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WINTER 2024



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AOPA Executive Committee

President: Sue Kronfeld
Ph: 027 535 6651
Email: president@aopa.nz

Vice-President: Ross Millichamp
Ph: 027 9600 724
Email: ross.millichamp@aopa.nz

Administration: Karen Williams
Mb: 021 202 6689
Email: member.service@aopa.nz

Peter Armstrong
Northern North Island
Mb: 021 883 080
Email: peter.armstrong@aopa.nz

Tim Pearce
Southern North Island
Mb: 027 440 7091
Email: tim.pearce@aopa.nz

Geoff van Asch
Northern South Island
Ph: 021 767 744
Email: geoff.van.asch@aopa.nz

John Evans
Southern South Island
Ph: 027 526 2111
Email: john.evans@aopa.nz

Neville Bailey
Ph: 029 129 6320
Email: neville.bailey@aopa.nz

Reuben Hansen
Ph: 021 410 0457
Email: reuben.hansen@aopa.nz

Stu Haynes
Ph: 027 532 4268
Email: stu.haynes@aopa.nz

Ian Sinclair
Ph: 027 432 4150
Email: ian.sinclair@aopa.nz

Coming up

- AOPA NZ Midwinter Fly-in Haast, June, to be advised
- Aviation Safety Conference 8-9 June, Auckland
- Aviation Industry Association NZ conference 25-27 August, Christchurch

Watch your inbox for notification of One-Day Fly-ins
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Cover photo: 'Roaring Forties' Harvards, Warbirds Over Wanaka
Photo credit: Anna Mackenzie



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Editor: Anna Mackenzie ph 027 3345466; anna.mackenzie@aopa.nz

Advertising enquiries: Don Ryder ph 04 479 1367 / 027 442 0016 / don.ryder@aopa.nz

Editorial support: Ross Millichamp ph 027 9600724 / ross.millichamp@aopa.nz

Member Services: Karen Williams ph 021 202 6689 / member.service@aopa.nz

Postal address: AOPA NZ Inc, Members Services, Box 114, Geraldine 7956

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Deadline for ads, articles and photos for the next (Spring) issue: 20 July 2024.



President's Comment

With daylight saving ended we inevitably face that feeling of the days drawing in, however autumn and winter can offer wonderful flying. The AOPA NZ Omarama Fly-in is scheduled for late April and I hope will be enjoyed by many.

The settled weather we experienced through April benefited the recent Warbirds Over Wanaka airshow, for which the organisers must be congratulated. The AOPA NZ booth within the NZ Aviation Federation marquee held prime position, with the simulator in hot demand. Thanks to the LearntoflyNZ flight instructors for patiently coaching so many budding aviators, and to the team of AOPA folk who chatted with the crowds, handling enquiries about obtaining PPLs amongst many other topics. All the booths within the NZAF marquee celebrated and promoted General Aviation. Thanks to Ian Sinclair for organising the AOPA NZ booth – your energy is most appreciated.

The first 2024 face-to-face meeting of the Executive Committee took place on 20 April in Christchurch, and saw discussion on continued liaison with local District Councils regarding management plans. It is imperative that we maintain communication with local authorities and provide information to ensure councillors understand that their local aerodrome is an essential infrastructure asset needing their protection and support.

Please complete the survey emailed to membership regarding

your hangar lease obligations so we can obtain further statistics.

The IAOPA Assembly, scheduled for May 7-11 in Washington DC, is rapidly approaching as I write. Topics to be discussed include the proposed change of directional reference from magnetic north to true north. IAOPA's expertise on behalf of GA to the Air Navigation Commission of ICAO will contribute to this three-year decision. Other subjects up for discussion at the Assembly include: PPL medical certificate, proposal for PPL flight instructors, English proficiency requirements, maintenance access in other countries, security access onto airports in other countries, unmanned aircraft systems, and location of ICAO regional offices. Chris Hoffman and I will represent AOPA NZ; I look forward to representing New Zealand at this international assembly.

The AOPA NZ AGM on 9 March saw AOPA NZ's Charitable Trust ratified; Chris Hoffman stepping down from the Executive, and Tim Pearce joining it. On behalf of the membership I'd like to thank Chris for his work, and for agreeing to remain on the advocacy sub-committee, and to welcome to Tim to the table.

As our membership continues to grow – we're now closing on 1500 – it's great to see that Karen Williams, our Member Services Administrator, has settled in and is thoroughly enjoying her role. AOPA NZ works hard to provide both social and flying opportunities, and the underlying advocacy work that allows us all to enjoy GA. A strong team, both in our staff and on the Executive and sub-committees, supports our success in both areas.

Happy flying.

Sue Kronfeld, President 🐦



From the Editor

After something of a lull in aviation activity, the last months saw

a glut. On a pristine day in March we loaded up and lit out for Wanaka, four to five hours away. Weather was perfect; we could have travelled any route, but opted for through the Wairarapa and along the Kaikoura coast, with a fuel and lunch stop at Rangiora. Sun followed us south and we settled in for a week – which extended towards two as the wind picked up around the proposed date of our return. The bonus was that it meant we could attend Warbirds Over Wanaka – more on that on page 14.

With real life waiting, we departed Wanaka on the cool and overcast Monday morning after the airshow. I've never shared a runway with such

prestigious craft: three Tiger Moths, a Harvard and an L39 jet. One person was sitting in the stands as we slipped by – I do hope they enjoyed the show!

Finding a weather window that extends across two-thirds of the South Island and half of the North can be tricky. We expected the Mackenzie Basin to be a little socked in. It was a pillowy and seamless sea of white; just the situation that makes you appreciate other aviators. The airwaves were busy with departing travellers sharing information on what things were like ahead. Nice, too, to recognise a few voices – if we'd had more time, Paul, we'd have taken you up on that lunch stop offer!

The cloud began to break up as we passed Hanmer and we were virtually clear up the Awatere. No problems at all in the North; it was a record trip – and always good to get home.



In this issue we cover safety tips for winter flying, introduce AOPA NZ's new Charitable Trust, recount solo, small group and fly-in excursions, and get into the nitty gritty of noise measurement for District Plans, while the AOPA Awards showcase standout individuals and businesses across the sector. Gathering it all together left me confident that the GA community in New Zealand is thriving – or perhaps that's just the buzz left over from catching up with so many AOPA folk at Warbirds Over Wanaka...

Thanks to all our contributors, and safe flying through winter.

Anna Mackenzie, Editor 🐦

AOPA NZ AGM

Forty-six members turned out for the 2024 AOPA NZ AGM in Timaru this year, arriving from across the country to enjoy flying, socialising and, yes, the formal components of the event.

A key issue flowing on from the 2023 AGM was the formation of the AOPA NZ Charitable Trust. The revised proposal was enthusiastically endorsed by the members present, the deed of trust approved and the Executive's four proposed founding trustees – Sid Macauley, Mandy Deans, Louise Aubrey and Stu Haynes – were ratified. For more about the new Charitable Trust see page 5.

The meeting also moved to provide seed funding to enable the Trust to get projects underway in the coming twelve to twenty-four months. Considerable discussion saw this set at \$100,000.

The Executive Committee saw two changes. Chris Hoffman, who joined the Executive in 2020, stood down, to a warm vote of thanks, and Tim Pearce was elected. More on Tim on page 4.



President Sue Kronfeld, Admin Karen Williams, Executive members Ian Sinclair, Ross Millichamp (VP) and Peter Armstrong.

The AOPA NZ AGM weekend always offers far more than the formalities of the meeting, and to give you a taste of the flying and social side, take a look at the photos on page 26. Maybe they'll be sufficient to tempt you along in 2025!

Blue Light on a blue day

Kapiti Districts Aero Club played host for the 2024 AOPA Blue Light flights on a fantastic windless day in Paraparaumu.



Weather disruption over the past twelve months had made it difficult to schedule these flights, but moving the event from spring to autumn proved successful.

The local Blue Light organisers

gathered a group of 25 young people and their whanau. At 11am they and a group of volunteer supporters arrived at the Club, where they were met by AOPA and KDAC member Peter Merwood, who

had organised a team of seven aircraft, including a brand new helicopter. One lucky young person was selected at random for a 20min ride in the chopper.

After allocations were made, the flights took off into magnificent clear blue, windless skies – something to behold in the windy Wellington climate. Each group enjoyed a short flight up the coast to Otaki and back, after which a hearty lunch was provided by the volunteer Blue Light support crew. Smiles all round!

Special thanks to Peter and the pilots who donated their time and flying costs for this event: ZK-KAZ, Michelle Robertson; ZK-MWM, Ian Chester; ZK-DRP, John Leighton; ZK-DEP, Rudi Bosman; ZK-KAL, Mark Stephens; ZK-IMZ, Mike Elston and ZK-DWX, Chris Hoffman. Bring on next year!

Welcome to new members:

Warwick Searle, North Auckland; Josh Calder, Otane; Maree & Nick Key, Manapouri; Tony Peake, Balclutha; Julian Parkinson, Hamilton; Craig Hare, Napier; Nicholas & Bronwyn Chamberlain, Otautau; Jason Pearson, Napier; Alastair & Annie Studholme, Ashburton; Mandy Deans, Wanaka; Steve Houghton, Pauanui; Lee McMillan, Canterbury; Jeff & Jane Ellesmere-Sly, Kaiapoi; Dawson & Susan Boles, Auckland; Douglas Lyon, Tauranga; Grant & Judy Coldicott, Canterbury; Jamie Howes, Hastings; Phil Haines, Masterton; Mike Elston, Paraparaumu

Lake Duncan remembered

Sometimes a story simply resonates.

APPROACH received much positive feedback on the article in the last issue about C150D ZK-CGI. A pilot friend passed it on to Don Campbell, knowing it would interest him – and it did. Don, aged 21 at the time, was one of the recovery team, and the article opened a floodgate of memories... and the old photo albums.

The pic here shows Don (right) with Mike Clark after finding the aircraft.





Vice-President's view

One of the standard pieces of advice given to people attending AOPA NZ Fly-ins is to get current before arriving. Please do not treat the fly-in as an opportunity to gain currency! Many of the strips we visit do not permit a standard overhead join and

leisurely descent around onto final. Getting familiar with the right picture out the window and not having to constantly refer to the panel improves safety for everyone involved.

I recently went through a period of aviation inactivity. The Cessna was out of the air for a couple of months awaiting parts and as soon as it was airworthy I had a number of non-flying commitments that kept me grounded. I did manage a brief flight with the engineer to ensure that the repairs were working as they should, but all that did was show me how rusty I had become. I did nothing that seriously affected flight safety, but was just a little bit behind the aircraft the whole time. Somewhat embarrassed, the plane went back into the hangar and I headed off on a hunting trip to Fiordland, determined to make a real effort to get current on my return.

By the time I got home we had a visitor parked on our strip near Darfield. Andrew Kemp often parks a big Airtractor at home when working in the area, rather than running it back to the hangar at Timaru every night. I wandered over for a chat and ended up discussing my plans to get current in preparation for the coming autumn and winter fly-ins. Ag pilots have a different notion of currency than the rest of us. Andrew explained that during a recent spell of good weather, he had recorded more than 1000 take-offs and landings in his logbook in just nine days!

Feeling even more inadequate, I resolved to drag the plane out of the hangar as soon as he had disappeared over the horizon on the way to his first job.

After an hour of annoying the neighbours, I was surprised at how well things were coming together. The first approach was a bit scratchy but I had the chance to put it right straight away when the issues were still front of mind. By the end of the session I was working on short field take-offs and landings, and flying them as well as I ever had. The take-home message for me was that circuits are quite different to strip flying. When flying circuits at a familiar airfield, you can focus solely on achieving precision in a flying sense. This is the time to really concentrate on height, speed, power settings and those often forgotten checklists. Strip flying is much more complex. You need to find the strip, work out the wind strength and direction, identify other traffic, sequence in with that traffic, get safely onto the ground and work out where to park. In this environment the flying needs to be instinctive rather than deliberate.

The other thing that struck me was how long it had been since I'd flown a series of circuits. We installed a new engine in our plane a couple of years ago and I've been reluctant to fly circuits during the break-in period. Instead, I'd visit a series of strips with decent ferry times between, which sort of defeats the purpose of the exercise. At each new location I found myself distracted by all the factors associated with a less familiar airstrip, and the focus on precision was no longer front of mind. While I feel completely unqualified to offer technical advice on flying techniques, I can say that doing a series of circuits from time to time will be of benefit to every pilot, be they part-time hack or polished professional.

Ross Millichamp, Vice-President 

Introducing Tim Pearce

Elected to the AOPA NZ Executive Committee at the AGM in March, Tim Pearce brings passion and energy to the table.

Born 1955 in Sydney, Australia, where his parents were attending vet school, Tim's childhood was spent between Canada, Australia and New Zealand. Following high school in Palmerston North he completed an Ag Science degree followed by a Veterinary Science degree at Massey University.

Tim met his wife, Trish, at vet school (seems to run in the family!), both subsequently finding jobs in the Central Districts area. Tim joined Southern Rangitikei Veterinary Services as a general practitioner and later became a partner in the


practice. For the last 30 years he has focused on equine performance medicine involving race horses and high end sport horses, which led to him being involved in teams at an international level, including three Olympic games.

Prior to getting his PPL in 2017, Tim's main passion has been riding and breeding show jumpers, hunters and race horses. He has competed at top level in New Zealand and he and Trish continue to be active in the local hunt club.

Tim says he is fortunate to be supported by Trish in his more recent passion for



flying. The couple has owned a Cessna 182 for six years, during which period he has logged about 800 hours. The newest interest the two are sharing is building a new Bearhawk 4, which they hope will be flying by the end of 2024.

Tim and Trish have one daughter, Alex, who farms with her husband Sam at Raetihi, and a granddaughter, Grace. 

AOPA NZ Charitable Trust

March 9 2023 was a significant day in the history of AOPA NZ, with the AGM enthusiastically supporting the proposal to establish the AOPA NZ Charitable Trust.

The meeting also appointed the founding trustees and agreed to contribute \$100,000 from AOPA NZ reserves to the Trust as start-up funding. The Trust's goals are to promote community understanding and acceptance of aviation and to create pathways for young people into the aviation industry. Christchurch law firm Parry Fields has developed a Trust Deed, which at the time of writing was about to be submitted to the Charities Commission for approval. Meanwhile the founding trustees have met and sketched out a plan for the first year of operations. These include developing a framework to guide the direction and behaviours of the trust, including how they will assess applications for funding.

Chairman Sid McAuley would like to see two funding streams. The first might take the form of 'Friends of the Trust' who contribute on a subscription basis to fund the day-to-day operational costs. In time this could include engaging a part-time fund specialist to undertake the administrative obligations of the Trust. The second funding stream is likely to be one-off donations or bequests which donors may wish to be used for specific purposes. Sid is keen to keep the trust lean and mean, and to ensure that as much of the AOPA NZ seed funding as possible is used for external projects. Sid and his team do not want to be bogged down in planning and administration and are committed to getting at least one project underway by the end of the year.

Once the AOPA NZ Charitable Trust is approved, the trustees hope to hold a formal launch including guidance on how to donate money and on how to apply for project funding. Stay tuned for notification on the launch. The Trustees wish to acknowledge the support of members and the work of the Executive Committee, in particular Geoff van Asch and Steve Horne for getting the Trust to this stage.



Introducing the new trustees

Sid McAuley always wanted to learn to fly and when his teenaged son Nathan expressed interest, Sid announced that if they both got their licenses, he'd buy a plane. Several Cessnas on, Sid has 1450 hours in his logbook and is a passionate advocate for GA flying.

In business on his own account since he was 18, Sid is managing director of Coolpak Coolstores Ltd, where he has been a director and shareholder for 51 years. Alongside business acumen, Sid brings to his new role broad experience on other charitable trusts and on the Christchurch and Aoraki charitable foundations. Married to Veronica, the couple has two sons, Nathan and Ivan, and seven grandchildren "all of whom love flying".

Mandy Deans is passionate about aviation, and has been a member of NZ Airwomen's Association for forty years, assisting with sponsorship for the 2024 Rally. For fourteen years the Event Manager of Warbirds Over Wanaka's International Airshow, retiring in 2022, she continues to mentor event personnel and judge NZ Event Association Awards.

To her role as trustee Mandy brings many years of managerial experience in both commercial and community organisations, with skills in strategic planning, risk assessment, alliance building and business development. A past CEO of Business Porirua and National Marketing Manager for Parents Centres NZ, Mandy also brings experience in establishing fundraising and volunteer programmes. She has previously been a Trustee for the Austen Deans Art Trust; founder and Trustee of the Porirua Apprenticeship Trust; Business Advisory Board member for Whitereia Community Polytechnic and Porirua City Business Awards Scholarship Trust. As a Director of People for Wildlife (Australia) and a Trustee for Uplift in Kind, Mandy continues to do pro-bono work in the not-for-profit sector.



Stu Haynes is a 350hr PPL who owns a Cherokee6-300 which he flies around 100hrs a year from his home base in New Plymouth.

A construction consultant on large infrastructure projects around New Zealand, Australia and the Pacific, Stu also enjoys caring for his aircraft, taking on a project each year; past projects have been ADS-B In and Out, communications panel, and currently an Auto Pilot installation. He also plans to further his study towards IFR.

He is a member of AOPA NZ's Executive Committee and will provide liaison between the Executive and the Trust.



Louise Aubrey has aviation in her DNA, having been a member of AOPA NZ 'for longer than her nearly 40 years'. Previously an environmental manager across construction and mining in Australia, when Louise returned to live on a high country station in South Canterbury with husband Gerald, she continued to focus on environmental management and leadership in the agriculture sector.

Now based in Wānaka with Gerald and their three small children, she continues to focus on future-proofing for the next generation. "I see the AOPA NZ Charitable Trust as an exciting avenue for exposing the wider community, especially the next generation, to opportunities in aviation; to ensuring we can keep our old birds flying, but also to supporting innovation and finding new applications and opportunities for aviation in an ever-changing world." 🛩️



Back to Basics Waipukurau

By Ross Macdonald



Mid last year, 2023, Reuben Hansen asked me whether we could host an AOPA NZ fly-in at Waipukurau. "Great idea," I told him. We have some pretty good local airstrips of various lengths and gradients, and only 30 minutes flying time from coast to Ruahine Ranges. The CHB Aero Club committee agreed and the planning began.

I'd previously been to a couple of AOPA NZ Winter fly-ins, and had the privilege, at the Omarama one, of being in Gavin Wills' group and visiting nineteen strips in one day. An absolute blast! So I thought I had a basic grasp of how these fly-ins went.

Next came the process of trying to organise a date that didn't clash with other events. Eventually, March 1-3 2024 was agreed upon. The next problem was that Waipukurau's limited motel space was tied up with another function in the town, so people were obliged to either organise their own accommodation or camp on the field.

A zoom with Reuben, Ian Sinclair, Hamish Ross and myself got the nuts and bolts sorted. We came up with a potential nineteen strips ranging from Woodville in the south to just north of Napier to the north, and from right up against the Ruahine Ranges to the west and our favourite beach to the east. Permission to use the strips was obtained and the usual wait for the weather gods to comply ensued.

As we got closer to the date, we could see that the weather for the weekend was going to be okay, but a deep low moving onto the bottom of the South Island was potentially going to cause problems for people wanting to get home on the Sunday or Monday. From an initial 44 who registered interest, 18 filled out the detailed registration with three of those subsequently pulling



Team line-up at Smedley Station (above); gathering under a mackerel sky (right).

out. Unfortunately, through a breakdown of communication and some misunderstanding on my part, those final numbers didn't get to us until Friday evening – it meant there was plenty of food at the Friday night dinner, including a lamb on a spit donated by our Club President, James Greer.

Saturday breakfast was equally nutritious and an 0900 briefing saw 16 aircraft and 27 people assembled, including original Kittyhawk Club member Harvey Beetham, with son Charlie, in C185 NRC, and Bob Gunson with son Jamie in C180 DXA. Wonderful that these gentlemen could join us.

Because the forecast was for the wind to pick up during the day, we decided to head south to Woodville first. First stop was Athol and Betty Sowery's wonderfully groomed Atheby farm airstrip, home to the first 15 years of the 'First fly-in in the world', held annually on New Year's Day. As a footnote, Athol says that people are very welcome to use his airstrip but it occasionally has fences across it. If the fences are up, the windsocks are down, so have a good look from the overhead if you haven't already talked to Athol.



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This was never going to be a quick turn-around as the Sowery's usual tea/coffee and cheese and biscuits were waiting for us. The wind was picking up as we left, heading north to John White's strip west of Takapau. Originally we'd planned to split into groups from here to ensure sufficient parking was available at each strip, however after discussion it was decided that we'd stay together and choose strips with sufficient space for all sixteen aircraft.

Next was the AIP listed strip of Kowhai at Tikokino, then on to Robert Wilson's Tuivale strip, where we dined on our wonderful packed lunches, supplemented by juicy plums that just happened to fall off the trees as we walked to the house. Fully sated, we next visited the Smedly Station airstrip, located a short distance from Tuivale but higher up atop a flat-topped hill. A couple of bemused station hands rode horses past us as we lined up along the side of the strip, wondering who was spoiling their quiet Saturday ride.

From there we flew north between the Ruahine Range and the Wakarara Range. This is a spectacular flight which is often not comfortable due to the wind and turbulence between the two ranges. This day, the wind was arriving but some judicious positioning made for a comfortable trip. There were another couple of shorter strips available on this leg, which were briefed with the choice of landing or not being placed on the individual pilots. Two made successful visits into one, but my approach in PA18, KSS, proved a little sporting in the turbulence so discretion became the better part of valour.

At the next strip, Kereru Station, we'd temporarily left the wind behind and the strip was in a wonderful calm micro-climate but it was too good to last so we didn't linger. Numbers had begun to thin by this stage as some of the further-travelled made their way home before the forecast weather arrived, and a couple of others attended to domestic duties. The remaining group visited two more strips en route home, including CHBAC President, James Greer's home strip where he keeps C172 XP, FJE, an aircraft many older members will remember as belonging to James's granddad, David Wilson. Last stop before home was Josh Calder's strip at Otane, home base to Josh and Suzie's aerial ag business, Rural Air Work, and home to two very recognisable pink Crescos.

We arrived back at Waipukurau about 1630, having had a wonderful day exploring the area. One aircraft was left on a strip with a fluctuating fuel flow and another had a minor propeller abrasion strip start to delaminate, likely due to touching long grass. Everyone else completed the adventure unscathed: always the outcome one hopes for, and which made the two hours of staring at the ceiling in the wee hours the night before totally unnecessary.

A nice dinner at a local watering hole that evening topped off a great day. We never got to the eastern strips and the beach, so they will be patiently waiting for next time.

Next morning, only three aircraft remained on the field as the wind rose to 35kts. We'd found hangarage for two of them overnight. As plans were being made for another night's accommodation, the wind began to drop and some observations along intended routes showed improving weather and a small window available. 🐦



CHB offered up spectacular skies and pitstops aplenty: Athol and Betty Sowery's Atheby (centre), and lunch at Rob Wilson's Tuivale.

Departure all three within 15 minutes and the airfield was clear. All made it home safely and mostly comfortably.

The fly-in proved to be an excellent weekend. Thanks and congratulations to the helpers from the CHB Aero Club who contributed to the smooth running of the event. We hope that the Central Hawke's Bay 'Back to Basics' fly-in becomes a regular feature on the AOPA calendar. 🐦

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The stories an aircraft can tell...

Mr Spencer's Ugly Duckling

By David Berger

In 1943, US aircraft manufacturers already knew they had a problem. Simple mathematics dictated that the Allies were going to win the war.

That meant it was only a question of time before the plug was pulled on their mushrooming assembly lines, which were to produce staggering numbers of aircraft by the war's end: 12,731 B17s, 15,000 P51 Mustangs, 15,495 T-6 Texans, 18,500 B24 Liberators and, of course, 15,686 examples of the unique and indispensable P47 Thunderbolt, the 'Jug', from the Republic Aviation Corporation in New York.

The bosses thought that the best way to capitalise on their government-funded assembly facilities was to switch from military production to feeding the post-war civil aviation boom, which the thousands of returning pilots would surely create. To this end, Republic licensed a design for a single-engined amphibious flying boat from one of their production test pilots, Percy Spencer.

'Spence', as he was known, built his first plane in 1909 and first soloed a flying boat on the Connecticut River in 1914. In the mid 1930s, Spence conceived the design of a pusher amphibian while playing the parlour game, Twist, and by 1941 he had designed, built and flown his Spencer Amphibian Air Car #1, when further development of civil aircraft was shut down by the outbreak of war.

Under its new name and designation of RC3 Seabee, this was surely going to be the recreational aircraft of choice for the newly returned pilot. Tricked up in debonair weekend casuals, our returning hero would use his Seabee to take his smiling, glamorous wife and all-American kids to the lake house at the weekend in the post war Utopia that the United States was about to become. To boot, Republic would use the knowledge gained during the war to simplify the production process, so that it would be four, or even five, times cheaper to produce than other aircraft!

Of course, all this was a pipe dream. The returning pilots, incredulous that they had escaped with their lives, and with many suffering from what we now know as PTSD, were not, it turned

out, especially enthusiastic about returning to the skies. The aeroplane's production costs spiralled until they were five times earlier predictions – no surprise to anyone who actually looks at the aircraft, with all its complex curves and intricacies – and matters were not helped by the choice of engine, a 215hp, horizontally opposed, six cylinder Franklin, which left the aircraft grossly underpowered and was implicated in a number of high profile accidents during the production years.

By 1948, after less than two years of production, the plug was pulled on this assembly line too, with just over a thousand examples produced. Ever since, the 'Bee' has been an aviation fascinoma, a quirky flying footnote, still exciting gasps and exclamations wherever one of the remaining hundred or so air-

worthy examples touches or splashes down. Its unconventional appearance captivates the onlooker, who seemingly cannot draw their eyes away from this extraordinary and exhilarating craft.

In their 78 years, Seabees have made it to many far-flung parts of the world – Canada, French Indochina, Sweden, Iceland, Chile, Israel, and even Australia – but none reached New Zealand until mid 2023, when N6224K fetched up in Nelson after a seven month journey from Duluth, Minnesota. Serial number 430, it first flew in February 1947 and spent its

entire subsequent career in the dry, salt-free air of the Midwest, from Nebraska to North Dakota and, finally, to Minnesota, where I stumbled across it in 2016.

My recently purchased Cessna 185 (see the *Wrong Way to New Zealand* series in this publication) needed temporary board and lodging at Duluth Sky Harbor airport while I learned to fly it, and there, in the back of the hangar, sat the owner, Don Macor's, pride and joy. I fell in love that day, a love so pure and intense, so foolish and feckless, that it would turn out to be inextinguishable by any mere earthly retardants, such as dollars and logistics. Eventually, by a convoluted process, the aircraft became



Above: Designer, Percy Spencer. Top right and left: Seabee N6224K explores Central Otago.



available when I had just secured a section with airfield access at Omarama, the perfect place to keep an amphibian, and so it eventually made its way into my possession. No man, after all, should argue with fate when it has expressed its intention so plainly.

After expert assembly and overhaul by Gary, Mark and the team at Argus Aviation in Motueka, I made the first Antipodean flight of N6224K – and my first ever flight in the left seat of a Seabee – off the meagre 800 metre runway. Despite my heart rate hitting close to two hundred on that first occasion as I computed whether I would make it over the bungalow at the southern threshold (yes, but barely), for an experienced taildragger pilot the Seabee is easy to fly on and off the land with its wide track, nitrogen-damped undercarriage and, crucially, its tailwheel lock. Without the tailwheel lock, it would be nearly impossible, at least with any crosswind at all.


Taxiing without the tailwheel lock, meanwhile, would be completely impossible. With a functioning tailwheel lock it is only almost completely impossible: turn to face roughly the right direction, then quickly engage the lock and proceed straight for as long as able, steering like mad within the 15 degree limits allowed by the engaged lock and praying like a marine in a fox-hole that you don't have to disengage it before you get to your final destination.

The Seabee has huge windage, an inadequate rudder, a non-steerable, castering tailwheel, located far forward of the fin, and a pusher prop. Try to turn it across ten knots of wind with brakes and bursts of power and you WILL end up on your nose. This happens to every Seabee pilot at some point, but does no damage, except to the ego. (Ask me how I know.) This is an aircraft designed at the end of the era of narrow track biplanes with no brakes and tail skids instead of wheels, operating off enormous, circular grass airfields with 360 degrees of clear approaches. It was manufactured in the era of pilots accustomed to handling 2000hp tail-dragging fighters with no forward visibility, and attrition rates in training higher than in combat. No-one cared about dodgy ground handling back then, still less bleated about it, like some fancy city boy.


The lack of propwash from the pusher propeller does mean you can taxi with the doors open, pleasant on a hot day. Just remember not to test reverse pitch with the doors open!

In the air, the pilot feels as if they are seated at the controls of a WWII bomber, leavened with the period ambience of a Studebaker. In short, they feel of some substance, a comfortable Burgher. Important, even. Climb is anaemic, progress is stately (90 knots) and noisy, handling pleasing (as long as you know how to use your feet, as any real pilot should). The cabin

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and the ability to reverse pitch takes 'some' of the anxiety out of beaching and docking. Beware: it will not fly off the water without full flap. Land take-offs are mostly accomplished without flap, landings with full flap. Attempts to lower half flap prior to take-off by means of the hydraulic pump may or may not be successful. If unsuccessful, an asymmetric condition will result, which can nevertheless be overcome with aileron. This is specifically mentioned in the otherwise extremely brief flight manual, so was obviously something frequently encountered in the early days. Again, I have first-hand experience of this situation, which is alarming, but survivable.

The Seabee's true weak point is its engine. While the Franklin-engined Bee is safe enough if operated with sufficient circumspection, any honest Seabee pilot will admit that the Franklin just isn't up to it. Various other powerplants have been tried over the years, including the geared Lycoming series, but the only currently available STC is for the 300hp Lycoming IO-540. With this engine, and the accompanying gross weight upgrade, the Seabee becomes a formidable weapon on land, sea and in the air, and I have taken the precaution of ordering the STC and kit from the manufacturer (in his eighties) in Tacoma, Washington. It will sit in the back of the hangar until needed and until then we will enjoy the aspect of this very original, Franklin-engined Seabee. And there, ladies and gentlemen, I give you Mr Spencer's Bee, an ugly duckling to some, but an affair of the heart to me. I hope N6224K will grace the New Zealand skies for many years to come and give others as much pleasure as it does me. 🦆

is enormous (the seats fold down to make a near double bed), beckoning the pilot and his unfortunate companions to overloading and the risk of a fiery death, especially as the density altitude begins to mount. In contrast to the Lake series of amphibians, there is absolutely no adverse pitch change with power, a pleasant and relieving surprise. Raising of gear and dropping of flaps are achieved by means of energetic pumping on a long handle between pilot and co-pilot, which adds to the carnival atmosphere.



On the water, the Seabee is a pussy cat. There is almost no tendency to porpoise and take-offs are straightforward, albeit reminiscent of an overloaded Sunderland on the Fiji run, landings similarly so. The water is surely where the Seabee excels






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Hard Core revival

By George Thompson



There was a time when some of the Waikato Members were referred to as AOPA NZ's 'Hard Core' due to their regular attendance (and high jinks) at both regional and national fly-in events.

The Neville Harding, Mike 'Red' Wine and Ralph 'White' Wine, Ross Scherer, Hugh Baxter and Peter Bouma era is now just a memory, but an attempt to replicate the camaraderie and fun of times past recently took place in Te Kuiti.

A quick ring around saw the idea find favour with a few of the locals and a plan to depart NZTT at 11am the following Sunday was agreed upon. For once the weather looked like it would not be an issue, and so it proved. Following a briefing we set off, arriving in a loose gaggle at Cameron Wine's airstrip near Fitzgerald Glade on the Mamaku.

Another briefing and we headed east to Bruce Cameron's at Ohinepanea, inland from Pukehina, where Rikki opened the hangar for us to view Bruce's pristine late model C 182. There was quite a bit of mismothering on the short leg south to Te Teko, where the racecourse landing was to be our lunch stop. Graham had mown the stalks off the old back straight that morning pending our arrival, however, after not being used for a few years a racecourse never looks quite like it should, and some coaching was needed to regroup for the landing.

A pleasant scenic run south over Matahina Dam following the Rangitāiki River to Galatea, a long runway believed to be a reserve airfield during WWII, kicked off the afternoon.

River Lodge, near Broadlands on the Waikato River, is a favourite of our group

and never fails to impress. Gone are the religious group's days, apart from a caretaker who is overseeing the renovations necessary for the property's sale. He mows the airstrip with a ride on, so you can imagine the quality of the runway, which is open for use at all times.

A welcoming landing at Centennial

Park, Taupo completed the day for the fourteen pilots and crew in two C172s, five C180s and one C185.

Perhaps it was not quite a revival, but it was an opportunity to get a few like-minded pilots in eight Cessnas together and out of their regular patch for a day of most enjoyable flying. 🛩️



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2024 AOPA NZ Awards

GA Champions: Bevan Dewes and Lucy Newell

Together Bevan Dewes and fiancé Lucy Newell run Legend Aviation – a new company deeply rooted in New Zealand aviation history.

Bevan is a beekeeper from the Wairarapa who started flying warbirds at a young age, initially in a De Havilland Chipmunk, before undertaking a major restoration on Harvard NZ1044 and re-turning her to the air for the first time in 64 years in March 2023. Lucy's love of classic aircraft began at Classic Flights in Wanaka, where she worked flying the Tiger Moth. She now hauls fuel for a living in Indonesia, flying an Air Tractor 802 'FuelBoss'.

Bevan and Lucy set up Legend Aviation, a company dedicated to preserving and sharing New Zealand

Aviation history. They offer Part 115 Adventure Aviation flights under Warbirds Limited. With two Tiger Moths, they are the only company in New Zealand currently able to offer formation Tiger Moth flights and, having acquired NZ1033, they hope to offer the same in the Harvard at some point in the future.

A flight with Legend Aviation offers customers a glimpse into the rich history of early flight and into how pilots were trained during the war. Their goal is to spark interest and ignite passion in others, an outcome they believe crucial to keeping these legendary aircraft flying



for future generations. Visiting pilots are most welcome, however it does pay to call ahead to check they are not away tending bees or flying fuel! 🐝

Best Shop: Sounds Aero Maintenance

Sounds Aero Maintenance is part of the Sounds Air group based at Omaka Airfield near Blenheim.



The GA maintenance team at SAM, led by Wayne Tantrum (second from right).

Sounds Air Maintenance (SAM for short) is split into two sections, the one under the leadership of Wayne Tantrum specialises in GA work. Although the sections work independently out of

separate hangars, there is always the opportunity for cross-pollination and joint problem-solving across the enterprise.

Wayne is an experienced engineer with a reputation for quality work and even better customer service. 'Nothing is a problem' is his mantra, and he welcomes owners into his hangar to assist with maintenance tasks to keep costs down. He is renowned for getting work done on time and within budget, with wait times kept to a minimum.

SAM also offers an avionics shop and install service, and so provides a one-stop-shop for many aircraft owners.

Wayne is an active pilot with a family history in flying and maintaining Tiger Moths. He also owns a share in a Piper Dakota. 🐝

Best Watering Hole: Coro Club café, Whitianga Airfield

The Coro Club café and venue operates out of the Mercury Bay Aero Club facility on Whitianga Airfield.

AOPA NZ members will remember the fantastic reception they gave us during the 2023 AGM weekend, when they dealt with numbers well beyond normal. Throughout it all they remained friendly, calm and were clear about the wait times. And of course the food and coffee were fantastic!

Although the café is based on the airfield, much of their patronage comes from Whitianga locals, who get a taste

Going Above and Beyond: Nigel Griffith

Nigel is a Blenheim based pilot with a long history in recreational back country aviation.

He is one of New Zealand's most experienced Cessna Skywagon pilots and is the 'guy to talk to' if contemplating a Cessna 180/185 purchase, or if in need of operating advice. He holds an E Cat instructor rating and is regularly called on to help new owners through their Skywagon and Piper Cub ratings and initiation process. When Executive Committee member Geoff van Asch wanted someone to teach his son, Thomas, the basics of strip flying in a Piper Cub after passing his PPL, he looked to Nigel.

Nigel started his career in the family drilling and piling business, but in recent years has trained as

an agricultural pilot and purchased Patchett Ag Air from Ray Patchett. A member of the Cessna 180/185 Group for many years, Nigel was one of the key drivers behind the establishment of the Back Country Pilots Association of NZ, which secured a concession on behalf of its members to land on airstrips on Public Conservation land throughout New Zealand. Prior to the establishment of the RBCPA, landing on these strips involved so much paperwork that it was too much hassle for many pilots; they tended to either stay away or to operate outside the rules, which was not a good look for the GA sector. The RBCPA concession



is due to expire and Nigel is back behind the computer working tirelessly on the renewal process.

Nigel recently took the initiative to drive improved safety protocols at Cessna 180/185 Group fly-in events. Despite his prodigious personal flying experience he reached out to AOPA NZ fly-in organisers, and together they came up with a set of protocols that enhanced safety for both organisations. 🛩️



of GA while enjoying their refreshments.

The café lease is held by Dave and Lucy Patterson (pictured above), while Niklas Brandt is the manager and chef.

The Whitianga hospitality scene has been through some tough times of late, with weather-related road closures coming on top of Covid lockdowns. Please take the opportunity to support this great little business whenever you are passing. 🛩️

Best Tower: Milford Flight Service

Milford Airport is home to an Airways Flight Service with a reputation for calmly efficient and friendly service.

Once part of the Queenstown Information Service, Milford is now an independently run and staffed Tower, which provides weather and traffic information to visiting VFR aircraft. Given the isolation and limited infrastructure, operators are based in Queenstown and travel in for a week at a time.

Remote as it is, Milford becomes busy during the summer tourist season, with fixed wing and helicopter traffic bringing in large numbers of people on scenic flights that often include a landing at the airport and a boat cruise on Milford Sound. The combination of busy airspace, steep and confined terrain, highly changeable weather and limited radio and ADS-B coverage means that the Flight Service Operators often have



Milford Information Service team leader, Matt Horsman with Perry Barr and Dave Taylor.

their hands full. Despite this, they are always calm and helpful, making a visit to Milford a more straightforward experience than pilots might expect.

The Milford Tower is located next to the GA parking area. It's possible to call on the team in the operations room, but please get in touch in advance to arrange your visit. 🛩️

A weekend of warbirds

By Anna Mackenzie

If you're not an aviation aficionado, you might be forgiven for thinking that if you've seen one airshow, you've seen them all. Not so.



Photos: Anna Mackenzie

Warbirds Over Wanaka International Airshow, founded by the late Sir Tim Wallis back in 1988, returned this year after a six-year hiatus (Covid-19 saw the cancellation of both 2020 and 2022 events). Run biennially over Easter weekend, the Show has always drawn the crowds. My first visit was in 1990, and coincided with being introduced to what seemed an inordinate number of my partner's family – showing off the new girlfriend, having a break from the farm and going to an airshow: from his perspective, if not mine, it was an ideal long weekend!

This year, I hadn't planned on going. But we were in Wanaka longer than expected due to windy weather (aviation, huh...), and so I bowed to the inevitable. Three times!

Conceived by Sir Tim as a showcase for classic fighter aircraft along with their modern-day counterparts, the event, now run by a charitable Community Trust, attracts renowned aviators and aircraft from around the world, and lays claim to being the largest airshow in the southern hemisphere. This year saw 70,000 visitors trundle through the gates. Busy as that made it, the site is large enough to accommodate the crowds, and logistical support – parking, food outlets,

loos, sunblock stands – catered admirably.

Highlights for me included an array of Tiger Moths and the classic WWII Spitfire, both having featured large in my father's aviation life – I can't hear a Merlin engine or catch a glimpse of that elliptical wing without thinking of him.

The aerobatics performed by two-time World Aerobatic champion, Jurgis Kairys from Lithuania and Te Anau-based Ivan 'Krazzy' Krippner were jaw-dropping (and made me feel exceptionally glad to be firmly rooted to the ground.) Perhaps best of all was the challenge of photographing the aerobatic team manoeuvres of the 'Roaring 40s' Harvards (see cover image), 'Red Stars' Yak-52s and 'American Eagles' L39 Jets.

What a treat, as well, to see the newly refurbished Mosquito, another iconic WWII aircraft, before it heads off-shore. And then there was the final public outing of NZRAF's retiring C130-H Hercules, which swung by for a bonus flare drop against the glorious backdrop of snow-capped mountains beyond Lake Wanaka on the practice day taster above the town.

There were other added extras: a pink-smoke-lit parachute descent, ground display



pyrotechnics, the dance of a glider against an azure sky.

The weather co-operated, with temperatures in the mid-twenties and practice day cloud giving way to a weekend of cerulean blue.

The NZ Aviation Federation marquee hosted an array of exhibitors. I spotted a youngster just outside the entrance riveted by the contents, explored on the spot, of a freshly-purchased model aeroplane kit – and felt relieved to know gangly, mid-teen geekiness is alive and well in one of its classic forms.

AOPA NZ's booth was just inside the marquee and offered multiple enticements: familiar faces for a chat, tea, coffee and water for weary travellers, a simulator and LearntoflyNZ instructors for the passing multitude of young enthusiasts, and – heaven be praised – a supply of white plastic chairs. What more could anyone wish for at such an event? We partook, we relaxed, we talked. Well done AOPA NZ team: you judged the need well and rose to the challenge.

By close of Day 3, weariness had set in. Do I regret a single hour of it? I'm surprised to find the answer comes easy: I do not. 🛩️



Noise measurement and planning standards

By John Evans

Part 4 in our series on District planning and aviation explores how noise is measured and what it all means for aviators.

There are a number of New Zealand Standards concerning noise that you'll see referenced in District Plans. These are NZS 6805:1992 *Airport noise management and land use planning*; NZS 6807:1994 *Noise management and land use planning for helicopter landing areas*; NZS 6802:2008 *Environmental noise*.

Before we get into how each of these standards applies controls to aircraft, it would be useful to start with some background on noise and how it is measured.

Sound is most easily described as an oscillation in pressure in the form of a wave. This oscillation is perceived by our eardrums, measuring the rate of oscillation, i.e. frequency and the amplitude of the wave, that is, loudness. The brain deciphers this information as one of our most important senses. In our everyday lives, we are exposed to all sorts of sound but, of course, too much of it is unhealthy, resulting in permanent damage or annoyance.

Sound is measured in units called decibels (dB) and is a measure of noise relative to the lowest perceivable noise (most commonly 20 microPascals). The sound pressure which is the threshold of pain is ten million times more pressure than the threshold of sound. Given these numbers are massive and too hard to communicate, a logarithmic scale is used to make them easier to handle and communicate.

A Decibel is 10 Bells, so a Decibel is defined as 10 times the log of the measured pressure over the reference pressure. Our eardrums perceive certain frequencies over others, so



sound measurement devices account for this, and it is called A-weighting, so the unit we end up with is dBA.

Two things are harmful: high instantaneous noise levels (for example, a gunshot of 140dB is the threshold of pain), and lower levels over an exposure time. The higher a constant noise, the lower the exposure time permissible. The noise standards are interested in two things: the peak noise level, recorded as LAFmax, and the average over a period of time (Ldn, LAeq(t) where t is a defined time period).

LAeq can be measured over a variety of time periods and regulatory authorities have discretion regarding which to apply, but it is most commonly fifteen minutes. Shorter time periods are more sensitive to short periods of elevated noise, such as aircraft movements. In a fifteen minute period, if the background noise is 40dBA, and just 10 seconds of that fifteen minutes elevated to 80dBA, the resultant LAeq(15min) is 65dBA.

Applying the NZS 6802:2008 standard, it allows for -5dBA if

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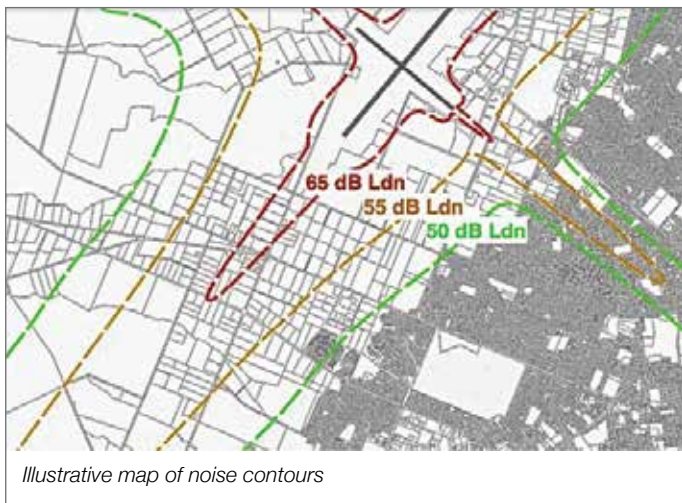
the event occurs for less than 30% of the recording interval.

Ldn is the time-average sound level, in decibels, over a 24 hour period, with an addition of 10 decibels artificially applied to sound levels in the night (10pm-7am), given the effect on people during those hours, i.e. a movement in that time is treated the same as ten movements during the day. Using the above example, if the background noise is 40 dBA, and 10 seconds of a day elevated to 80dBA, the resultant Ldn is 46 dBA.

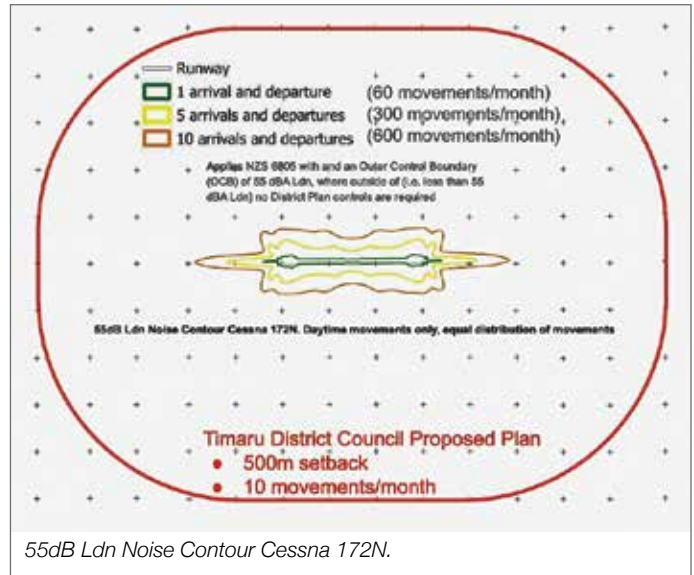
It is difficult for aircraft to comply with LAeq(15min) where the measurement is in close proximity to the aircraft (less than 1km). LAeq(15min) is typically limited to 55dBA in the general rural zone. There is simply an insufficient time period (or sound exposure limit) to allow for averaging out and no credit is given for the rest of the fifteen minute intervals during the day if that noise didn't persist. Older plans often applied LAeq(day) or some other interval longer than fifteen minutes.

Noise contour plots

Given all of this, airports apply the Ldn metric to aircraft per NZS 6805:1992. Most regional airports have enlisted acoustic engineers to create noise contour plots, either projected based on forecast movements or as recorded. We will focus on the 55dB Ldn contour, known as the Outer Control Boundary (OCB) as that is the threshold at which no controls are required (i.e. restrictions on residential activity through zoning and acoustic insulation). Helicopters apply NZS 6807:1994, and that standard applies 50dBA Ldn OCB, 5dBA lower than for fixed wing, given that helicopters contain 'Special Audible Characteristics'.



New Zealand National Planning Standards (NPS) (2019), Section 15 Noise and Vibration Metrics Standard, outlines the noise and vibration standards required to be referenced in District and Resource Management Plans, including NZS 6805:1992 Airport Noise Management, NZS 6807 Noise Management and Land Use Planning for Helicopter Landing Areas and Land Use Planning and NZS 6802:2008 Acoustics – Environmental noise. The scoping sections of NZS 6802 exclude it from being used for the assessment of aircraft noise where the noise being assessed is within the scope of NZS 6805. The RMA defines an airport as “any defined area of land or water intended or designed to be used either wholly or partly for the landing, departure and surface movement of aircraft”, which means any airstrip is within scope of NZS 6805.



AOPA NZ enlisted Acoustic Engineering Services Limited to produce a set of contours for a typical aircraft found on rural properties across New Zealand, the Cessna 172.

As can be seen in the illustration above, for low numbers of movements (typical on a private airstrip), the noise contour is small. The argument that will be had with Territorial Authorities in Hearings in the months ahead is that the LAeq(15min) descriptor should not be used for aircraft (based on the detail within the NPS) and that there is no evidence to support a blanket movement limit and/or a setback limit being required to manage amenity effects of aircraft activity.

To illustrate this, the 500m radius is applied to the airstrip, with its ten monthly movement limit, a rule contained within the Timaru District Council Proposed District Plan. In the worst case direction, with twenty daily movements, the Timaru District Proposed Plan is 300m overly conservative, and best case direction with twenty daily movements, it is 450m overly conservative.

Where to from here?

A quick rundown on how Districts run the Plan process.

It starts with scoping, then discussion, then a Draft Plan, then a Proposed Plan.

Reporting Officers write an S.32 report, which evaluates the proposal (Plan Change for example) in achieving the purpose of the Resource Management Act, assesses the benefits and costs of the environmental, economic, social and cultural effects and the risk of acting or not acting.

When out for public consultation, feedback is received by way of submissions, then the opportunity for submitters to further submit, on the content of the first round received in support of, against or neutral. Reporting Officers (normally Council Planners) summarise the submissions in the 'Planners Report' or 'S.42A report', summarising the submissions and making recommendations, published twenty working days before a Hearing.

At the Hearing, those who wish to speak and present evidence do so, in front of Commissioners appointed by the Council, who make Decisions based on evidence and the S.42A. Anyone who submitted can appeal a Decision, and that is when you lawyer up and head to the Environment Court.

Winter-specific safety



The winter season often presents some fantastic flying opportunities: clear air, high density air and beautiful scenery.

But before you go flying, your aircraft needs to be up for it. The first thing that will let you down is the battery; if it has been struggling before winter, it most certainly will during winter, so get it checked out. At the onset of winter its good practice to check through the equipment you take in your aircraft, such as survival equipment and extra warm clothing to have on hand. You might carry aircraft covers and cowl plugs during winter too. With lower sunlight, sunstrike is a real problem, especially when your windscreen is dirty, so check you have plenty of your cleaner of choice, and that your windscreen (inside and out) is clean.

Planning your flight, you need to build extra slack into the day. Winter generally offers greater scope for delays, cutting into the already reduced daylight hours. A starting issue, or waiting for ice to melt off the aircraft and fog to lift, can really cut into the day. Impatience and a frost/ice layer on your aircraft is not a good combination. Cloud can form quicker during the winter

months so keep an eye on forecasts and check in with those with local knowledge. Your chosen departure/destination airfield could also be affected by snow/ice, so check with the operators and NOTAMs.

Now the pilot and passengers. Warm clothing is a must. It can be hard to change into/out of clothing while in the air, and when leaving a temperate coastal environment and heading up into the mountains, the aircraft and its occupants can get really cold. Prepare for sunstrike and snow glare with sunglasses and a cap.

Winter starts often require a different technique to summer. This may involve more priming, but that can lead to flooding and engine fires. Read your operating manual and pre-plan your engine fire response and how to deal with a flooded engine. If you have not previously undertaken cold starts in your aircraft, check with the past owner or those with similar aircraft. Take note of what worked, i.e. throttle position, number of prime shots/pump, and then you have a starting point to refine for next time. If you do not have priming lines directly into the cylinders and instead advance/close throttle, which adds fuel using the accelerator pump into the carburettor, then be extra conscious of fuel dripping out the carburettor, which can make things a little interesting if it catches fire. If you are cranking and cranking to no avail, give it a break. A discharging battery generates heat, so letting that heat distribute around the battery over ten minutes or so can give it some extra life. And be nice to your starter motor, many of which have cranking duration limitations. Once started, your warm-up time will be increased, so think about prop wash and noise. Consider pushing the aircraft further than usual from people/property/hangars. Increased idling times can lead to fouling plugs, evident if rough running occurs during mag checks.

During the winter, you will be making more use of cabin heat (if you have it) which presents a carbon monoxide (CO) risk. Check your CO detector regularly, before and during flight. There are also electronic options, including systems within some headsets.

Carburettor ice is an issue for many of us, not just in winter, but it can be more pronounced during the colder months. It is extremely important that carburettor heat works, and that ice is cleared regularly. It can take longer than you might expect to clear; more than just a quick cycle to tick a checklist item. During your run-up, pay a bit more attention when you cycle carb heat to make sure it's working and the ice is clear, and cycle again before rolling. It can form very quickly – ask anyone with a six-cylinder carburetted Continental.



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Airframe icing in flight is typically associated with IFR flight, but it can form on your aircraft whenever there is moisture and the temperature is at or below freezing. Check your outside air temperature frequently and stay well away from any visible moisture. Ice typically starts forming on sharp leading edges like pitot tubes, propellers and wing struts, so keep a lookout and check regularly to see whether there is ice forming. If there is, find some warmer air quickly!

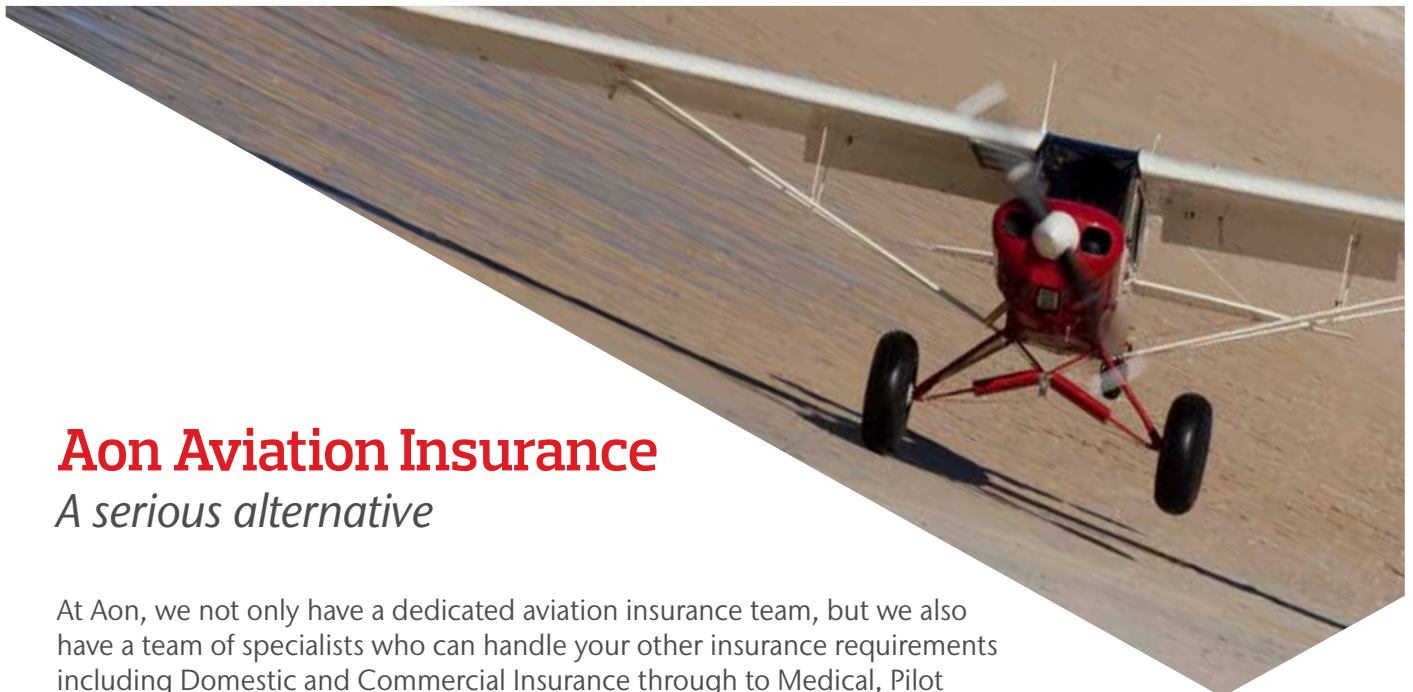
Most of us will have experienced condensation forming on the inside of windows – ‘fogging up’ – normally during initial start when you are about to taxi. This is caused by an increase in humidity within the cockpit (caused by any moisture you or your clothing generates) and condensation on the cooler surfaces such as the windscreen. Getting some heat inside increases the amount of moisture the air inside can hold before condensing and it warms up the cooler windscreen surfaces above the dew point. Fresh air dilutes the moisture-laden air inside. If you or your passengers have wet clothing, take it off and stick it in bags well out of the way.

If you have engine monitoring, you will see the differences between flying in cool conditions versus warmer. If fitted, cowl flaps can be used to regulate the temperature of cylinder heads. When it is cold, power reductions or increased airspeed will cool the cylinders faster, which can lead to ‘shock cooling’. Using cowl flaps, stabilised approaches and gradually reducing engine power can slow the cooling rate. When parked up, cylinders will also cool down faster, especially if there is a breeze blowing into the cowling. Some people block cowl inlets with plugs when



they park up during cooler times, perhaps muffling the ‘tink tink’ sound of contracting metal!

Sunstrike has resulted in many incidents over the years. Plan your flight around it, considering where the sun will be at critical times. Landing with a small tailwind may be preferable to sunstrike. When manoeuvring around terrain, for example on approach to land or a go around, sunstrike can take you by surprise. Sunstrike affects visibility, and therefore separation from terrain/obstacles/aircraft and depth perception. Orbiting for just a few minutes can make the situation a lot more manageable, or have an alternative plan. Good sun visors make a big difference, especially aftermarket versions like Rosen visors. 🛩️



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Winter IFR: avoiding the ice

By Chris Hoffman

I recently read an article about IFR winter weather flying in Europe in the PPL/IR Europe magazine *Instrument Approach*, and it made me pause to reflect on how we in New Zealand deal with the issues raised – in particular, avoiding storms and dealing with icing.

Now, I'm not talking about flying on those beautiful clear VFR days that follow a cold front, but rather on the days when there is 8/8 low level cloud and a freezing level that sits in amongst it. As PPL IR pilots, we're usually flying single-engine aircraft with limited anti-ice protection, so one goal in flight planning is recognising and avoiding such situations.

I'm based in Paraparaumu (NZPP) and faced just these issues during two winter flights that I found challenging. The selection of flight departure times, use of low level IFR routes and the need to sometimes ask for direct point to point routing all need to be factored in, along with identifying suitable alternates and making safe fuel management plans.



On the first occasion I was flying NZPP to Whangarei (NZWR) for an evening activity, returning the following morning. My weather brief showed 8/8 clouds over most of the North Island north of Whanganui (NZWU), bases at 3-4000ft, tops at 8000ft, with a freezing level starting at 5000ft NZPP to NZWU then 6000ft all the way to the destination. The wind was a gentle westerly with very low cloud through the central North Island, no embedded thunderstorms but some gentle Cb activity forecast later in the evening. I wanted to avoid scud running up the island or running round the Taranaki coast and IFR looked possible – I needed a route with minimum sector route clearances of 5000ft (North Odd, South Even, thousands as standard) and would need 6000ft for the return. This would mean a track up the middle of the North Island west of the central plateau.

I was flying alone in my Cessna 206 which is PBN certified – IFR GPS for navigation and VOR/DME for backup. I don't have an ADF receiver so can't use NDB/DME approaches. I mapped out the plan on my iPad using AVPlanEFB (and on a second iPad running OzRunways as a backup) and selected a route that ran straight north from NZPP to a waypoint just south of Auckland, then directly over Auckland Airport (NZAA) and on to NZWR. The weather forecast for Kerikeri (NZKK) was okay so I selected that as an alternate, using the GPS approach or a visual approach as I don't have an ADF. Fuel was not a problem; full tanks gives me four hours plus reserve and the flight/ hold/ diversion would require three hours. I did ring Whenuapai Air Force Base to ask if I could use that as an alternate using the VOR/DME and was told no, not to land, but yes, to use the approach and break off to land at North Shore. I decided to stick with NZKK.

I filed the flight plan on the IFIS website (I don't use the iPad Avplan or OzRunway to do that, as one can; personal preference). After startup and preflight checks I called NZPP Flight Service for clearance. They asked for my preferred departure. Hmm. Another choice...

The departure from NZPP was to be on Seal 16, given a light southerly. The Standard Instrument Departure (SID) takes you out into Cook Strait around Kapiti Island and the flight path often clashes with incoming Air NZ flights to Wellington, which can mean long delays, so I decided to take a visual departure from NZPP and exit via the circuit to the north then climb to

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join my track and be at my first waypoint at 5000ft within 10 miles of NZPP. This is uncontrolled airspace to 4500ft. Filed and accepted.

Run-ups and pre-takeoff brief completed, clearance given and off I went, climbing to 1000ft around the circuit then beginning the climb to 5000ft. I called Wellington Approach on passing 2000ft and they requested I continue my climb to 5000ft 'own terrain', ie, remaining visual, and that produced my first conundrum. Cloud to the north was closer and slightly lower than forecast and I had to level off at 3500ft for several miles until a break in the cloud allowed me to climb to 4500ft and into controlled airspace on track. I levelled off at 5000ft in IMC and noted the outside air temperature (OAT) was 0°C, lower than forecast. I was still in VMC and watched the cloud in front of me with some concern.

I have a lightning detector mounted on the tail, a Storm Scope WX-500 that picks up any electrical activity and displays it directly on the Garmin G3X cockpit display. No sign of electrical activity confirmed the weather forecast; no embedded Cbs (the cumulonimbus clouds associated with vertical air movements and thunderstorms), so only icing to watch for.

The **SCADIE** check (**S**uction – don't have one, **C**O detector – clear, **A**ltimeter – check QNH, **A**lternator – okay, **D**irection – HSI and compass check, **I**cing – nil, **E**ngine T's and P's – okay) takes on significance when you're in IMC and the OAT is zero. With no sign of icing on the airframe and heading north into forecast warmer weather, I was happy to continue. I flew into the cloud layer – patchy stratus with short episodes of rain – keeping a close eye on the OAT and the wing struts and windscreen for signs of ice. The OAT climbed to just above zero – icing still a concern but none was forming. The route minimum safe altitude

was 3900ft, so I had the option of requesting a descent to a non-standard 4000ft; this was over the unfriendly terrain between NZWU and Te Kuiti (NZTT), most of which is outside controlled airspace and therefore at the pilot's discretion.

The plane performed beautifully, and right on queue there was a break in the cloud as I flew straight over NZAA. Photo taken! But I wasn't quick enough to catch the A380 rolling down the runway and lifting off to the west. It was impressive!

The trip north from Auckland and the descent into NZWR were uneventful; VMC at 3000ft and an easy landing. I parked up and tied down in cool calm conditions.

I'd been in the air for 2.7hrs, most of the time flying IMC – great for currency. We have very onerous currency requirements in New Zealand compared to other countries: three hours IMC and three approaches every three months. Most of the time I fly above the clouds with short periods of IMC in the climb-out and on the approach, and most of this is flown by the very capable autopilot. Sometimes I fly in the clouds just to get some currency, which seems counter-intuitive, but otherwise it means getting a check pilot so I can log some simulated IMC, or looking for a certified computer flight simulator to log some ground time.

The return flight was uneventful, the weather having improved overnight as the front had moved through. I filed a return flight at 6000ft with no icing problems. I could have filed to fly higher. We know that oxygen is required at about 10,000ft for prolonged periods, and in some countries this is now recommended from about 8000ft. The sooner we have a more comprehensive network of lower-level routes, the easier IFR PL will be. ✈️

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Jay McIntyre is the owner, LAME and IA of JEM Aviation, Omaka



Back in 2014 Gavin Conroy called and asked if I could fly him in the Nanchang down the Kaikoura coast so he could get photos of a DC-3 being relocated from Christchurch to Omaka so that SAFE Air could carry out the five-yearly inspection of the propellers.

I willingly agreed, and we got some excellent shots of her cruising up the coast. Little did I know that this introduction to ZK-JGB would last indefinitely!

Unfortunately, the aircraft did not leave Omaka for quite some years after the props were completed. While being readied for flight after the props were installed, she blew a fuel line and the crew who had come down to take her away literally bolted and left her to it. For quite some time nothing happened then we were asked to take on the job of getting her going again. This proved to be quite time consuming, and we were left wondering how the aeroplane had ever completed the journey from France in 2012 without more issues than they did encounter!

The work involved in getting her airworthy deserves an article itself, but I won't go into it now as that is not the purpose

of this article. JGB eventually left Omaka and headed south, but plans to fly her commercially did not eventuate and she languished in various locations before ending up at Wanaka in 2021. I thought she'd become someone else's problem, which was fine, as looking after her was a real drain on manpower and quite a distraction to getting other work done.

Late last year it became apparent that the maintenance providers who'd been tasked with getting her airworthy again were not in a position to complete the work, for the same reasons mentioned above. Not wanting to see her rot into the ground after all the work we'd done previously, I, somewhat stupidly and in a moment of weakness, offered to help out.

I hadn't really thought it through, as working in Wanaka while trying to keep things moving at Omaka was not going to

be easy. After stopping in to have a look at her prior to Christmas 2023, at 2am one night I came up with a cunning plan. Other than distance, my biggest problem was lack of manpower to do the work. Luckily, we're blessed with a pool of NMIT students in Blenheim, many of whom work for JEM Aviation on a Friday and during the holidays. So, I put it to them that we could go on 'deployment' for a week during their April school holidays and get this thing going. Surprisingly, they were all keen as mustard and, as I write, we're about to head off.

I'm not a big fan of 'away maintenance', mainly because you only need to forget one tool or consumable and the job is made very difficult. In this case it will be a little different as we will be able to beg, borrow and steal anything we might forget from the various maintenance outfits

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at Wanaka. However, I always plan to be as self-sufficient as possible so that time is not wasted scrounging.

So, what does one need to take for work like this? (This serves as a bit of a checklist for me as I am packing the trailer tomorrow!) Let's see... Hand tools, special tools for this and that, don't forget the hot oil primer as the engines haven't

been run for some time... Don't forget to take oil... hydraulic fluid (apparently it's all leaked out)... batteries for torches... speaking of batteries, the aircraft batteries are stuffed... We replaced them in 2017 at a cost of \$3800 for two; today's price is \$4050 for one – not that there are any in NZ! (Google Gill G88...) I think we'll take our APU and hope that

external power will work and figure out a nice Odyssey battery modification down the track... (dark thought) maybe we should fit some lithium-ion batteries and hope that the problem goes away... permanently! (Wink wink!) ELT battery has expired... engine fire bottle needs a hydrostatic inspection for which it has to go to Sydney... Big job is to patch all the holes in the flight controls... fabric is OK – I'd rather be recovering them but patching will have to do for now... this will be Marty's mission for the week... darn, we've got next to no butyrate and nitrate thinner... quick, on the phone and get it sent direct to Wanaka.

Ohh... better figure out transport, accommodation and allowances for the troops... Hmm, need a compressor for various jobs... any electrical power in the vicinity of the aircraft... no.... hire a generator – what do you mean it's going to cost almost as much as buying one! Quick, down to the local toolman and get a generator ordered... Don't forget extension cords and air lines! Oh yeah... DC-3's pretty big so better take some ladders...

And so it goes on! You wonder why I dislike away maintenance?

Don't get me wrong, this is by no means a complete annual inspection. We hope to complete as much of an annual as possible, including U/c retractions as the jacks are already in Wanaka. The purpose of this trip is to make sure she's safe for the issue of a Special Flight Permit that will allow us to get her back to Omaka to complete some of the more complicated tasks. ADS-B still needs to be fitted, and no doubt there will be some more specialised work or repairs required – not mention a damn good clean! 🛩️

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Home run

Murray Smith completes an epic Australia air holiday (part 3)

Leaving EOF at a friend's hangar 45km south of Perth, Laurel and I returned home for a few weeks. On our return to Australia we squeezed in a little more sightseeing, but soon enough it was time to think about getting ourselves and the plane home.

Departure day was 27th September; our destination was Forrest, 546NM to the east. At our halfway break at Norseman we were met by a friend of our Perth hosts who drove us into town for lunch and a quick look around. Next stop was Forrest, 256NM further east on the Nullarbor desert. We arrived at 4.30pm and visited the museum and rail siding after refuelling the plane and checking into our accommodation. Nowadays the aerodrome is used primarily as a refuelling stop for private, charter, Royal Flying Doctor (RFDS) and Armed Services aircraft. An average of sixty trains per week pass through Forrest along the trans-line, the Indian-Pacific four times per week, and several freight trains each day. The trains can be a maximum of 1.8km long and may stop at the Forrest siding to allow another train to pass.

Next morning we made an early departure for Port Lincoln on the Eyre Peninsula, 561NM southeast, with a fuel and lunch stop at Ceduna. Our track aimed to intercept the coast at Eucla, then onwards crossing the border into South Australia via the Great Australian Bight and overflying the Twelve Apostles. Despite the

name, there are only eight of these rock towers left standing as time and salty waves have caused several of the apostles to collapse.

At Ceduna we met up with some of our first tour group, with the plan of spending a few days flying together via the coast to Tooradin, a small coastal airfield south of Melbourne. By midday we were 30m west of Ceduna and could hear the others arriving. Once we'd all landed we refuelled, had lunch and departed for Port Lincoln, mostly following the coastline. Our track was via Smokey Bay, Streaky Bay, Port Kenny and Sheringa, arriving at Port Lincoln, a fishing and rural service town, around 5pm.

Next day was a short flight of 204NM to Goolwa Airport, close to Victor Harbour, our destination for a couple of days of R&R. Our track took us south across St Vincent Gulf and Neptune Islands to the western coast of Kangaroo Island to reach Admirals Arch. From here we tracked along the southern coastline of Kangaroo Island to Goolwa airport and secured the planes for a couple of days. Victor Harbour is a popular holiday destination for Adelaideans. From the waterfront, horse-drawn trams cross



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The Twelve - now eight - Apostles, SA; Tooradin Airport, 70km southeast of downtown Melbourne; previous page: Kangaroo Island.

the causeway to Granite Island, home to a wild penguin colony. Steam locomotives pull the Cockle Train to nearby Goolwa, a gateway to the wetlands of the Murray River mouth. Offshore, southern right whales frequent the waters of Encounter Bay.

Saturday October 1st we departed Goolwa for Tooradin, crossing the Murray River mouth just 6NM east of Goolwa then tracking another 160NM east along the coast to Millicent. There, the Club and its membership reminded me of Te Kuiti Aero Club on a Sunday afternoon, with great hospitality and members – mostly grey, chewing the fat about recent events and times long gone! Could have spent the entire afternoon. But with 270NM to Tooradin ahead of us, we reluctantly departed, some of the group heading off to their home bases. Eventually it was just our Tooradin hosts, Byron and Pam, keeping us company along the coast to Portland then a direct track to Port Phillip harbour entrance. From here it was another 60NM to Tooradin, being mindful of airspace and navigating our way around various airfields.

With the plane secured and unloaded, our hosts' family kindly transported us to their home, 25km northeast of Tooradin and 70km southeast of central Melbourne. Byron and Pam have an airstrip and hangar on their farm, too wet on our arrival, but with a few days of warm weather I was able to relocate EOF to their place so Byron and I could prepare for the Tasman crossing.

October 10th was departure day. First stop was Wangaratta for fuel then onwards to Port McQuarrie ready for departure to Lord Howe Island next morning.

The Tasman eastbound crossing was virtually a replication of the westbound, arriving home on the 18th October after an unforgettable 120 flying hours adventure. 🛩️



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Feilding Aerodrome

By Tim Pearce

Feilding Aerodrome at Taonui is roughly a five minute drive from friendly Feilding and only around ten minutes from Palmerston North.

Sited in a flat basin of around 30 acres, the aerodrome boasts a 1000m x 18m wide sealed runway running on vectors 10/28. The runway has a recently upgraded bordering lighting system activated on the local CFZ 124.1.

There is also a significant area of grass – approximately 15 acres – on the southern side of the sealed runway. Whilst not being a certified strip, this area runs parallel vectors to the seal, with approximately 600m available at the longest point. Both the seal and grass reflect the commonly experienced winds of the region, with

some cross wind occasionally needing negotiation.

Currently the Feilding Aerodrome Committee is trialing a mowing system instead of the traditional sheep. This comes at an increased cost to users but enhances safety. Two months into the trial there is far greater usage of the grass, though this will no doubt drop off somewhat in winter and early spring when there is more Manawatu mud to contend with.

The aerodrome land is owned and run by an incorporated society; in other

words, it is owned and run by the members. Currently there are forty hangars on the property, with potential for more, and ground rentals make up a large chunk of operating revenue. The operation's other income stream comes from landing fees paid by regular users. Currently itinerant GA users are free. A transit lounge, which offers toilets and a place to make tea or coffee, is located next to the pumps.

The aerodrome hosts several flight training operations (including Massey University Aviation) which make up the largest proportion of total movements at Feilding – 12,500 movements last year. Other significant activities including microlights, ultralights, the gliding club, a strong GA presence and agricultural aircraft.

The aerodrome has both Avgas and Jet A1 available and two very competent aviation engineering services operating for those pesky in transit problems that can occur. Neil from Aero Support and Mat from Avcraft are both excellent engineers and invariably helpful.

There are good parking and tie down areas, with great options for overnighting in 'Friendly Feilding'. Highly recommended bars and restaurants include Murrays and The Strong Room, plus there are some good Thai and Indian offerings.

Many transiting pilots are put off stopping in Feilding, or even flying in the vicinity, due to a perception that the area has

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a very complex airspace. This is primarily due to the Palmerston North control area and Ohakea restricted space being split by the Oroua Transit Lane (T354), which can look daunting on the map but is, in reality, easy to navigate. This area requires flying at 1000ft and below, as well as good discipline in maintaining your aircraft's track to the right of the lane, heading both north and south. There can be a reasonable amount of traffic in the lane, however, if you follow good basic airmanship, the transit lane will be no problem. Just keep right, look out, send clear radio calls entering and leaving, and of course keep an eye on the ADS-B, if installed. If in doubt ring a local for a briefing. Once through the transit lane, the airfield offers very straightforward traffic patterns and approaches for both vectors.

When departing the Manawatu to the east and on to Hawke's Bay there are several options. The most common is straight over the windmills to Woodville, with good terrain clearance at 2000ft. Alternately there are options via the Gorge which, though narrow, can be negotiated at lower level, or further north via the Norsewood Gap, which requires




A pretty rural service town, Feilding offers great eateries and watering holes, easy access to all the charms of the Manawatu, and a very warm welcome. Make it a destination on your next excursion!


at least 4500ft for my comfort. No matter what route you take, beware of these tracks when there is a westerly any more than 20knt, as this invariably means fairly significant turbulence on the eastern side of the ranges; something my wife is never keen on. If you do cross in these conditions, I find taking a direct route well east of Woodville minimises the discomfort.

One of the strengths of Feilding has been an active and progressive group on the committee, all of whom carry a long-standing passion for GA. For the last thirty years Bruce Brownlee has ably led a keen committee and achieved some


amazing developments, such as the extensive sealed runway development and vastly improved taxiways. This has been achieved on tight budgets with hard work from volunteers. After decades of sterling service Bruce recently stepped down and the team is now led by Gavin Howse, with several new committee members. The committee is committed to continuing to lift the already high standard of facilities the aerodrome has to offer, and to further encouraging growth in GA that will attract more itinerant aircraft to visit. Next time you are flying in the Central District, make sure you drop in! 🇿🇭




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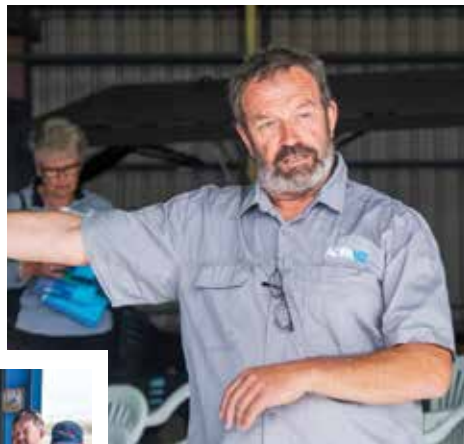


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