

west auckland airport
parakai



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Tecnam ZK-CDL available again: We're pleased to report that CDL is back in the air, after an engine replacement and a 1200h heavy service. Members of the Lockie family have done nearly five hours flying before it was released to service, and are happy to report that it is still its old friendly self.

CDL is now operated by the Airport company, and is available for use by those who were previously approved to fly it... same hourly rate and conditions with payments by Airport EFTPOS machine as before, or direct to one of the Lockies.

Future approvals for new pilots to fly it will be issued by Bryn Lockie, Simon Lockie, Harvey Lockie or Richard Seymour-Wright at FlyWest.

CDL now has its own booking page on Flybook. If you were previously approved to fly CDL, email harvey@lockie.co.nz to be sent a password allowing you to book yourself.

Rescue Bag: There are occasional incidents of a prop strike or runway excursion etc that damage a plane, but fortunately situations that require active rescue of people are very rare. However, it could happen... and if so then the 'Rescue Bag' would be useful. This is kept in a waterproof box at the corner of the Leading Edge Engineering hangar near the tower, note the sign on the LH corner of the building.

The box contains a strong carry bag with fire extinguisher, strong leather gloves etc... much heavier gear that is available in most aircraft hangars. These should enable any distressed aviator to be extracted quickly from an unpleasant situation. Aviators based at the airport should have a look into the bag to familiarise themselves with its position and contents.



'Rescue Bag' in its waterproof box below the 'Rescue bag' sign at the corner of the Leading Edge hangar.

Give ground calls in plenty of time: When about to enter a runway, it is a good idea to give a radio call and wait a few seconds to give others time to reply, before moving from the holding point. Most planes don't have a reverse gear... so if you taxi up to the runway and then give a call (or call while moving), and someone replies that they're on base or final, you're stuck and might get a close view of the other aircraft as it rolls out.

It is also a good idea to have completed all checks before entering the runway, so you don't feel pressured to rush the checks, or hold up traffic by occupying the runway. It is good to be familiar with this routine so that it is second nature for visits to airports with Air Traffic Controllers... they won't let you onto a runway until you call 'ready' and will assume that this means you have completed all checks and are fully configured for takeoff. They sometimes instruct "Line up and roll immediate" when there is traffic on close approach, and you need to be ready to do just that.

Autumn Scene: A recent photo with everyone taking advantage of the good days. Piper ZK-PAE is parked in front of the PAC 750XL ZK-SDF, with various DynAero's, Trikes and several types of Gyro in the background.



Handling Commercial Traffic: Only a small number of NZ airports have Air Traffic Control... even quite big ones with scheduled airline services, like Whangarei, Kerikeri, Whakatane are 'uncontrolled'... or more correctly controlled by the pilots themselves. This works well with the standard rules requiring radio calls at 10 miles out, and regular position reports to let all pilots maintain separation.

While private / training flights have the same rights as commercial traffic, it is usual (and polite), for commercial flights to be allowed to go first... they have schedules to keep, passengers who may have connecting flights later on, and aircraft that are a lot more expensive to hold.

So, if you are joining at West Auckland Parakai and a Skydive plane with its 17 passengers is ready to line up, offer to 'extend downwind' or 'hold at Bravo' etc until they're gone. This is much appreciated by the commercial pilots concerned and is good practice for a student who might meet the same situation at Whangarei when one of the Air NZ flights is ready to go.

Another tip for students is not to assume that you can do the same as the commercial flights. The Skydive planes might sometimes take off or land downwind... those pilots have the experience to accurately judge the effect on their performance, and they have high performance aircraft with 750 HP available on tap if required. Always follow the windsock yourself, and don't hesitate to ask the skydive pilots which runway the wind is favouring.

Gyrocopter: The fully enclosed 2 seater gyro, ZK-MZM, in front of its container hangar. In the background is Richard Seymour-Wright's weight shift 'trike', with another gyro behind that. There are now quite a wide range of aircraft types flying out of West Auckland.



Gyro ZK-MZM

Taharoa Sands: 40 minutes flying time to the South of West Auckland Airport, are the Raglan, Aotea and Kawhia harbours that cluster together on the West Coast. A little further on is the Taharoa Iron Sands extraction project... which exports the iron with ships far too big for any of those three shallow harbours which also have difficult bars. The Iron sand concentrate is made into a slurry and pumped out to the ships moored at a large buoy offshore. In this photo the ship is loading, with the sandy water from the slurry trailing away. Just back from the black sand beach (to the lower left in the photo) is the Taharoa Sands airfield, a handy refuge for aircraft flying this isolated coast.



Taharoa Iron Sands works, and airfield looking West

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