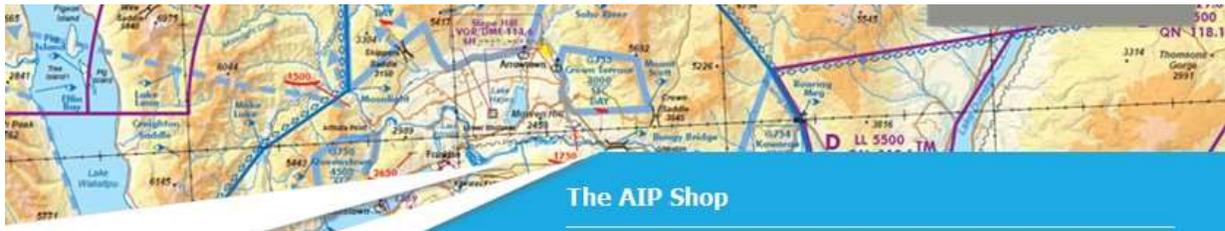




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Sept – Oct 2016 Newsletter



Changes to radio frequency zones from 10th November: New maps come into effect on 10th November, and there are significant changes to airspace and radio frequencies. There are more Common Frequency Zones (CFZs), which will be good as CFZs ensure that everyone is on the same frequency. The changes that affect us most are:

North of Whangarei:

A large new CFZ called 'Hikurangi' stretches from south of Whangarei Heads to the base of the Bay of Islands CFZ. Previously in this area, some pilots would have been on Christchurch Control, some on Whangarei, some on Keri Keri and some on Puhipuhi frequencies... now everyone will be on the same frequency and aware of each other.

Near Hamilton:

Coast to coast is now covered by three new CFZs:

'Raglan CFZ' which includes Raglan NZRA and Te Kowhai NZTE with a change of frequency for both;

'Morrinsville CFZ' which has Matamata NZMA embedded on its own frequency and extends south to take in Wharepapa South NZES and Tokoroa NZTO with consequent changes of frequency; and

'Harbour CFZ' around Tauranga's controlled airspace, which includes Waihi Beach NZWV. The old 'Peninsula CFZ' covering the Coromandel area is now slightly smaller with the Waihi Gap now moved into this new 'Harbour CFZ'.

These are only the most obvious changes close to us, and many boundaries (including those of Auckland International NZAA) have shifted... anyone flying on old maps risks busting airspace and being invisible to other traffic. Don't even think about using them after 9th Nov.

To order new maps, go to the link and select 'preorder' on the lower LHS (else you will get the old maps): http://secureorders.airways.co.nz/aimsite/aip_shop/shop_vnc_125.asp

The Airport's Tecnam, ZK-CDL, has the new maps for the North Island. If flying over Cook Strait you will need to arrange your own maps for the South Island.

Those flying on electronic maps will need to check that those update correctly on 10th November.



FlyWest Flying School developments:

Richard Seymour-Wright, Chief Flying Instructor of FlyWest, writes (abridged):

Hi Everyone

An update on happenings at FlyWest::

Richard's Status and Additional Instructors:

As many of you will know, I recently had a chance to do some consulting work in Australia and is now likely to extend into January. This means I'm back and forth at the moment and have limited time for training activities.

However, [there is no interruption to Fly West training for new students and intro flights as], we have two instructors, John Issott and Kevin Healey, who will be helping out. I will keep on training when in NZ and I'm working on the trike to get it back into the air in time for December / January, when the weather will hopefully have cleared.

I am still contactable via email, or phone and can still coordinate bookings.

For those flying with John or Kevin, please also feel free to arrange your next training slot with them.

CDL Status:

The Tecnam P92 ES – ZK-CDL is now back in good health and online for 3-axis flying and training. She can be booked online, via Flybook, and I will attempt to get a calendar reminder out to you, too.

CVG Status:

My trike – ZK-CVG - now has an Oxygen sensor on the exhaust system to monitor how rich / lean the engine runs as I think the cause of the failures was too lean a mixture due to the atmospheric conditions on the day. I believe that this will give me the ability to track engine running conditions against Density Altitude (sorry to get technical) and also give me some indication when conditions are conducive to leaning out of the engine -> i.e. some sort of go-no go indication for flying with the current set-up.

I should have test run and balanced the carbs (if needed) soon, allowing me the chance to get into the air for some flying on my return - because the wind and rain will have stopped by then, of course!

So, CVG should be available for training and intros from mid-December.

Mogas at Parakai:

With me travelling, we have had the bowser run dry in September. Please feel free to fill up from the bowser. I will also leave a couple of empty Jerry cans in the clubrooms, which can be used to pick up fuel from the Caltex in Helensville, if the bowser runs dry.

If you do need to fuel up using the Jerry cans, please discount your flying costs by the amount you pay for fuel, and leave the fuel slip with your payment slip in the office.

In the longer term, [we] are looking at a better and more permanent Mogas solution, but this will require the cooperation and support of all Mogas users on the field (about to get many more when the taxiway to the new hangars is completed). Please watch out for this in their communications.

Well, hopefully, that covers off most current issues. Please feel free to contact me should you have any queries, want to make some bookings for flying, etc.

*Best Regards and Safe Flying
Richard*

Visiting the Volcanoes: One of the best things about flying light aircraft, is being able to go for a 'Sunday Drive' and enjoy the sights. Here, Bruce and Ruth in their Sirius ZK-SRZ had a look at the volcanoes in the central North Island, on a clear winter's day.



Mt Ngaurahoe, the portrait. 7500ft



Mt Ngaurahoe, from the summit of Mt Ruapehu at 9000ft, looking North over Tongariro with Lake Taupo in the distance.



Summit of Mt Ruapehu, 9000ft.

The mountains always need to be treated with respect, by aviators as well as climbers. There are usually strong winds at this altitude, so it is best to approach cautiously and fly a series of figure '8's across the windward side with all turns away from the mountain, and in rising air. This avoids being carried over the top into turbulent rotors and the descending air on the leeward side, which can spoil your day (and lunch).

When the volcanoes are active this also keeps the aircraft clear of any ash and gives the pilot time to observe the mood of the mountain... is it willing to receive visitors? White Island in the Bay of Plenty is a lot lower as it is standing up to its neck in deep water, but it is a powerful mountain and almost always producing ash so the same technique is needed.



Te Kowhai Airfield, NZTE: Great news... Te Kowhai Airfield near Hamilton, is back from the brink having been rescued by aviation friendly buyers:

From Sports Aviation Corp:

Dear SAC Members

This email is to advise that "Te Kowhai Airfield" has new owners.

Also, to pass on the attached message to our local airfield users.

The new owners "Te Kowhai Operations Ltd" also invite any members who don't use the airfield regularly to call in at any time over the summer period.

Fly Safe.

Regards

SAC Administration

From NZTE Operations Ltd:

Good Morning,

The Te Kowhai airfield has been part of the Te Kowhai community for over 50 years.

As the new owners, we intend to continue with Max Clears vision.

We are passionate local pilots who have banded together with local firm Fosters to acquire the land with a vision to preserve the airfield for generations of aviators to come.

Paul Andrew

Director

NZTE Operations Limited

172 Limmer Road, RD8

Hamilton 3288, New Zealand

Mob: 021341261

Pilot Tips website:

Steve: "... I have a hard time finding [other aircraft.] Is there an easy way, or a trick to spotting other aircraft?" - Steve L.

Bob:

"First, establish that your vision is up to par and corrected - preferably to 20-20. Ask your AME what your numbers are.

Assuming everything is OK there, try changing your scan technique. Many pilots sweep the horizon and have difficulty spotting traffic. Instead, look at one 30 degree sector of view at a time and concentrate your attention in this sector for about 5 seconds, then move on to

another sector. This technique makes it easier to spot objects that are moving or objects that don't belong in the picture.

Pay particular attention to the areas close to the horizon. Aircraft that you see in the distance that are close to the horizon are at an altitude close to yours.

Once you identify other aircraft, visually keep a close eye on them to identify their direction of flight. Remember that aircraft which show no relative movement vs. yours are likely on a converging course with you."

Other pilots comment:

Comment 1: Your eyes focus on infinity when looking out to the horizon....that is a long way out there! To bring them in, I learned a (LONG) while back, to focus on a house, car, tree.....some object on the ground a few miles out THEN look up. I scan in about 30 degree increments through my projected flight path using this focusing technique. I always told my students that the best grade I'd ever give myself in "clearing" would be "fair".... one can never clear good enough! SEE and AVOID is everyone's responsibility!

Comment 2: Don't forget your cones and rod. If you look straight at an object, you may not see it so keep your eyes moving even when you are using the 30 degree sector sweep. I use to do search and rescue when I flew in the Navy and it always amazed me how I could see objects with my peripheral vision so much more quickly than looking straight at them.

Skydive Plane looking pretty: The flock of Skydiving PAC 750XL aircraft rotates through Taupo, West Auckland and Kerikeri depending on maintenance requirements and pressure of work. The nicely decorated ZK-SDT is seen here relieving the usual ZK-SDF which was off for maintenance at Hamilton.

The Cessna 172 to the right of this photo is waiting for the taxiways to the new hangars (who knew it would be the wettest winter for years!) so it can roost in comfort.



PAC 750XL ... ZK-SDT

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