

ARDMORE FLYER



GREETINGS FROM THE CEO



D a v e M a r c e l l u s

C E O

Welcome to our first Ardmore Flyer using our rebranding and new layout.

We are really pleased with the results and hope you are too. The feedback has been very positive with the website, approach animations and cockpit videos leading the way.

Allan Bostock is our employee spotlight in this issue. Allan has been instrumental in the development and ongoing management of “Ardmore Unicom” for 25 years.

The airport has also had a new aircraft recovery trolley designed and built. In the event of an aircraft suffering a flat tyre and becoming disabled, the trolley is a practical piece of equipment, simple to use, it will help clear the aircraft from the runway or taxiway quickly and safely. Please take a minute to read about this.

I hope you can all get out to do some flying now that the season is changing and the days are longer. Let's look forward to some air time again.

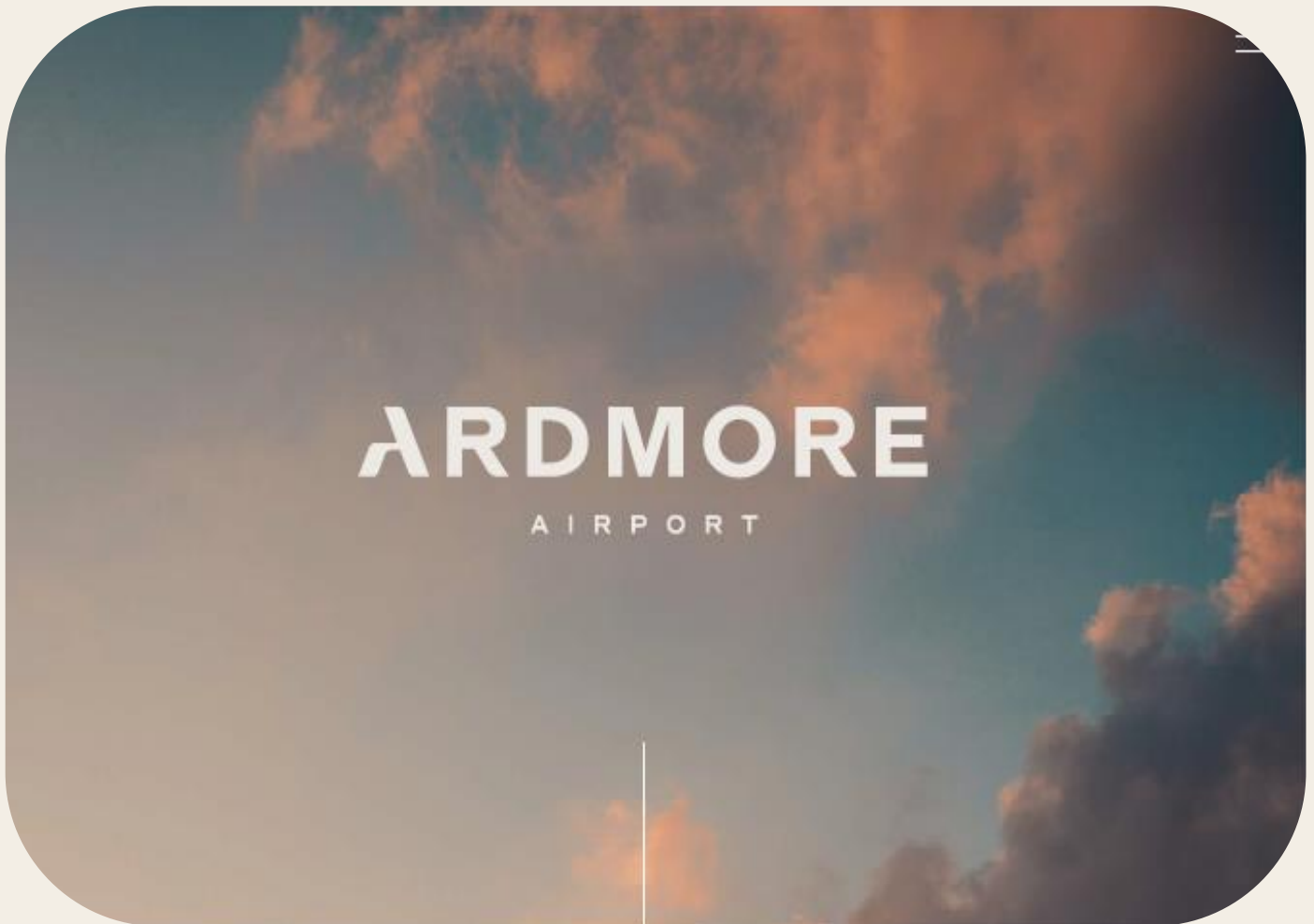


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NEW AIRPORT WEBSITE AND LOGO



The new launch screen for
Ardmore Airports Website

The launch of Ardmore Airport Ltd's (AAL's) new website in August originated from the idea that the company wanted to create a contemporary website including new safety tools for aviators and overall improved functionality.

Providing ease of navigation for website users, upgraded web software and well organised airport information were also a high priority. The website project was a forerunner to Ardmore Airport's rebranding and was the culmination of many months' work.

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The rebranding coincides with the airport's ongoing investments, property development and recent Ardmore Unicom restructuring. AAL wants a strong brand to represent Ardmore Airport as a vital regional economic hub over the next stage in its long history.

Ardmore Airports Chief Executive Dave Marcellus said: "We approached several different web and graphic design companies as well as branding and marketing companies. We ultimately chose one that could help us with both."

AAL commissioned Tomorrow, an Auckland and Christchurch-based consultancy to design a new website and develop the airport's rebranding.

After considering several options, Tomorrow staff designed AAL's new logo, including the stylised A icon based on the shape of an aircraft tail section.

The restyled website provides guidance tools to those who are new to or unfamiliar with Ardmore Airport.

Animated approach and cockpit video's assist pilots with safe approach recommendations, visual landmarks and surrounding landscapes for both fixed wing and helicopter operators.

A directory provides links to the many aviation and non-aviation businesses based at the airport, and visitors can learn about the history, activities, and café available onsite.

Dave said feedback on the new website from pilots, airport tenants and peers from around the country had been very positive.

He told the *Ardmore Flyer*: "People have been saying how easy it is to navigate, information is clear and the animated and airport approach videos are the first of their kind in New Zealand, possibly Australasia.

"The airport's website and rebranding is a valuable investment by the shareholders and signals their long-term commitment to the airport."



New signage at the Ardmore Airport
administration office

UNICOM REGARDS SAFETY AS PARAMOUNT

By John Andrews

Unicom staff have notched up 25 years of safety service for pilots flying out of Ardmore Airport.

Allan Bostock, Unicom and Aviation Compliance general manager, was there when it all began and he's justly proud of Ardmore Unicom's role in keeping pilots and airport users safe.

He believes the organisation's greatest achievements are Ardmore Airport's part 139 aerodrome certification and the Civil Aviation Authority's recognition of Ardmore Unicom's airport safety management system.

He told the *Ardmore Flyer*. "The reason I think Unicom works is that pilots communicate with each other, student pilots learn situational awareness and make safe decisions while Unicom staff keep an eye on them. I think it develops well-rounded pilots.

"We insist on standard procedures being followed to ensure safety of all aircraft.

"The fact we have someone in the tower observing is a huge safety bonus. We provide surveillance and safety information, even down to identifying hazards."

Born in Liverpool, Allan was five years old when he arrived in New Zealand with his parents.



Allan Bostock in the
Ardmore Unicom Tower

Aviation didn't figure highly in his world until, as a pupil at Te Kauwhata College, he read *Reach For The Sky*, a book featuring the exploits of famed World War II legless fighter ace Douglas Bader.

"It was a very inspirational book for me," Allan said. "After reading that I realised it (reading) was better than going to the movies.

I ended up being the school librarian."

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Allan with
partner Michele
at Lake Tekapo

His involvement with aviation began in 1980s when, as a telephone technician working at Auckland International Airport, he noticed a poster advertising a trial flight with the Airline Flying Club.

Allan's first flight with Ian Mackie, who went on to become a senior Captain at Air New Zealand, confirmed aviation was his forte. He took up after work hours flying lessons with the Airline club, then based at Auckland Airport.

Because there was no funding available for student pilots in those days, Allan took a couple of years to get his private pilot's licence. He obtained his commercial pilot's licence and later his multi-engine and instructor rating with Gordon Vette at Flightline Aeronautical College based during those years at Ardmore Airport.

In 1991, Allan left Telecom to continue flight training and worked part-time as an instructor first for Flightline then for the Massey School of Aviation after they bought out Flightline. While with them, he achieved his B-category instructor rating.

Allan recalled how, for about six months in 1997, Ardmore Airport was left unattended in the wake of the Airways Corporation's withdrawal from the aerodrome.

"Massey and the Airport company became concerned flying standards were dropping as a result and that some pilots were not using standard procedures," Allan told the *Ardmore Flyer*. "Massey wanted the aerodrome staffed by professional or suitably qualified people.

Massey shoulder-tapped Allan who, after being trained by a former air traffic controller consultant, took on the job in charge of Unicom in August 1998.

Massey decided in 2005 to withdraw from Ardmore and return to its Palmerston North base, leaving Unicom to be run by Ardmore Airport Ltd.

AAL's chief executive at the time, the late Kerry Campbell, asked Allan to run Unicom under the auspices of Ardmore Unicom Services Ltd, an AAL subsidiary.

Unicom streamlined the way things were done in earlier days and went through an essential restructure programme in 2022.

Allan has since become part of the airport's management team, noise management committee, airport operations and more involved with airport safety management systems, compliance and investigations.

From the beginning of Unicom Allan has chaired the Ardmore flight operations users' group which includes key flying instructors and airport stakeholders. The aim --- to establish airport procedures in consultation with some of the country's most experienced pilots based at Ardmore.

"We've been going 25 years in spite of a couple of early doubters," said Allan.

Since early 2021 Allan has assisted Whanganui Airport in establishing an equivalent Unicom service to provide safety surveillance at their previously unattended aerodrome.



ARDMORE'S UNIQUE TROLLEY DOLLY

By John Andrews



The “dolly” at work (above) and its caretaker, Aero Tech’s Kevin Paulsen (right)



Ardmore Airport now has a special trolley available to help move light aircraft stranded on the main runway.

Permanently sited on taxiway Romeo, outside Aero Technology Ltd's hangar, the unique “dolly” is at hand for use by pilots wanting to move their aircraft after they've become disabled in some way.

Duncan White, the airport's asset and compliance manager, said there had been instances in the past where airport users have had to wait while aircraft with flat tyres were cleared from the runway.

People did what they could to remove stranded aircraft without causing damage to the runway, but trolleys on castor wheels were not ideal.

Duncan asked airport-based engineer David Bray if he could design the concept for a trolley which could take the load a damaged aircraft wheel would normally take.

Duncan said: “We talked with Ardmore Aircraft Services' Anton Rutkowski and his team and they came up with improvements of the initial design. Dave then built a prototype.

“It will be able to cope with the majority of light aircraft who use Ardmore Airport. If it works, it could be made for other small airports around the country.”

He said the trolley was kept securely locked outside Aero Tech's Victa Lane site but pilots could access it after calling Unicom.

ANNUAL CAMP FOR ARDMORE'S ATC CADETS



ATC Cadets with instructor Tim Lelo (right)

Members of the No 4 Squadron (Ardmore) Air Training Corps are preparing for their Labour Weekend flying camp --- the highlight of the unit's activities for the year --- at Ardmore Airport.

Tim Lelo, the unit's commanding officer, said about 30 cadets, aged from 13 to 18, are expected to attend the four-day event at their Dauntless Lane headquarters.

He said: "We try to get in as much flying as we can. The cost of flying is ever increasing and we try to create the opportunity for as many cadets as we can by keeping the price down.

"We're always looking for ways to reduce the cost but still produce a great experience for the camp."

Tim said the weekend programme included fixed wing and motor glider flights for first year cadets, simulator sessions and navigation flights for second year, helicopter flights for third year and an introduction to aerobatic flying for fourth year cadets, as well as tours through NZ Warbirds' hangars.

At various times during the year, the unit arranged for cadets to be taken in Auckland Aero Club Cessna 172 aircraft for night flights over Auckland.

"We show them how tricky it is to navigate at night," said Tim. "I used to work at Auckland Aero Club as an instructor. We use some of their planes and ask some of their instructors to take cadets up on a Friday night."

Tim thanked Ardmore Airport Ltd for waiving landing fees for such flights. Such discounts enabled the unit to reduce the cost of introductory flights for ATC cadets from about \$300 to \$70 or \$80 each.

He said the ATC's role was to foster interest in aviation. He calculated that 15 per cent of the unit's cadets would end up joining the Royal New Zealand Air Force and a further 10 per cent would end up working in the aviation industry.



BIG NUMBERS AT ARDMORE AIRSHOW

Organisers were delighted with the unexpectedly high number of people who flocked to Ardmore Airport for the Warbirds open day airshow back in June.

About 7300 people turned up in ideal weather conditions to watch the show, one of the biggest turnouts Warbirds members have seen.

Kim Parker, general manager of NZ Warbirds at Ardmore, said: "We were very excited with pre-sales. We thought it was going to be huge. We did think it was going to be big but not that big."

Warbirds didn't advertise the event on radio, relying instead on social media. And it worked.

Kim said the fact that it was the only airshow Warbirds planned for Ardmore this year might have influenced spectator numbers.

The next Warbirds airshow at Ardmore is planned for March next year.



SAFETY ALERT

Military Operation Area (MOA) M201 Ardmore

In recent months Ardmore Airport's SMS has highlighted infringements of MOA M201 restricted airspace by both fixed wing aircraft and helicopters. The main contributing factors appear to be a lack of adequate pre-flight planning and monitoring the location of aircraft in flight relative to airspace boundaries when navigating to/from Ardmore. M201 is permanently active with frequent live firing in progress day and night.

When tracking to/from the south and south-east of Ardmore, to avoid M201, it is preferable to track on the eastern or north-eastern side of the Waterworks VRP, or south of Red Hill VRP. Do not track between the Waterworks and Red Hill unless you are above 2300ft AMSL.

Take care not to track too wide in the downwind leg in the Ardmore circuit as the M201 lateral boundary is only 1.2nm SE of Runway 03/21.



Extending from the surface to 2300 feet and situated 2 NM east of Papakura town, this MOA is designated M201. Primarily for live firing but other military activity may take place, including Military Helicopters operating and RPAS operations (drones). It is active 24 hours a day. Note that the Ardmore MOA is permanently active, and its status is not broadcast on the Ardmore AWIB.

Military Operating Area (MOA) As the name suggests, is an area within which military operations, including live firing and the use of explosives, may take place. MOAs have the same entry and operational requirements as restricted areas. MOA21 is designated H24. This means 'permanently active', and unauthorised aircraft must remain clear at all times. Military operating areas are depicted on VNCs as Mxxx.

Review the Auckland VNC chart.



The New Zealand Defence Force Battle Training Facility (BTF) Ardmore

The Battle Training Facility has elements for all-weather training, live firing, use of helicopters, and scenario training based on specific environments and structures.

Safest GA Airport in NZ®

Date: 6 July 2023

Ref. OOR 86

Events & Notices

HANGER/WAREHOUSE and OFFICE Space for lease

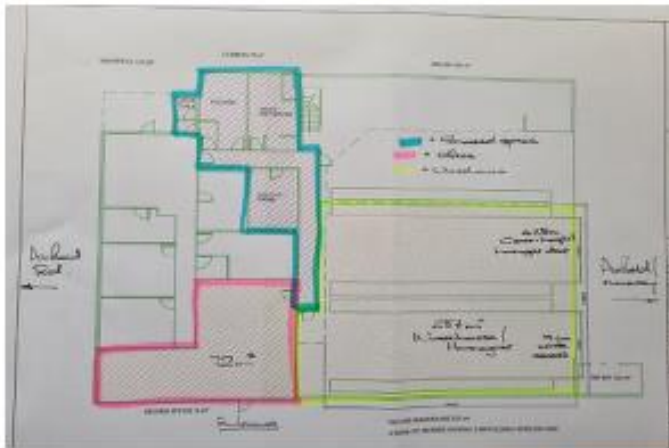
Location: 495 Airfield Road

Space available: Hanger / Warehouse 237m², with access to airfield/runway. 9.6m width access, 2 roller doors with removeable mullion. 4.25m vertical access clearance. Currently configured with 2 bays with 6m racking. Large apron area and parking for up to 6 vehicles. Monitored security.

Office – 72m², carpeted, air-conditioning /heating. Comes unfurnished.

Shared-space includes bathrooms, kitchen, hallway and meeting room with TV/comms.

Rent: \$70,000 plus GST / annum, plus share of outgoings



CONTACT:
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Mason 021 497068



Events & Notices



awarding
The Langley Marshall Trophy



WHERE	Mercer Airport, North Waikato
WHEN	February 3 rd /4 th 2024 9am briefing both days
COST	\$80 (flying in 1 category) \$150 (flying in 2 categories)



The Langley Marshall Trophy memorialises Brian Langley and Paul Marshall - passionate Northshore Aero Club aerobatic instructors and NZAC stalwarts.

Awarding of the Langley Marshall Trophy is to the pilot scoring the highest overall percentage across all completed sequences.

Past winners have typically (but not always) been from the lower categories, so everybody has a chance to win the main trophy.

This two-day competition will allow (weather permitting) at least three competition sequence flights per competitor, in your selected category.

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Events & Notices



CATEGORIES

All Categories:

Primary / Recreational / Sports /
Intermediate / Advanced / Unlimited

SEQUENCES

Known / Free or Free Known / Unknown

Competitors will get to fly three judged sequences (weather permitting...) per category (max of two categories – highest category points count for trophy).

Known

The competition will fly the 2023/24 Known sequences, found on the NZAC website or <https://openaero.net>.

Free / Free Known

For REC and SPT categories, you have the option of designing your own Free sequence (within the rules) in OpenAero, or re-flying your 2023/24 Known sequence. For INT and above, you must create your own Free Known sequence using the figures of 2023 CIVA Free Known found in OpenAero.

Unknown

All Categories will be presented with an unknown at the conclusion of flying on Saturday. Primary/Rec competitors -fear not! The sequence will look very familiar...

If you are new to competition aerobatics, there are many articles on the NZAC website regarding the use of OpenAero, and the Rules (Resources/Rules) provide limits and requirements of sequences and figures.

Airfield Amenities

Hangarage, overnight parking and fuel available on the airfield. Landing fees and hangarage fees payable to Mercer Airport.

Mercer Hotel Backpackers (<http://www.mercerhotel.co.nz>), located on the airfield, may have accommodation - Email: Info@mercerhotel.co.nz or Phone: 09 232 6767

Helpers required both days to assist with ground duties (no helpers, no flying!)

No experience required for many of the roles – get involved to learn more about our sport. Please register too (no membership or entry fee required for Helpers)

Lunch on both days is included in the entry fee, and free for registered helpers. Yes - FREE!



Entries close January 12th (late entry penalty of \$50 after that date)

Contact Contest Director, Grant Benns, for more details.
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021 0629929



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