Approach

THE NEW ZEALAND AIRCRAFT OWNERS AND PILOTS MAGAZINE
AUTUMN 2019

Getting your floats on
Maximising your apps
Helicopter highlights
Canadian safari

AOPA EVENTS • INDUSTRY NEWS & VIEWS • COMING EVENTS AND MORE

Approach

***ISSUE**: Autumn 2019*

ISSN 2422-8230 / 2538-1083 (*Online*)

Coming events

- *AOPA 2019 AGM, dinner & biennial Christine Taylor memorial Golf Tournament Rangiora, 15-17 March*
- *Taildragger Weekend, Waipukurau, 15-17 March*
- *ANZAC Fly-in Hanmer Springs Easter 2019, tba*
- *Classic Fighters Airshow Omaka, 19-21 April*
- *AOPA Winter fly-in Omarama, 12-14 July*

For more information visit www.aopa.co.nz

Cover photo: Supercub on Lake Tarawera, December 2018 *(see pages 12-15)*

(Photo credit: Nigel Griffiths)

Contents

Regular Columns

AOPA (NZ) APPROACH Magazine is published by AOPA (NZ) Incorporated

Articles on relevant topics are welcomed. The editor reserves the right to edit submissions for clarity and/or length. Submission does not guarantee publication. Editorial submissions should be sent directly to the editor.

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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, PO Box 659, Wanaka 9343

Deadline for ads, articles and photos for the next (Winter) issue: **20 April 2019**.

President's Report

This is my last report before the AGM. I am keen to continue in my role as President of AOPA NZ, and hope that my style of leadership, combining facilitation with encouragement, will prove to be one our membership considers warrants another term.

AOPA NZ does not employ anyone in an 'executive role'. We have a committee of volunteers who work tirelessly, but who nevertheless have day jobs and/or other retirement activities. That being the case, we get a lot done (emails from Ian Sinclair at 2am are not unusual), however we have to accept that our limited resources cannot provide a full time 'CEO' type employee.

With this in mind our 'Exec', as we call it, does need to prioritise the work. As well as their own projects, the Exec strives to lead, facilitate and support members from all over the country in their efforts to do the work of enhancing 'our freedom to fly'. There are unlimited opportunities out there, vastly more than the Exec can undertake on its own. I would like to take this opportunity to encourage you to put your hand up to assist. We all see opportunities crossing our paths; the sentiment that 'someone should do something about this' is a common feeling.

As pilots, it is our freedoms that others are trying to shape, limit and – rarely – enhance… So we need to be the 'someone'.

It is ten years since Captain 'Sully' Sullenberger landed his A320 in the Hudson. I am sure I was not alone in feeling quite emotional about the way his training and experience had prepared him to make life-saving decisions and actions in the three minutes after flame out. It is our work in GA which maintains and enhances the 'stick and rudder' training opportunities which I believe are so important for tomorrow's pilots. However clever computers become, knowing when and where to turn off the autopilot and 'aviate, navigate, communicate' is a perennial skill I would like to see in the cockpit of the airliners I travel in. When that skill becomes an Artificially Intelligent robot then so be it, but I hope the AI machine will follow Sully's route and check all the isles are empty before being the last one off the plane…

The Queenstown Lakes District Council airfield issue has demonstrated our system working. Vance Boyd and a group of other members, together with Andrew Bowmar, our local Exec member, have been struggling with the new District Plan. Much of the plan is good, but somehow a rule about noise levels has morphed into a fixed distance of 500m from boundary to landing strip. This has major ramifications for members' strips, many of which are much appreciated destinations for fly-ins.

It has taken tireless work by locals and the Exec to identify the issues we are not happy with, and to identify the outcome we are aiming for. Once this work was done, finding a pathway to attain that outcome has become a more manageable task. I am pleased to report that it looks as though we will be able to work through this issue with the help of some consultant sound engineer reports plus letters. This is better than going to a full Appeal process, with its associated legal costs.

The other opportunity which I have been made aware of is the decommissioning of horse race tracks around the country. Have you one nearby which could be converted into a 'local body' owned airfield? Let me know if you want help with one of these projects.

I hope you have been able to register on the IAOPA 'Flight Training' offer. Remember, you go to our website – aopa.co.nz – then slide down through the member benefits column until you get to the IAOPA offer, which you click on and then register. You will need your membership number.

Hope you have had a good summer of flying. We are looking forward to some settled autumnal days in our wonderful country.

Steve Brown, President

Need something for your aircraft?

Please don't overlook the people who support us.

It is with the support of our advertisers that we are able to publish this quarterly members' magazine.

As you browse this issue, take note of our advertisers and make a point of rewarding their commitment by utilising their services and products whenever possible.

AOPA News

AOPA AGM, Inter-island Golf and more coming up in Rangiora

The 2019 AOPA NZ AGM takes place in Rangiora on 16 March 2019 – and with the entire weekend jam-packed with fun, food and flying, it's not too late to get it on your schedule and come along!

The biennial inter-island Christine Taylor Memorial Golf Tournament will be held on Friday after a light lunch; start time 1.45–2pm at the Rangiora Golf Club. Hotly contested in previous years, you don't have to be a top golfer to partake (but your team will be eternally grateful if you are!).

Friday's BBQ dinner will be hosted by our president Steve Brown and his wife Sue.

Saturday morning promises some fun local flying. Meet at the Rangiora Aero Club to be briefed on the fly-around plan.

The AGM will be held at 3.30pm at Rossburn Receptions, Northbrook Museum, Spark Lane, Rangiora. Take time before or after the AGM to check out the museum - visit www.rossburn-receptions.co.nz for a sneak peek. Dinner will be at Rossburn.

A van will be available to transport attendees between venues. Please confirm your attendance at www.aopa.co.nz and book accommodation as soon as possible.

AOPA Calendar 2020

Thanks to all the members who sent in photos for this year's calendar, and congratulations to those who got to see your favourite aircraft included.

The wide variety of both aircraft and locations was amazing. We're aiming for that and more for the 2020 edition, and now's the time to start thinking about having a go.

Keep your camera at the ready during aviation-related activities throughout the year. We'll be calling for entries in October so the calendar can go out in December along with your Summer magazine. High resolution photographs are essential.

Changes in the aviation insurance world

As of December 1, Boston Marks Insurance Brokers NZ Ltd/ Avsure Aviation Brokers has joined forces with Crombie Lockwood (NZ) Ltd. Crombie Lockwood (itself part of the Arthur J Gallagher group – the world's fourth largest insurance broker) has more than 900 staff and 27 offices from Kaitaia to Invercargill.

Arden Jennings assures us that we can expect the same level of service from our Avsure broker as previously, but with the added benefit of Crombie Lockwood's established negotiating position and access to global resources.

Boston Marks/Avsure will be continuing its Aviation specialty business, and staff in New Zealand, Australia and the UK will remain the same. If you have any questions about this development, contact Arden – see advert on page 8 for contact details.

A warm welcome to new members:

John Ainsworth, Christchurch, Cessna 150H CXL; Grant Bisset, Wanaka, Cessna 172 VH BFQ; Lindsey Cameron, Rotorua, Reims-Cessna FRA150L TDI; Gavin Craig, Geraldine, Piper Pacer PCR; Shane Gaughan, Rangiora, Just Superstol KAB; Hayden Gould, Ashurst, Cessna 182R OFC; Bernard Harmon, Kaikoura, Cessna U206G MIF; Nathan Hughes, Cambridge, Savannah S LCF; Sean & Liz Husheer, Hastings, Cessna Skywagon 185F DWW; Peter McCarthy, Palmerston North, Piper PA-28 DUN; Hamish Mitchell, Christchurch, Piper Pacer PA20 ZTH; Tim Pearce, Marton, Cessna 182R OFC; Simon Pemberton, Geraldine, Cessna A185F MDY; George Richards, Auckland, Bellanca 1730/a VIX, Falco Sequoia SMR; Ashley Robinson, Christchurch, Alpi Pioneer 200 LPE; Pete Trewavas, Nelson, Piper Cub replica CA 18-100 CMR; Jonathan Wallis, Wanaka, Cessna T210N ETI; Tim Ward, Christchurch, Europa Monowheel Classic TIM.

Digital Review

The review of the computerised components of AOPA's activities, including the member-accessible part of our website, how we administer our services, work together as an Executive, and interact with our members, is well underway, but we welcome your input.

If you would like to contribute to the process by sharing your thoughts and ideas, please contact Exec member Ian Sinclair, email ian.sinclair@aopa.co.nz or ph 027 4324150.

Gisborne & Hawke's Bay Airspace review

CAA's airspace review for Gisborne and Hawke's Bay is now open for consultation.

The closing date for submissions is Thursday 27 March 2019. Details for the submission process are on the CAA website at www.caa.govt.nz

Check the webcams

Further handy weather webcams have recently been added to our website, but please do remember to check currency when using webcams. Rely on webcam information only if the camera is showing a current time and date.

Check out the latest coverage of met webcams via www.aopa.co.nz and then in the left hand column on the home page you can click on AOPA NZ webcams.

From the Vice-President

By now you should all have received and responded to the series of survey questions forwarded to all members. A great deal of your Executive's work goes into trying to create an environment in which you can safely and happily fly, with some Executive members putting in huge hours on your behalf at their own expense. Our workload is prioritised based on our perception of the issues that you most want and need addressed. This survey is a genuine attempt to discover what is most important to you as members.

Ian Andrews is doing a huge job for you through the Aviation Federation with regards compensation/benefits of putting in ADS-B. You may be tired of the ADS-B stories, but it is interesting that in the US there is a movement towards adopting new technology when the aircraft goes into the avionics shop. Indeed, there is a big push by avionics manufacturers to put latest tech into everything. Rather than changing airframes, aircraft builders are trying to outdo one another in avionics. Good quality legacy aircraft are in demand as they are a good option to upgrade, with all the benefits at a quarter of the cost.

My guess is that, as in most things, we will follow the trend in USA, and that will put huge pressure on our avionics shops. It's hard enough now getting something done in a hurry. I can't see that improving with increased demand and the avionics industry somewhat snowed under already.

By the time you read this magazine, the summer flying calendar will be well underway. I hope you are enjoying a safe but exhilarating flying season before our weather changes.

Graeme Donald, Vice-President

Out and about at Healthy Bastards Omaka 2019

Row 1: A great day out; Paul Hood, Dave Baldwin and Graeme Donald; avid crowd. Row 2: Andrew Bowmar; judges; Colin Bell and Dee Bond; Bev Ryder, Lynette Hood and Marie Donald. Row 3: Bruce Brownlie, Ian Andrews, Duncan Sharp, Tim from the Tower, Mark Woodhouse; Murray Paterson and Ian Sinclair; Grame Donald.

Spit Island

By Andrew Bowmar

Fiordland is notable for its lack of suitable areas in which to land most GA aircraft, however, one of the more significant beaches that offers reasonable access is Spit Island.

Located in Fiordland at a point nearly 400nm further west than Wellington, Spit Island has no landmass to protect it from the weather of the Great Southern Ocean, so is not an area to be taken lightly. Despite this it holds a significant place in the history of both Maori and Pakeha.

The Maori battles at Spit Island were between the Hawea and Ngai Tahu tribes, and originated on the Otago peninsula in 1780 when local Hawea rose against Ngai Tahu settlers, killing several before fleeing to Spit Island.

Vowing revenge, Tarewai (from all accounts a large, powerful man) pursued the Hawea to Spit Island.

With its flat top and steep cliffs, Spit Island made an ideal fortress for its defenders, but they were eager to take the initiative. As Tarawai's war canoe lay in the bay overnight, a Hawea warrior swam out and attached a flax rope to the bow and it was hauled ashore where the occupants were slain. It is thought that Chief Tarewai, although mortally wounded, managed to escape and swim to Cavern Head, and that the petrified body discovered here in 1877 is that of the Chief.

Upon hearing of Tarewai's demise, another Ngai Tahu Chief, the great Maru, swore utu, and set out to Spit Island.

Under cover of darkness, he and his warriors snuck into the bay, concealing themselves among the rocks at the foot of the fortress. In the early morning one of them dressed in a sealskin and flopped up out of the surf. With limited resources, the unsuspecting Hawea leapt down to secure this welcome food, and were caught in the ambush and slaughtered.

Later that morning a hunting party of Hawea returned. Seeing what had happened they fled up the coast to Bligh Sound and hence became known as the lost tribe, living in the vicinity of the Wild Natives River.

The local whaling station also had a rather morbid start when, in 1822, Captain West was severely injured by a whale and subsequently died and was buried on an island at the entrance to the Sound.

Lying just to the east of the sandy beaches, Cuttle Cove is recognised as the safest anchorage in Preservation Inlet. With a permanent stream, an easy beach and a flat area, it was the ideal spot for a whaling station. Purchased in 1829 for 60 muskets, it closed in 1836 having produced an average of 150 tons for its eight years in service.

Gold also drew Pakeha to the region, with a 16 ounce nugget picked up on a beach on Coal Island, within a couple of miles of Spit Island. This nugget, and the subsequent riches found on Coal Island,

led to exploration of the mainland, initially the deep ravines of Wilson River and Sealers creek, which lead from the high plateau behind Puysegur Point down towards the sea.

This gold was embedded in a quartz reef, hence a quartz crushing 10-stamper battery was transported on an 8km tramline from Kisbee Bay up onto the plateau and along to the gorge, where it was sledged down into the Wilson river gorge. At the end of its first year 875 ounces had been recovered, but the reef ran out quickly with production tailing off and it was finally closed down in 1901.

Fortunately, as this site's production faded the quartz reef was found again at Te Oneroa and another 10-stamper battery was brought in. The town of Te Oneroa was laid out on the foreshore below the battery, in its heyday of 1896 producing 3420 ounces. Other batteries in the area were the Alpha on Sealers creek and a 5-stamper at Cuttle Cove.

A couple of miles north of Spit Island is Isthmus Sound, where in 1910 a smelter was constructed for the Tarawera mine. The smelter was required due to the mix of gold, copper, silver and lead form this particular mine but the operation proved too expensive and the smelter was closed down, today leaving only the reclining brick chimney, one of the most extraordinary sights in Fiordland.

Back to flying…

The Gruman Widgeon serviced the area in the 1950s, with aviators of that time on including John Murdoch, Tom Neave Snr and Jnr, Barry Thomas, Allan Johnston, Hunter Hamilton, Russell Baker, Ian Udy and Phil Kean.

The beach itself is generally firm in the tidal zone but rapidly becomes soft just above it. Landing and take off is best undertaken within two hours either side of low tide.

Generally landings are to the south-east, which gives an easy and uninterrupted overshoot for the initial wheel run, but means a curved right-hand approach with an outcrop of rocks on short finals.

As the beach is soft above the tidal zone, care is required when taxiing. If you are in a group, roll out on the tidal zone and park to ensure subsequent aircraft are able to overshoot. If this means taxiing to the other side, don't cut the corner, it is soft.

Sandflies thrive here. Enough said…

Like most of our backcountry strips, Spit Island is an area that we are privileged to visit. Make sure you've prepared yourself and your aircraft in order to get maximum enjoyment from that privilege. Get current and be able to fly a stable approach and run a wheel along the beach comfortably.

A landing on Spit Island is often the culmination of a flight through Fiordland. Fuel, time and weather are three essential ingredients to making this a memorable trip, and it is worthwhile delaying plans until all three are on the table.

If you like the idea of visiting but would like more details, feel free to pick up the phone and call.

On safari in Canada

By Shelley Ross

It's around 3pm on a day that's thrown more weather decisions at us than we really need. As the horizon finally stretches out clear ahead, it's time to turn our attention to a new challenge – Quebec City airspace is about to receive an Australian invasion.

Quebec's approach frequency is full of fast-paced chatter between local pilots and ATC. In French. We employ the 'see and avoid' method like never before and keep a firm eye on the looming airspace step. The ATIS is in English, so we at least know the duty runway to expect.

As the first of us makes the inbound call in an unmistakeable Australian accent, there is momentary silence from ATC then the duty controller switches to excellent English to clear our three Cessnas and a Bonanza into his airspace. Despite having a dance card full with inbound and outbound jets, our new friend is patient with our request to track via the magnificent St Lawrence River and we're soon safely slotted into the circuit and rolling out on about a tenth of the available runway.

It's mid-August and we're several days into our 16-day Canadian air safari. A long time in the planning, it is more than measuring up to expectations. Rossy and I are travelling with Melbourne friends, Don and Suzy Ross and Steve and Lyn Weber.

After researching thoroughly, we opted for a fully-guided safari, settling on Canada-based Air Safaris International (ASI). Using a local operator allows you to access the benefits of local expertise and contacts, saves on the pre-trip research and ensures you don't miss out on the best the country had to offer. ASI founder and tour director, Clare McEwan, organised an itinerary that roughly followed his Eastern Canada Explorer, with a few tweaks for our particular preferences.

Taking off from a regional airport near Toronto, the route takes us northwards along the eastern shore of Lake Huron, overhead the thousands of tiny islands dotting the coral green waters of Georgian Bay. The shoreline is home to countless lake cottages, called 'camps' further north, that provide a holiday retreat for Canadian families. The properties range from small log huts to sprawling mansions. Mostly inaccessible by road, either the family boat or the float-plane tied up out the front tells us whether someone is home as we fly overhead.

We get a taste of this lakeside life, spending a couple of nights in a traditional Ontario summer lodge at nearby Killarney, before heading eastwards past Montreal to Quebec City, along the St Lawrence River out to the Gaspe Peninsula, across the gulf to the Maritimes (Prince Edward Island, Cape Breton Island and Nova Scotia), then back across New Brunswick. We pick up the St Lawrence River again here, and follow it through Quebec, Montreal and Ottawa airspace before heading back to our base near Toronto.

Our stopovers have been carefully selected, and all prove memorable. A private pilot himself, Clare has chosen tried and tested routes and destinations to give us a sample of eastern Canada's most dramatic and scenic landscapes, plus a little local culture.

Final approach for Charlevois airfield on the St Lawrence River; inset: Dining in traditional style, Quebec City.

Over on Prince Edward Island, we're given a multi-course cooking class by the head chef of a local seafood restaurant. Another day, we're kidnapped by two brothers, fourth generation lobster fishermen, who haul us on-board and head offshore to share a little of what's involved in their seasonal trade (seasonal because the whole bay freezes over in winter). Later, grazing our way through a stunning catch on the back deck of the boat, with good friends, a perfect maritime sunset and something cool in our free hand, is amongst the unforgettable memories of this trip.

Clare elected to appoint a lead pilot for our tour. Mike Brooker is an experienced commercial pilot whose local knowledge proved invaluable. He and Clare travelled

New Brunswick River, on the border between Canada and USA

in Mike's Bonanza. Each flying morning, Mike presented any weather considerations for the day, and talked us through procedures and frequencies for any controlled airspace. We were at liberty to take a different route from Mike, but saw little point in doing so, given that a lot of care had gone into the route that had been designed for us.

In the planning stages of the trip, we leaned on Clare for advice, from local phone options and sim cards, flight planning software and clothing tips, to countless websites for extra information. He guided us through the ultimately simple process of applying to Transport Canada for our Foreign Licence Validation Certificate. This involved emailing certified copies of our pilot's licence, medical and passport, and an English Proficiency form signed by an approved testing officer.

Of course, each pilot remains responsible for his or her own navigation and overall safe and legal conduct of the flight, but all the flight planning was done. We were given the Canadian equivalent of the ERSA (VFG), all the necessary charts and a detailed flight plan for each day's route.

In the preceding months, Steve and Don set themselves the task of tracking down an Electronic Flight Bag program similar to OzRunways. Most Canadians recommended ForeFlight Mobile, which proved intuitive to use.

Aircraft rental

The nailing down of acceptable aircraft took a bit more time. We gave Clare our preference for type and avionics systems, and he went in search. There were fewer suitable aircraft available than we were expecting. Most flying schools wouldn't release their popular C172s or C182s for 16 days. Other owners wanted the commitment of an unreasonable number of guaranteed flying hours per day, and some required a hefty premium on newer models.

However it was finally all sorted, and I was happy with my C172R owned by Brampton Flying Club, just outside Toronto. It ran well, had a very decent TAS, and was equipped with a familiar Bendix King avionics suite. Clare organised the hiring of good condition C182s for Don and Steve from private owners.

Before being handed the keys to our aircraft, we each underwent a check flight with a qualified instructor until he was satisfied we had the necessary competency to bring the plane and ourselves back in one piece and unbent. The check rides were scheduled for the day before safari launch and were flown in busy airspace with winds gusting to 30kts, so it was character building to say the least. They were surprisingly thorough, and proved a good opportunity to get a handle on local procedures. The three non-flying partners in our group had a great day sightseeing around the small rural village where we were staying.

We'd agreed early in the piece that all our flying would be VFR and a good thing too, for, as we were soon to find out, weather decisions were to play a big role in our day to day flying. The vast expanse of water making up the Great Lakes has a big impact on weather systems as they track eastwards across the country, routinely producing cells of rain and storms that we needed to avoid.

We were unable to fly Niagara Falls due to low cloud and drizzle, and were held up an extra day at Charlottetown on Prince Edward Island, waiting for weather over on the mainland to clear. As it turned out, there were plenty of activities to keep us busy. We were spoilt rotten by president Brian Pound and friends at the Charlottetown Aero Club, who went out of their way to help us with practical things like refuelling and parking, not to mention joining us one night at the local tavern to helpfully guide the boys through the maze of recommended ales on offer, apparently to give them strength for our onward journey.

Above: Quebec City charmed the group, as did valet plane parking (top right) in Charlottetown, Prince Edward Island!

Weather woes aside, nothing can dim the wonder of flying across some of the world's most picturesque countryside. Flying low and slow along the St Lawrence River puts us at eye level with the winding trails of boutique ski resorts that lined the northern bank of the river. Tracking eastwards around to the Gaspe Peninsula takes us over lush green patchwork paddocks and little riverside villages, each one home to those ubiquitous red barns and a magnificent church at centre stage.

In part due to its tumultuous history – a hundred years under French rule followed by another hundred under the Brits before finally gaining independence, Quebec City is charming and vibrant, the locals effortlessly switching from French to English and back again. We spend two days walking tiny cobblestone streets shadowed by sandstone churches and castles.

Way out east on the coast of the gulf, we spend a night at Perce, a windswept maritime town brimming over with wild tales of pirates and pillaging. When Rossy goes missing I'm not surprised; he's always been convinced he is actually a pirate. When he arrives for dinner with a parrot on his shoulder and an exaggerated limp, I know we're in for a long night of tales from the high seas.

From salty seadog towns to grand old hotels built during the laying of the Canadian Pacific Railway, our tour offers a memorable slice of a beautiful and sprawling country, and confirms, yet again, the privilege and relative ease of flying light aircraft on the other side of the world.

Bookending the air safari with a train ride across the Rockies, snorkelling with thousands of salmon off Vancouver Island and a day with a family of grizzlies in the Canadian wilderness reinforces how flying safaris always end up being about so much more than aviating.

Shelley Ross is an Australian journalist and flying instructor. For more on Shelley visit www.flyingtheoutback.com.au

ASI offer safaris in Canada, France and Australia. Visit www.airsafarisint.com

Summing it up

Three recent surveys drew a positive response from the membership, giving your AOPA NZ Executive an extremely useful snapshot of members' activities, interests and priorities. This information is invaluable for internal decision making and for external advocacy.

The option for individual feedback also provided a wide range of useful and well considered comments. Being able to backup our perception of the membership's thinking with some survey facts helps us stay focused.

Members offered positive feedback on the concise nature of the survey and the ease with which it could be completed. The brief (one to two minute) approach, with a targeted range of questions for each mini survey, seemed to hit just the right chord.

Some issues were encountered with sending email invitations to members from our website. This will be taken into account in AOPA's ongoing digital review. Responses aside, the survey proved a useful device to highlight this issue.

The three surveys gathered information on member activities, AOPA activities and benefits, and future issues such as ADS-B and IFR ratings.

The largest response was to survey three, 'Looking forward', with 34% of members invited responding. There were several factors contributing to this. It was the third survey, a reminder was sent, a second set of invitations was sent, and the survey was open for a longer period. Survey three was launched at about 9am on a Wednesday. Of the 320 responses, 260 were logged during the first day (within 15 hours), 51 were completed in the first hour, 198 were completed by 5pm. By the end of the fourth day the return rate was 309.

A useful option for future member communication will be to track emails with receipt requests, or similar, so we can tell when we 'miss' the target email account. Combining email invitations with texts announcing that a survey is running or that a new item has been shared may also work well.

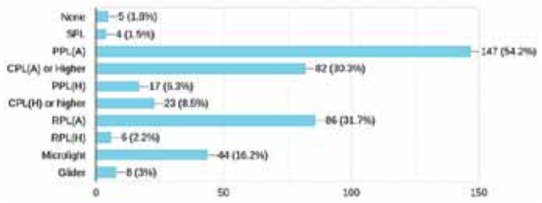
If you'd like to read the full results of each of the three surveys, go to aopa.co.nz and look in the Member area for 'Survey 2019'.

Survey highlights

Pilot Activity (Survey One):

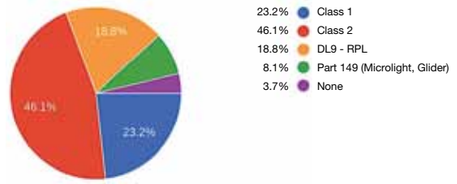
Pilot license or certificates held as at 31 December 2018

271 responses



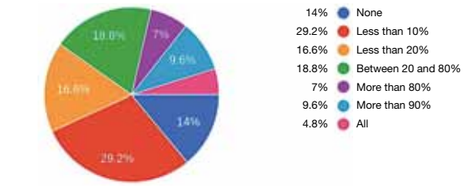
Medical Certificate held as at 31 December 2018

271 responses



Percentage of flights entering controlled airspace during 2018

271 responses

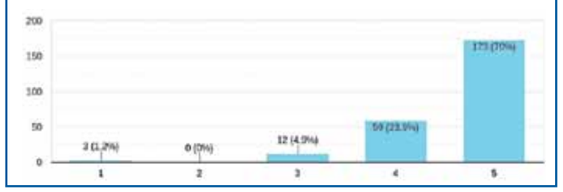


Member Benefits (Survey Two):

Respondents were asked to rate the importance of member benefits, from 1 (low) to 5 (high).

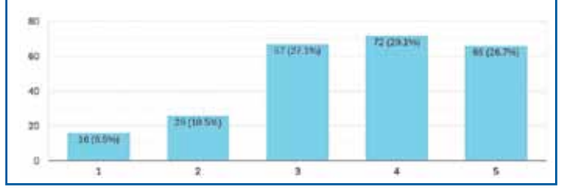
AOPA Advocacy

247 responses



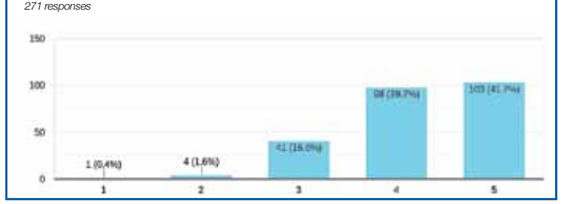
Fly-ins and social events

271 responses



APPROACH magazine

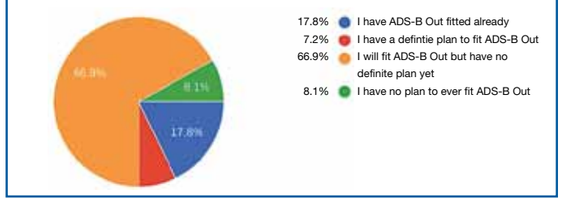
271 responses



Looking Forward (Survey Three):

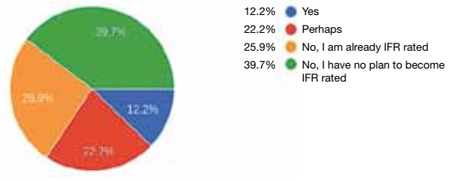
What is the ADS-B Out status of the aircraft you fly most often?

320 responses

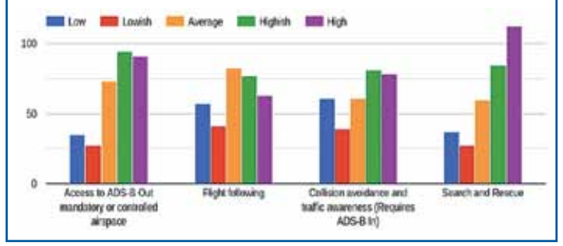


We are working with CAA to make the written syllabus for an IFR rating more relevant for today's navigation technologies. The practical flying will remain the same. When this new Syllabus is finished would you take the course and gain your IFR rating?

320 responses

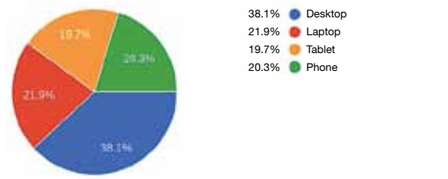


Rate the importance of ADS-B functionality to you for each of these:



What sort of device are you answering this survey on?

320 responses



Splashing out in a Supercub

By Sean Husheer

There are two general categories of aircraft. Supercubs, and the others.

The others can, of course, be furthered classified into types, such as single engine Cessnas, helicopters, air transport, jets, and gliders, for example. Supercubs can be classified into two types. Cubs on floats, and the other cubs.

The Supercub is rugged, forgiving, easy to fly and maintain, and has reliable STOL performance - the near optimal compromise for a working bush plane.

In 1937, a 40hp J3 Cub cost US$1300 (or, inflation adjusted, US$22,000). The latest model is the PA18 Supercub, first sold in 1949 with a Continental C90 for US$5850. Flaps and the more powerful 150 or 160hp Lycoming O320 came in 1954, making it really special. The 95 horse Supercub wasn't built after 1961.

Cubs are very labour intensive to produce and maintain, pushing up the price for a new one. A new fully-certified 2400lb 180hp Cub will cost you US$317,500. Ouch: someone has to pay for American liability insurance. But what an iconic production run. Eight decades and still setting the standard for other bushplanes.

Supercubs are great, but on floats they are incredible. The take-off run of a Cub on water is not much more than on land. They look better on water, land sweeter and take you to the best fishing and hunting. What's a Cub for anyway?

Biggest smiles come from float flying. If you've done float flying in a Cub, you'll agree. If you haven't got Cub time on floats, you probably should. Some people say a younger lover, cocaine in your tea, or thirty year old Talisker are better, but that is doubtful.

Float plane flying has undergone a renaissance in New Zealand in the past decade. There are several float planes in private ownership, including a couple of Cubs, and amphibious Cessnas. Auckland Seaplanes, Volcanic Air, Taupo Float plane and Te Anau-based Wings and Water provide first-class commercial air transport. A Picton-based float plane also provided growing and excellent service; it'd be nice to see a float plane operating there again. And there's been talk of commercial float planes in Queenstown.

Up until recently, it's been hard to get a float plane rating in New Zealand. Commercial operators aren't in the business of training sport pilots. If they did, it would need to be at commercial rates and in between real paying passengers. Running costs of well over $1000/hour are normal, making the five hour rating in a Beaver or Cessna 206 prohibitively expensive. Recently, experienced float plane skippers have stepped up and trained several Cub nuts on floats in a C90 powered Supercub on Lake Tarawera and irrigation lakes in Hawke's Bay.

Ross Macdonald, CFI of Central Hawke's Bay Aero Club, described the experience as providing, once again, the thrill of his first solo. Vince Payne, Nigel Griffiths and Hamish Ross had smiles that couldn't be wiped off for days after their ratings. The float plane smiles. The feeling of descending into a narrow lake arm and kissing the glassy water to gently rest on a deserted beach is as good as it gets in aviation.

Supercubs on floats can also be broken down into two types. The low-powered 100 hp trainers, and the load-hauling, puddle-hopping 160hp plus varieties. The former typically have Aqua 1500 or EDO 1400 floats, with design compromises more aligned for glassy water and lakes. EDO 2000 straight or amphibious floats are common and optimised for the 15hp cubs. EDO floats are still in production and the factory provides excellent service. A good operator can work sheltered inlets, lakes or rivers of only a few hectares. EDO, Wipline, PK and Aqua provide certified options. Clamar, Montana Float Company and Zenair Floats sell experimental. That competition keeps floats reasonably priced.

Currently, access to lakes in New Zealand is pretty good. In general, once you're on the water you're a boat. If there's no 5 knot speed restriction or restrictions from a lake's owner, you're good to go. That covers most of New Zealand's lakes.

Float planes are still novelty enough that you'll likely get a welcome pulling up to a Kiwi family beach – you might even trade a ride for use of a dock: barnstorming's return! But we need to be vigilant, so that as pilots we don't lose access to our waterways. Nigel Griffiths of the Back County Pilots Association has been bitten by the float bug, and is working on that.

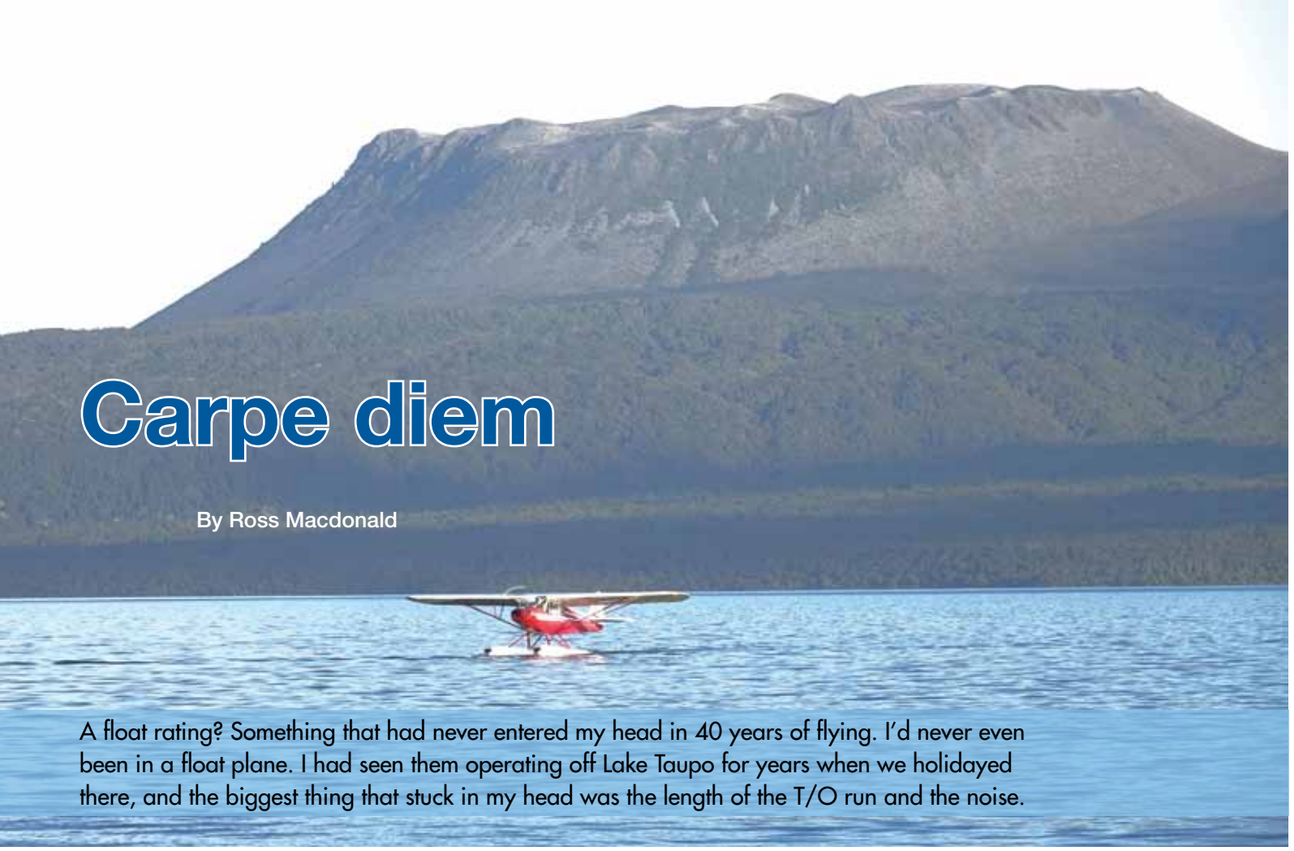
There's a lot to learn in a float plane rating. Boating experience helps with reading water conditions and docking. A 90hp Cub is perfect for teaching take-off technique. There's more time in the take-off run for new float pilots to feel when they get 'on the step', and hit the attitude 'sweet spot'. Get it right and you'll be rewarded with a spectacularly short take-off run.

In theory the technique is straightforward: full power and stick hard back. As the float plane gains speed, the water lifts the aircraft up, then as the bow wave moves back along the float you smoothly pitch it forward, lifting the tails of the float out of the water onto 'The Step' thus reducing water friction. Then accelerate up to flying speed and away. In reality the subtleties of perfect feel, timing and response make every take-off different. Then there's handling the dangers of boat wake, different loads and different waves – all by feel. Smooth use of controls and timing are critical. Conditions for returning to water change constantly. You will need to learn rippled water, glassy or mirror-like water and rough water handling. Glassy, where you have no depth perception, is particularly mental.

Then there's sailing backwards into a dock, beaching, turning while on the step, and gusty wind approaches. All are challenging and need to be mastered.

The Rotorua Lakes are a perfect float pilot training environment, offering so much variety in lakes and conditions.

If you're interested in getting a float plane rating, phone Sean Husheer, 021487433 or email shusheer@nzforestsurveys.co.nz



Carpe diem

By Ross Macdonald

A float rating? Something that had never entered my head in 40 years of flying. I'd never even been in a float plane. I had seen them operating off Lake Taupo for years when we holidayed there, and the biggest thing that stuck in my head was the length of the T/O run and the noise.

Then over the last two or three years, float planes started to appear in my subconscious. Firstly, Adam Butcher started flying floats at Te Anau and in Adam's well known, enthusiastic way, kept us well informed of his progress and newly acquired love for this very different form of aviation.

Next, Waipukurau local and club member, Lea Giblin, ex fletcher Ag pilot, received an AWA scholarship towards a float rating which she completed with Neil Kemp of Taupo Float plane. Apparently Lea had always held a dream to fly floats in Canada. I was interested in her experience and enjoyed the enthusiasm with which she related her first step in this dream. As an aside, Lea has, this past summer, become a regular pilot on the Taupo Float plane operation.

Lastly, I became closely associated with Sean and Lizzie Husheer from Hastings. Sean and Lizzie had, over a period of eight years, rebuilt a Cessna 185, which turned out to be absolutely pristine. I had the privilege of test flying the project then giving Sean a type rating in her. While undertaking this I noticed a huge set of amphibious floats stacked down the side of Sean's hangar.

"They're for the 185," Sean answered my questioning look.

"Oh, great," I said, while secretly wondering why you would want to spoil a beautiful 185 by putting those enormous things on it.

The calendar ticked over and the next thing I hear is that Sean has done some research and found out that it is nigh on impossible to get insurance on an amphib float plane for ab-initio float ratings. Apparently it's not a case of 'if' but 'when', so enter Sean's 90hp Cub, which had been pride of place in the hangar until the 185 came along. Apparently, a set of Cub floats had for some time been lounging about in Gavin Grimmer's paddock at Hastings airfield just waiting for such an opportunity.

Aviation is full of 'Gunnas'. I'm gunna do this, I'm gunna buy that… Sean Husheer is definitely not one of those. When Sean says he's gunna put the Cub on floats, get a float rating and be well prepared for when the 185 gets her new footware, you know it will happen.

December 2018 it happened. Cub on floats, test flown from an irrigation lake near Hastings, next stop Rotorua lakes.

The invitation to join Sean and a few others at Lake Tarawera to obtain float ratings was too good to turn down. Sure, I'll probably never use the rating, but something new to extend oneself and add a new skill keeps the passion alive.

A stop at the Downunder Pilot Shop in Napier on the drive to Rororua secured a copy of the Float plane Pilot's Guide, which was very useful in giving some understanding of what was to come.

The book mentions the accepted practice among float pilots, that if anyone takes off with the water rudders down, a

box of beer is the standard penance to be shared with observers. Unfortunately I had to come home early, so I missed out on the three boxes which would have been shared on the final night.

The five hours required for a first float rating was completed over three intense days on five of the Rotorua lakes. Conditions varied from a light chop, which almost rattled the fillings out of your teeth, to glass water, which, to the ignorant, would seem to be ideal, but which, to the rated pilot, is to be avoided.

A real buzz at my first water solo completed the journey.

Many thanks to Sean and Lizzie for the opportunity, our wonderful instructor for the calm instruction shown to five very different pilots of very different experience and backgrounds, and to the generosity of our hosts, who let us take over their holiday home and jetty on the beautiful Lake Tarawera. The locals welcomed our intrusion into this idyllic landscape, which was also very pleasing.

Watch this space. C185 amphib next??

Far left: Mount Tarawera displaying its violently volcanic past. Above: backing up to the beach and turning 'on the step'. Below: job done.

Thoughts on safety *from Paul Hood*

Aircraft Health is important to ensure safe flying. There are clear rules we have to abide by when it comes to aircraft maintenance, such as the 50, 100 and 200 hour services. There are also many other maintenance issues, pertaining to both engine avionics and airframe, which must be attended to according to a calendar schedule.

Your aircraft LAME (Licensed Aircraft Mechanical Engineer) will be aware of all these requirements, and they should all be recorded in the aircraft log. It is a good idea to build a good relationship with your LAME, and also to be aware of what's coming up maintenance-wise. Advance awareness will help mitigate any surprises, financial and otherwise.

One of AOPA's achievements has been to get the annual check changed to a biannual check. This is mainly an audit of the maintenance done by your LAME.

Between these appointments with your LAME, we pilots have the all-important job of doing a thorough pre-flight before getting airborne. The aircraft will have a layout of the pre-flight inspection in the manual, and this is a good place to start. You may have you own pre-flight routine and this is fine, as long as it covers everything that is in the manual's pre-flight.

The pre-flight check should involve checking all moving surfaces, ensuring that there are no missing counter weights, checking fuel drains for water and quantity, checking that tyres and olio are correctly inflated, checking engine oil, and that the leading edge of the propeller is free of chips and cracks. Any minor defects should be recorded in the aircraft log. Next are the checks after start-up and the run up check. Again, pilots have different means of remembering all the checks. Whatever method you use, it needs to cover everything that is in the manual.

Some modern glass cockpits will have a page with the start-up and pre-take off checks. We all generally know our own aircraft. If you are flying a less familiar aircraft, it is even more important to do thorough pre-flight and pre-take off checks, as every aircraft is different. Even within the same model there will be subtle differences. Also, a lot of the strip flying we do can be quite demanding on our machines.

Loading is another area where care needs to be taken. When the aircraft is getting near its max all up weight, it is good practice to do a weight and balance to be sure it falls inside the envelope. It is also wise to make sure luggage is packed and secured well, as loose items in an aircraft can be a danger. Weight and balance sheets can be found in the manual. There are also some good apps for doing weight and balance for most aircraft. AvPlan also has a setting to work out your weight and balance.

You also need to know the performance limits of the aircraft. Performance will differ in different circumstances, e.g. loading, altitude and climatic conditions all effect take off and landing distance as well as cruising range. Strip conditions will also affect your landing and take off roll. All the information on performance can also be found in the aircraft manual.

Before flying, be sure your aircraft has the required fuel on board, the flight fits with the performance requirements, the weight and balance lies within the envelope, and the aircraft is fit to fly.

Happy and safe flying in 2019.

Sometimes it's the things that go wrong that hammer home the important messages... and far better you learn from others' mistakes to save making your own.

We invite members to contribute to a new column sharing experiences and cautionary tales that might help increase safety across the board – anonymity guaranteed. To kick off, here are a couple of grass strip landings that didn't go according to plan... and YOU can learn from that!

Upskilling on safety: *"I learnt from that..."*

Making hay while the sun shines...

Early in 1978 we had two nieces holidaying with us while their parents were shifting farm. Once the move was complete, my wife and I flew the girls in our C180 to the farm strip on the new property.

I knew the strip had plenty of length in an open paddock and we landed following a sixty minute, uneventful flight. The strip was the only part of the paddock that was not planted in swedes, and was normally used for top-dressing the hill country. It had been out of the normal stock grazing rotation, so there was a very good cover of grass which had been cut for hay in the previous 24 hours.

We landed towards the east on a slight uphill slope with little wind. No drama. After a quick cuppa I took my brother-in-law for a fly around the high country to check that the muster for the stock count had been 'clean'. Viewing from the air is a good way to check.

After twenty minutes of stooging around the hill country it was time to land back on the strip, pick up my passenger and head for home. There was now an 8 or so knot south-west wind blowing. Being a tail dragger, we landed using a wheeler technique, and of course had to accept a slightly higher speed across the ground. We touched down and I needed to use a wee bit of left rudder and brake. By this stage the tail was on the ground, but all of a sudden with NO warning the plane started to go quickly left out into the swedes and nothing I could do helped to keep control. Abruptly, 50m out in the swede crop, we completed a ground loop at speed. The right leg broke at the attach bolt holes for the main wheel, while the wing dropped to the ground, breaking the main spar and damaging the tail plane.

On further investigation it became obvious that when I had touched the left brake, the freshly mown hay that had built up in front of the left main wheel acted like a brake, which caused the change of direction into the swede patch. There was a clean strip in the fresh hay which started narrow and got wider as we headed towards the crop of swedes. At the edge of the swede crop, the left wheel did roll over the huge build-up of grass in front of the wheel, but it did so too late to correct from the ensuing ground loop.

Moral of the story: while freshly mown grass looks okay to land on (particularly if it's heavy enough to harvest for hay or silage), don't be complacent. Small wheels don't easily roll over the lump of grass that can build up in front of the main wheels.

The day finished with us arranging a flight home with a friend, then being without an aeroplane for many months – as well as necessitating a lot of explaining to various people.

I learnt a lesson that day!

I learnt a lesson that day, take two...

It was summer in the South and the grass in the hay paddock was about two feet high. I thought I was doing the right thing by mowing the airstrip, making it safer for planes to use. Living where we do, I had always wondered how long was too long for grass on a landing strip.

My family and I were on a return trip home from Christchurch. It was raining and a southerly had been blowing through, on and off, for most of the day. On our return we flew over the mown strip to check it out. All was looking good, with little to no wind, and I set up for finals. As it's a one-way strip, once you commit you know you're going to land no matter what. All was looking normal – well, as normal as it gets for me!

We touched down near the start of the strip, as planned, then went through the drills of 'dancing left, right, rudder, brake' to try and kept the old girl straight. Within a few metres, I got the fright of my life when I looked out the window: grass was rapidly building up in front of the wheel, which had stopped rolling.

Holy heck, I thought, she was going to come around fast. But, as luck would have it, she just slowed up and veered slightly to the left. The old ticker was pounding a few extra beats per second there for a while.

Later, talking to a couple of experienced pilots about this 'rookie move', they confirmed just how easily it could have gone pear-shaped. Next time I'll wait a bit to cut the airstrip, or I'll bale it sooner. Should I ever find myself in a similar situation in the future, I'll be staying off the brakes and letting her roll out.

What a way to learn a valuable lesson.

So many questions, so many options

By Ian Sinclair

Smart device moving map navigation apps. There is a lot to understand about your Android or iOS portable device's navigation app. We love them, they are everywhere, but do we really know enough about our favourite co-pilots ?

These apps do not need to adhere to any published aviation design standard and are not vetted or certified from an aviation standpoint. Each app designer adds features that they think will give them a commercial advantage. Each app designer approaches the task in their own way.

For the safe and accurate use of your app you need to know how it works, and you should know the answers to specific questions.

If your app uses a digital copy of the official published charts, digital copies of the official published VFG pages, airport attribute data, published waypoints, locations of features like navaids and obstacles, or airspace rendered from a database:

- How is the data updated?
- Do you manually choose when to update the data or is it automatic, decided by the app?
- How can you verify the data version you currently have installed is the correct version, compared to the current official published data version?
- Is the data fully loaded onto the device so that it can run offline, even for content you have never viewed before?
- Does your app choose when to invalidate the data without you explicit permission?

For airspace rendered from a database:

- How can you confirm all of the published airspace is presented in the app and it uses the correct boundaries and heights?

For terrain height warnings and 3D terrain rendering:

- What is the resolution of this data?
- What is the quality of the data?

If your app depicts other traffic on the screen:

- Does this only work when the device has a working internet connection?
- Does it only show traffic that is running the same app, and when that traffic also has a working internet connection?

If your app offers flight following or flight tracking:

- Does this upload to the host site in real time?
- Does it only upload when you have a working internet connection?

When you add your own user waypoints or use other user created waypoints:

- Do you know the format(s) available to enter new waypoints?
- Do you know how to change the app's default waypoint format?
- Can you differentiate between a waypoint you have personally added and a 'user waypoint' that has been shared with you from within the app?

Your app will show you your GPS status:

- Do you know how your app behaves when it loses GPS coverage?
- Does it tell you the quality of the GPS data it is currently receiving?
- What happens if your app freezes:
- How can you forcibly close your app?
- How long does it take to reboot your app?
- How long does it take to reboot your device?

If your app is using an external data source for GPS or AHRS:

- Do you know how to revert to the built-in data source if the external data source fails?
- Do you know how to keep the external data source updated with software patches?
- Does your app show you the status of the external data source?

I have my favourite app running every time I fly. It saves me stress and allows me to more accurately know my position, especially when operating around controlled airspace. No app is infallible. Like all things in aviation, we need to maintain them to a working standard and verify that they are fit for purpose.

Memoirs of a helicopter pilot

By Peter Avery

Through five years of contract fencing and deer and possum trapping after I left school, I pondered becoming a helicopter pilot. The catalyst was my interest in deer and the backcountry. My reservations were risk, cost, job prospects, and my tendency to get airsick.

The high accident rate in the late seventies confirmed that it could be a very hazardous occupation. Costs were then around $215/hr (before gst came in), which, after tax and expenses, represented 40 miles of fence or 10,000 possum skins. Advice that it would be very difficult to land a paying flying job came from numerous sources. Rather fewer sources assured me that the airsickness I suffered in both helicopters and light planes, often requiring a full day to recover, would probably pass once I was on the controls.

I was also worried about the academic side, as I was certainly not an overachiever at school, and back then all the CPL exams had to be taken in two days.

Then in April 1986 on a hunting trip in Fiordland, at 2am in heavy rain, a 300kg waterlogged bough broke off a tree, end-over-ended and landed on our tent. It destroyed my rifle, took some skin off my forehead, bruised a knee, but miraculously did not squash me. Next morning, waiting for the river level to drop with a slightly changed outlook on life, a Hughes 500 flew overhead. It felt like a sign, given I was now on bonus time anyway.

Within days I arranged an introductory flight at Ardmore. I told the instructor that if I got sick he wouldn't be seeing me again. I was fine and soloed eight days later. Eight months on I had my commercial licence in hand.

Leasing a Robinson R22, I used it to access the backcountry for possums for a season, then contacts enabled me to secure a job flying an R22 in northern California. The flying was predominately crop spraying with some survey and light external load work, which required doing an FAA licence and ag rating (more exams). We also flew for the local Sheriff's Department for a few weeks a season doing recon work.

Spraying up to 4000ft and with the high summer temps, confirmed what I had been taught at flight school about density altitude affecting helicopter performance. In my initial briefing, the boss, Wayne, told me that both R22s were owned by doctors and were not insured, then asked whether I thought I could go out and fly for one hour and not crash. Being a reasonably confident young fellow, I said 'sure'. He asked how could I be sure. "I'll give it an extra good preflight, fly extra carefully, won't push the limits, weather, fuel, etc, and won't do beat ups or anything crazy," I said.

His reply was simple: "That's how I want you to fly every hour." That advice has stuck with me, though it can be a challenge when working in a commercial environment.

More advice was offered by an older chap, Gene, who was flying for Erickson with the Skycrane. "Sonny, I fly logs with the Crane," he said when I asked about his job. "It's noisy, shudders like hell and we go up and down the hill all day. It's kind of like being in a 10 hour train crash. So you don't ever want to go helilogging."

I didn't like the sound of the extended train crash but flying all day got my attention.

I flew for Wayne for two seasons, flying deer recovery in New Zealand in between. He came down for a trip and wanted to try his hand at shooting from the helicopter. I explained the importance of shot placement, ie, $4/kg head/neck and $1/kg hindquarter. The first deer we got onto was a good stag in a bush gut. He used most of the twenty shots in the mag, but we did get the deer. He was sure it was neck shot, and it was. I didn't have the heart to tell him I'd seen at least two hindquarter hits. I told him he could have a job for the same money he paid me for spraying. He declined.

That winter I went to south Texas to fly cattle mustering and animal capture in a Hiller 12E, Bell 47 and Hughes 300. We

worked for numerous ranches, the largest being the King Ranch, well known in those parts. We generally trailered the helicopters and had a fuel tank on the truck. There was no GPS back then, so finding your way back to the truck in a heat haze over rolling brush country could be a bit tricky. We did have Loran, but signal was often marginal.

Nilgai antelope, originally from India, were becoming a problem on King Ranch, which claimed to have more than were left in India. The plan was to make some netguns, capture and sell the young ones to game ranches and the older animals to the works. We were at a gunsmith in San Antonio welding up our netguns when a Texan came in. “What kind of fish y’all gonna catch with that?”

When we told him, he warned that the big blue bulls could get a cowboy off a horse and kill him. This made us a little uneasy but they proved good to handle, prone to giving a strong kick and every so often a very loud grunt, which usually made us jump.

I recall one day hovering over the brush trying to flush out a bull and, when my shooter fired off the shotgun to help the job along, out ran three Mexicans. I’m not sure who was more surprised. They rapidly ran into a larger patch of brush and we got the bull. Well, they beat the wall.

Back spraying in the Gisborne area, I heard a Bell 214 ST (the largest of the Bell family) was coming to New Zealand for logging, and that they were looking for pilots. By then I’d done a reasonable amount of longline work and really enjoyed it. Against Gene’s advice, I applied and two of us were given the job on the proviso that we could land a reasonable tonnage of logs on the skid per hour. Off

Lifting a 3 ton load of pine logs in the Bell 214 ST, Gisborne area

we went to the Bell factory in Fort Worth Texas to be rated on the machine. It was an impressive helicopter, first built in the late 1970s for the Shah of Iran. The main rotor blades had a 3ft cord. Able to carry up to eighteen passengers, it had good range and was fast, boasting a Main Transmission that could run dry (no oil) for one hour. It could lift 3.5 tons on the hook.

Six weeks later it arrived in New Zealand. After removing a number of systems not need for our operation to reduce weight, we started lifting logs.

Around this time I heard that Wayne, my first boss in the US, had been shot down and killed while spraying coco in South America. He was in a fixed wing doing contract work in his off season. It was a sad day for me as he had given me my first real break, taught me a lot and became more friend than boss. He was a very keen aviator and had set various records in his time, including 26,000ft in a hang glider, lifted up under a hot air balloon then released. He flew a Robinson R22 to 19,480ft. He also flew 56 consecutive loops in a glider. I’m not sure whether this was a record, but rather him than me. He did say he felt a bit queezy around loop 35, but then came right.

The logging proved a steep learning curve. Using the old adage ‘slow down to speed up’, we soon worked out that it didn’t have to be a 10hr train crash. However, logging is very taxing on man and machine, with sometimes unavoidable bumps and bangs. We were lifting up to forty loads per hour, often at max weight. I enjoyed it, and much preferred being in the air to being on the ground.

The first year we flew 1100 hours on several contracts around New Zealand, with some general lift jobs as well. Into the second year the log price dropped, making it unviable. The boss suggested getting into logging higher value hardwoods, and soon after arranged a joint venture with Pacific Helicopters in Papua New Guinea. We were to use their Puma 330J helicopters, which had about the same lift as the Bell, working two crews per helicopter, three weeks on and three off. More exams for a PNG licence and rating on the Puma.

Our operation was east of Lae, with a large concession running from the coast up to 4000ft. We built a camp by the beach and started logging. It was selective, so needed a 250ft longline. It was also a haul distance up to 5km, so slower paced than the shorthaul pine logging back home. Finding the guys with the next log could be difficult. With most of the trees still standing, they often couldn’t see to clock us in. Small pencil flares helped.

Three things soon became apparent: we needed a larger helicopter to get a more merchantable log; the local villagers who owned the land were proving difficult to deal with; being selective logging, the blowdown from the standing trees was a real hazard to the guys on the ground hooking on the logs.

By this time we had quite a team, mostly Kiwi pilots and bushmen, as well as dozens of local villagers. Three Russian Mil 8/17 helicopters with a lift capacity of around 4.5 tons were leased. They came with Russian co-pilots and engineers, and a Russian instructor who did our ratings in camp.

To reduce the blowdown risk, we increased our longline length from 250 to 400ft. To get proficient with that length of line took time and patience. When a villager was killed by blowdown, the operation stopped until we could come up with a grapple system that required no people on the ground to hook up.

This done, we were able to return to the shorter 250ft line. The grapple also gave us the flexibility to move quickly to different areas in the block to avoid fog, etc, without having to move the ground crews. The big challenge was that the pilot had to find all the logs and place the grapple on the log himself.

It was quite an operation, with our team first selecting the correct species of trees, felling them and cutting them into liftable lengths, flying to the skid then sorting them into floaters and sinkers. Barges were made from the floaters with the sinkers stacked on top, the lot then dragged out by boat to a ship anchored off the beach.

One day our office called for volunteers to fly one of the Mil Helicopters down to Bougainville Island to ferry approx 70 tons of emergency food, mainly rice, and medical supplies from the east coast over the mountains to a peninsular on the west where the rebels (BRA) had several thousand villagers cornered. Along with a Russian pilot and two engineers, I volunteered.

With long-range fuel tanks fitted we headed off on the 500 mile, island-hopping ferry. Whilst cruising along, the flight engineer took a length of tube (garden hose size) and poked it out the window in the slipstream and proceeded to vacuum the cockpit. Further on we encountered bad weather. I was contemplating landing on an island to let it pass but my Russian co-pilot – technically the captain of this Russian registered craft – had other ideas. After checking the map and their doppler, he punched straight into the cloud and started to climb. I was not happy and said so. In a thick Russian accent he replied, “Peter, nyet problem. When we started logging with 400 foot lines I hold the seat, now you hold the seat.”

We arrived at a small airstrip on the coast to see a vessel anchored offshore and drums of jet fuel being rolled over the side and locals swimming them to shore. We were briefed by the military, shown the flight path and told to maintain at least 3000ft agl because of small arms fire, shown the known position of two anti-aircraft guns, and instructed to fly out any wounded.

We were there for a week and camped in the helicopter, living mainly on tinned spam and crackers. Sleeping in a helicopter in the tropics with my three Russian comrades and minimal washing facilities, I opted to sleep by an open door – which might be why I subsequently came down with a bad strain of malaria.

The job went well, except for the weather days, with the flight path taking us past some nice volcanoes. On the last load the weather closed our usual return route over the mountains, so we decided to follow the coast around the northern tip of the island. Weather on route pushed us down to around 500ft. Back at base, the military officer saw us approaching from the north instead of west and was on the pad when we landed in a rather agitated state. He had omitted to tell us of a third gun to the north.

We returned to logging. Our camp was very near a local village. Late one evening a boat from Lae delivered four 200lt drums of chainsaw fuel. The locals called petrol ‘zoom gas’ and used it in canoes

Crew of four camping in the Mil; Bagana Volcano and Billy Mitchell crater lake on our flight path across Bougainville Island

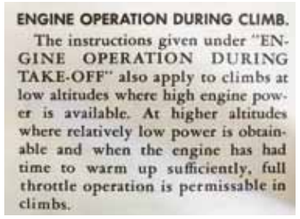
with outboards. The drums were rolled up the beach just clear of high tide, to be dealt with in the morning – by which time there were only two. Some detective thinking and prodding with steel rods revealed the drums had been moved to below high tide and buried, to be recovered when the investigation had cooled.

Another time, on approach to a remote refuelling pad at a river mouth where we had up to 200 drums of jet fuel stored on their sides, we could see dozens standing on end. A closer look revealed that some locals had wanted wrist bands and had stood up the drums, peeled the seals, removed the caps and taken the rubber rings. Worst thing was they had left the caps off.

A year or so in we had a very bad accident. We had a Hughes 500 to fly crews out into the bush, but often one of the Mils would ferry twenty workers at a time from camp out to a riverbed to shorten the trips for the 500. On one of these trips the Mil crashed on landing and we lost three Kiwis and four locals. It hit us hard and, alongside the main species we were logging not being of the quality first thought, we ceased operating a short time later, moving to another country with bigger trees and larger helicopters... but more on that next issue.

Are our aerodromes at risk?

By Shaun Gilbertson


ENGINE OPERATION DURING CLIMB.

The instructions given under "ENGINE OPERATION DURING TAKE-OFF" also apply to climbs at low altitudes where high engine power is available. At higher altitudes where relatively low power is obtainable and when the engine has had time to warm up sufficiently, full throttle operation is permissable in climbs.

I have concerns about the future of our aerodromes. The range of issues impacting on them keeps growing – ownership, Councils, resource consents, noise, complaints... While I'm certainly not against progress, I believe it's important to ensure the local infrastructure can keep up with the pressures that any proposed developments will put on the community.

My local aerodrome, Wanaka, has an uncertain future for affordable GA, especially for the recreational pilot. Things were going well from the users perspective, but the airfield was losing around $170,000 per annum. The Queenstown Lakes District Council (QLDC) went down the road of 'consultation'.

We formed a Wanaka Recreational Pilots Group with around 65 members, and put together pretty robust submissions about what we required from Council; things like reasonable leases and landing fees. We identified comparable lease rates from most airports in the South Island. Wanaka is already top end at around $6/m^3 for leased area plus rates.

Then it came out that the QLDC was about to offer a long-term lease to Queenstown Airport Corp (QAC). QAC is 75.01% owned by QLDC, with the remainder owned by Auckland International Airport Ltd (AIA). All the directors are Auckland based, and from where I stand it appears that Auckland want to retain the landing rights at both ends.

When QAC stifled recreational GA in Queenstown, many maintenance operators moved to Wanaka. Queenstown leases, I understand, are around the $90/m^3. Following the submissions process, QAC obtained a 100 year lease over Wanaka Airport.

We are currently negotiating lease rates and compensation should our hangars need to be moved for future development, including a proposal that by 2040 Wanaka becomes an international airport, because Queenstown will be at capacity. Our rents are forecast to treble or quadruple. We are not lying down, however it is already clear that no one will be happy with the outcome. Other airfields and Councils are watching with interest.

Tourism is a major driver of Wanaka's economy, and increased tourism numbers correspond to more scenic flights. The positive side of this is better job security and economic growth. One downside has been an increase in commercial flights, including trial flights, adding to noise over the town, which has led to some local residents being up in arms about aircraft noise.

The Wanaka user group has tried different approaches to this problem but there is still a backlash, to the extent of increased PPL and CPL training causing issues with outlying communities such as Hawea Flat and Hawea township. Low flying areas are under threat. People need to be mindful of forced landing practices, and at what time of day it is appropriate to perform some of these manoeuvres.

If you think this issue is specific to Wanaka and not a problem you will need to face elsewhere, pause for thought.

To a Council, an aerodrome is a large land asset that brings in a relatively low return. Ensure you are aware of what your councillors are thinking, currently and longer term. Changes in attitudes and policy can come overnight with the election of a new Council. Make sure you have a good relationship with your councillors.

Be extremely mindful of noise. The airport's neighbours change over time, with areas becoming built up. New residents can become a significant lobby group. **There are things we can all do:**

Consider taking different flight paths. Lower power settings. If you've got a long runway, you don't have to be at full noise. Generally we only fly with one or two up. Our old topdressing operator used to train his pilots to take off with lessening amounts of power, decreasing to 17 inches to emulate a full load. Just keep it out of the noisy bit. Electric-powered aircraft will help alleviate some of this problem, particularly for circuit training. See advice above for lower power settings.

In Wanaka these issues have already begun to ripple outwards. Noise issues have been raised in places like Cromwell, with possible increases in hangar leases in the wind. I can see the possibly of a backlash over increased aircraft movements at Alexandra, which would be a shame given its Council has been amazingly proactive in allowing a real aircraft community to develop.

It would be a great shame if places like Raglan or Okarito were gobbled up by property developers because councillors saw them as an easy option. Many towns in New Zealand are facing similar issues.

Resource consents for airstrips are becoming harder to obtain, and the restrictions placed on them may make it difficult to operate from them, even though an active aerodrome can be a real asset to a community. If there are old strips around, try and keep them active.

Landing fees are a reality. However we might feel about them, they provide security for airfields and help to keep them alive. With no income coming in, it's very difficult to justify the costs of maintaining an airfield.

Airfields can be the lifeblood of a community, allowing rapid emergency aid in a crisis, as occurred at Kaikoura after the earthquake. When an airfield is Council-owned, this is a legitimate argument and should not be overlooked.

The issues touched on above represent a real threat to our recreational flying communities. So be mindful of your neighbours. Be proactive. Take the NIMBYs for a fly?

A strip for gardeners and foodies as well as aviators

Not all passengers are completely absorbed by flying to an airstrip, getting out to kick the tyres while listening to extended aviation chat, then flying home again. But here, finally, is a scenic stop that will keep the most discerning (and least aviation-minded) of passengers happy…

Winterhome Garden at Kekerengu, Marlborough is the result of four decades of work by its creators, Richard and Sue Macfarlane, and is today a family-run operation complementing the family's sheep and beef farm.

Recently opened to the public, the formal, ten acre garden uses strong lines, intersecting axes and a variety of flora to make the most of its setting above the rugged Marlborough coastline.

Last November, Winterhome Garden welcomed members of the 180/185 club during their fly-in. Attendees landed on the strip at Winterhome then used the courtesy car service to make the short two minute drive to The Store Café, located on the coast just below the garden.

The Store is an iconic New Zealand café founded by Richard and Sue and today owned by their eldest son, Sank, and his wife Melissa.

Together with The Store, Winterhome Garden is now offering AOPA members access to their airstrip and a courtesy car ($5 landing fee applies) so that you can enjoy the fresh local fare and stunning coastal views.

Prior arrangement to land must be organised via Winterhome Garden as the strip is grazed with a hotwire running permanently across the centre. Between 1 October and 30 March visitors are most welcome to view the garden at a discounted rate of $15/adult, children free.

Airstrip details:

41°59'42"S 174°0'37"E; approx. 600m long, 40m elevation, strip direction 290°, no windsock available. At midway section of strip, two white painted fence posts mark either side of the strip.

Taxi and park near superbin at western end and southern side of strip.

For more information or to book a visit, contact Winston and Niki Macfarlane, Winterhome Garden, 5781 State Highway 1, Kekerengu, Marlborough; ph 03 575 8674; winterhomenz@gmail.com

ADS-B
Check your visibility

new southern sky

The Civil Aviation Authority is proposing that if you want to fly in controlled airspace after **31 December 2021** you will need to be **ADS-B OUT** equipped.

As an aircraft owner/operator, ADS-B will give you:

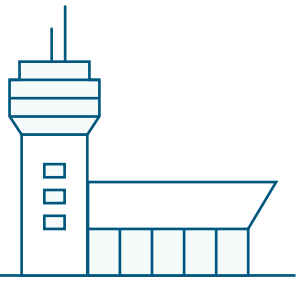
A more accurate and safer surveillance system

Visibility to air traffic control over a larger area in the New Zealand FIR because the coverage of ADS-B is greater

More precise information on your aircraft's position in an emergency, to a lower altitude and with 45 percent more coverage than currently possible with secondary radar

The option of installing ADSB-IN along with ADS-B OUT which can significantly improve situational awareness

The standards for ADS-B equipment are now set (Civil Aviation Rule Part 91.257). Talk to your Part 66 LAME or Part 145 maintenance organisation to get information specific to your aircraft and start to enjoy the benefits of ADS-B on your aircraft this summer.



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