



Aerodrome IT Systems Ltd, T/a West Auckland Airport Parakai.
76 Green Rd, Parakai 0830. Phone 09 420 8010

Email: info@WestAucklandAirport.co.nz, Web: www.WestAucklandAirport.co.nz,

March – April 2017 Newsletter



Gravel roadway being turned into an extension of Taxiway Whisky.

More concrete: The gravel roadway from the carpark to the hangars is being concreted to become an extension of Taxiway 'Whisky'. This will allow aircraft to taxi between the Alpha and Bravo holding points (Fuel apron and Hangars) without needing the backtrack the runway, and so reduce runway occupancy time.

Please note: it won't be safe for cars to drive on the new taxiway for several weeks, or trucks for several months.

With the ground softening up already after an unusually wet autumn, the new concrete will not be getting much support from below... so, please don't risk it... anyone who cracks the new concrete will be getting a (very) large bill for tearing it up and replacing the affected slabs. :(

- If bringing fuel in cans, leave them and your vehicle in the carpark and take the aircraft to the fuel apron to fill it there.
- If bringing something by truck, like a dismantled aircraft, ask the Airport Manager for assistance... it may be possible to transfer larger items onto a light trailer behind the quad bike.

Getting to hangars: The Safety Committee's recommendation is that cars should only be taken airside when you've got something heavy to transport to the hangar, or the car is to be left in a hangar overnight. If doing so, drive at a walking pace with flashing lights.

Normally leave it in the carpark and walk in.



Gippsland aircraft ZK-FSS a.k.a. 'Stark Three'

'FlyStark': A recent visitor was ZK-FSS, which flew in to pick up passengers. Stark Aircraft are often seen at Great Barrier NZGB and do seem to be in expansion mode with increasing numbers of aircraft and flights. They call 'Stark One', 'Stark Two' etc. which are CAA approved call signs for this airline.

Simultaneous Skydive and Aircraft Movements: Some years ago the Airport and Skydive operators adopted the safety regulations that are used at Taupo, where they make possible simultaneous skydive and RPT (Regular Passenger Transport) scheduled flights.... they figured that if it was safe to the level required for RPT flights by Air NZ then it would be safe for us too, and so it has been. Look in the AIP on the NZPI page for West Auckland Airport Parakai (WAAP) details.

The rules are quite simple...

1. Join downwind, base or final (NOT overhead)
2. Fly a wide circuit, even if you're low level, and;
3. On final / climb out / go around, stay below 500ft and on the centreline of the runway until well clear of the end of the runway.

The skydivers are instructed never to cross the runway at less than 1000 ft (they have wrist altimeters), so this preserves the standard 500ft vertical separation that applies to many areas of aviation. The Skydivers have rigorous safety briefings, and know that if they can't make it across at more than 1000ft, they are to land to the South... you occasionally see them walking back round the western end of the runway after doing this.

The Waap rules do highlight the importance of looking at the AIP before flying to another aerodrome... many aerodromes have special regulations or non-standard approaches (that's the point of the AIP) and you do need to know them. E.g. Anyone who flies a standard rectangular circuit at Waiheke NZKE can expect a call from the Aerodrome company... or CAA. Likewise Coromandel NZCX, and don't even think about visiting Ardmore NZAR without a session with the AIP while still on the ground.

'Bottom end' of Waiheke Island: Photos of the eastern end of Waiheke island, known to generations of yachties as the 'Bottom End'. There are many well appointed houses on Waiheke, some with their own little bay and jetty, and it is within daily commuting distance by fast ferry right into the Auckland CBD.



A hard life, but someone has to live here...



Looking further south. Mainland to the left, Auckland city in the distance, Rangitoto Island just under the leading edge of the wingtip.

Circumnavigating the island makes for a pleasant scenic flight on a nice day. If landing at Waiheke Airfield NZKE, check the AIP and get a briefing if anything is not clear, as the approach/departure is non standard. While there are no facilities at the Airfield itself, there are cafes over the fence at the northern end of the strip, and you can get a taxi at reasonable cost into Oneroa town or Onetangi beach.



Weight Shift aircraft ZK-KBV

Weight shift Trike ZK-KBV: A new resident of the new hangars. 'Trike' weight-shift type aircraft used to be very basic with tiny and unreliable 2-stroke engines and minimal equipment. No longer... this aircraft has a Rotax 912 (1300cc 4 cylinder 4-stroke) developing 80 HP, so great reliability and several hundred HP/Tonne giving excellent performance even with a passenger in the back seat, and it has a good set of instruments in the pod in front of the pilot. These aircraft are great for 'wind in the face' flying, a similar niche to big motorbikes.

ZK-KBV is seen here being serviced at Leading Edge Engineering. The Airport's Tecnam Echo microlight ZK-CDL (on-line for training and general hire), is in the background ready for its next student.



Jason Tussell and instructor John Issott with the Tecnam, ZK-CDL

First Solo: Jason Tussell seen here after his first solo flight (some time ago now), being congratulated by his Flight Instructor, John Issott. No matter how long you fly, that first solo is never forgotten. And its a great moment for the instructor too... Well done guys!

USA 'Pilot's Tip of the Week' Webpage

Climb for Smoother Air?

Subscriber Question:

"I am a VFR pilot and recently went out for a flight on a warm, summer afternoon. Puffy cumulus clouds dotted the sky at 4500 feet MSL. The ride below was bumpy and I thought about trying to fly over the scattered clouds. There was plenty of room between them to make a climb, but I feared what would happen if I ended up trapped above them further along in the flight. What is the best way for pilots like me to deal with a bumpy ride? Slow down, try to climb, or just deal with it?" - Keith B.

Answer:

"Those puffy cumulus clouds are caused by thermals which are the result of the sun heating things on the ground and the subsequent warm air rising. If you can maintain your VFR required cloud clearances and climb above them you will almost always have a smooth and cooler ride.

Typically when these conditions occur, the cloud cover remains scattered to broken. But, there are times when that is not true. So, the terminal forecast is a good place to start to

determine if overcast is predicted along your route. Also, the area forecast is another good place to check.

....

There is no reason you cannot fly VFR-over-top safely as long as you do proper planning and maintain aggressive in-flight awareness."

NZ Comment: By 'over the top' they mean 'over the top of *scattered* cloud', not over solid cloud. Most of this applies to us as well, it will be a lot smoother above scattered cumulus on a hot day. This also keeps you away from gliders working the thermals underneath. However, our weather changes quickly and NZ is not blanketed with ATIS broadcasts, so you do need to keep an eye on the path ahead to make sure that there are plenty of open spaces, and if the patches of cloud do start to join up then descend in good time.

Housekeeping:

Editors of Aviation newsletters are welcome to use lift out part, or all, of these newsletters for their own publications.

- To be added to our email list for these newsletters, email to harvey@WestAucklandAirport.co.nz with a subject line of 'subscribe' and your email address.
- To be deleted reply with 'delete' in the subject line.

West Auckland Airport Parakai web site: www.WestAucklandAirport.co.nz



.Aimm Airport Movement Management
www.Aimm.aero



'FlyBook' Booking System demonstration. A booking system for Aviators... Clubs, Flying Schools and Syndicates. Versions are also available for non-aviation groups.

<http://www.flybook.co.nz/>



West Auckland Airport Parakai

<http://www.facebook.com/ParakaiAirfield>