

**BEFORE INDEPENDENT HEARING COMMISSIONERS  
APPOINTED BY THE WAIKATO DISTRICT COUNCIL**

**IN THE MATTER** of the Resource Management Act 1991 (**Act**)

**AND**

**IN THE MATTER** of hearing submissions and further submissions  
on the Proposed Waikato District Plan.

**SUBMITTER** NZTE Operations Limited  
Submitter [No. 823]

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**EVIDENCE-IN-CHIEF OF DAN READMAN ON BEHALF OF NZTE  
OPERATIONS LIMITED**

**(LANDOWNER / AERODROME OPERATOR)**

Dated: 15 February 2021

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## INTRODUCTION, QUALIFICATIONS AND EXPERIENCE

- 1 My name is Dan Lawrence Readman. I am a joint venture partner in Te Kowhai Airfield Limited Partnership and Director of NZTE Operations Limited (**NZTE**) which manages the Te Kowhai Aerodrome (**Aerodrome**). I am also the designated Aerodrome Operator in accordance with the Civil Aviation Rules Part 139 for a Non-Certificated Aerodrome.

## BACKGROUND

- 2 I am currently an Airline Pilot with Air New Zealand having flown the 767, 777 and 787 on Long haul International routes for over 25 years. I learnt to fly at the Aerodrome 38 years ago when I was 13 years old.

## INTRODUCTION TO TE KOWHAI AERODROME

### *The history of Te Kowhai Aerodrome*

- 3 In the early 1960's Te Kowhai farmer Max Clear levelled a couple of his paddocks to create his own airstrip. Max was passionate about everything aviation. His enthusiasm and dedication would eventually become one of the great stories in New Zealand aviation history. By 1968 the airstrip was officially recognised as Te Kowhai Aerodrome. From this base Max built his own aeroplanes, became an accomplished Aerobatic pilot and established a successful aircraft manufacturing business that exported around the world from the Aerodrome.
- 4 Max built a D31 Turbulent and a Pitts Special aerobatic aeroplane before building his first microlight, the B10, which first flew in 1980. His Company Micro Aviation continued to expand at Te Kowhai. He built and sold over 363 microlights inside the hangers at Te Kowhai. The most popular model was the B22 two seat microlight, more than 330 were made for New Zealand, Australia, the United Kingdom and South Africa (Photo 3 in **Appendix A**).
- 5 In 1980 my father Barry Readman caught wind of what Max was doing, he drove from Auckland for a visit and ended up being the first Micro Aviation customer, buying the first commercially available microlight built at Te

Kowhai. Our family microlight was stored at the Te Kowhai hangers (Photos 3 and 4 of Appendix A).

- 6 Immediately, flying lessons began for all the Readman family and so did the driving from Auckland to Te Kowhai. Every weekend we would get up early and be on our way to the Aerodrome. This sparked a professional aviation career for myself as an airline pilot and my older brother David who became New Zealand's most experienced Microlight Instructor. David was made a test pilot by the Civil Aviation Authority (**CAA**). At 13 years old I had completed most of my flight training but had to wait another 3 years before I turned 16 and could legally obtain my pilot's licence and fly solo.
- 7 My parents Barry and Sally's friendship with Max developed and the ideas continued to flow. In 1990 our Family purchased the property at the eastern end of the Aerodrome. This had been Max's Grandparents home many years before. Barry and Sally still live there to this day.
- 8 Max and Barry's Airpark concept was now the vision. Around this time Barry travelled to the United States to visit Airparks.
- 9 By 1991 Te Kowhai Microlight Club was formed along with the first flying school called Sky Tours. My brother David was the Instructor and he lived on the property. David would go on to teach over 400 students to fly in their newly purchased microlights from Micro Aviation (Photo 6 in Appendix A).
- 10 As the aircraft sales grew so did the need to licence and train pilots. In 1994, Sport Aviation Corporation Limited was created. This business is still based at the Aerodrome today and has been responsible for issuing licences to over 1,000 microlight pilots in New Zealand on behalf of the CAA. Sport Aviation Corp is still owned and operated by my parents Barry and Sally Readman, out of Te Kowhai Aerodrome.
- 11 The innovation and development continued; with years of knowledge in the textile industry Barry and Sally used their experience and manufactured the fabric wings for Micro Aviation using safer and better quality materials (Photo 8 in Appendix A). They have produced over 500 sets of fabric wings onsite at the Aerodrome and they are still being manufactured here today.



- 12 This relationship between Max Clear and the Readman Family established a long-term vision to not only extend the runway into the Readman property but commence planning to develop both parcels of land into a modern Airpark for the future. In 2004 that vision had progressed with the runway length being increased and the current Obstacle Limitation Surface (**OLS**) being adopted into the Waikato District Plan after 2004.
- 13 My passion for aviation continued and after obtaining my private pilots licence, commercial licence, Instructor Rating, IFR Instrument Rating and Airline transport Pilot Licence. I was employed by the Hamilton based Eagle Airways Corporation flying Embraers and Metroliners up and down the county which then became Air New Zealand. I found myself based in Hamilton and living back at Te Kowhai Aerodrome once again. As discussed, I am still an Airline Pilot with Air New Zealand today having flown on long haul International routes for over 25 years in the Boeing 747, 767, 777 and 787.
- 14 I still own one of Max's B22 two seat microlights, it is my favourite aeroplane.
- 15 The Aerodrome has always been an epicentre of aviation activity and well known in the New Zealand Aviation community because so many pilots started their aviation careers here. Learning to fly here and taking their first ever solo flight from this Aerodrome. Even the Australian Airforce visits the Aerodrome every year to say hi.
- 16 After Max's passing in 2011 there was a period of decline at the Aerodrome. However, the vision to establish a world class airpark did not falter and both my father and I continued to progress the concept.
- 17 Today the Aerodrome is owned by four people in a joint venture and made available for the public to use with a wide variety of aircraft types based onsite. Aeroplanes range from the original basic microlights built by Mr Clear 38 years ago to the common Cessna and Piper type aircraft, including vintage aeroplanes. We also have very modern and advanced microlights with the new generation private aeroplanes like the Cirrus S22 (Photo 17, 18 and 19 of Appendix A).

- 18 We provide a modern facility that supports everything from local private pilots, the rescue helicopter operation, some Hamilton based flying schools, covert police operations, gyrocopters, and the occasional balloon flight. We are often visited by vintage aeroplanes and Warbird aircraft. Our central location and airspace free access makes us an important enroute aerodrome for aircraft needing to refuel at our BP facility (Photo 10 of Appendix A).
- 19 The Aerodrome has a long history with the local community and has hosted a wide variety of public events over the years.
- 20 Our neighbouring aged care and rest home residents are very familiar with the Aerodrome operations. Very early on Max and Dad instigated an annual day for the rest home residents at the Aerodrome providing complimentary flights. Max was infamous for his annual fly over Te Kowhai school lollie scramble (of course that would be frowned upon nowadays).
- 21 Our management company NZTE has strengthened our relationship with the community by hosting many public events. In the last four years we have held our annual Country Market Day with over 10,000 members of the public on-site to enjoy 150 markets stalls, food courts, children's amusement rides, classic car displays and music (Photo 20 of Appendix A). The event allows the public to get up close to the many aeroplanes that fly in for this event. We also host many corporate expos, conferences, local school fundraising events, educational seminars and much more at the Aerodrome.
- 22 Almost 39 years later, I am living back onsite next to the runway with a strong joint venture partnership that shares our vision for the Aerodrome. We are pursuing the vision that the Readman Family and Max Clear developed to establish a world class, successful Airpark Community. To not only preserve the Aerodrome's current activities and connection to the community but ensure it has a sustainable future.

### ***The future of the Aerodrome***

- 23 In 2016 our joint venture partnership commenced work on proposing the Te Kowhai Airpark Zone (**TKAZ**) through the Waikato District Plan review

process to develop a uniquely designed and purpose-built Airpark community around the existing Aerodrome Infrastructure.

- 24 Developing an Airpark at the Aerodrome is not a new idea for the Waikato District Council (**WDC**), as initial planning and consultation work began a number of years ago. The uniqueness of this project has been well supported by WDC.
- 25 While some aerodromes in New Zealand have basic residential living adjacent to their aerodrome, none have been specifically designed to fully integrate residential living into the existing Aerodrome infrastructure with onsite facilities and a design that connects to the local community.
- 26 Our design incorporates both residential and commercial precincts where Airpark residents can live onsite in their own home with their own aeroplanes. The Airpark is all about community, with a network of roads for motor vehicles and taxiways for aeroplanes that all connect to the runway. Pilots can literally taxi an aeroplane from the runway to their front door. It is similar to the waterway styled Marinas that are popular with boating enthusiasts.
- 27 Our vision is to establish New Zealand's first and only fully functioning Airpark community that not only provides services for the Airpark and its residents but ensures this facility can be utilised by the surrounding community to support its own future growth and infrastructure. Discussions about public walkways and road access that connect the Te Kowhai Village to the Airpark have all been considered in this design and discussed with the Te Kowhai Community group and WDC.
- 28 To cement this long-term vision our team travelled to Texas in the United States in February 2017. Texas is home to the worlds most popular airparks. We met with the residents, the owners, and aerodrome management teams. We went flying to understand how they function, the operational rules that were needed, the relationship with the local community and how it supported local infrastructure. We visited many developments from the smallest 10 home design to the world's largest airpark with over 1,500 homes and two 18-hole golf courses. Our experienced team of urban designers, development specialists, finance, and aviation experts had the opportunity to

see the interaction between the airpark's onsite businesses and the community members who worked there providing employment opportunities and involvement in airpark life. We all agreed that the most successful airparks we saw all had one thing in common – and that was a strong sense of community interaction.

## **AERODROME OPERATIONS AND DESCRIPTION**

- 29 The Aerodrome is currently managed by NZTE and requires a full time Aerodrome Manager and a nominated Aerodrome Operator under the Civil Aviation Rules. We also have supporting staff positions including a safety officer and events manager. I personally fill the Aerodrome Operator role which has the ultimate safety responsibility under CAA Part 139 Operating Requirements for Non-Certificated Aerodromes to identify any threats that might affect aircraft safety. These hazards, obstacles or safety concerns should be removed and mitigating strategies implemented to control them. An Operator could be found negligent for not fulfilling his or her responsibility under these CAA regulations.
- 30 As the Aerodrome Operator I must have a suitable knowledge of how the Aerodrome functions. These key areas are the management of obstacles, noise management, reviewing operating procedures and identifying any threats and overall safety.
- 31 The Aerodrome has been an integral part of the Aviation sector for over half a century, but even as a Non-Certificated Aerodrome with no scheduled Air Transport Operations we must still meet a satisfactory level of compliance. These Aerodrome Design standards and recommendations are outlined in the CAA AC139-7 document. To establish an Aerodrome like Te Kowhai now would be very difficult. This highlights the importance the Aerodrome has as a piece of history and fabric in the area. It is important the Aerodrome is protected now and in the future.

### ***Current operation***

- 32 Under the current OLS aircraft based an Te Kowhai operate under Visual Flight Rules (**VFR**) where a pilot is required to maintain visual reference with the ground and ensure minimum vertical and lateral separation from cloud

while also maintaining their own separation from other aircraft. This generally limits flying to good weather where these visibility and altitude requirements can be maintained.

### ***Future proofing and compliance***

- 33 After a significant amount of research and specialist studies we identified the essential areas of operation that needed to be addressed to future proof the Aerodrome. The main considerations were to achieve an acceptable safety level of Aerodrome Design standards for compliance, provide for Instrument Flight Rules (**IFR**) flights, review the associated Air Noise Control Boundary (**ANCB**) and allow for the use of emerging technology available to small private aircraft.

### ***Obstacle Limitation Surface***

- 34 The OLS sought in the pWDP and through Variation 1 for IFR operated flights is comprised of a take-off and approach surface, transitional side surface and inner horizontal surface.
- 35 The OLS is an invisible gradient of 1:40 extending outward from each end of the runway strip where no obstacles can penetrate its surface. It should be clearly understood that the IFR OLS (1:40) gradient is not the flight path that aircraft follow and does not change or lower the aircraft operating altitudes in the vicinity of the Aerodrome.
- 36 GPS technology has replaced older analogue instrumentation with improved navigational accuracy at a fraction of the cost. This technology was once afforded only to large commercial airliners but is now commonplace in the cockpits of small aeroplanes. The ability to operate under IFR has many safety and operational advantages, but requires a higher degree of safety criteria at the Aerodrome. Many aircraft accidents in New Zealand have been caused by loss of visual reference operating under VFR rules. This is known as CFIT or “controlled flight into terrain” where the aeroplane operating under VFR flight rules but has ended up at low level and in poor weather conditions, ultimately impacting into terrain. IFR allows an aeroplane to operate at higher altitudes in cloud and inclement weather conditions or even at night without requiring visual reference to the ground.

Visual reference is only required as the aeroplane approaches its design minimum descent altitude to land at an aerodrome or on initial departure.

- 37 IFR is usually controlled by Air Traffic Control (**ATC**) and separation between aircraft is provided by way of radar in most cases. Because of this the on-board navigational requirements for an aeroplane are much greater and the CAA also specifies a greater safety margin between obstacles on the ground and an aeroplane in flight. The OLS provides this protection.
- 38 The most critical areas of the OLS are the approach and take-off surfaces close to the runway. The surrounding area, known as the inner horizontal surface, is where an aircraft may manoeuvre in the vicinity of the Aerodrome to align with a particular runway. Obstacles that penetrate this surface are less critical and in some circumstances may exist if managed on a case by case basis. These penetrations are considered from a safety perspective when the instrument approach procedure is designed for each runway and are highlighted to operating pilots with operational restrictions and information to exercise caution. An OLS like the one we have proposed is common at many aerodromes like Te Kowhai.
- 39 The process for exceptions involves Aerodrome Operator approval in conjunction with the local Authority and usually a CAA Part 157 Study. This ensures aircraft safety is not compromised. NZTE agrees some flexibility is required and is open to assessing any existing protrusions in the inner horizontal surface on a case by case basis.
- 40 The CAA AC139-10 "Control of Obstacles" provides guidance to Aerodrome Operators to control and maintain the obstacle limitation surfaces. Control can be achieved, in a number of ways from local government authority, to effective obstacle removal programmes, easement or property rights and land owner agreements.
- 41 NZTE would be responsible to develop individual land owner agreements and an ongoing maintenance programme to control these obstacles. NZTE has already demonstrated this process by obtaining land owner agreement to remove 16 trees directly on the western edge and some trees on the eastern Aerodrome boundary that were penetrating the current ODP OLS.

### ***Air Noise Control Boundary***

- 42 Currently the Operative Waikato District Plan (**ODP**) contains unrealistically small noise boundaries with some acoustic insulation requirements, but the contours neither represent historic operations or current aircraft activity. It should be pointed out that the Aerodrome currently has no limits on noise from any aircraft operation within the Operative District Plan. Ms Laurel Smith has identified this is contrary to the New Zealand Noise Standards NZS 6805:1992 Airport Noise Management and Land Use Planning (**NZS 6085**) approach which requires noise limits on aircraft operations. The purpose of these rules is to ensure *“communities living close to the airport are properly protected from the effects of aircraft noise whilst recognising the need to be able to operate an airport efficiently”*.<sup>1</sup> It is the Operators best interest to work with the community and manage aircraft noise.
- 43 Inserting the proposed Marshall Day Acoustics ANCB contours into the pWDP will provide a better outcome for the Aerodrome through effective methods that control aircraft noise, restrict the number of movements over any 3-month period, provide recommended insulation standards for existing dwellings inside the ANB, and allow new residential dwellings between the OCB and ANB rather than prohibit them. Adopting the proposed Marshall Day Acoustics' recommendations is essential to ensure the Aerodrome can operate without undue restrictions now and in the future while providing surety to the community that noise effects are managed.

### ***Movements and relationship to noise***

- 44 The aviation industry is impacted by the economic climate and this is evident in historic aircraft movements at the Aerodrome. In 2008 the Aerodrome recorded just over 14,000 movements annually being the busiest on record, yet in 2020 the effects of COVID-19 saw a dramatic reduction in annual movements to just over 5,000. As a general guide, Aerodrome activity is made of the following: Aeroplanes 60.8%; Microlight 30.6%; Helicopter 6%; unknown type 2.0%; Gyrocopter 0.3%; and Balloon 0.3% The Aerodrome is used regularly by the rescue and emergency helicopter operations to complete pilot training. This occurs during the day and occasionally at night.

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<sup>1</sup>

New Zealand Noise Standards NZS 6805:1992 Airport Noise Management and Land Use Planning.

The emergency services have contributed up to 2% of total movements at times.

- 45 We provided historic movement data and current aircraft types to Marshall Day Acoustics to review our current ANCB contours. New contours were developed to reflect current aircraft types and existing Aerodrome activities with additional modelling undertaken to manage future aircraft movements and modern aircraft types. From these recommendations we chose a conservative growth factor. Our proposed option only requires a 39% increase in aircraft movements beyond the 2008 movement figure.
- 46 With the technological advancement and ergonomic designed comfort, small aeroplanes now fly further and for much longer with the capability to operate in a greater range of weather conditions. This is a significant factor that has increased the use of private aeroplanes beyond the realm of leisure craft to a competitive means of travel (as opposed to larger air passenger services and road vehicles).
- 47 Because a noisier aircraft will burn up more available aircraft movements within the ANCB, it is in the Aerodrome Operators best interest to manage these limitations and restrictions to ensure the Aerodrome can continue to operate within its specified limits.

#### ***Limitations on numbers of movements***

- 48 The Aerodrome uses an advanced movement recording system called Automated Intelligent Movement Monitoring (**AIMM**) that uses both voice pattern recognition and Automatic Dependant Surveillance Broadcast (**ADS-B**) or surveillance data that integrates the aeroplane automatically if installed. ADS-B is becoming a requirement for small aeroplanes to operate to or from certain aerodromes.
- 49 AIMM is configured to align with NZS 6805 noise standards and record all movements. It is a requirement for NZTE to submit total movements to the CAA annually.
- 50 Applying a maximum movement limit of 15,000 movements, as recommended in the Section 42A report, is a simplistic and a raw approach to managing aircraft noise. While this may limit physical aircraft movements



it will not adequately control aircraft noise. This approach could invite intensified use of the Aerodrome over short periods with noisier aircraft more often as the annual movement limits reduce.

- 51 It is important to understand that the maximum annual movement limit is based on the quietest aircraft type. A noisier aircraft has a larger noise footprint and higher usage will reduce the overall movements available to mitigate noise effects.

Any blanket restrictions placed on aircraft below the Marshall Day design maximum of 19,645 movements per annum (quietest aircraft) or a reduced ANCB (Tonkin and Taylor) would restrict the normal Aerodrome operation significantly. The Airpark would be unable to reach its potential due to the conservative growth forecast used for future aircraft movements and the scale of the project unsustainable. Adopting the proposed Marshall Day ANCB is essential and will mitigate noise effects appropriately.

### ***Circuits and flying schools***

- 52 The circuit procedure is designed to provide an orderly flow of aircraft with different performance levels and maintain separation to improve safety.
- 53 The circuit also forms part of an overhead re-joining procedure for arriving aircraft and increase safety for departing aircraft at the Aerodrome. This is a recognised technique in the CAA rules and an essential part of flight training, re-current training and Airline Operations for any pilot worldwide or an aeroplane regardless of its size. Pilots are tested for their competency level to fly a circuit and must remain proficient and are legally required to complete circuit training to ensure they meet the Part 61 licence requirements. Circuits have been part of the Te Kowhai skies for decades and it appears our normal level of flight training at the Aerodrome is being misinterpreted for large scale flight training activities, which is not correct.
- 54 Flight training in both aircraft and the classroom including circuit training are essential parts of aviation at the Aerodrome. These and normal activities at the Aerodrome and should not be restricted other than by the limits specified with the ANCB's.

***Aerodrome design***

- 55 NZTE reviewed the runway and taxiway design layout to ensure we would be providing a facility that was not only compliant with the CAA AC139-7 recommended standards but also compatible with the modern design of microlights and small private aircraft with increased wingspans. This required a review of the minimum runway widths, runway strip ends, separation distance between the runway centreline and taxiways centreline and the minimum distances between any fixed object in operational areas.

***Night operations***

- 56 While night operations make up a significantly smaller percentage of overall aircraft movements, they are an integral part of any aviation facility. Currently the Aerodrome does not have lighting facilities installed but some night operations do occur. This can be explained because of the difference in the definition of night-time between the Civil Aviation Rules and the district plan. Night operations have been included in the Aerodrome design standards and are likely to be installed within 5-10 years.
- 57 Current night movements at the Aerodrome are typically undertaken by rescue helicopter operations completing night rescue and night vision training.
- 58 Night movements at Aerodromes similar to Te Kowhai without night lighting facilities range from 0.51% to 1.9% of total aircraft movements but typically make up less than 1% of total day / night movements. For the period 2018-2019 the Aerodrome had 0.26% of movements conducted at night between the hours of 9:00pm – 7:00am and 0.51% of total movements occurred in a narrow 1 hour window of 8:00pm to 9:00pm. These movements were from rescue helicopter operations onsite or other aircraft transiting the area. Due to the seasonal time shift of ECT and MCT (available daylight hours), some of these night flights occurred during daylight hours. An Aerodrome like Hokitika, which is a Certificated Aerodrome approved for scheduled Air Transport Night Operations, recorded only 2.84% of total movements at night.

- 59 The Section 42A report author suggests applying a “blunt tool” to manage night operations with a curfew of 10:00pm to 7:00am. This is contrary to the existing activity at the Aerodrome and in conflict with the CAA rules where a legitimate day flight could be conducted during these hours.
- 60 The Marshall Day Acoustics ANCB contours provide adequate control and limitations for potential nuisance caused by noise at night. The footprint for night departures is greater than arrivals and placing controls over night departures and movements would be more appropriate and align with current and future use of the Aerodrome. This approach would be more consistent with Hamilton Airport which controls night departures.

## **CONCLUSION**

- 61 Advanced GPS based navigation technology and modern cockpits design with on-board equipment is driving the necessity to operate under IFR conditions. This will allow the Aerodrome to provide for this demand and it will become common place for small aircraft operations. The same goes with the updating of the ANCB that accord to NZS 6805. With significant land development planned for the Te Kowhai Village, and its surrounding area, in the future, we have a single opportunity through the district plan review process to implement these essential proposed rule changes. Adopting these rules will provide certainty to the community and the Aerodrome operation and ensure this unique resource can utilise the advanced navigation technology available and continue to operate efficiently and safely for another 50 years.
- 62 The Aerodrome has been a long-standing part of the Te Kowhai and wider aviation community for the best part of 60 years. The vision of the Airpark was one dreamed up by the original owner Max Clear, who then along with my parents, and now myself and my business partners, are realising this vision. The Airpark is about creating a community of aviation enthusiasts who can live, work and play in a purpose-built facility while recognising the relationship with the wider Te Kowhai communities. The Airpark is intended to be a unique asset that will ultimately benefit the region.
- 63 We have a responsibility to ensure the Aerodrome will continue to be a valuable resource for the Waikato Region, Te Kowhai and the Aviation

Industry. This balance can be achieved in a way that is beneficial to both the Aerodrome and the wider community.

**Dan Readman**

**Dated 15 February 2021**

## **APPENDIX A: Te Kowhai Airpark Photograph Collection**

# APPENDIX A

## TE KOWHAI AIRPARK

### PHOTOGRAPH COLLECTION





**Photo 1.** The Te Kowhai Aerodrome present day, shot from the southwest corner looking north east.



**Photo 2.** Te Kowhai Aerodrome present day.





**Photo 3.** Te Kowhai Aerodrome circa 1980 with the three original hangars and a B22 microlight that was built in those hangars.



**Photo 4.** The Readman family in 1980 with their newly purchased microlight in front of Hanger AA. This was the first microlight Micro Aviation sold, and was the start of the long connection with Te Kowhai for the Readmans.





**Photo 5.** The Readmans, circa 1984 with their twin seat Micro Aviation B22 Microlight at the end of Te Kowhai Aerodrome.



**Photo 6.** David and Dan Readman circa 1984 in the B22, and at the start of both their long careers in Aviation.





**Photo 7.** Max Clear's passion for and influence on New Zealand Aviation can not be overstated.



**Photo 8.** Sally Readman present day, still working in hanger one, the patterns lining the walls above are the different templates for all the aircraft covers the company has made over the decades.





**Photo 9.** Present day, a group of Fonterra Milk Truck drivers having individual flights in one of the resident vintage Russian Yaks.



**Photo 10.** The BP filling facility at Te Kowhai has made the Aerodrome a vital part of a national network for small planes.





**Photo 11.** The most recent hangars at Te Kowhai house over 60 local aircraft, much the way a marina houses boats.



**Photo 12.** An example of how the hangars are constructed to accommodate aircraft with large double folding doors. This particular plane is another Russian Yak that regularly participates in Waka Warbirds.





**Photo 13.** What do retired Air NZ captains do with their time- they go flying. Long-time Te Kowhai local.



**Photo 14.** Martin Henton with his Bristell aircraft at Te Kowhai present day. One of David Readman's students in the 1980's and now the owner of Anderson Aviation who are the NZ distributors for the Bristells.





Photo 15. Martin in flight over Te Kowhai.



Photo 16. Te Kowhai Aerodrome in relation to Te Rapa





**Photo 17.** A graphic illustration of how modern avionics look in a Bristell, which is still classed as a Microlight the same as a B22.



**Photo 18.** Another of David Redman's former students, Stuart with Dan Readman present day with his newly acquired Bristell, again classed as a Microlight.





**Photo 19.** Stuart with his state of the art 'Microlight' a long way from the original B22 he flew. Te Kowhai Aerodrome is committed to evolving with the aviation technology.



**Photo 20.** Te Kowhai Aerodrome Market Day 2020 with over 10,000 participants enjoying stalls, rides, hot rods and planes.