



West Auckland Airport, Parakai  
(Aerodrome IT Systems Ltd)

76 Green Road, Parakai 0830

Phone: (09) 420-8010 Email: [info@WestAucklandAirport.co.nz](mailto:info@WestAucklandAirport.co.nz) Web: [www.WestAucklandAirport.co.nz](http://www.WestAucklandAirport.co.nz)

## September – October 2018 Newsletter....

### **Aircraft Engineer trainee required at Leading Edge Aviation, West Auckland Airport Parakai:**

Leading Edge are looking for a graduate of an Aircraft Engineering pre-employment course to join us to work in the hangar, and such other work arising around the airfield – i.e. driving the tractor, assisting airfield manager as required. Lots of variation, never get bored. Would suit someone already based out North or West Auckland.

We look after;

LSA, GA aeroplane, experimental/homebuilt, Gyro, Microlight, PAC750XL AOG and smaller jobs, BRS parachute repacking. Aluminium, composite, wood/fabric, retractable, piston, turbo, occasional turbine  
Some brands we service/maintain - Cessna, Piper, Maule, Tecnam, DynAero, Aeroprakt, Autogyro, Rotax, Lycoming, Continental, Pratt etc.

As we do microlight and experimental, we do go further in some areas than would normally be done on a certified aircraft. And some “out there” modifications

Ideal candidate would have own reliable transport and be reliable themselves, keen eye for attention to detail, able to have a laugh at their own expense, free thinker, willing and able to speak up when something is not right, focus on timely cost effective outcomes, fit and healthy to do the work required.  
Contact Bryn (Brin) Lockie, 021 681 900. [bryn@lockie.co.nz](mailto:bryn@lockie.co.nz)

**Hooked Cloud:** Instructor David Horner sent this photo from a flight up the harbour... a dark cloud with a hook descending towards the water. This could be the result of strong windshear creating a horizontal rotating air mass that then turned itself through 90 degrees, and if it hit the surface would become a waterspout, or small tornado. Any kind of rapidly rotating vortex would really stress the airframe... and the pilots.

It could be something else and quite harmless, but the pilots chose to stay well away from it and not find out.

Harvey Lockie writes: *"I was a passenger in a Cessna 172 one time, when right on touch down a series of swirls of dust (willy-willys) appeared in front. As we went through them the whole plane suddenly shifted 5m to the side, and the landing was normal enough, just not where we expected. There was no time for the pilot to do anything at all.*

*Discussing it later we think we flew into a small tornado, fortunately very small. Not keen to do it again, and the one in the photo (if that is what it is), is much larger and best avoided.."*



*Hooked cloud (David Horner photo)*

**Drones:** Many tourists are arriving in NZ with small folding drones (not much bigger than a large mobile phone) packed in their luggage, all the better to capture some great photos of the local scenery. The ultimate 'selfie stick'. Which is fine so long as they don't fly them around an airport. Unfortunately some do just that, and on a trip to the South Island we were struck by the large number of hand made signs warning against flying drones anywhere near the airport. Several tourist operators told us they have had drones flying out on the apron to capture close ups of the photographer's friends arriving back in a helo from a scenic flight. While a small drone strike is not likely to bring down a large tourist helo, the drone could easily become uncontrollable in the downwash, be blown into aircraft or people, and a rotor strike would ground the aircraft for weeks and cost \$100,000 or more in blade replacement.

Not just the airports either... many of the tourist destinations now have signs up in town prohibiting drones being flown anywhere in town, the locals having become tired of looking out of the windows to see a drone hovering there taking shots of them having breakfast.

Our Airport Movement Monitoring Service, 'Aimm' , monitors the movements at many airports in NZ and Australia, so we get to talk to many airport managers. Drones are often discussed.

To fill a need for good signage free from copyright problems, we've had some signs designed, one of which is the 'Drone' sign above. These are available to any airport or airfield (not just Aimm Clients), visit [www.aimm.aero](http://www.aimm.aero) and click on the 'shop' topic at the base of the home page.

**No Drones**



Drones prohibited within  
4 km of the Airport

**Some tips about aircraft ops from the engineer:** Bryn Lockie (Engineer, Instructor, Pilot)

- *Rotax burping – turning the prop over slowly burps the engine faster and is easier on the airframe.*
- *Entering and exiting the runway – use only the designed and maintained taxiways.*
- *When intending to stop, reduce the throttle to idle and brake only if required. Brakes do fail, the aircraft should be operated in such a way as to minimise reliance on them. Particularly when approaching structures, people, other aircraft and especially the refuelling area*
- *Elevator usage on ground, during taxi, takeoff and landing – should be utilized to keep weight off the nose wheel where possible. I.e at all times when moving on the ground stick should be full back unless there is 5+ kts of wind in which case the controls should be positioned to stop the wind getting underneath – practically you move the stick to the full extent in the direction the wind would blow the top of the stick.*
- *Attitude should be controlled to keep nose light throughout the take-off roll and the aircraft will lift off when its ready. 'Rotate Speed' is for jets and twins... keep the nose light and it will fly itself off when ready. Similarly the landing roll – where possible and crosswind is not too strong, the nose should be kept light throughout and not allowed to take full weight until down to 15 or 20 kts*
- *When doing circuit training, Touch-and-Goes are kinder than Stop-and-Goes... and usually more useful for the student to master. The difference between landing speed power off and take off at full power on is very slight – it will lift off almost instantly the power is applied (As you will have been continuing to hold the nose light), so you just need to prevent an excessive initial climb rate and allow aircraft to accelerate a little. Don't hesitate to go to full power quickly when needed – piston engines don't mind going to full power in one second if required, and its kinder for the aircraft to climb out strongly than to risk bending it on the ground*

*[If unsure of the engineering / operational reasoning behind these comments, ask Bryn]*

**Tekapo Airport:** From a South Island trip. Tekapo is in the McKenzie basin, which also has Mt Cook NZMC, Pukaki NZUK, and Omarama NZOM, Airports.



Tekapo Airport



*Tekapo Airport*

**Landing at Glentanner, NZGT:** Another photo from a South Island safari... nice long runway in an isolated area part way between Mt Cook NZMC and Pukaki NZUK..

At Glentanner there are tourist scenic operators and an excellent cafe serving those on the long drive (or short flight in this case) on the way to Mt Cook.



*Glentanner Airport, NZGT. Good cafe.*

**UK to NZ by Light Sport Aircraft:** To commemorate 100 years of the RAF, Wg Cdr Chris Pote is flying his LSA from UK to NZ following the traditional route of the early aviators, and visiting as many former RAF bases and connections as possible.



EuroFox G-GBNZ

Jonathan Pote wrote:

*Chris started his long flight ... on 13th October. He brought the departure forward to allow him to return to the UK from Australia to clear his in-tray, but arrival date in New Zealand is unchanged at 6 - 14th December.*

*I would be most grateful if you could forward this email to your distribution lists if you think they might be interested.*

*Chris Pote and his team left East Kirkby in Lincolnshire for Whenuapai ... . You can follow this epic EuroFox light sport aircraft flight at*

<http://gb-nz.com/> or at <http://mrcaviation.blogspot.com/2018/10/royal-air-force-100th-nz-connection.html>

The press release is [attached](#). I would be very happy to answer any queries at [<jonathanpote47@gmail.com>](mailto:jonathanpote47@gmail.com)  
Cheers Jonathan Pote



**ZK-RTL:**The Maule 'RTL' arrived in a container from South Africa for its S.A. to NZ conversion. This mainly involves changes in locator beacons, placards etc to suit the local specifications, and that didn't take too long. As is usually the case, its the paperwork that causes the delays, with a common complication being that the CAA can't put an aircraft on the NZ register until its been removed from its old register... and it took a long time to get it removed from the SA registry.

Seen here in Leading Edge Engineering's hangar, the Maule is a four seater occupying much the same ecological niche as the Cessna 172, but with the obvious difference of double struts under the wings.

The Maule had become something of a fixture in the engineering hangar, and many of those passing by were interested to have a look at an aircraft type that is not all that common in NZ. Eventually all the paperwork was in order (it's not really true that the weight of the documents has to equal the weight of the aircraft before its allowed to fly), and it was able to fly away.



*Maule ZK-RTL*

**Fame AND Fortune?** Skydive Auckland's professional skydiving school is going to be part of a new TV series... so not only a career, but fans wanting autographs in the street too ???

The Skydive school trains tandem masters to be able to jump with tandem tourists attached, and more generally they are actually training people to be able to handle tourists in adventure situations where there is little tolerance of mistakes, and everything has to be done exactly right every time... and to deliver an enjoyable experience for the tourists.

So the Skydive School's graduates are in demand around the world for their adventure tourism skills, not just skydiving. Click on [www.nzskydivingschool.com](http://www.nzskydivingschool.com) for more details.



Auckland flyer, Fletcher McKenzie has released a new book:

## **PRESS RELEASE**

**Amazon #1 New Release**

*in Aviation Piloting & Flight Instruction*

### **81 Lessons From The Sky**

*by Fletcher McKenzie (Author)*

*Publisher: Squabbling Sparrows Press*

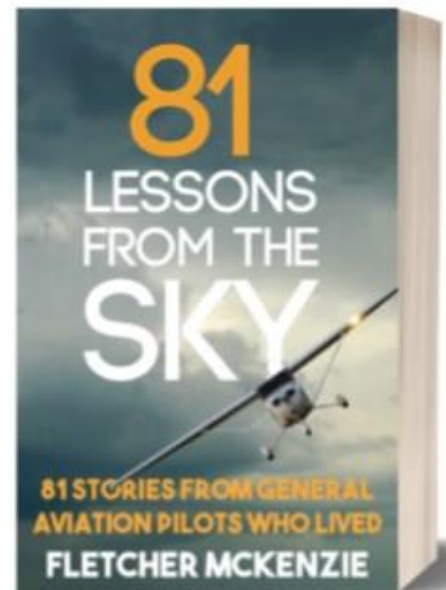
*Available as ebook and paperback*

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*tinyurl.com/y9lh7yvt*

*www.amazon.com/81-Lessons-Sky-Fletcher-McKenzie-ebook/*

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***Learn from the experiences of other pilots so you don't become another air incident statistic.***

*81 Lessons From The Sky contains eighty-one easy-to-read, true stories from actual pilots, including what they learnt from their accidents and near misses. Eighty-one stories from around the globe, from the General Aviation community on their own near misses and their learnings.*

*Eighty-one lessons learnt from taxiway incidents, refuelling errors, airspace infringements, cloud base confusion, reliance on GPS systems, storm fronts, military airspace incursions, and many, many more.*

### **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](mailto: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 web site:** [www.WestAucklandAirport.co.nz](http://www.WestAucklandAirport.co.nz)



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