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January – February 2019 Newsletter

ADS-B ... What is it and What does it mean to you?

Under the new Southern Sky – CAA/Airways program, all aircraft will soon be required to have ADS-B to be allowed into controlled airspace. www.nss.govt.nz/adsb

Its going to change the nature of Air Traffic Control (ATC), and much else. Looking at this:

For Pilots: ADS-B is a more powerful Transponder that sends detailed position reports every second or so. ATC will know for sure exactly where you are, so they will be able to let private pilots into their airspace at a higher density... so less waiting to transit or land. Search and Rescue will know where to look if you have to put down on a beach somewhere. The very detailed Automatic Broadcasts will make it relatively easy to develop intuitive Collision Warning systems.

For Airport Operators: ADS-B can provide (in operational areas), advance warning to those working on the runway will give them more time to clear their gear in an orderly way, or continue working if an expected arrival is running late. This is important in today's Health-and-Safety conscious environment. If an H&S improvement can be done, it has to be done or you'll be explaining to Worksafe after an incident.

For our Aimm Movement Monitoring System: We're adding Digital Monitoring to Aimm which offers many benefits including reduction in compliance costs for airports. It will be able to display in real time the movements into and out of Aimm client airports.

Almost 50% of the active NZ airports and a number of Australian airports use the Aimm System.

Please pass this on to any aerodrome operator who could be interested. Email; info@aimm.aero

Summer Maintenance Program: The soft spot that had appeared on the threshold of runway 25 has been fixed, and if it all settles down nicely a top coat will be put on soon to complete this summer's runway maintenance program.

Meanwhile the Skydivers' property to the north has had a substantial tide gate installed on their drainage system, so the whole area has a lot more resilience against unexpected events, such as a storm surge coinciding with a 'super moon' that caused problems last year. The capacity of the area drainage system is now twice what it was then.

Building maintenance on the Pilot Room and Hall has been finished, and the area between the hall and the tower cleaned up and ready for grassing.

The Airport's **Tecnam, ZK-CDL**, will soon be due for the major maintenance session that occurs each 1200 hours, where the wings are taken off, inspected, and the major bolts replaced etc. We'll take advantage of it being out of the air to have the seat upholstery and carpets replaced, and possibly a paint job. An ADS-B unit will be installed, so it will continue to be legal for controlled airspace and instructors can follow their students on screen. The aircraft is carefully maintained for reliability and has an excellent availability record, but training aircraft do tend to visually age, and it's time for a general tidy up so the 'optics' match the internals. With the increased number of aircraft with Rotax engines on the airport, Leading Edge is now keeping larger stocks on hand of the Rotax components that tend to fail, such as regulators, to speed up turn-around.



West Auckland Airport, view from SW (non-traffic side)

Northland Aviation Club 'Poker Run'. Was held recently, with the aircraft meeting at Paul Hopper's hangar house by North Shore airport. After a briefing, scones and coffee, aircraft were off to West Auckland NZPI, Kaipara Flats NZKF, Omaha Flats NZOF, Hargreaves ag strip at Paparua, Mata Strip, Ruawai NZRU and into Dargaville NZDA for their usual Saturday lunch.

Omaha Flats NZOF is a one-way strip, with all approaches onto runway 22 over the harbour, and all departures on 04, due to the trees. This picture was taken from the DynAero ZK-WIK, on late final for 22, with both pilots agreed that we had to be low and slow right on the threshold or would go around and try again. Once its feet are on the deck you're committed to land, which is more of a psychological challenge than anything else, the strip is quite long and slopes uphill for an easy stop.



Omaha Flats NZOF, late final 22 (Keith Morris photo). The trees make it a one-way strip.



Hargreaves Strip Paparoa (Keith Morris photo).

Also, a definite one-way strip. Its longer than it looks and performs even longer due to the slope. On this approach the plane descended to level with the bottom of the strip to make a flat approach with plenty of power to reduce the rounding out transition. Once down power is required to climb the strip.



Dargaville NZDA, Saturday fly-in lunch 2 Feb19 (Keith Morris photo)



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Filming of 'Shortland Street' TV show: Now that the 'plane crash' episode of Shortland St has gone to air, we can show the photos we took during production. The operational Piper ZK-ENZ was used for the interior shots and the pilot's pre-flight, loading of passengers etc. The wreckage for the later shots was provided by a disused Piper (ZK-NZA?) of the same model which was trucked in from Whangarei, painted up to look like ZK-ENZ, and inserted into the rough ground near the river.

The Airport is often used for videos and filming as it provides a variety of environments that are close to the city but securely away from public view. They work around the normal airport activity and its always interesting to watch the great attention to detail.



Real aircraft with the film crew after a 'take', actors on the RHS with the suitcase



The 'crash' scene was down the eastern end of the airport property in the undeveloped area with the toitoi plants.

The glidepath was created by chopping the tops off the plants to simulate the wings cutting through, and a crash path created with a digger. Bits of aircraft and luggage contents were tastefully arranged along the route.



The wreckage finally 'came to rest' here. Lights, cameras and gear placed out of the sight lines with power cables from a generator truck.



The money shot.... this is not ZK-ENZ, but sure looks like it. Those are fake \$50 notes scattered around, probably providing a hook for one of the 2019 story lines.

New airstrip on the Kaipara? On the western side of the Arapaoa River (the one that runs up from Tinopai to Pahi and Whakapirau), is a new airstrip on a small peninsula. If anyone knows anything about it, please let us know...



Arapaoa River airstrip?

Big Helos ... Twin Squirrel: One of Helitrantz's big Twin Squirrels at the Airport having the door refitted after a lifting job. These big helos with dual turbine engines (either of which is able to keep it aloft by itself), are often used for lifting as a sling lift requires the helo to be stationary at a height AGL of only 100ft or so... not enough height to recover from an engine failure, so having 2 x engines is a major safety factor.



Helitrantz 'Twin Squirrel' having the door refitted.

Rescue Helo: Another big visitor is seen here doing takeoffs and reversal turns over the runway. Rescue helicopters are an increasingly important part of the medical evacuation and ambulance services, as people can be transported to whatever hospital is best equipped to deal with their problem... in a few minutes of generally smooth transport, rather than bumping over roads and perhaps traffic jams for a lot longer. During a recent emergency the Police established a ground base in one of the Airport's hangars for ground/air transfer, and as a place that could provide a controlled access staging base for their operations.



Familiarisation exercise for a pilot new to the aircraft type

More Flying Photos: One of the best things about being able to fly is to see some of the great sights not available from the ground...



On the NW corner of the South Island, heading down the West Coast between Cape Farewell and Karamea Airport.

This is a wild coastline that soon runs out of roads, so the only people to see it are those willing to hike for several days... or fly down in a light plane. It's out of radio comms due to the mountains between here and the nearest Air Traffic Control, so the 'Spider tracks' sending its GPS position to a satellite every two minutes is a comfort in the event a beach landing being required. 'Send a

helicopter with an aircraft engineer'. Similarly, the Whole-aircraft parachute makes for happy people when flying over heavily forested terrain where a forced landing would not be possible... you don't expect to ever need this safety gear, but (like the airbags on a car) it's nice to know its there.



Marlborough Sounds from 7000ft just leaving the South Island to cross Cook Strait to head north.

We got clearance from Wellington Air Traffic Control to climb to this altitude for the crossing, which only took six minutes with a tail wind and the high true airspeed at this altitude. Such a beautiful area that it's hard to keep looking ahead rather than over the shoulder at the view...

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