

Hirage of ZK-CDL and ZK-ECL

Terms and Conditions

Hire to Independent Pilots: West Auckland Airport's aircraft are available for independent hire to pilots approved by West Auckland Airport Company Ltd (WAACL). By booking an aircraft you indicate that your Pilots License, Biennial Flight Review & Medical are current and that you are flying within the conditions of your license. Payment: Waacl will bill independent pilots monthly for their hirage time, and landing fees at other airports, to be paid by Internet Banking / Direct Credit within seven days of being billed.

Hire to Instructors for Student Pilots: Every solo flight by a student pilot requires instructor authorisation, and supervision to the extent that the instructor considers necessary. Before an instructor sends a student on their FIRST solo, they are to do a few circuits with a different instructor who agrees that they are ready. Payment: Student flights, and any landing fees incurred, are to be paid to the Instructor.

BOOKINGS and Time Dependent hirage rate: When possible give a brief indication of the proposed flight... 'circuits', 'local', 'Raglan', 'Gt Barrier' etc, so we have some idea of where to look if you don't come back at the expected time.

The aircraft are used by many pilots. For the convenience of other pilots please book considerately... if you are an instructor planning to have a 15 minute briefing before a flight, meet the student for the briefing 15 minutes before the time that the aircraft is booked. If you are a recreational pilot planning a flight starting at 10am, make sure you are at the airport and ready to use the aircraft by 10am rather than 10:20. This would be much appreciated by other pilots.

Midweek discount: To spread the peaks and troughs for the benefit of all, the normal hirage rate is discounted by \$10 / hour for all flights on Tuesdays, Wednesdays and Thursdays.

Weekend pricing: On Saturdays, Sundays and Public Holidays the hours charged may either be the engine turning time (as usual), or 50% of the time the aircraft is booked out for, if that is greater.

DECISION MAKING: Even when a flight has been approved by someone else, it remains the command pilot's decision whether to continue a flight or carry out a landing, touch and go, or takeoff. All pilots, whether fully licensed or student, must consider the conditions, the capabilities of the aircraft, and their own experience and competence, and avoid actions that put themselves, others and the aircraft at risk.

INSURANCE: The aircraft are insured for flights into any aerodrome in the AIP (except as excluded above) that is within the privileges of the licence held by the pilot. Note that the insurance company may decline to cover a landing into a non-AIP airstrip, leaving the pilot

or instructor responsible for the whole cost of any damage. If you are in command of the aircraft (including ground handling), you are liable for the cost to repair any damage to the aircraft is in your care up to \$1500 (Fifteen hundred dollars), or the whole cost if declined by the Insurance company. For student flights the instructor is always considered pilot-in-command for insurance purposes.

OVERNIGHT HIRE: Requires prior approval of Waacl... unless required because of deteriorating conditions, maintenance problems, pilot fatigue, fading light etc, in which case stay overnight and advise Waacl as soon as possible. It is always acceptable for a flight to be aborted and the aircraft returned late for reasons of good airmanship. When parked outside at a remote aerodrome the aircraft are to be tied down overnight and the flight controls held firm.

FUEL: 95/98 octane unleaded Mogas is preferred, but AvGas can be used when convenient. On a long flight it is much better to top-up with AvGas than to risk running low on the return flight to West Auckland. When possible a reserve of one hour's fuel should be maintained at all times. The aircraft draw fuel from both tanks but pump the excess back into the RH tank only. So if both tanks are full, the RH tank will overflow and quite a lot of fuel can be lost... to avoid this when taking off full, a.s.a.p. after takeoff turn off the LH fuel tap (beside the pilot to make this easy to remember) so as to draw fuel from the RH tank first. Turn it back on before landing.

DEFECTS: These are lightweight aircraft with ample strength by design, where needed for flight... but can be damaged by over-enthusiastic preflighting pushing controls or fuel taps etc against the stops. Use no more force than is necessary to check movement to a stop or that a tap is open/closed. Please advise the engineer when less than 10 hours remain to the next service, and note 'advised engineer' on log.

Minor defects should be noted on the base of the log book sheet, with an * --> to draw attention. They will be checked at the next service.

More significant defects should be advised to the Chief Engineer, Bryn Lockie at Leading Edge.

Serious Defects that are a potential danger to flight are to be handled by the pilot grounding the plane with a large clear note on the instrument panel, like "Do not fly until cleared [nature of defect]". Leading Edge or Waacl should be advised and if you have left a 'grounding' note anywhere tell the engineers so they can remove it once cleared.

-If you do not report serious faults or damage it can be dangerous for the next pilot.

GROUND HANDLING: The nosewheels 'flop' against their stops when the aircraft are pushed backwards. Prevent this by using the steering frame to steer, while pushing or pulling on the prop near the centre to move the aircraft. Take note of any marks on the hangar floor that indicate clearance of wings from the door frame. Note that "99% of damage to aircraft occurs on the ground."



SAFETY EQUIPMENT: Both ZK-CDL and ZK-ECL have ADSB, which should be powered 'on' at all times when the engine is running. Do not change modes, the ADSB switches automatically between ground and air modes. In addition, ZK-CDL is fitted with a BRS whole-aircraft ballistic parachute capable of lowering the aircraft with passengers to the ground. In the event of an emergency situation requiring a forced landing, the pilot should use the parachute unless they are certain that they can achieve a safe landing on ground firm enough not to turn the plane over. Forced landings into water or soft mud should always use the parachute. A parachute will be fitted to ZK-ECL as soon as possible.

COMMERCIAL TRAFFIC: Commercial operators have aircraft that are expensive to run and are often working to tight schedules. When possible please let them go first, whether at West Auckland or other Airports.