



Approach

THE NEW ZEALAND AIRCRAFT OWNERS AND PILOTS MAGAZINE
AUTUMN 2018

Fly-in camaraderie
Nokomai's rich heritage
NZ's aviation highlights
ADS-B update

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IAOPA World Assembly in Queenstown

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Approach

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Coming events

- IOAPA World Assembly, Queenstown 25-29 March 2018
- Warbirds Over Wanaka 31 March-1 April 2018
- ANZAC weekend fly-in Hanmer Springs, 27-29 April
- AOPA Winter Fly-in Alexandra, 6-8 July
- Darfield Fly-in at Charlie Draper's, 21-23 September

For more information visit www.aopa.co.nz

Cover Photo: Portland Island, AOPA Summer Gathering 2018 (Photo credit: Shaun Gilbertson)



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Deadline for ads, articles and photos for the next (Winter) issue: 16 April 2018.



Outgoing President's Report

This will be my last magazine report as president of AOPA NZ. I will retire after the IAOPA World Assembly and let your new president, Steve Brown, take over the role. That does not mean I will be disappearing completely, as there are still some tasks to complete, but it is good for the association to have someone new at the helm. I will still be working with the New Southern Sky Program, as that has a few years to run and is an area where continuity is important.

AOPA NZ is in good heart and will continue to grow in the role it fulfils representing the interests of the private GA operator. There are a lot of initiatives talked about at executive meetings that still need to be put into place and a new president will carry these out well.

The North Island Fly-away and AGM at Gisborne was an excellent event. Many thanks to Graeme Donald for organising the fly-away and Granville Jones for organising the AGM. It was great to see so many of you there.

I will remain president of the New Zealand Aviation Federation (NZAF) until Dec 2018 when my two-year appointment is up. There are some interesting things happening and we are looking at scheduling a planning session to ensure we get the best out of the NZAF in the future. It is a great forum for aviation, enabling all the member organisations to get together and swap thoughts on issues and news of successes. Financially it is in great shape and with good planning it will take a major role in funding targeted research into issues that need solid legal or policy opinions.

The AOPA Executive team has seen some great progress

in the last five years – DoC strip access, reduction in medical fees, changes to the RPL, airworthiness review extended to two years, better fuel discounts from Z Energy, to name but a few.

I believe we can be most proud of the fact that AOPA NZ is growing its membership and keeping up with the times. We have subtly rebranded our public image, taken a place in social media with Facebook, changed our accounting system to Xero, launched the webcam website, taken on an almost full-time administrator, and played a full part in aviation forums in both New Zealand and Australia. This has been a team effort and I have enjoyed every moment of working with your Executive.

We are now standing up for the right to fly on the international stage by playing an active role in IAOPA affairs through hosting the IAOPA World Assembly in Queenstown later this month. Planning the IAOPA World Assembly has been a challenging task over the last two years but is now in the final stages with good registrations in hand and a bevy of top speakers for the main days.

This should be a highlight of the year for AOPA NZ as we have some of the world's top regulators coming to listen to what International GA has to say. The Director General of ICAO, Dr Fang Liu is attending, along with the Director of Australia's CASA. It is encouraging that CAA NZ has registered three of their top policy advisors along with the Director, Graeme Harris, plus Deputy Director General Aviation, Steve Moore, and Director of New Southern Sky, Steve Smyth. I believe this shows the respect that CAA has for AOPA NZ.

Sixteen countries will be representing the AOPA brand at the Assembly, and the benefits of our membership of IAOPA should never be underestimated. Aviation is a worldwide activity that has the same characteristics no matter where we fly. If we talk together we can solve issues that affect us all in a similar way.

We are currently going through a phase of interest in unmanned aerial systems (UAS), which is the ICAO description of what is commonly referred to as drones. I think we are going into an era where we will see the spin off from these technologies coming into our GA manned aircraft and making flying safer than it already is. I am interested in the developments of multirotor VTOLs, which may replace the complex helicopters we fly now. The next twenty years will be dynamic and exciting.

I recently watched a TV documentary about a 94-year-old RAF pilot who flew in the Dam Busters raids during World War Two. Sitting in (I think) a modern Hercules with an all glass cockpit, he commented that he did not recognise or understand any of it. The pilot beside him was a young woman who did not look to be more than a teenager. In twenty years I will be the same age as the old chap, and I hope I can get to fly in the latest aircraft (with a teenage pilot) and see the advances that have been made.

I have enjoyed my time as president and look forward to a continuing involvement in our organisation. Thank you for your support over the last five years and the emails many of you have sent with encouraging messages.

Ian Andrews, President

AOPA NEWS

Welcome IAOPA!

The IAOPA World Assembly kicks off in Queenstown on 25 March, running through to the 29th, and we'd like to offer a big Kiwi welcome to all our international guests. We hope you enjoy your time with us, and that we get to say hello to a few of you somewhere along the way, whether at the Assembly, the associated social functions, perhaps during the planned flying events or at Warbirds Over Wanaka. Enjoy your visit!

Changes on your AOPA Executive

The recent AGM in Gisborne, as well as being the culmination of a fantastic few days' of flying (see story, pg 16), saw two new members join the AOPA executive, Geoff van Asch from Marlborough and Andrew Bowmar from Gore. We will introduce them to you in more detail in the next issue of *Approach*.

A very heartfelt thanks to outgoing Executive committee member Steve Horne and outgoing president Ian Andrews for the time and effort they have contributed to the organisation through their roles on the Executive.



2017 and 2018 executive committees, from left: Peter Glaister, Geoff van Asch, Guy Sanders, Mary Bruce, Ian Sinclair, outgoing president Ian Andrews, incoming president Steve Brown, incoming vice-president Graeme Donald (Absent: Don Ryder and Andrew Bowmar).

Incoming Executive effective 31 March

Please note that the new executive, led by incoming president Steve Brown, will take effect from 31 March rather than from the date of the AGM.

This decision, passed by a remit at the AGM, reflects the amount of work that the current Executive, and in particular Ian Andrews, has put into organising the

IAOPA World Assembly in Queenstown later this month. Ian will remain president, heading the team at that event, with Steve Brown stepping in as PIC thereafter.

Globally connected

We welcome a new advertiser this issue. TracPlus is a real-time tracking service provider offering services to private, business and government customers and agencies in over 35 countries. Check out their ad on pg 5 or for more information visit their website at www.tracplus.com

Ensure your AIP is up-to-date

Late last year Aeropath, who publish AIP for CAA, changed their website and accounting system, and some omissions seem to have occurred in notification of subscription renewals. You can check you have the latest information at www.shop.aeropath.aero – look under 'products' then 'back amendments'. You may need to re-subscribe to continue getting updates. If in doubt, send them an email: aim@aeropath.aero

Subs due

Please note that your AOPA subs are now due and invoices have been emailed to all members. If you haven't seen one, please check your email junk folder. If that fails (but please try it first!), contact our administrator Mary Bruce, admin@aopa.co.nz.

A warm welcome to new members:

Regan Aikin, Cessna 172M; Doug Batten, Yakolev 52; Murray & Kay Bichan, Rans S-6ES Coyote II; Stephen Chilcott, Piper PA28, 181 Menstrel HN700; Linda Clarke; Stephen Davies, Cessna 206H, Cessna 182T; Gregory Foster Avid, Heavy Hauler; Lionel Green, Cessna 172S; Craig Harris, Cessna C172P; Duncan Hart, Cessna 180K; Warren Holden, Hughes 369E (500E); Dale James; Jason James, Cessna T210N, DHC-1 Chipmunk Mk 22; Mark Jones, Marcus Khal, Tecnam P92 Eaglet; Robert McSkimming, Rans S6; Jonny Orr, Cessna U206D; Kevin & Dianne Parker, Robinson R44; Trevor Parker, Pazmany PL2; Robin Parsons, Piper Cherokee PA28-140; Paul & Daphne Radmall, Socata Rallye 235E; Bryan Rooney, Alpi Pioneer 200; Andrew Rossaak, Maule; John & Sandra Taylor, Eurocopter AS350-B2; Jeff Thompson, Cherokee Warrior PA28-151; Ryan Williams, Cessna 180B; David Yeo.

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From the incoming President

The ecstasy and the agony

You can all imagine the pleasure of flying your own plane just above the mountains leaving the Matukituki Valley, Wanaka. Then you slip on the autopilot to have a cup of coffee and the 36 year old Cessna Nav-O-Matic 300 (don't you love the name) decides to hunt left and right, all around the sky for its heading bugs message. The agony lasted a couple of minutes before we could not stand it.

I consider an autopilot to be a critical piece of safety equipment. In the event of trouble (read adverse weather), going to auto is one of my first moves. It frees the mind to do the thinking and to get the priorities sorted – aviate, navigate, communicate, etc. Still, the flight back from The Branches 'Back to Basics' was magic, even though we had to 'scud run' across the Canterbury Plains.

The point of all this is that auto pilot systems for GA have been very expensive, circa \$30k, until recently, when some new product entered the market at about \$11k plus installation. We seem to be on the cusp of a sea change in the cost of avionics for our aircraft – and not before time. My concern is that we do not have a level playing field. My hangar neighbour in his Alpi Sport aircraft has the most wonderful panel of modern instruments; he can furnish his plane with a big Primary Flight Display (PFD) and Multi Function Display (MFD) with an autopilot and an ADS-B transponder for less than I can fit a certified transponder and autopilot.

The money is important and tends to be what we have focused on, but my contention is that we should be focussing on the safety issues. The modern uncertified Sport aviation avionics are very reliable – there is good evidence from USA. But here in NZ we are still trying to recondition ancient aircraft instruments which are half a century old – my HSI had to go to Melbourne to a certified repairer at a cost of \$4000. Nobody would be foolish enough to design a dangerous inconsistent system such as we currently have, however, it will need someone with strength, foresight and vision to facilitate our GA flying being made affordably safer.

The issue I share with almost all other aircraft owners is when to jump. Will the range of avionics continue to increase and the prices come down? Will the rules change? Will I be able to get two big Dynon Skyview screens with integrated transponder, engine monitor and autopilot fitted to my Cessna before I am compelled to fit an ADS-B transponder anyway? I am on the waiting list for the Dynon STC but my patience is wearing a bit thin.

The AGM will have come and gone by the time you read this. Rumour has it that I might be President, so I thought I would share some of the vision I have for our organisation. APOA NZ has had a great run of success with Ian Andrews at the helm. He has forged strong relationships with CAA and other influential organisations and people in Wellington plus around the world. I trust that Ian will remain on our Exec as 'Past President' and he has indicated the roles which he enjoys most and where his time and energy is best utilised. Steve Horne has experience with interacting with regulators and is keen to support Ian in this role.

And to the future...

My vision, which I will be presenting to our exec, is: FUN + HEALTH + SAFETY.

FUN because it is why we fly. Great social events will always be part of AOPA NZ. We do this well and we need to keep the energy flowing.

HEALTH is important to all of us. The aviation world is currently undergoing significant change in the way private pilot health is assessed. We need to be encouraging and assisting the regulators to identify and consistently apply appropriate and empowering medical standards.

SAFETY is paramount and is divided into two.

First, we have the flying: pilot centred, airspace reviews, rules, ADS-B, IFR, etc.

Second, we have our planes and the rules applying to them: the unsafe instruments we struggle to replace, the engines we nurse along, the costs we incur which don't appear to contribute to the fun or safety.

I will be proposing that subcommittees focus and report on each of these 'workstreams'.

There is plenty of work to be done and be assured that your Executive is keen to get on with it.

Steve Brown, incoming President



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AOPA NEWS

Outgoing president honoured

At the AOPA AGM held in Gisborne in February, a much-deserved Honorary Life Membership was bestowed upon Ian and Jill Andrews.

Having spent five hard-working years as president, Ian is stepping down from his position at the head of AOPA NZ, though not until after the IAOPA World Assembly in Queenstown later this month – an event which Ian has driven from the outset and which is itself testament to the commitment and effort he has applied throughout his term of office.

Ian continues as President of the Aviation Federation until the end of this year, and plans to remain actively involved with several organisations working on modernising our air traffic control system and medical standards.

Ian started flying in 1986 and has owned several aircraft up to the present PA28 180.

He spent a number of years on the AOPA executive in the 1990s, becoming president in 2013. From that date he has worked tirelessly to establish a positive relationship and good communication with our regulator and with other GA organisations. Ian is responsible for making the NZ Aviation Federation the strong and energetic organisation it has become, with vast improvement in the performance of its investment arm. He is a highly respected and knowledgeable 'go-to' person on GA matters both here and in Australia.

In presenting the award, past president and life member Richard Bradley noted how fortunate AOPA and General Aviation as a whole have been to have benefitted from the time and energy that both Ian and Jill have devoted to representing our interests.



Recipients of an Honorary Life Membership, Ian and Jill Andrews

AOPA Awards 2018

A highlight of the AGM dinner is the announcement each year of the annual AOPA Awards. Much appreciated by their recipients, the Awards acknowledge outstanding service and provide a mechanism for saying 'thank you' to those who go the extra mile on our behalf.

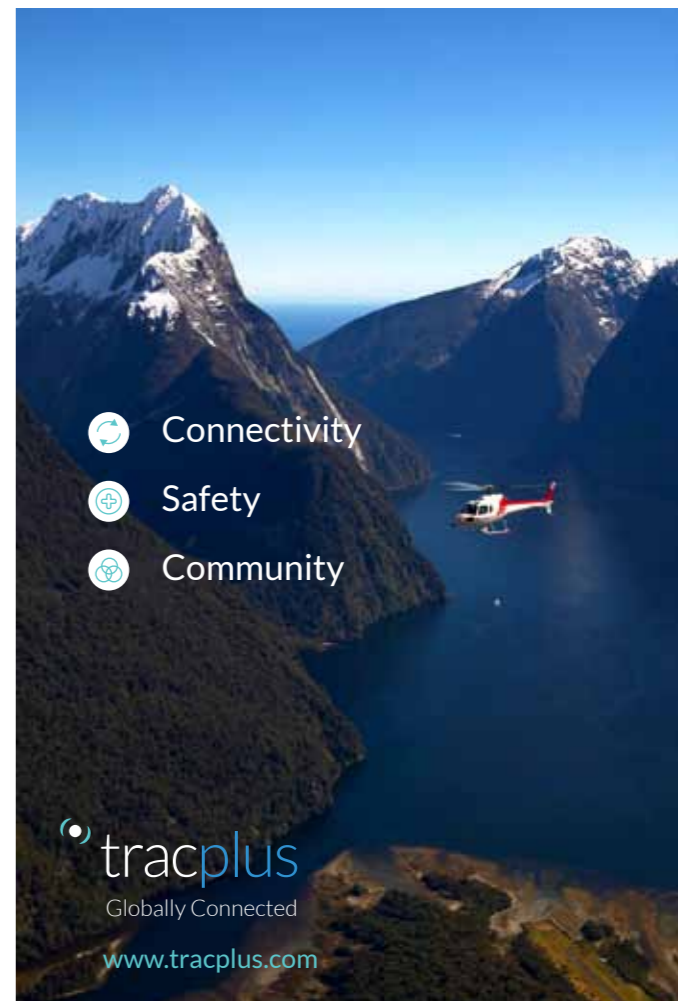
Most Helpful Control Tower this year went to Dunedin Tower.

Aviation Maintenance Shop of the Year was awarded to Jem Aviation at Omasaka.

Best Aviation Watering Hole is 'The Departure Lounge' at Whitianga.

And **GA Champion** was awarded, with much acclaim, to Graeme and Marie Donald.

Check the next issue for more information about each of these worthy winners.



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Two takes on top-notch camaraderie at Branches



For David Murray, the Branches Station fly-in was a family affair – in more ways than one.

When my brother, James Murray (Branches Station Manager), mentioned there was to be a fly-in at Branches, I immediately signed up on the AOPA website, as I knew it would be an event not to be missed.

At 7pm I lifted off from Pukaki Airport with my flying companion Wilbur, and we heard an unfamiliar voice over the radio. It turned out to be Richard Coop with his lovely wife Hannah and two children Eva and Patch. They had flown from Mahia Peninsula in the North Island, 4.1 hours including a 20 minute diversion around a Rocket launch and a refuel at Pukaki, and proved to be the furthest travelled participants at the event.

Flight time for me from Pukaki to Branches in my Cessna 180H ZK-DBX was 46 minutes, taking me over some spectacular yet dry looking alpine countryside. My track was southern end of Lake Ohau, across the Ahuriri, down through the Dingle then across to Treble Cone skifield. Approximately 1 mile north-west of Treble Cone there is a lovely little saddle which takes you through to the top end of Blue Creek and sets you up for a nice descent down into Branches.

Due to strong winds there wasn't a huge amount of flying on the Saturday, however, a few of the team did manage to get up into the Polnoon strip for a look before the winds picked up. What an amazing place to land: a 700m strip

surrounded by steep rugged mountains. After Polnoon strip, I navigated Queenstown control zone to collect a couple of friends who were keen to meet some of New Zealand's finest.

It was incredibly hot on both days and most pilots found themselves trading their aircraft for a cool stream and a bottle of Speights while soaking up the incredible panorama. I have never seen so many pilots rush en masse to a river!

Knowing that the weather was forecast to blow, I thought it would be a great opportunity to tick off one goal of the year which was learning to fly fish. After an hour of instruction and frustration, my brother sent me off up the Shotover River with all the gear and no idea! Having found a nice crystal clear pool and spotted a couple of decent sized rainbow trout, I set about trying to perfect my casting and, to my



amazement, managed to land a beautiful fish. What a paradise.

For me the highlight of the AOPA Branches fly-in lay in simply spending quality time getting to know some fellow aviators, and being able to draw on their huge amount of combined knowledge. AOPA brings together so many people with a passion for flying, and it's a privilege to be among such quality individuals.

Huge thanks to James and Georgie and the AOPA team for a truly incredible weekend. 🐟



This page: family fun at January's Branches Station Back to Basics Fly-in, where hot windy weather saw weary pilots take to the river. Far page: gathering point; novice fisherman; David Murray lines up on Polnoon strip.



Rob Peck claims his aviation credentials are dodgy, but he has only superlatives to describe January's Branches Station fly-in.

I'm a very average low hour PPL pilot with a heap of (bad?) habits developed through 35 years' exposure to hang gliding and micro-lighting. I got my PPL about 10 years ago but did very little with it, partly because, in a not entirely uncommon scenario it seems, it turns out that my dear wife hates it.

That was until my mate Ian Sinclair (Sinx) extended an invitation a couple of years back to attend an AOPA fly-in at Omarama. The very same fella who was instrumental in me getting my PPL was back to give me an opportunity to rekindle the passion. By the end of that brilliant fly-in I was hanging out for the next adventure, which proved to be the AOPA mid-winter trip to Alexandra, followed by Charlie Draper's fly-in at Darfield, both of which were nothing short of aviation ecstasy.

Then came the latest adventure into the Branches, which, I discovered, is located on the Shotover River about 40km north of Frankton. Hosted by James and

Georgie Murray, 27 aircraft packed with adventure addicts descended on one of the most picturesque destinations you could ever wish to explore. For those, like me, who were first time callers, it proved particularly exquisite; a genuine adventure playground with long, forgiving strips in picture perfect valleys nestled against a backdrop of some of New Zealand's finest alpine scenery. Then, when conditions become a little testing for even the most experienced, it was down to the river for an undie swim in the crystal clear pools of the Shotover.

Evenings were spent in James' hangar sharing adventures and experience, which I found one of the most fascinating things about this extraordinary bunch of Kiwis. The camaraderie combined with a great collective wealth of knowledge, some dressed with an entertaining smattering of exaggeration, ensured a constant babble of conversation.

The banter and laughter flowed into the small hours on both evenings before we

all crawled wearily into our Dacron accommodation. I later discovered that the more cunning of the gaggle had more luxurious lodgings sorted, but from our perspective the woolshed facilities, which included flush toilet and shower, took care of life's basic requirements.

Another warm fuzzy to the weekend was the family focus that James and Georgie fostered. Women and children outnumbered guys on occasion; an amazing first in my experience.

All in all the weekend was a blast. Full credit to the team who made it happen, including a special thanks to James and Georgie Murray for sharing their very special patch. I look forward to the next adventure but more importantly, the invite... no pressure Sinx! 🐟

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History and heritage at Nokomai Station

By Geoff Rogers

When a field trip was included in AOPA's World Assembly programme to showcase southern aviation and landscapes, there was no debate about the venue – Nokomai Station, owned by the Hore family, Brian, Ann and James.

At 33,200 ha, Nokomai is among the largest of the 303 high country, pastoral lease stations in the South Island mountains; properties whose livelihoods depend primarily on sheep and cattle farming, ably supported by aircraft. Covering the entire western Garvie Mountains, Nokomai stretches from Southland's Mataura River (a celebrated brown trout fishery) to Central Otago's Old Woman Range – 35 miles, 56km or half a degree in latitudinal extent.

Remarkably, this station has been owned by just two families since its settlement in 1859, the originals being emigrant Scots, Donald Cameron and his brother Angus, who named the run Glenfalloch, Gaelic for hidden valley. In those days runs were secured primarily by demonstrated sheep-occupancy. While, 3592 sheep were purchased and departed South Australia to stock the run, just 1259 were landed safely at Bluff on New Zealand's southern coast, and just



Nokomai's northern country is bordered to the west by the Nevis River with its gold mining tailings, to the east by the Garvie Mountains. Inset, from left: Brian and Ann Hore, past Prime Minister John Key, James Hore.

807 were shorn on Glenfalloch in the first year. Many sheep succumbed to arsenic fumes in the ship's holds following dipping before departure. The Cameron dynasty (several members are buried on the property) battled rabbit plagues, remoteness, poor commodity prices, and the vagaries of weather for 90 years.

Gold mining also features in the property's history. Within a year of the 1862 discovery of gold on Glenfalloch, a town of 1000 inhabitants had sprung up in the lower Nokomai valley – four hotels, three stores, two banks, a police constable and his lock-up, a doctor, a newspaper (the *Nokomai Herald*), a library and a school. Mine tailings dotted about the valleys and hill-slopes north of the present homestead are a reminder of the hydraulic sluicing that characterised this era through to 1943. Nokomai hosts New Zealand's second longest water race: 47km in length, it

took Chinese and European miners three years in the late 1800s to build the race, which conveyed water from the Roaring Lion catchment to the southern Nokomai goldfields.

Brian Hore's father Frank, who farmed at Ranfurly, bought Nokomai Station in 1950. The early days saw Frank and Brian seasonally ferrying large mobs of sheep between Ranfurly and Nokomai, partly using the Central Otago railway between Waipiata and Cromwell. Several overnight paddocks were dotted along the route to rest the sheep on the multi-day journey, which included driving the mob over the Carrick Range from Bannockburn into the Nevis. Eventually, the family farming enterprise concentrated on Nokomai as an all-consuming proposition in itself. In 1973, following able managers Peter Newton and Frank McLaughlin, Frank handed the property reins to Brian, and in recent years Brian has done the same with son James.

Farm stock numbers are rounded out to the nearest 1000 at this scale of farming, with 19,000 sheep early on and a historical peak of 60,000. Today 30,000 sheep and 1000 cattle are run. The wether flock of early days is long gone, but in 2017 the station purchased 1500 young wethers with the plan to build numbers to supply wool for the Icebreaker contracts. Periodic capital investment during the Hore era targeted homestead dwellings, implement sheds and woolshed, staff quarters, tracks, airstrips and a complete replacement of early fences. An attempt to run an alpine boundary fence above 5000ft was beaten by snow drifts.

Today Nokomai's considerable wool clip is sold via contracts to Icebreaker and Smart Wool.

Initially, with Ranfurly and Nokomai a day's drive apart, aircraft seemed a logical way to compress the separation. Thus Brian learnt to fly in 1960 as part of a contingent of half a dozen locals tutored by the North Otago Aero Club flying over from Oamaru. The group produced many notable pilots.

With licence in hand Brian took the next step, in 1961 purchasing an Auster J-1B Autocrat, ZK-AOB, with Gipsy Major motor and larger rudder, that had arrived in NZ in 1947. Operating out of Nokomai's secluded valley was a deep-end launch



Above: Lion Hut quarters and dog kennels in the Nevis valley, a central location for the annual autumn sheep muster. Left: the restored Glenfalloch homestead. Below: Brian's Auster in the 1950s.

into mountain aviation for a novice pilot. Brian has twice owned AOB and retains it today. Among many owners, Whites Aviation used the Auster for aerial photography.

Brian has owned many other iconic aircraft, including a Cessna 180, de Havilland Tiger Moth, splendid Cessna 206 in which he crossed the Tasman Sea and flew throughout Australia, and somewhere in there, a North American P51-D Mustang. As well as playing a significant role in the Hore's farm management, they have also fulfilled Brian's thirst for aviation adventure.

Farm use included transport for farm staff, working dogs and station

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LIGHTSPEED



Nokomai's southern country hosts idyllic beech forest remnants and historic water races, seen at the far right, within matrix tussockland.

equipment, as well as providing an overview of the widespread property. When aerial topdressing of fertiliser arrived in New Zealand, Nokomai rapidly adopted the technology and thus commenced a sustained period of over-sowing and topdressing to increase pasture production. Cessna 180s, 185s and Ag-wagons

featured prominently. Some 8000ha of the lower altitude southern country was 'greened', while the more distant northern alpine country was grazed less.

Brian's acceptance in 1990 of an offer by L&M Mining to gold mine the homestead flat was predicated on the company thoroughly rehabilitating his prime

pasture paddocks, on providing fresh-water fish passage during and after operations and preventing sluicing debris entering the Mataura River. Massive earthworks removed over 35m of barren overburden to extract by dredge the 88,000 oz (2500kg) of gold from the 2.5m of basal gravels. The homestead and other farm buildings existed as a precarious oasis of intact terrace surrounded by a 35m deep earthworks pit, replete with lake, for two disruptive years. Today's bucolic tranquillity about the homestead belies the industrial wasteland of the early 1990s. But, oh, the bullion... think of all the aeroplanes to buy!

Helicopters first arrived at Nokomai in the late 1960s, with Brian's close friend, Sir Tim Wallis and his legendary pilot, Bill Black, airlifting 800 wild deer carcasses off Nokomai in 1968, the year of the 'big snow'. Later Nokomai saw the helicopter capture of live wild deer, with Tim and his crew using tranquilising drugs, hypodermically-administered to the rump of fleeing deer from the end of a pole deftly manoeuvred out the door of a pursuing helicopter. The accident potential of that



scenario is alarming and it soon fostered advancements in drug-delivery using rifle-delivered projectiles, and later in the use of four-barrel guns to project a net over escaping deer. The station still has plenty of feral deer in the hills and valleys of Nokomai.

With interest piqued by those escapades, Brian bought a Hughes 300 in 1980, followed by a Hughes 500 C-model, then a Hughes 500 E-model, the last with the back seat out-of-bounds to sheepdogs – actually banished to skid-mounted cargo pods. Today that chopper heritage extends to James Hore, Brian and Ann's son, who manages the resident helicopter business, Nokomai Helicopters, alongside Nokomai Station. With helicopters able to reduce a trip from one end of



Above: Nokomai homestead standing at the lip of earthworks during the L&M mining phase; a sample of the mining bootie.

Nokomai to the other from around 1.5 to 2 hours down to 12 minutes, helicopters have transformed farm logistics.

Ann's aviation connections extend back at least as far as Brian's. In WWII her father, after training at Taieri then in Canada, flew Avro Lancaster bombers on missions against Germany. And there's another aviation and high country connection worth mentioning: Ann's father befriended Sandy Wigley, brother of Harry, who started Mt Cook aviation. Sandy was a wartime RAF pilot and later an NZ national ski champion; he subsequently farmed Mt Huxley and Glen Lyon high country stations in Canterbury.

Like many big stations, Nokomai has diversified into farm stay accommodation, centred on four up-market cottages and a visitor centre architecturally-inspired by the stacked-stone schist construction of the 19th century Cameron homestead. Brian and Ann restored the 'shell' remains of that cottage as a millennium project. Trout fishing, farming experiences and serene accommodation and landscapes attract a steady flow of discerning visitors.

History, heritage and legacy abound at Nokomai, where, alongside farming, the Hores have made a diverse and rich contribution to New Zealand's aviation heritage. Chat for a while and you might hear stories of visiting aircraft to Nokomai flying through power-lines on short-finals, of a Nokomai helicopter flying Miss



Top: Lineup of aircraft on the home airstrip and lunch in the grounds of the visitor centre during an AOPA visit to Nokomai. Above: Nokomai's visitor centre and aircraft hangars.

World (Ecuador) and Miss New Zealand around the backcountry (yes, there's a picture of Brian between the lovelies), and of Brian's role in the formation of the Kittyhawk Club, precursor to AOPA New Zealand. Polite, measured, warm and accepting, the Hores are iconic high country ambassadors.

For further information, visit the property website: www.nokomai.co.nz

Acknowledgements: Murray and Claire Paterson, Shaun Gilbertson and Kevin Anderson ably supported this article, while Brian and Ann didn't run us off the property when the questioning got personal. The history of the Cameron era is covered in *Cameron's of the Glen* by Donald Offwood, published by Caxton Press.

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Top Spots: *flying the Kiwi highlights*

New Zealand is a small country offering enormous variety of landform and scenery – which means that, for the private pilot, all that beauty is just a hop, skip and flight away.

From mountains to lakes, cities to coasts, active volcanoes to pristine islands, there's little that can't be found in the way of natural beauty and man-made charm. Here's our pick of 'top spots' our magazine contributors have flown into, over and around through the years.

Mountains

The Southern Alps^① offer many stunning possibilities, with Omarama in the McKenzie Basin and Wanaka in Central Otago providing excellent bases for exploring the High Country.

Summer or winter, the volcanic plateau of the Central North Island^② offers a fascinating fly-over. Multi-coloured lakes, smoking fissures and collapsing calderas abound in this cluster of both extinct and active volcanoes.

Rivers

The Southern Lakes region^③ offers a superb mix of rugged hill country, seasonally snow-clad peaks, superb alpine lakes and a tangled network of river valleys.

Fly-ins based on the Hunter River and at Branches and Mesopotamia Stations have proven ideal for exploring the region as well

as sharing camaraderie with fellow aviators. Through AOPA and the Backcountry Pilots Association, negotiated access into the pristine wilderness of the DoC estate offers some of the country's most isolated and picturesque airstrips.

The broad swathes of the Awatere and Clarence river valleys can be explored from Hanmer Springs, where you can also soak in hot pools, trip north to Marlborough's wineries, or hit the coast at Kaikoura for a feed of crayfish and a tour of marine wildlife, from seal colonies to sperm whales – or to view the landform changes New Zealand's most recent major earthquake left in its wake.

Cities

From a fly-over of downtown Auckland^④ to a view of the regenerating earthquake-flattened red zone of Christchurch, New Zealand's cities, though tiny on the world scale, are as varied and rich as the country's natural landscapes.

Coast

The Far North^⑤ is often forgotten – which is exactly what makes it so perfect. You might find yourself alone on a 90km beach,

or perhaps you'd prefer a stroll through untouched kauri forest with only birdsong to disturb the peace. The wrinkled inlets and bays adorning both coasts offer their own unique charm, together with a rich tapestry of history.

Beautiful beaches abound along the North Island's east coast. Golden bays fringed by red-flowering pohutakawa abound from Coromandel to Portland Island, while further south lie the mellow landscapes and wineries of Hawke's Bay and Wairarapa.

For NZ's wild west – weather, scenery and towns, the South Island's west coast is the place to go. From nikau fringed sunsets at Karamea to the superb sweep of Big Bay^⑥, the West Coast offers glaciers, mountains, river valleys and beaches.

In the fiords of the south-western corner of New Zealand, Mitre Peak^⑦ is the jewel in the tourist crown. It's a stunning place to fly into and around but it's a busy tourist spot, so be sure to check the regulations and air traffic.



Flying the Kiwi highlights (continued)



Islands

New Zealand offers a multitude of islands, small and large, with as broad a range of character as that offered in our two largest land masses. And what better way to see them than by air?

Great Barrier Island®, less than half an hour's flight from Auckland, is a paradise of beaches, mountains, history and counter-culture. The Barrier is a destination worthy of a few days. Or weeks. But be warned: once you've been, you may never want to leave.

At the southern end of the country, and with a rather more challenging climate,

Stewart Island® is NZ as it was. There is a plethora of tramping, hunting and fishing on offer in this largely untouched wilderness, while the boisterous and colourful settlement of Oban offers a welcome that can't be beaten. Don't miss visiting Ulva island bird sanctuary.

Billowing steam and bright sulphur deposits mark New Zealand's most active volcano, White Island®, just off the North Island's east coast near Whakatane. Check it out from the air or be intrepid and sign up for a guided tour that will allow you to walk the steaming slopes.



Top pick for a picnic?

There are so many fantastic options. Inevitably it comes down to the season, the company, the ambience on the day. That said you can't go far past these:

South of the South: Poolburn reservoir (especially for fans of the LOTR movies, who will find themselves in Rohan).

North of the South: Golden Bay (or just about anywhere!) in Abel Tasman Park.

Southern North Island: Flat Point on the Wairarapa Coast. For a real Kiwi experience, head north to Castlepoint for the annual horse races on the beach.

Northern North Island: for a funky urban vibe, friendly folk, pretty coastal scenery and some of New Zealand's best surfing, try the east coast town of Raglan.

Above: Poolburn reservoir in Central Otago. Below from left: Raglan; Golden Bay; Flat Point, Wairarapa - one of the strips visited during the 2018 AOPA summer gathering.



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Summer gathering 2018



By Geoff van Asch



My first 'major' week-away gathering was the 2010 East Coast summer safari. The AOPA summer gathering of 2018 saw me return to the East Cape – and not alone.

Since 2012 I have been bringing either #1 son, Thomas, or #2 son, James, with me in a Piper Cub (ERB), ensuring both boys have been regular attendees at AOPA events and have seen some magic parts of New Zealand that only flying allows us to see. The trips also allow some Dad-son time and the boys 'arm wrestle' over who is going.

This year the group, having gathered in Feilding, shared a

magic couple of flying days, getting ourselves at varying speeds from there to Gisborne, around East Cape and back to Gisborne.

We ventured to a variety of strips that our team leaders, Graeme and Marie Donald, plus support team, had arranged for us. These included Flat Point, Jamie Gunson's, Eucha Flat on the Tuki Tuki River, Richard Coup's on Mahia Peninsula, and the very special Portland Island, which we are privileged to be allowed to visit. Tolaga Bay and the wharf, plus Waihou Bay for lunch. All these strips in different ways extended some pilots' skill base and allowed others to hone theirs.

On Saturday morning I had organised to visit a grape nursery that is babysitting some Pinot Noir vines which we will plant later in the year, and as I had only James with me (Rachael and Thomas were at home), I decided not to join the group in walking the wharf but to save that for a family visit. So, no urgency, James and I planned to amble up the coast and let the speedier amongst the flight catch us once they left Tolaga. How plans changed...

I was driving a fun machine (Piper Super Cub - BKN) that has 31" bush wheels, an Alaskan baby bush tail wheel to match, vortex generators on the wings that have allowed the stall speed to fall from a stock 38 knots to somewhere less than 30 knots (we don't know for certain, as the ASI reads nothing when it stalls or when we are landing).

We cleared Gisborne control zone and rounded the corner tracking up the coast. Having cleared all the beach suburbs of Gisborne, it dawned on me that it was half tide or less and there were all these landing strips in front of me...

"James we are going to land on the beach." "Dad you can't." "Why can't I?"

You can land anywhere around New Zealand between high and low water mark – CAA have come out and said so. A vacant beach, no houses, no people, a low level pass to appraise the surface, a downwind circuit and around we went, settling down onto the beach.

"That wasn't too bad was it, James?"

One particular magic beach was a sitter to have 31" bush wheels mark it... "Dad you can't, those people in that house haven't got out of bed yet, the curtains are still pulled."

"James, that is a very flash bach and it is closed up because no one is here." Landing aborted, another beach to be found.

Ten different landings on ten different beaches. By this time James was saying: "Dad! No more – you've had enough fun this morning." (I disagreed.) "I want an ice cream from the ice cream shop." (There is background to that comment.)


We were just rounding East Cape and tracking Te Araroa. This place has history: an airstrip on grass between road and beach, in front of the pub; taxi the plane across the road into the pub carpark, tie it down and... well, the pub has since burnt down and what was a reasonable strip is a lot shorter and now appears to be a grass reserve. We arrived as SPO (Graeme Donald) was just arriving direct from Gisborne. He had spoken to the local bobby earlier in the morning to confirm it was safe to land.

After watching Graeme land safely, James and I had our turn, taxied up with a growing crowd taking photos, shut down and wandered over the road to purchase the promised ice cream in the general store.

After a pleasant chat with a local who was interested in where we had come from and were going to, and the fun we were having, it was back into the fun machine, with boy eating ice cream in the back seat as we got airborne, tracking Waihou Bay for lunch. James naturally assumes the next plane will include a fridge freezer – the life of a 12 year old, who accepts these sort of magic mornings as normal.

So the point to all this, we all drive different ships, they all have different uses / advantages (didn't I find that out on Sunday morning, battling into a 35+ knot nor-wester at the Manawatu Gorge on the way home, when other faster ships were seeing a ground speed far greater than 48 knots). But, that aside, you can make your own fun.

A big thank you to the organisers, and a message to all out there: don't worry what aircraft you fly, or how much experience you have, you will be accommodated on a summer gathering, or any AOPA trip for that matter. You just need to come along, a bit like I did ten odd years ago when I went to my very first AOPA weekend at Dingleburn.

See you on the next one... 



Above: Historic jetty at Tolaga Bay (see also photo on page 1). Far left: Mahia Peninsula and ice cream, as ordered, at Te Araroa.



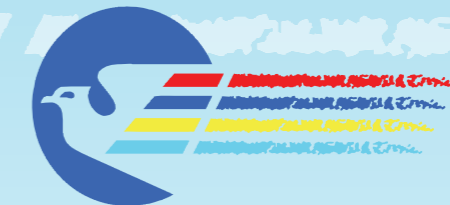
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Thoughts on Safety from Paul Hood



With flying gatherings becoming increasingly popular and attracting ever larger attendances, planning becomes even more important. A little focus on safety can reduce stress and increase enjoyment of your flying experience.

Once you register for an event the planning needs to begin – well before pulling that aircraft out of the hangar.

First, study the weather. There are a number of websites that can be accessed: Metvuw, YR, and Windyty are all good sites to provide a picture leading up to the event. Metflight and weather webcams are excellent tools to give you the weather picture on the day. Your AOPA website has a useful page of webcams and links to webcams. Also, be aware that the weather being fine at the event doesn't always mean it will be great at your place or en route. Our country is very diverse when it comes to weather.

In getting to and from the event, be aware of the time of twilight, and that the level of light can change dramatically with cloud cover or when your destination is in a valley.

Next, study the route you'll take and the strips you'll be flying into. Mark them on your paper or electronic maps and familiarise yourself with location, approaches and any hazards. Also assess the level of difficulty and strip dynamics, ensuring they are within your and your aircraft's ability. Know your P charts and weight

and balance for aircraft. There is absolutely no shame in not landing at a strip that you are not comfortable with.

A preflight after pulling the aircraft out of the hangar is a must, but it's a good idea to have the plane prepared for the trip beforehand. Does the plane have enough fuel for the trip? Be aware that there may not be fuel available at, or even near, many backcountry destinations. Does the aircraft have enough hours left before the next maintenance? Oil requirements?

With all boxes ticked for weather and pre planning, you are good to go. On the day, be on time or early for the briefing. Being late can lead to you missing important information, creating unnecessary stress later on – and we all know that a stress free day is an enjoyable day.

If you have any questions, don't hesitate to ask at the briefing. There is a huge amount of experience within the AOPA group, so don't be shy about asking advice from some of our more experienced members. Most aviators enjoy sharing their experiences and knowledge.

Once airborne, be aware that there will be a lot of other traffic in the same airspace. Radio calls should be kept to a minimum with short and accurate position reports.

It's important to keep a visual outside the cockpit; after all, that is what VFR flying is all about. Be prepared to sequence yourself behind the aircraft in front. Brief your passengers on keeping a good visual look out. A good look out leads to good situational awareness. If your pre-planning has been done well you should only need to scan your maps and instruments; don't let what happens inside the cockpit distract you from what's happening around you outside. If an issue arises that draws your focus away from what's happening outside the cockpit, climb up or leave the area of high traffic density.

And don't forget that the flying isn't over until you get home. Ongoing monitoring of the weather is important, and while sharing stories over a meal and drink after a shared day of flying is a great aspect of AOPA trips and fly-ins, the body and mind still need to be fit to fly the next morning.



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Flying VFR? Try flying naked...

Ian Sinclair suggests ways to stop your flying getting stale

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Assuming you are flying VFR, outside controlled airspace, not in an MBZ and have a safety pilot on board, you can happily turn off or cover up a lot of your panel.

You may find this works best with yourself in the right hand seat and your buddy in the left. You need to ensure your safety pilot has access to vital indicators. If you use a noise cancelling headset turn it off or change to a passive unit.

Begin your exercises at safe stall altitude in an appropriate area. Put the aircraft through all the normal operational configurations, especially climb, descent, approach and the transitions to and from cruise. If these exercises are accurate enough you might choose to do some circuits. By looking out the window and listening to the aircraft you should be able to compensate for the lack of usual

indicators. If this is an aircraft you already fly frequently you may already be more attuned to its voice and feel than you realise. With the radio turned off and less distraction in the cockpit, you will probably find your eyes outside the aircraft more often.

This exercise will make you more relaxed and capable if you ever have parts of your panel shutdown. Consider the effect of an electrical shutdown or an issue with a blocked static or dynamic line, or loss of suction. It may also make you evaluate your frequency of instrument scans and of the number of instruments being monitored. It is good to practice flying nordo in case you encounter an electrical, radio or headset failure which would make communications impossible.

In all things aviation, being prepared prevents poor performance.

Keeping it all in check...

Performing checklists is an important pilot procedure.

Aircraft specific and generic checklists both work well. Lately I have been feeling a bit stale with my checklist method so I have started using the scan, identify and discuss method for pre-takeoff, inflight and pre-landing.

This is how it works:

- Identify all pilot indicators, controls and occupant safety devices in the aircraft you are going to fly.
- Make a scan pattern that passes across all of the objects you need to check. For me this is left shoulder, across the upper panel to right shoulder, back across the lower panel right to left then between the front seats and up.

Any time you need to run a checklist, run the same scan pattern, point at each object, say its name, identify its state, confirm it is okay or say the desired state and change it.

Try this on the ground and compare it to your current checklists to confirm you have covered all items in your existing checklist. For me it has added radios and navigation into my check pattern as well as increasing my checklist vigour.



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About ADS-B

By Steve Bunting, SAB Avionics Ltd, Wanaka Airport



ADS-B, or Automatic Dependant Surveillance Broadcast, is currently a hot topic worldwide. We've all heard about it, seen articles about it, but there still seems to be a lot of confusion about what's available, what can be used in New Zealand, who can fit it, how they must check it's working correctly and certify its release to service, and what can't be used in New Zealand.

Last thing first, to get it out of the way, 978UAT cannot be used anywhere but the good old USA. This is a system peculiar to the USA, and CAA and New Southern Skies personnel have confirmed it will not be adopted here. So all those excellent, cheap and very innovative gadgets you read about in the international aviation press won't work here, so forget them now.

What is an ADS-B capable transponder?

Put simply, you will need a Mode S ES transponder which meets TSO C166. ES stands for Extended Squitter. ES means it sends out a larger amount of data when interrogated by a ground or airborne system. This data includes all the required information for ADS-B out.

What's available

There are several options available to replace your existing transponder and become ADS-B compliant.

Plug and Play replacement: This would appear on paper to be the best option for people with such transponders as the King KT76A, KT76C or the King KT78A, as Trig, King and Avidyne all produce plug and play replacements for these common legacy transponders using their existing mounting tray, antenna and altitude encoder feed. However, these replacements will need a compliant, under TSO C145 or C146, GPS feed from a compatible and acceptable source to become ADS-B out compliant.

If you have a compliant GPS/Nav/Com (GPS navigator), such as a GNS430W, GNS530W, GTN650, GTN750, IFD440 or IFD540, you will need to check compatibility with your chosen ADS-B capable transponder first.

Not all compliant GPS sources are compatible with all transponders. Once you have a compliant GPS feed from the GPS navigator to the transponder, they will both need to be configured to talk to each other, tested (I'll cover this later) and away you go... Sounds easy but, having spent many hours behind aircraft instrument panels, I can assure you that most times it is not, with difficult access, units that have been put into the panel without a thought about them ever having to come out again, and numerous other issues. So expect that a job that looks straightforward on paper might take a lot longer than expected. Your avionics engineers will do their best to expedite your installation, but be prepared for delay.

If you don't have a GPS Navigator you will need a standalone compliant GPS source. There are several models available from NexNav, Trig and Freeflight. Again, you will need to check compatibility with your chosen ADS-B transponder. These units tend to be mounted remotely in the aircraft and their information is sent to the transponder down a dedicated wiring loom. Being a standalone unit its installation is in addition to the transponder, and should be considered separate when you are budgeting for your system. The standalone will require its own power source and GPS antenna; it doesn't normally share with other units, and could need mounting structure manufacturing.

There are other units available that are not plug and play but can take their GPS feed from your GPS Navigator. These include

the Appareo Stratus ES, Garmin GTX335 or GTX345 without internal GPS and the Trig TT22. All of these units will require their own mounting system to be installed but will use the existing antenna and altitude encoder, with the exception of the Trig TT22 which has its own built-in encoder. Also note that Garmin has available an altitude encoder which mounts to the back of the GTX335 and GTX345 mounting tray.

Standalone GPS Equipped Transponders: There are several units currently available with built-in certified GPS, making them a one box ADS-B system... well, sort of.

The Appareo Stratus ESG, Garmin GTX335 and GTX345 with GPS (make sure you chose the right configuration as these come without GPS as well) and the L3 NGT9000 are all 'one box' systems with their own built-in GPS. They are the most straightforward option if you do not have a GPS Navigator as they only require an altitude feed from your existing altitude encoder – another box! – a GPS antenna, which is usually supplied as part of the kit, and, of course, the existing transponder antenna.

Installation using a new-built wiring harness helps as it's built and tested on the bench and hasn't suffered from years of sitting behind your panel alone in the dark!

The GPS antenna will of course need to be mounted in a suitable place on the top of the aircraft, but unless you already have a GPS Navigator you're going to have to do that anyway.

There are a few additional remote transponders which are controlled through other systems. If you fly a glass cockpit or have a Garmin GTN unit in your aircraft, speak with your avionics engineer about these options.

Who can fit it, test it and sign it off?

ADS-B systems must be installed by a Radio Group 3 rated Licensed Aircraft Maintenance Engineer or equivalent person in a Part 145 organisation.

Post installation testing is done in accordance with the manufacturer's instructions, must be done with the appropriate test equipment, and proof needs to be sent to CAA in the form of a printed report of a screenshot of the test set. The test equipment for this runs at over \$20,000 and not everybody in the avionics world has it yet. Flightradar 24 is not acceptable, though will enable you to see whether the system works. Only the correct test set with the correct software checks that the outputs are good.

Things to think about before choosing your transponder

Most aircraft are covered by one or more manufacturer's STCs, which means the manufacturer has gone through the process of ensuring that their equipment will work in your aircraft and produced data to support it (approved Technical Data). However, if you own an unusual type of aircraft it may not be on the STCs Approved Model List (AML) which means that you will need approved data to install the unit of your choice into your aircraft. This can be done through the airworthiness department of CAA or through a Part 146 design authority. Either way it's an expensive and potentially prolonged process. So if you fly an unusual type, look through all the manufacturer's AMLs, as it could be on one of them. If it's not, and you don't fly into controlled airspace, the nice-to-have new transponder may be a very expensive toy; mod approval can run into the thousands of dollars.

It is around four years until ADS-B will be mandated in

controlled airspace below 24,500ft – which seems like a long time, but there are only a handful of avionics engineers on each island and quite a few aircraft will be required to have ADS-B. Though the final rule for lower level ADS-B requirements is not here yet, it will be, and you may need ADS-B. Don't leave your installation until June or July 2021 as you may find the queue stretches all the way to Christmas 2021 and beyond. If it's inevitable that you'll have to have ADS-B, then think about getting it done early to save being caught in the rush that will be 2021.

ADS-B in

Just a quick note on ADS-B in. Not all transponders are equipped for ADS-B in and the ones that are, are quite a lot more expensive than those that are not. Also, not all the apps you see on the internet are available in New Zealand, and those that are don't all cater for ADS-B in. Plus they will only give you ADS-B traffic, which will only show you other ADS-B out equipped aircraft. All those useful things such as Traffic, Weather, Notams and XM music are only available in the USA. You will need an ADS-B in receiver in your aircraft, such as the Stratux. Google it.

If you are thinking of having ADS-B in, Oz Runways tell me their software on the iPad will work with the Stratux receiver but the android version won't at this time. Foreflight, which uses the Appareo Stratus receiver, are apparently developing an Australasia edition which will hopefully cover New Zealand. There may be others.

Hopefully this helps with your ADS-B planning and budgeting. Contact me (021 1892438/ info@avionicsnz.co.nz) for help and to discuss AOPA member discount on installation costs. ✈

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Aspeq shares success

Aspeq Ltd, now a global supplier of a full range of specialist assessment services, began with just a handful of staff providing aviation assessment services within New Zealand.

In just 25 years Aspeq has expanded from being an aviation testing provider to working across a range of industries in 25 countries worldwide. Formed when the NZ Government devolved the examination and testing of pilots to private enterprise, the New Zealand Aviation Federation (NZAF) and the Aviation Industry Association (AIA), itself a member of NZAF, became joint shareholders of the newly formed company. Today Aspeq Specialist Services employs over 200 full and part-time staff and provides services across a range of global industries.

To mark the company's 25th anniversary in 2017, staff from the New Zealand and Australian offices gathered in Wellington. Aspeq CEO, Bruce Heesterman said, "It was terrific to have the entire team together to mark the occasion, and to reflect on the diversity and quality of the talent in the business 25 years on."

Aspeq's operations have continued to be strongly specialised in aviation but the company also provides assessment services for other sectors such as land transport, finance, maritime, construction and professional bodies.



Left: 2017 Aspeq scholarship recipients, Thomas Shaw, Benjamin Mitchell and Alice McIlroy-Foster. Above: instructor's scholarship winner, Andrew Sims.



Aspeq's growth has been built by a professional and dedicated team, some of whom have been with the company for more than 20 years.

Amongst other aviation related sponsorship, Aspeq is a strong supporter of the Annual Walsh Memorial Scout Flying School and is a long-term sponsor of the two-week programme. At the recent 52nd annual awards night, representatives of Aspeq provided three candidates, Thomas Shaw, Benjamin Mitchell and Alice McIlroy-Foster, with scholarships to enable their flying training to

continue. Reflecting Aspeq's recognition of the contribution that high quality instructors make to great training outcomes, the company also awarded an A-Category Instructor scholarship to a standout B-Category Instructor, Andrew Sims, currently a CFI at Wellington Aero Club.

Aspeq has just unveiled a new electronic licensing system for regulatory authorities that allows aviation professionals to apply, renew and manage licences online. This product has been launched by Aspeq and their UK partner

CAA International. Developed using the latest Microsoft technologies, the new e-Licensing System is fully compatible with Aspeq's existing e-Examination System, which has already been implemented by numerous Aviation Authorities worldwide, including the UK CAA.

The e-Licensing system can manage all aviation licence types including pilots, aircraft maintenance engineers and air traffic controller licensing, in addition to local regulatory licences. It provides a complete electronic licensing solution, dispensing with all paper applications. It could also be used for managing licensing in other sectors, such as maritime and road transport.

AOPA NZ is fortunate to have Aspeq as a sponsor for the March 2018 IAOPA World Assembly. Without sponsors an event of this nature would never take place. It is proof that Aspeq take a keen interest in what happens within the aviation industry. Little known even within the aviation fraternity, the support provided by Aspeq helps our individual organisations to continue to fulfil their aims and objectives.

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How about an Aussie Airshow?



Over the past few years 'Wings Over Illawarra' has become the premier event on the Australian air show calendar. Last year's show attracted more than 30,000 visitors across the weekend, and 2018 promises to build on that success.

The show is held at the Illawarra Regional Airport, just southwest of the regional centre of Wollongong, where the former Qantas Boeing 747-400, VH-OJA, is housed. Roughly 80 minutes drive from most areas of Sydney, visitors can also take advantage of regular rail services, with trains stopping virtually right at the front gate. Supporting Partner JetGo Australia also runs airline services from Melbourne and Brisbane.

The flying programme is shaping up to be another great mix of civil and military, warbirds and aerobatic acts, together with the usual array of static displays as well as the comprehensive collection of aircraft housed on site at the Historical Aircraft Restoration Society (HARS).

In addition to multiple Defence aircraft from the RAAF, Army and Navy, acts will include the Focke-Wulf 190, CA-27 Sabre, Spitfire, CA-18 Mustang, SIAI Marchetti S-211 jets, Matt Hall, RAAF Roulettes, Paul Bennett Airshows, the Russian Roolettes and more. In the HARS hangar, visitors can get up close and personal with the P2 Neptune, the newly delivered AP-3C Orion and the Lockheed Super Constellation, F-111C, to name just a few.

A key aim of Wings Over Illawarra is to engage people, especially those who might one day become active participants, with the wonder of aviation. Exhibitors are always ready to discuss their aircraft, experiences and flying

rouines, as well as the various recreational and careers options available.

The Illawarra region has abundant accommodation, great restaurants and plenty of additional tourist spots. For New Zealand visitors, we recommend flying into Sydney and taking the train from the airport (one interchange required). Find out more at www.wingsoverillawarra.com.au. Come on over. We look forward to seeing you!





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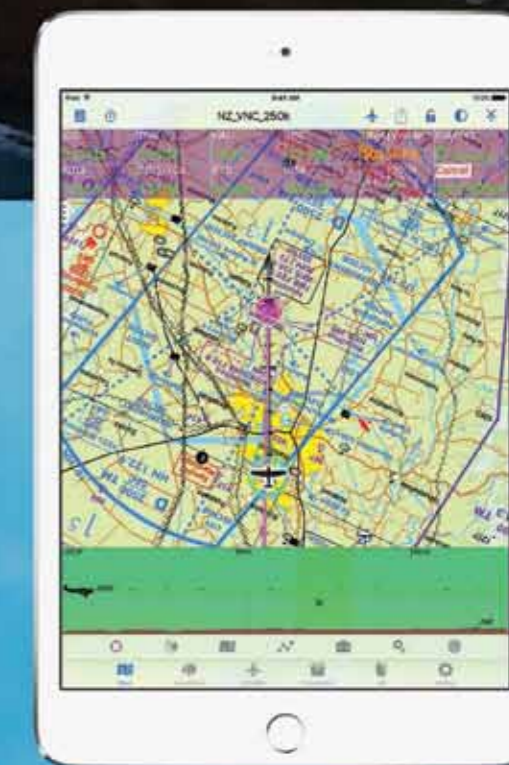
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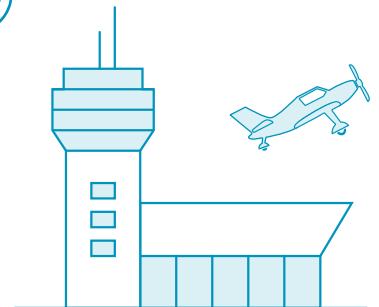
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Andrew Andersen former President of AOPA Australia talking about 'Making the most of Automatic Dependent Surveillance – Broadcast (ADS-B) in Australian General Aviation'.



Andy Alford of Airways giving you the latest on the deployment of ADS-B infrastructure nationwide and how improved surveillance coverage may impact General Aviation.



Matt Amos of LINZ explaining the Australia/New Zealand Satellite Based Augmentation System (SBAS) trial, how it is progressing and the benefits it could bring to General Aviation.



Andy Grant from UAVNZ talking about the growing use of RPAS/ UAV in New Zealand.

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