such as the Earnslaw cruise to Walter Peak and the day at Nokomai Station brought everyone out in smiles, and many of the attendees also took up the opportunity to attend Warbirds Over Wanaka Air Show at the close of the Assembly.

A frequent comment was that AOPA New Zealand has raised the bar for future IAOPA Assemblies.



“As the reach for IAOPA continues to expand, the voice of general aviation has never been more united than it is this year gathering in New Zealand,” IAOPA president Mark Baker said.

Resolutions passed at the Assembly guide IAOPA and its affiliates moving forward. Key issues this year related to medical reform, new and emerging technologies and ADS-B. The full text of the resolutions and presentations can be found on the IAOPA website at www.iaopa.org.

There is no doubt that this was a mammoth undertaking, with full credit to AOPA NZ past president Ian Andrews, Mary Bruce and the Executive and supporters who got behind the event. A big ‘thank you’ and well done!

Photo credits: Chris Rose, AOPA USA





Air to air sorties with AOPA US

By Ian Sinclair

The IAOPA World Assembly at Queenstown was attended by a large contingent from AOPA USA, including staff who are professionally engaged to communicate, via all types of media, to AOPA USA members.

While the media team was in New Zealand they did a number of air to air sorties, covering the conference, Earnslaw cruise to Walter Peak, visit to Nokomai Station, Warbirds over Wanaka, as well as flying around White Island, visiting Ardmore and everything in between.

The team produces 'AOPA Live', a weekly video news show for members, available to all on YouTube.

The shows for the weeks starting March 29 and April 5 include very positive content from their New Zealand visit, and are well worth a watch, showcasing a lot of

interesting flying and related activity to a world audience.

During morning tea on the Thursday of the Assembly week, Tom Haines and Chris Rose from AOPA USA where chatting with some of our members. They were an aircraft short for an air to air photo shoot and, happily, my C172 was at Queenstown airport. Shortly after, we were clearing Queenstown airspace at Soho River, Chris and I in the C172, and Tom, Graeme and Paul in his C182, with Tom flying formation on me.

Into the Motutapu via Roses Saddle, a

few climbing 360° turns east of TC, climb to the south-west face of Aspiring via the West Branch for a few more 360° turns. Across the headwaters of Wanaka and Hawea, descend to Lake Ohau then to Omarama for a coffee break. Airborne again, climb onto the St Bathans Range, along the Dunstan Mountains, right at Cromwell and join Queenstown to land.

It's always great to have a mission to complete, and this one was real fun. You can see the results courtesy of Chris's lens here and in the 'AOPA Live' videos at www.aopalive.aopa.org

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- ✈ Social networking – sharing experiences and advice with fellow aviators
- ✈ AOPA website – check details and register for flying events and other activities, together with information on a wide range of topics and links
- ✈ Rebates on aircraft and general insurance – AOPA preferred supplier *
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- ✈ Special offers – advertiser/trade purchase discounts for members
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- ✈ Bella Vista Motels – corporate rates throughout NZ*
- ✈ DoC strip access via agreement with Recreational Backcountry Pilots Association (public liability insurance cover reduced from \$2M to \$1M)
- ✈ Airport Security Identity Card – hassle-free entry and clearance through high security areas; plus air crew discounts on duty free goods *
- ✈ Affiliation with AOPA International – worldwide representation and information

* Please refer overleaf for full information regarding availability of and application for these benefits.



PPPPP: Prior planning prevents poor performance

AOPA flying events are a fun way to meet great people and visit interesting places. When these are less familiar airports or private strips they can present additional challenges, but there are things you can do before attending that will lower your stress level and ensure an enjoyable and successful fly away.

Currency is king if you are planning on doing strip work. If you haven't had recent air time or done strip work in the plane you will be using, spend some time in the circuit.

Configure your plane for the weight you will carry on the day and do some short field practice. Mark the start of your strip, the end or your landing zone and the end of your strip. You need to be able to accurately control your approach, hit your selected landing zone and complete your rollout within the strip. Practise your go around decision process.

You also need to be able to takeoff from your practice strip. It is essential to know your comfortable and repeatable landing/takeoff distance. This will give a good start reference point for adjusting your performance expectation to the conditions you

may encounter on the day. Terrain, obstacles, slope, wind and surface conditions all have effects.

If you are going to be in or around airspace, take the time to study it, including locating reporting points used in arrival and departure procedures, and have a look at the VFG pages of airfields you might visit. Make sure that your maps and VFG pages are current. You might get information with fly-in specific procedures or other information from the organisers. Read it and take a copy with you. It is helpful to take notice of requests to bring cash to pay for registration and other costs.

Check that your plane is up to scratch and check the equipment you have in it. Sometimes you can remove unneeded weight and clutter. Check you have a set of tie downs and, for winter fly-ins, think of how you can make frosty mornings less of an issue. Last but not least, check you and your plane are compliant and that your insurance is current.

Fly-ins are fun and friendly. As always, as pilot in command you are responsible for your aircraft and for the people in it. If in doubt, make conservative decisions, and there are plenty of people you can talk to if you need help or information.



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How to apply for member benefits

Z Energy aviation fuel discount

Z Energy (Aviation) offers AOPA NZ members a discount of 10 cents per litre including GST, based on the posted airfield prices (plus FlyBuys points).

To obtain the AOPA Z Energy fuel discount: if you already have a Z Aviation fuel card, email admin@aopa.co.nz with your Z account name, Z account number, and Z card number; also your FlyBuys/ Airpoints number if you have one. Alternately apply for a Z Energy Aviation fuel card by phoning them on 0800 474 355 and giving them your AOPA membership number.

Aircraft, hangars and general insurance

AON Insurance Brokers offer AOPA NZ members 5% rebate on all insurances including aviation, domestic and commercial policies. Please see the AOPA website for more information.

Cessna Maintenance Variations Programme

Cessna have introduced many component lives on their aircraft. Components such as seat belts assemblies, trim tab actuators, pitot/static and vacuum hoses all have replacement time limits. The CMVP allows these components to be inspected during maintenance checks, rather than replaced.

The AOPA NZ Inc CMVP has been approved under CAA Rule Part 91.605(a)(4). Owners/Operators are responsible for the accomplishment of the maintenance prescribed. A CMVP application form can be obtained from the AOPA website.

Avsec card

The primary intent/benefit of this Aviation Security ID card is to enable you to have ready access to your aircraft at any time. In the past we have been able to show our pilot's licence or AOPA membership card to achieve this, however neither of these is a photo ID, which means security staff have no way of checking that you are not using somebody else's card. With increasing security around even provincial airfields, the Avsec Card enables you to access the tarmac more easily.

To obtain an Avsec Card log onto the AOPA website for full instructions. Note that your occupation must be listed as pilot.

AVIS car rentals

AVIS NZ is happy to offer AOPA NZ members access to corporate rates for any car rental requirements. Log onto the AOPA website to view the Avis corporate rate schedule and to book an Avis rental car. Be sure to use the discount code on the website – save it to your phone for future ease of reference.

Bella Vista Motels

Bella Vista Motels can offer AOPA members a corporate rate when booking motels across New Zealand. Visit the AOPA website to view the latest rates and for booking instructions.

These are just some of the benefits AOPA members enjoy. For a comprehensive list of benefits see page 15 or visit the AOPA website, www.aopa.co.nz

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It's in the can...

a few thoughts on refuelling

By Ian Andrews



It may have been said before, but I was reminded of the importance of this issue when putting in a submission to have aviation included in the list of exemptions for the new regional fuel tax.

Those of you who use MOGAS already contribute around 60 cents per litre to the land transport budget and a further regional tax will just increase that. It is quite substantial and unfair.

The thought of refuelling from plastic containers led to remembering the explosion at Canterbury Aero Club maintenance base when a LAME was pouring some fuel into a Partenavia wing tank that had been completely emptied for maintenance. The resulting explosion put him in hospital with serious injuries, blew the wing apart and burnt the roof of the hangar (see image, far right). For more information on this incident, it was covered in a good *Vector* article back in September/October 2005.

Despite the cautionary tale this provided, we still see MOGAS being transported to aircraft in plastic containers where it is just poured in without any serious consideration of the risks.

After the recent World Assembly in Queenstown Jill and I drove our Canadian friends, Frank and Margaret Hofmann up

to Nelson for a few days R&R.

On the journey Frank, who has been an active multi-engine rated GA pilot for over 60 years, an aircraft owner for over 50 years, the builder and test pilot of two aircraft, and is a licensed and practising aircraft maintenance engineer, raised the issue of refuelling risks after seeing some aircraft at Wanaka being refuelled from plastic containers.

So, let's just recap the issues.

Static electricity is built up by friction. Rub the cat's fur then touch it's nose to see the effect.

But our issue in aviation is the friction caused by the flow of fuel through the spout of the container.

Pouring the fuel out of the container leaves it with an opposite charge from that of the fuel poured out. The fuel poured into the tank has a charge that is now transferred to the tank and if the tank is not bonded to the airframe and the airframe bonded to the ground, then the charge can neutralise itself by jumping back to the container.

Remember that every litre of fuel you pour into a tank forces one litre of combustible vapours (electrically charged) out of the filler neck into the region where the static build-up is trying to neutralize itself. Opposite charges attract. Flash-boom. Particularly bad if your face is above the tank and you are fuelling a dope and fabric aircraft.

To prevent a bad day from happening, a safe way to proceed when plastic fuel containers are used is to:

- Ground the airplane
- Use a metal funnel with a chain attached to it which is placed inside the flexible tank spout, which is also immersed into the plastic gas can so that it is always in touch with the gasoline
- The funnel should be grounded to the tank
- Preferably use a metal container to carry the fuel.

Remember that once the plastic tank is emptied it will remain charged for an appreciable time, and it will have combustible vapours coming out of it. So be



Left: Serious injury can result, as in the case of this Partenavia, when refuelling by jerry can. Metal, appropriately arranged, will ground the static charge that builds up on plastic.



careful not to place it close to anything you don't wish to lose.

For those who regularly use MOGAS in plastic containers, it would make sense to set up a metal funnel with a chain, then it is a simple procedure to follow every time. Even better, be a little bit retro and get a WWII metal Jerry can, attach a bonding wire and use only that for refuelling.

Most important is to only refuel outside the hangar, and don't wear nylon overalls or clothing as they will also build up a localised charge. Wear glasses with glass rather than plastic lenses, in case there is

a fire event. I hope I don't need to mention that cell phones should be nowhere near you when refuelling. You should also read CAA AC 91-21.

All this great advice is not just for aircraft. It also applies to road vehicles and most importantly boats.

When I was exporting jetboats to Canada in the 1980s we had to comply with USA marine regulations. That was when I learnt about static electricity.

Our fuel tanks were made of steel and connected to the metal filler cap by a short rubber hose. No bonding whatsoever. We

changed that procedure to comply, but there are still many boats in New Zealand that have no bonding.

We do not have many wharf refuelling pumps in New Zealand but I remember one cabin boat exploding in impressive style at a wharf in Vancouver. We never produced another boat without full bonding of the system, and I always open the engine cover for full ventilation when fuelling or starting the engine.

My thanks to the *Vector* team and to Frank Hofmann for their contributions to this article. 🐦



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Is IFR within reach of the GA pilot?

Obtaining my IFR just over ten years ago opened up a new dimension to flying for our family. It has proven both challenging and highly rewarding. But it's not for everyone.

Some aviators are simply not interested in flying IFR, in the same way that many pilots leave the aerobatics to those enthusiasts. But the skills many VFR pilots

use squeezing their planes onto a challenging backcountry strip or expertly navigating through difficult flying conditions are very complementary to IFR flight.

Technology has changed. I want to start with technology – a topic in the middle, you could say. IFR today is a much more attractive option now than it has ever been.

An instrument panel of the past decade in IMC flight would look very like that of the well-equipped C172 pictured above. When we fly VFR, our eyes override any contradictory movement our inner ear senses. This changes when there is no horizon for our eyes in cloud (IMC). The inner ear plays tricks we learnt when doing our PPL papers, and the IFR pilot must focus on and trust his/her instruments. The most important instrument must be the artificial horizon (AH), placed in the prime spot for this very reason.

When flying VFR we are using our standard field of view of 114 degrees plus our peripheral vision. Scanning the AH in IFR flight, the field of view has narrowed to a tiny 6 degrees. There are about 2 inches of real estate that move inside the AH for the pilot to determine their pitch and bank angles, which by and large ticks the aviate box. The pilot must continue their scan to navigate.

A quick count and there are eleven 3 inch instruments all telling their story and most, if not all, of these need interpreting correctly to create your situational awareness. So it is aviate, navigate (scan



11 gauges) plus T&Ps, fuel, oh and communicate or at least ask ATC to stand by.

There are many pilots of the past and present who master IFR to an incredibly high standard in our GA planes with the steam gauges. Remember it is barely ten years since our airliners transformed from the humble analogue to the fly by wire.

If we were making a case for instrument flight today based on all those past limitations, it would be a ridiculous proposition.

What has today changed for you and I is the modern GA pilot flight display (PFD), as illustrated above.

With synthetic vision and a much wider field of view of approximately 30 degrees, the pilot is now five times closer to the VFR field of view than with the old AH. Certainly about the same field of view from which most large screen TVs are viewed. The view for the pilot is now very similar to flying VMC. The pilot can aviate easily and situational awareness becomes a snitch.

Also available at a third of their cost, as recently as last year, are good quality STC auto-pilots. Some with flight envelope protection, but most with a straight and level button that will bring the plane back to S&L if you are having a bad day at the office hand flying. We all know we have to be many miles ahead of the plane when flying. Auto-pilots allow you to put greater focus on the other issues of IFR flight. The new generation of PFDs coupled to the auto-pilot has brought IFR a lot closer for many GA pilots.

Poronui and beyond



By Ross Weinberg

Poronui – a legendary farm in the middle of the North Island – is a place that has always been on my radar. For decades it has been a haven, providing the way out to the lower country to the north of the Boyd/Ngamatea on my frequent hunting forays into the Kaimanawas.

On a previous road visit to Poronui, Mark McClashan had sown the seed of a landing on Poronui strip. After many phone calls and emails, a date was set and an email sent around the mailing list of the Waitomo Aero Club members.

Saturday 5 May dawned a bit gloomy; low cloud base with a chance of rain in the arvo, but the decision had been made so a briefing at TT at 10.00am and then we were off. Around Mt Pureora, in the skud over the saddle and into the Taupo basin. There was low cloud on the hills to the east of Taupo so we had to cross the range near Clements Road and into a clear sky, power back and into a L/H downwind for a 36 landing.

Six aircraft made the trip from TT and then Hamish Ross showed up from Hastings in C172 ZK-BHP. A cold

nor-wester kept the conversations brief then we cranked up for the five minute trip to Lochinver strip (NZRK).

That keen wind had sharpened the appetites, so the call was made to have lunch, the fuel tanker parked in the manure bin serving as the picnic table – at least it was out of the cold.

With appetites replenished, the next stop was the Centennial Park fifteen minutes away (home of the Taupo Gliding Club), with a stream landing as before.

Tom Anderson and Hugh de Lautour were there to meet us, and we all parked ourselves in the clubrooms with the heaters going full blast to warm up. An interesting half hour ensued with Hugh recounting his commercial flying life, starting with training in Wanganui, Friendships with NAC and finishing with the last 747



to Rosewell boneyard in USA.

Another ten minute flight had us landing on the Riverlodge strip, near Broadlands. An interesting chat with the local manager then everyone was keen to get moving with the next stop Tokoroa; 26 miles to run to NZTO, saw us abeam the town and straight in for runway 31. With a lowering cloud base and not much happening at NZTO we decided to head home, back to Cambridge for me and a touch-down at 4pm with 2.0 hours and a few new strips to log.

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Grand theft propeller...

Can a mechanic hold a part hostage?

By Mike Busch, pilot, CFI, A&P, IA
(With thanks to Mike Busch and AOPA USA)

The mechanic who phoned me sounded agitated. He'd been an A&P for quite a while, but had earned his inspection authorisation relatively recently. During an annual inspection of a 1950s-vintage Piper PA-22 Tri-Pacer, the IA discovered the aircraft's metal, two-blade, fixed-pitch Sensenich propeller was severely corroded.

The prop was so badly corroded that not only did the IA consider it unairworthy, he seriously doubted it was repairable. Consequently, he advised the owner of the Tri-Pacer that the airplane needed a new prop. A corroded propeller may make an aircraft unairworthy. An aviation safety inspector can issue an aircraft condition notice requiring an unsafe condition to be corrected before further flight.

The owner was not happy about the IA's verdict and initially resisted his recommendation, but he reluctantly agreed to pay for

a new propeller and told the IA he wanted the old propeller back. When the IA inquired why, the owner indicated he was planning to list the old prop on eBay in hopes of getting some money for it to help defray the cost of the new propeller.

The IA was horrified. "You can't do that," he told the owner. "What if someone put that horribly unairworthy propeller on an airplane and it failed and caused an accident?" The dispute over the corroded propeller escalated. The owner demanded the old propeller and the IA refused to release it. On the recommendation of a colleague, the IA called me for advice.

Whose prop is it?

I waited until the IA had finished relating his tale of woe. Then I unloaded. "It's not your prop, it's his prop. If you don't give it back to him, he could file a police complaint against you for theft. Give the man his prop back!"

"But he says he's going to put the prop up for sale on eBay," the IA protested. "What if someone buys it, puts it on an airplane, and the plane crashes? What if that happens and the authorities trace the bad prop back to the owner and then back to me?"

But the owner hired the IA to perform an annual inspection on his Tri-Pacer. The IA's regulatory responsibility is to make a professional airworthiness determination of that aircraft, and he did that. He determined the aircraft was unairworthy because of the corroded prop, and that the prop needed to be replaced. The owner agreed to replace the prop, so the IA's job was over. "Give the man an invoice and as soon as he pays it, give him back his airplane and his old prop," I said.

What the owner does with his bad prop is not the IA's responsibility. The IA can recommend to the owner that if he lists the prop for sale on eBay, he should represent it as being in un-serviceable condition. But it's the owner's prop and he can do whatever he wants with it.

Suppose the owner had refused to replace the corroded prop on his Tri-Pacer. The IA would have signed off the annual as un-airworthy and given the owner a signed and dated discrepancy list stating the propeller was unairworthy because of corrosion. Then he would have released the Tri-Pacer back to him, corroded prop and all. The IA couldn't force the owner to replace



the propeller, and once the owner paid the invoice the IA would have no authority to hold the airplane.

Personally, I would have no problem with the owner putting the prop up for sale on eBay so long as he described its condition accurately in his ad and included a photo showing its condition. Maybe someone would buy it and hang it on the wall. If the owner's eBay ad represented the prop as being airworthy, he might possibly be in violation of FAR 3.5 (Statements about Products, Parts, Appliances and Materials), but I've never heard of the FAA bringing an enforcement action against an individual aircraft owner for violating FAR 3.5. The mechanic could not get in trouble for giving the owner his prop back, but he could get in big trouble by refusing to do so.

Owner and mechanic responsibilities

The FARs provide clear guidance regarding owner and mechanic responsibilities for maintenance. As a general proposition, the FARs place the responsibility for what maintenance is done and when it is done on the aircraft owner, and the responsibility for how the maintenance is done on the mechanic. When it comes to airworthiness, FAR 91.409 (Inspections) requires an aircraft owner to have his aircraft inspected and an airworthiness determination made by an IA once a year. During the remaining 364 days of the year, it is the responsibility of the pilot in command to determine airworthiness (FAR 91.7, Civil Aircraft Airworthiness).

Many aircraft owners do not own up to their full regulatory responsibilities regarding maintenance, and they frequently abdicate many of those responsibilities to their mechanics. Many mechanics also take on responsibilities that properly belong to their aircraft-owner clients, and in doing so expose themselves to liability that they shouldn't be exposed to.

In the case of the Tri-Pacer, it was the IA's responsibility to inspect the aircraft and to make a regulatory determination that the corroded propeller was unairworthy. It was the owner's responsibility to decide what, if anything, to do about that.

The owner might have tried to find some other mechanic to inspect the propeller and declare it airworthy. He might have elected to send the prop to an FAA-approved propeller repair station for repair. Or he might have elected to do what he did: replace the prop with an airworthy one. All that would have fallen into the category for which the owner is responsible, not the how category for which the mechanic is responsible. The owner could ask the mechanic for help in determining his options, but the decision is the owner's to make.

Who can ground an aircraft?

FAR 91.7 forbids a PIC from flying an aircraft that is unairworthy, although FAR 21.197 (Special Flight Permits) allows the FAA to grant special dispensation to fly an unairworthy aircraft (usually for repositioning purposes). There is no FAR that empowers a mechanic to ground an aircraft. Mechanics are not the safety police.

Airworthiness safety inspectors (ASIs) work at the FAA's 80 flight standards field offices (formerly known as FSDOs), and they are the safety police. An ASI has the authority to ramp check an aircraft and hang an Aircraft Condition Notice (Form 8620-1) on it requiring that a specific unsafe condition be corrected before further flight. An A&P has no such authority.

A vindictive mechanic who wants to prevent an aircraft-owner client from flying his aircraft could conceivably call an ASI and try to persuade him to come out to inspect the aircraft. I think that's poor form, to say the least. It's like calling the cops to complain that your neighbour is playing his stereo too loud, instead of calling the neighbour and asking him nicely to turn down the volume. In my view, a mechanic who 'calls the cops' on one of his clients (except in the most extraordinary circumstances) should be avoided. ✈️

Note that while this article refers specifically to the situation in USA, it is a reminder that owners should be aware of their responsibilities with regard to maintenance of their aircraft. (CAA rule 91.603 is the equivalent to the rule referenced above)

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Trip of a lifetime

AOPA's annual Blue Light Day provides youngsters throughout the country with the opportunity to experience small aircraft flight. Initiated by the Rotary Club of Drury back in 2010, AOPA members have come on board to help make it happen.

For the volunteer pilots it's an opportunity to give back to the community – and they generally enjoy the event just as much as their young passengers.

Blue Light is a registered charity run by the NZ Police Force's community policing youth programme. For over 30 years Blue Light has hosted activities and events for youngsters that are free from drugs, alcohol and violence. For National Programmes Co-ordinator Warren Sloss, it's all about bringing young people and the community together.

Blustery conditions this year saw the annual Raglan pilgrimage deferred, but blue skies followed and sixty young people and supervisors departed North Shore and Ardmore for Raglan and the experience of a lifetime. A scenic flight followed by team events then fish and chips at the Domain: what could be better?

Further south, despite early concerns about the adjusted date for the event, forty-five kids, parents and police officers from Horowhenua, Paraparaumu, Porirua and the Hutt Valley gathered at the Kapiti Districts Aero Club rooms. The weather was blue-sky perfect and the flight out around Kapiti Island, taking just under half an hour, proved a real hit.

Many thanks to Kapiti Districts Aero Club and their instructors, who offered on the ground assistance, Kapiti Airport Company and Airways, who waived their fees for the Blue Light flights to the tune of \$420.

A very special thanks, as well, to all the AOPA pilots who volunteer their time and aeroplanes, from all the young people, supervisors and the Blue Light team. Anticipation is already building for next year!



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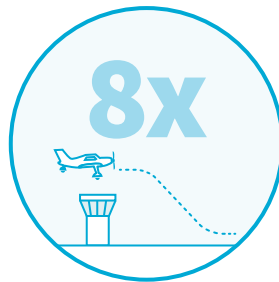


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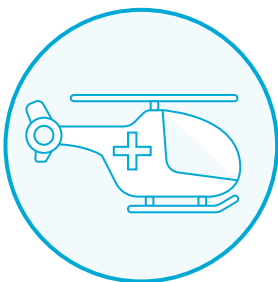
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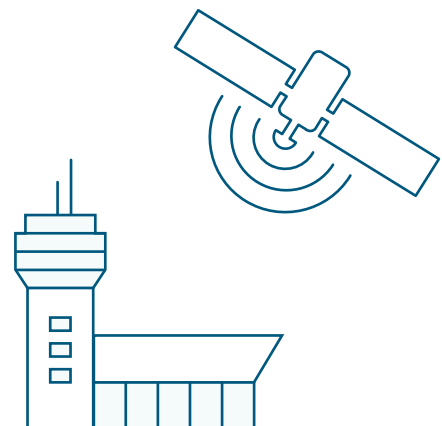
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