



The newsletter of the Sport Aircraft Association (Auckland Chapter) Inc

Sport Aviator

April 2012



In This Issue:

- Mosquito Safari
- RNZAF Ohakea Airshow
- Warbirds Over Wanaka 2012

www.saaauckland.org.nz

Committee 2012

EXECUTIVE COMMITTEE

President:	Cyril Wright 09 372 9329
Vice President:	Evan Wheeler 09 238 6081
Secretary:	Paul Blackmore 09 910 0119
Treasurer:	Bruce Turner 09 889 0780

COMMITTEE MEMBERS

Norm Bartlett 09 528 0108	Don Wilkinson 09 576 5009
Peter Armstrong 09 576 3676	Gavin Magill 09 298 7174

David Campbell-Morrison
09 817 4782

OPERATIONAL POSITIONS

Safety Officer Norm Bartlett 09 528 0108	Technical Library Sandy Wilson 09 536 4018
Tool Library Manfred Scherbius 09 375 8392	Newsletter Editor Gavin Magill 09 298 7174
Catering Chris Groves	Airspace Users Group Steve Chilcott 09 625 5273

TECHNICAL MENTORS

Wood & Fabric	Mike Tunnicliffe	09 237 8173
Composites	Phil Richards	09 826 4150
Metal Skin	Kevin Paulsen	09 296 5125

FRONT PAGE

An RNZAF C-130 Hercules deploys flare counter-measures during its display at Warbirds Over Wanaka 2012.

Contents

2	Committee 2012
3	Presidents Report
4	From the Editor
6	Chapter News
11	Last Meeting Summary
12	Chapter Project & Aircraft Lists
13	RNZAF 75 th Anniversary Airshow
16	Warbirds Over Wanaka 2012
19	In The News & On The Web
23	Upcoming Events

Next Meeting

WHEN:	Thursday 26 th April 2012 -7:15pm
WHERE:	Auckland Society of Model Engineers Club Rooms Peterson Road, Panmure Basin Mt Wellington
SPEAKER:	Cyril Wright
SUBJECT:	Cyril Wright will be presenting a talk on his trip to Oshkosh 2012 and will be bringing along the latest DVD from Oshkosh.

3 Presidents Report



Hi Everyone

This past month I went to LA on business and then flew on to Hawaii to celebrate my friend John's 89th birthday. (I bought my Air-Cam off John).

John did his training in gliding at the field in Hawaii shown in the image above and had organized a flight for me in a glider there.

It was a great day for gliding. We were towed to 2200 feet before Bob, the pilot, let go and we cruised along a ridge heading to the end of the ridge that Bob called the "gas station". This is where we got lift.

John had paid for a 20 min flight but as Bob and I got on well, he stretched the flight out to 25 min before he thought we should go in and land. It was a great way to see that part of Hawaii.

I hope all your projects are coming along and you have been flying if that's what you wanted.

We have the AGM coming up and are looking for more people to take a role in the club. It is one way of getting to know the other members and as it's a small club we do need every body to take a turn. I hope some of you that have not taken a club position before will step forward and help the club.

Hope to see you all on Thursday.

All the best

Cyril



April has finally seen some fine weather grace our skies. The timing of this good weather has been quite fortuitous as a couple of major airshow events held around the country have

benefitted from it. Both the RNZAF 75th Anniversary Airshow at Ohakea and the Warbirds Over Wanaka event had clear skies and great attendance figures as a result. In fact the attendance at Ohakea was so great that the traffic jams were very large and many folks missed out on much of the air display. I was fortunate enough to be able to get to both these events but didn't really get caught up in the traffic chaos. I have included a write up and some photo's from these events in this months newsletter as interest pieces.

With attending these airshows however, working on Sonex JQP, working on my own KR build plus fitting in a full time job, the weeks are fair flying past. It is hard to believe it is almost May already.

At the last Chapter meeting the matter of the Chapter AGM was raised as it is rapidly approaching that time of year. This year our Treasurer (Bruce Turner) and Secretary (Paul Blackmore) will be stepping down so the Chapter is in search of replacements for the committee. These tasks are not onerous and require only a limited commitment of time. If you are interested in volunteering please let Cyril know before the AGM.

This month's speaker will be Cyril Wright presenting a review he has prepared on his visit to Oshkosh last year. He has also received the DVD from Oshkosh 2011 and he will be bringing this along to play at the meeting.

Next month Jon Farmer will be presenting a talk on the recent visit he made to Glynn Powell's workshop in Drury and to the Avspecs hangar at Ardmore to check out the progress being made on the Mosquito builds happening in both places. This event was organised by the Northern Microlight Club and they opened it up to others to join them.

Don Wilkinson has also asked Bryce Rope to come along and speak to us at the same meeting. Bryce flew Mosquito's during the World War II from 1944 to 1945 and will be speaking to us on his experiences flying this incredible aircraft.

News for the Chapter this month has been very light. I realise I tend to harp on a bit about this but I would like to remind everyone that all you need to do is send me a quick email on what you have been up to with your project or with your flying and I can do the rest. If you send me a couple of sentences and maybe a photo I can easily turn this into a piece for the newsletter. Others in the Chapter are interested in hearing about what you re doing. Part of the benefit of belonging to an organisation like the SAA is about networking and catching up with mates so please share with us what has been happening in your world.

I hope your projects have been progressing and/or your flying has been enjoyable this past month.

Looking forward to catching up with everyone at the meeting.

Cheers
Gavin

MEMBER NEWS

Paul Blackmore's Sonex

By Paul Blackmore

Paul reports that he has just completed his second (port) wing which now completes all main structural components.

He has dismantled his work table in preparation for bringing the fuselage and starboard wing home from storage and beginning assembly and rigging.

The end is now in sight and Paul has the bit between his teeth.

Below is the photo Paul sent me last month of his port wing under construction.



MEMBER NEWS

Jon Farmer In The Wars

By Gavin Magill

Jon Farmer has unfortunately been in the wars of late. He had a bit of a run in with a ladder in late March when the ladder slipped while he was holding it.

Regrettably the ladder won the argument and Jon has had to spend a bit of time in hospital to have the injury to his shin seen to.

Although obviously painful it has not stopped Jon from getting out and about since getting out of hospital. Jon joined in the group who visited Glynn Powell's workshop and the Avspec's hanger last week.

HANGAR VISIT

Mosquito Safari

By Brian Millett

Brian Millett from the NMC kindly gave permission for the following article to be reproduced.

Graeme Styles had planned this [trip] for some time so on Tuesday morning we met at the Jolly Farmer Inn on Great South Rd, Drury, then headed off past the gliding club to Glynn Powell's place where he is fulfilling his dream of building a Mosquito. He has been at it now for about 23 or 24 years and his interest and enthusiasm hasn't waned one little bit.

Everyone knows about the early work that he put in before there was anything to show for it. Now it really LOOKS like a Mosquito and there is a lot of work ahead of him still to be done. How long? That would be anyone's guess.



The workmanship has to be seen to be believed. Just looking at the plumbing that runs through the bomb bay is enough to tell you that this guy takes thing seriously. Everything he has done is a work of art, including the machine guns that were being cleaned ready for assembly.

Someone asked what the engines would cost to purchase. Apparently there are plenty around and can be picked up for about US\$50,000. That is just the beginning though as the overhaul to bring it up to flying status will cost anything between a further \$120,000 to \$180,000.

6 Chapter News Continued

Up on the mezzanine floor are the tail feathers, except for the rudder which is in the hands of Jonathan Pote, another enthusiast who does absolutely meticulous work. He will be covering the rudder with fabric, the only unsupported item on the aircraft that uses the material although the fuselage surfaces are covered with it too. All control surfaces are metal clad which was quite a surprise to hear. In fact the name "Wooden Wonder" had me somewhat concerned even when we first walked into the hangar and spotted hundreds of various metal objects that had been laid out in preparation for fitting.



Also up on the mezzanine floor are rows and rows of drawers for storing the hundreds of copies made from the original plans. What a job that must have been just to get those all in order before starting the project.



After much poking around and many questions later, we finally left and headed off to Ardmore for something to eat before going to visit the Pioneer and Avspecs hangars to see what they had in store for us.

At Pioneer we saw the upgraded and strengthened airframe of a barely recognisable Titan T51 and close by was the wing centre section that was a credit to whoever made it.

A little further on was a half and half Strikemaster. I say half and half because it was painted in the colours of the energy drink "V" and the remainder in the original camouflage. In my opinion it should be either one or the other and not a half hearted attempt to disguise it with bright green paintwork.



Nearby was a very tidy Xtra 300 that looked quite attractive in its "Today's Hit Music" red and Silver colours.



Next it was off to Avspecs.

7 Chapter News Continued

We were greeted at the hangar entrance by the ex Tim Wallis Spitfire that is now looking so much better than when I last saw it two years ago. The Rolls Royce Griffon engine was suspended in position by chains ready for a trial fit, or maybe the final fit, I never thought to ask. Someone did ask the cost of the engine as fitted and the response was "a quarter of a million" - that's US dollars of course.



Behind the Spitfire we saw what we had really come to look at, another Mosquito. This one had previously been a basic fuselage shell that had just been turned the right way up for the instrument fitting last time I was there. Now it looked like the real thing. Menacing but oh so beautiful.



Nearby were two propellers still wrapped just as they had been delivered.

The guys are doing a magnificent job on her and it is a real credit to them.

None would admit as to when she is expected to fly but my understanding from a reliable source is that there will be a flying display set to take place on Sunday 23rd September.

Various Aircraft Type Clubs and representative members may be invited to make an appearance and my understanding is that all the Ardmore fees will be waived for this special day.

There will be many aviation related people coming from many different parts of the world and it really will be something that no one would want to miss.



Here's a preview of what we might be expected to see and hear:

<http://www.youtube.com/watch?v=don2J7S8VjY>

Next door was Doug Brooker's 2 seat Spitfire and a Sabre. Also in there was another Mosquito wing so NZ probably has more Mosquito's at this moment in time than many other countries anywhere around the world.

Someone mentioned that there was a Tempest project waiting to be started. It was said that both it and the Spitfire will be kept in New Zealand, possibly at Omaka. Unfortunately we won't be seeing the Mosquito for very long as the owner wants to get his hands on it and take it home as quickly as possible, lucky bugger.

Cheers - Brian

SAANZ & Chapter Relations

From Gordon Sanders

SAANZ and the Chapters – The Relationship

At the March Chapter meeting the relationship between the Sport Aircraft Association (N.Z.) Inc (SAANZ), the Auckland Chapter, and individuals was queried, for the umpteenth time. There is obvious and understandable confusion over this matter so it is probably relevant that we should take a look at how and why the present system evolved, then look at how to 'deconfuse' it.

In doing so I'll include a brief history by Don Wilkinson and a re-hash of an article by me, both first published in *Sport Aviator* in August 2006.

Some History, from Don. Prior to 1995 the Amateur Aircraft Constructors Association (AACCA) consisted of 13 'Chapters' each with no legal identity and therefore providing no personal protection. Many had insufficient members to become an Incorporated Society (15 minimum) so were a 'nothing' legally.

The AACCA (national) committee consisted of one member from each Chapter plus a Tech Rep and a President. Each chapter had one vote but some chapters represented 3 and some 50 people. Proportional representation was nowhere to be seen.

For many years the late Merv Meridith (Waipuk) was President with Bruce Small (Hastings) Admin and Sec, Greg McNicol Hawkes Bay Chapter Rep, and Alistair McLachlan Technical Committee Head.

The group from Hawkes Bay was very effective but because it lasted a long time some, a few, thought, 'A cartel? Time for a change?' The majority were very happy with Merv and Co. but a SI coup developed, with a bit of Tall Poppy problem, and, led by Ch-Ch, a group of smaller chapters jacked up the vote to change things. The minority of members (majority of chapters) won the day. It was a sad rift done by stealth, a jack-up which created a lot of bad feeling.

Such things can happen when voting power is not balanced with respect to membership. Other, and possibly even more critical, problems bedeviling AACCA were finance and communications, or to be more correct, the shortage of both.

Some of the very small chapters had trouble even maintaining Chapter Secretaries. Wanganui had just one member at one time. If the Secretary of say a 5-member Chapter failed to administer correctly, his member's subs simply stayed in the Chapter bank. No Chapter funds got forwarded to the Nat Sec and AACCA went broke. Furthermore the affected members did not receive the magazine. To add to the woe the National Secretary had no way of knowing who was a financial member of a Chapter unless the Chapter Sec did his job so frequently magazines were continued when the member had long lost interest and pulled out. It was a mess.

In the lead-up to the 1995 AGM much work was undertaken to reorganise the national body, with a new constitution being drawn up and a new name found. Sincere thanks are owed to Harry Bielby for advice based on his years of involvement with the fledgling AACCA plus his legal knowledge. Also to Gary Spicer for the time he spent drafting the new constitution.

The Legal Side. At the 1995 AGM of the AACCA three significant changes were adopted:

1. The organisation was changed from an association of clubs to an association of individuals.
2. A new constitution was adopted to enable this change.
3. The organisation's name was changed.

Being the least important from a legal standpoint, we'll knock item 3 over first. At that time there were a considerable number of members who rather disliked the (supposed) connotations of the word 'amateur' and also wanted 'sport' or similar in our name. It was felt that this would better reflect what we did and also be better aligned with current trends in recreational organisations. A vote was held, majority went the 'sport' way, and here we are.

9 Chapter News Continued

The first two items above are the legal heart of the matter. In fact the old AACA was an illegal hodge-podge. It was comprised of legal entities and what I will call non-entities (hope no-one gets offended). So what is a legal entity? The most common sort is you and I. Any real (i.e. living) person is a legal entity and has a range of rights, privileges and responsibilities. The next most common legal entity we have is the limited liability company, either private (minimum two shareholders) or publicly listed. These companies must be owned by other legal entities (either individuals or companies etc). Operating as a legal entity the company can trade with the individual directors having only limited liability if the whole thing goes belly up. Providing they have not acted illegally or traded recklessly or while the company was insolvent their personal liability is limited to the value of their shareholding. Surely much better than having the family home on the line.

Another common legal entity is the Incorporated Society, and both the Auckland Chapter and SAANZ fall into this category. To form an Incorporated Society requires a minimum of 15 members. The number required to maintain one, once formed, is a bit vague. Like a company, an Incorporated Society can trade and carry out any actions that are included in its rules or constitution, and its officers and members are legally protected as long as they act lawfully and responsibly.

Many larger recreational or sporting organisations use a structure similar to the one AACA apparently aimed for. Each local club is an Incorporated Society, and the club in turn represents its members at a national body, which is another Incorporated Society, having as its members not individuals but the clubs. Clubs will often have voting rights in proportion to their financial membership.

BUT this only works if each of the clubs is an Incorporated Society, and there-in lies the problem for small organisations. In our case many of the clubs are too small to achieve Incorporated status. They are therefore just a group of friends who get together. As a group they have no legal status or rights, and no protection for the individuals.

They obviously cannot be part of another organisation as they themselves don't exist.

This problem is common to recreations that have a limited following, and SAA (about 400 members nationally) is not alone. Around 2005 the N.Z. Model Aeronautical Association (NZMAA) went through the same metamorphosis that SAA had done a decade previously, and for similar reasons. They had been an organisation of (model aero) clubs, with the Association being the national coordinating body, magazine publisher, lobbyist, competition organiser, provider of insurance cover, etc. Even with around 4,000 members nationally, many of their clubs were too small to achieve incorporation, so were not legal entities, yet had speaking and voting rights. Not a tenable situation in increasingly litigious times.

The NZMAA adopted a revised constitution, transforming itself into an association of individuals, all of whom have full membership rights at national level, the same as SAANZ. A significant difference is that NZMAA managed to keep the clubs 'in the loop' as Associates (no speaking or voting rights but receiving all the publications etc.). The NZMAA went a bit further in encouraging modellers to maintain their membership via clubs by offering discounted membership. If the local club collects a member's NZMAA subscription and forwards it, complete with any updated address details etc, to the NZMAA, the annual membership fee is currently \$62.

Direct individual membership of NZMAA is also available but at a cost of \$120 p.a. In return for the discounted membership fees offered via clubs, the NZMAA uses the clubs to disseminate and gather information and maintain member contact other than through the bi-monthly national magazine.

When AACA changed to SAANZ it was done in a hurry (AACA was insolvent) and a clear way of including the chapters could not be determined. Consequently it was left out 'to be addressed later'. Well 'later' has taken its time arriving but after 17 years it may be here. The matter was raised at the 2012 AGM and Councillors Evan Wheeler and Alistair McLachlan have drawn the short straw to investigate it.

There are several contributing parts to the problem. In no particular order these are the names of the local organisations, the status of chapter members who are not SAANZ members and SAANZ members who are not chapter members, and the rights and responsibilities of all parties. All nice and simple – until you look a bit closer, when you see a can of worms and pop it back in the 'too hard' basket to be looked at another day.

Let's look briefly at just the first part, the naming of local organisations. The name 'Chapter' was adopted some time back in history, copying the EAA system. BUT the name implies being part of a whole, which we have just seen the local clubs cannot be. I have also been informed by those with more legal knowledge than I, that the name doesn't transport well from the U.S.A. to N.Z. as the legal systems are different, ours being based on the Westminster system. So one of the first changes required in somehow aligning the local clubs with the national body will likely involve changing the names of all the clubs so that they do not infer that they are something that they are not.

You will note that the type of organisation discussed at the outset, where local clubs are represented on a national body have two major dissimilarities to ours. Firstly they are almost invariably much larger, so have larger club membership than do our smaller 'chapters', and secondly their local organisations are normally called clubs.

In the meantime we have what we have. As Don Wilkinson correctly pointed out at the March meeting, the question of paying subs to two organisations 'ain't busted, so doesn't need fixing'.

Each person has the rights, privileges and responsibilities of membership of every organisation of which he is a member. Many of us are members of the Auckland Chapter (er, Club) and SAANZ. Others may be members of the Chapter and not SAANZ so would not receive *Sport Flying* quarterly nor be entitled to speak or vote at SAANZ meetings. Conversely SAANZ members do not get the chapter newsletter and cannot speak or vote at chapter meetings.

The UK Light Aircraft Association (LAA, previously the PFA) is much larger than SAANZ and operates paid services, but has rules which can possibly be of guidance to us. The local groups are known as clubs or struts. (Don't know where that name comes, my Oxford dictionary only has the meanings 'a bar of wood or metal (etc)' and 'to walk pompously'. Hmm.) The clubs are associates of LAA, must have a minimum of 10 current LAA members (too many for NZ) and are independent both financially and legally. The LAA cannot control the clubs, nor be held responsible for their actions, and vice versa. The LAA system does have a Council, which is a rather loose body, comprised of one member from each club plus LAA reps. The council meets only as required to consider matters raised by member clubs or LAA and recommend the way forward. It has no power beyond making recommendations. It is unlikely that NZ needs such a body as our total membership is so small.

I am hopeful that, within the current year, Evan and Alistair will be able to recommend a re-definition of the relationship between SAANZ and what we now call Chapters, probably in line with the way we are presently operating. In short, a legal and paperwork exercise which, apart from ditching the use of 'Chapter', will have negligible effect on anyone. SAANZ Rules, Clause 8, which defines this relationship, is currently unworkable so is ignored. The successful culmination of this review would see Clause 8 amended to reflect the actual ongoing relationship.

If anyone has any constructive ideas to contribute I am sure Evan and Alistair would like to receive them, but I would ask that they be forwarded in writing, not just verbally. From experience I know only too well that written submissions are almost invariably better researched and more practical than oral ones. They are also easier to pass on to other parties without loss or distortion of content.

Gordon Sanders

SAANZ Maintenance Course

Peter Armstrong and Warren Sly both spoke about the recent Maintenance course held at Tauranga and run by Alistair McLachlan and Bruce Cooke. Both reported the course was excellent and said Alistair and Bruce had put in an enormous amount of time and effort into the course. They recommended members attend the next one.

SportAvex Venue

Evan Wheeler reported the National Exec has had feedback on moving SportAvex away from the Tauranga airshow. The predominant opinion from Chapters seems to be to host the next SportAvex as a fly-in at another airfield. Hastings or Matamata have been suggested as possible alternatives. Evan emphasised there was a continued desire to participate in the Tauranga Airshow but as attendee's and not with an SAA program of events. Evan called for email feedback from members as to their thoughts. Peter Walton suggested Whitianga as another possible venue.

Te Kowhai Up For Tender

It was noted that Te Kowhai airfield has been offered for tender in the latest issue of KiwiFlyer magazine.

AGM

Gordon Sanders noted that the normal time for the AGM is at the second meeting following the end of the financial year. This means the AGM would normally be at the end of May. Gordon also noted that our Treasurer (Bruce Turner) and Secretary (Paul Blackmore) are stepping down and replacements need to be found. Cyril suggested the AGM be tentatively penciled in for the end of May and the Chapter secretary to send out notice.

Chapter Email System

Gordon raised the matter of the Chapter email system being unavailable. Since the SAANZ upgraded their system last year, the Chapter had been without an email system.

Gordon asked that the Committee investigate the setting up of this facility.

SAANZ & Chapter Subs

The matter of SAANZ vs Local Chapter subs was then raised. Evan Wheeler noted he and Alistair McLachlan had been tasked by the National Exec to investigate possible options for combining National and Local subs. Don Wilkinson and Norm Bartlett both noted this matter has been raised 3 or 4 times over the years and although other models had been tried, none had worked and the existing model was the simplest and easiest to administer. Gordon also noted part of the issue is caused by the use of name Chapter in that folks assume it is part of SAANZ. He suggested renaming the Auckland Chapter to Auckland Club would help to removing some of the confusion. (See previous article by Gordon).

The general consensus from the meeting however was that the existing model should be retained as is working.

Air Park Trust

Gordon noted that he has recently updated the Air Park Trust (www.airparktrust.org.nz) with a history of Pykes Point and the efforts to date to try and acquire a replacement strip. Gordon promised to forward a copy of the history to Gavin Magill to include in the newsletter.

Chapter Aircraft Scales

Cyril Wright said he had been approached by Brian from Parakai with a request to know if he could use the Chapter's Aircraft Scales. Cyril indicated Brian would be willing to fund the calibration of the scales if desired. Manfred commented the scales have been kept calibrated by the Weights and Measures Section at his work but that this would likely cease when he retired at the end of next year. After some discussion it was decided that it would be reasonable for Brian to rent the scales from the Chapter.

12 Chapter Projects & Aircraft Lists

Chapter Projects

Make/Model	Rego	Member	Status
Auster J5F	BDY	Les Wilson	Restoring
Bede BD5	ZIP	David Rose	For Sale
Cessna 150L		Craig Thomas	Repairing
DeHavilland DH-83C	AQB	John Eaton	Restoring
Europa XS Tri-gear	ROB	Rob Waters	Building
Fisher R80 Tiger Moth	CCC	Jon Farmer	Rebuild
Jack Thompson 1		Kevin Moir	Building
Lancair 235		Rod Sullivan	Building
Menestrel HN-700		Steve Chilcott	Building
Osprey 2 Amphibian	XRT	Richard Thompson	Restoring
Pietenpol Aircamper		Mike Tunnicliffe	Building
Pitts S1-SS	MPH	Stuart Mackereth	Building
Rand KR-2	CCK	Walter Reinauer	Repairing
Rand KR2S		Gavin Magill	Building
Rearwin Sportster(37)	ALX	Tony Payne	Rebuild
Rutan Long Ez		Wayne Cunningham	Building
Sonex Tri Gear	PDB	Paul Blackmore	Building
Taylor Monoplane		Kevin Moir	Building
Taylor Coot Amphibian	JST	Peter Hall	Rebuild
Titan T51 Mustang		Gary Mitchell	Building
Titan T51 Mustang	FDL	Warren Sly	Building
Van's RV-4		David Grove-Hills	Building
Van's RV-6		Ian Chapman	Building
Waixex		Bruce Turner & Chris Wade	Building

Other Projects

Make/Model	Rego	Member	Status
Nexus Mustang	NEX	Stuart Wards	Plans
Rand KR2S		Karl Pudney	Plans
Pazmany PL2		Frank Ciochetto	Stored
Helicycle		Allan Cameron	Unknown
Murphy Rebel		Eric Breetvelt	Unknown
Safari Helicopter		Dick Ussher	Unknown
Wittman W-10	RET	Cliff Bellingham	Active

Updates

If Chapter members are aware of any changes to or aircraft missing from the lists on this page please forward an update email to the editor at gavin.magill@gmail.com

Chapter Aircraft

Make/Model	Rego	Member
Aerosport Kahu Gyroplane	RCP	Chris Wade
Aircam	SUN	Cyril Wright
Airtrainer CT4 (Syndicate)	DGY	Norm Bartlett
ATEC Zephyr 2000S	ZFY	Kevin Hartley
Avid	PCM	Graham Smith
Bolkow Junior BO 208	CJF	Keith Trillo
Brantley B2B	INK	Nick Koreneff
Cessna 172	DKH	David Horton
Cessna 172D	CCI	Graeme Weck
Cessna C182	WKK	Brian Wigley
CFM Shadow C2	FSG	John Granger
Corby Starlet	TOY	David & Don Wilkinson
Corby Starlet CJI	TNT	Alfred Hirzel
CRICRI Cricket MC15	LBW	Neville Hay
Druine Turbulent D31	CFY	Kevin Paulsen
DynAero MCR 4S	PSA	Peter Armstrong
Europa XS	EPA	Gavin Lee
Falco F8L	SMR	George Richards
Falcomposite Furio LN27RG	LLG	Giovani Nustrini
Fisher Dakota Hawk	SOL	Gary Mitchell
Grumman AA-IC Lynx	EFV	Brian Wigley
Grumman Cheetah AA-5A	ERJ	Chris Watkins
Isaacs Fury II	JHR	Rex Carswell
Jabiru J200	CHW	Chris Watkins
Jodel D18	OWL	Mike Tunnicliffe
Jodel D18	SCJ	Stephen Chilcott
Lancair 360	MHS	Norm Bartlett
Micro Aviation Bantam B20	XIE	Bob Syron
Mike Whitaker MW6S	MWS	Grant Sandiford
Morgan Aero Works Cheetah	CCB	Jon Farmer
Murphy Rebel	DKZ	David Horton
Murphy Rebel	WEM	Evan Wheeler
Murphy Rebel	WEC	Graeme Weck
Petrel Amphibian	JAQ	John Eaton
Piper Cherokee Archer I	DQX	Leo Johns
Piper PA38 112 Tomahawk	VBM	John Eaton
Piper Pacer PA-22/20	PAT	David Wilkinson
Pitts S12	PTS	John Eaton
Pitts	MPM	Paul McGruer
Ragwing Special	MIK	Bob Syron
Rans S6ES Coyote II	TNA	John Struthers
Rans Sacota S10	CLT	Craig Thomas
Safari Helicopter	IJE	John Eaton
Socata Tobago TB10	JIE	Stuart Wards
Sonex (Syndicate)	JQP	Paul B, Sandy W, Bruce T, Chris W, Gavin M
Taylor Monoplane	CRS	David Grove-Hills
Thorp S-18T	MBY	Mike Boyles
Titan T51 Mustang	WSV	Peter Walton
TL2000 Carbonsting	PLR	Phil Richards
Ultravia Super Pelican	JDI	Jon Farmer
Van's RV-6	PRV	Kevin Paulsen
Van's RV-7A	MIS	Dave Cogan
Van's RV-9A	RVY	Peter Whyte
Van's RV-12	YRV	Alan Coubray
Zenair CH 601 B	ZXZ	David Rose
Zenair CH601	JFN	Peter Herrick

FEATURE ARTICLE

RNZAF Airshow

By Gavin Magill

Some would say that departing Papakura at 3am to drive to an airshow at Ohakea is perhaps a little keen. My mate Chris Rarere and I are avid airshow fans however (and both ex-RNZAF) so the opportunity to attend the RNZAF 75th Anniversary airshow was too good to miss.

We had a good run down the island although the weather between Tirau and Waiouru did make us doubt our decision somewhat. Fortunately the rain cleared coming down off the Desert Road and we could see clear skies ahead out over the Rangatikei and Manawatu.

As we passed Marton we could see a number of light aircraft orbiting off to our right awaiting clearance to land at Ohakea. Seeing them orbiting there I was glad we had decided not to fly in.

Arriving in Bulls just before 9, we were surprised to see only half a dozen cars waiting to turn left at the main SH1 intersection. We merged with the queue of traffic coming in from Wanganui and twenty minutes later made it through the main gate at Ohakea.

Chris had his scanner going and we could hear the stressed controller directing aircraft in the circuit. We heard later upwards of 30 aircraft who had booked to land at OH never made it in having to divert to Feilding instead.

Looking round we first headed over to look at the new additions to the RNZAF helicopter fleet. The Augusta A109 was on display as well as the new NH90. The sleek lines of the Augusta make it a very attractive aircraft while the all glass cockpit of the NH90 looks decades ahead of the Iroquios. One hopes all that electronic wizardry turns out to be sufficiently robust in a military aircraft.

At 10am the distinctive sound of the Rolls Royce Avon powered Hawker Hunter could be heard winding up down the main runway indicating that the air display had begun. As the Hunter lifted off an Air New Zealand Boeing 777 in its All Black livery was cleared in and the crew performed a flawless landing in front of an appreciative crowd. Then as the B777 backtracked down the runway the Hunter began its display with the pilot showing off its classic lines and distinctive sound to great effect.

The Hunter started an almost continuous display through till 4pm. At times it was difficult to choose between admiring the ground display aircraft and watching the aerial show. The RNZAF had secured numerous display aircraft from different air forces around the world as well as from the local military and civil registers. The RAAF, US Marine Corp, US Air Force and the French Air Force all had aircraft on display.

The US Marine Corp and the RAAF both had latest J Model Herc's on display while the USAF and RAAF had C17's. The French had brought along a CASA C30 transport aircraft. It was great to see so many uniforms from various nations in attendance along with the RNZAF crew who were out in force (no pun intended), many with young families in tow.

Chris and I bumped into Peter Armstrong and his son who had flown in that morning. They had flown down from Ardmore on the Friday so were able to arrive before the rush.

About 11am the RAAF FA18s were launched and proceeded to give a very tight, well rehearsed if somewhat sedate formation display but finished it off with a loud buzz and break directly over the crowd with full afterburner which literally left our ears ringing. It was great to hear the sound of high powered jets back in the Ohakea skies again.

14 RNZAF 75th Anniversary Airshow

Coming back to Ohakea was a somewhat bitter sweet moment given the changes that have occurred to the RNZAF over the last decade. The only signs now of the previous Strike Wing era were the Ardmore based Strikemaster on display and the sad shell of a TA-4K sitting quietly on display. One would hope at some point it will be possible to see an ex RNZAF Skyhawk back in the air.

The air display continued interweaving civilian aircraft with military, warbird teams with solo aerobatics and transports with trainers. Wandering along the flight line it was great to see many of the warbirds we have now come to expect at airshows. One unexpected aircraft on display was the Grumman TBF Avenger. I had not realised this aircraft was back in NZ and it was great to see it flying again.

The imposing size of the Air NZ Boeing 777 made it visible from virtually everywhere on the airfield and many people took the opportunity to take a look inside. Standing beneath the aircraft and looking up at the engine nacelle made its size all the more impressive (it was also a great place to hide out of the hot afternoon sun.)

Walking back along the flight line we walked through the old 75 Squadron and AMS hangars to take a look at the displays. There were various RNZAF trade displays, recruiting displays and other aviation industry and organisation stands. It made me realise that we (the SAA) had missed an opportunity to display what we do and who we are.

The flying displays came to an end about 4pm, about 30 minutes late, and visiting civilian aircraft started making their departures.

The departures were a much more orderly affair than the arrival, with the controller coping without difficulty.

Sadly one of the aircraft departing, Zenair Zodiac ZK-JFN, did not make it home after it crashed near Dargaville the following day killing both occupants. The pilot and his passenger had flown to Paraparaumu from Ohakea on the Saturday then flown north on the Sunday.

For those who drove in, it was a matter of waiting for the traffic to clear before attempting to leave. The majority of the traffic had cleared by 4:45 and after about 10 minutes of queuing we cleared the main gate and were on our way.

All in all a magic day. One of the best airshows I have attended with a great atmosphere and excellent displays. Hopefully the RNZAF can host a similar event in another five years for their 80th anniversary albeit with hopefully better traffic management.



RNZAF NH90 Helicopter



NH90 Glass Cockpit

15 RNZAF 75th Anniversary Airshow



RAAF F18 Display



Air NZ Boeing 777



French Air Force CASA C30



777 Engine



USAF C17 Globemaster



Vought F4U Corsair



Brendan Deere's MK IX Spitfire



Grumman TBF-3 Avenger

Warbirds Over Wanaka 2012

By Gavin Magill

Warbirds Over Wanaka would without a doubt be one of the most iconic and anticipated airshows on the NZ aviation calendar. Attending a Warbirds Over Wanaka airshow has been a personal goal of mine for over twenty years but other (financial) priorities have always seemed to get in the way.

The stars (and my finances) finally aligned this year and myself and my fellow aviation enthusiast Chris Rarere, found ourselves touching down in Queenstown in an Air New Zealand A320 on the afternoon of Good Friday, April 6th 2012. I have to admit I was somewhat unsure what to expect from the event. I had received anecdotal reports from various quarters indicating Warbirds Over Wanaka was in decline and the event was past its prime given the demise of the Alpine Fighter Group collection of warbirds in recent years.

After attending the event however, I can happily report that rumours of its decline and imminent demise could not be further from the truth. Warbirds Over Wanaka is not only alive and well, it is still truly a world class event, held in a world heritage location and conducted to a world class standard.

And as if to reinforce the point the weather over the weekend could not have been better. After a summer of rain and wind, the weather gods finally decided enough was enough and cooperated to produce a stunning weekend. The only deviation being a little cloud and light breeze on the Sunday morning which actually helped to keep things cool.

The Warbirds Over Wanaka airshow is very well supported by the local NZ Warbird fraternity and these folks continue to go to extraordinary efforts to keep their aircraft in flying condition.

Admittedly they have a vested interest in supporting the event as it promotes their own aims but that said they could not ask for a better opportunity to promote their passion and their aircraft.

New aircraft continue to arrive on the scene with each passing year and this year was no exception with a Yak 3 and the Avenger TBF-5 being the new kids on the block.

The event was also very well supported by the RNZAF this year and made especially significant given it is the RNZAF's 75th anniversary this year. They made a huge effort to bring along as many aircraft types as could utilise the airfield and where the aircraft could not land they had arranged for flypasts.

Air New Zealand also stepped up to the plate with a fly past of its latest Boeing 777-ER aircraft as well as a static display of a De Havilland Dash 8.

And along with these organisations there were also some display aircraft from the WWI collection of The Old Stick And Rudder Company in Masterton, a collection of De Havilland aircraft which could have held its own anywhere in the world, the local helicopter industry was represented by a veritable flock of rotary wing aircraft and the local and historic top dressing aircraft fraternity.

The three day event (practice day Friday, Saturday and Sunday display days) was very slickly run with an enormous effort put into the organisation and program. It is also extremely well supported by the community with many local groups providing staff.

The event is well attended by many overseas visitors from Australia, America and from further abroad. And with Wanaka airfield located in an area renowned for its beauty and adventure tourism, it almost guarantees its continued popularity in the future.

17 Warbirds Over Wanaka 2012

Chris and I can attest to this popularity as we were fortunate enough to be based out of Queenstown for the weekend and got to experience this town and its surrounds. Just driving to and from Wanaka each day across the Crown Range is an experience in itself.

The Warbirds Over Wanaka event doesn't just consist of air displays however. Many companies and organisations displayed their products and services and had a large central marquee in which to set up. I noted that SAANZ and other GA representative organisations (i.e. AOPA) did not have stands at the event. Although organisations such as Gliding NZ, NZ AeroModellers and the Air Training Corps had all made the most of the opportunity.

Also supporting the airshow were other non-aviation related organisations. The local re-enactment groups had a great time fitting their display in with the air displays. And the local Ford car club had a huge presence as well.

As for the air displays well where does one begin. Each day started with a pyrotechnic display with accompanying music and P40 Kittyhawk to kick off proceeding. This was quickly followed by displays from helicopters, top dressing aircraft (vintage and current) and the De Havilland aircraft. Doug Brooker then wowed the crowd with his aerobatics in his MX2 and then the Warbirds got to display their charms. This included a P-40 Kittyhawk firing blank .50 Cal rounds through its guns while flying towards the crowd from over the Clutha River. The sound was music to this old armourer's ears.

The F4U Corsair lived up to its Whistling Death name when Keith Skilling did a high speed pass across the field at full throttle. The whistle from the wing-root air intakes was unmistakable.

As the Warbirds landed the skies were filled with the unmistakable sound of the Hawker Hunter. This aircraft was displayed superbly and it's final high speed pass in front of the crowd gave us the chance to hear the 'blue' note of the engine /airframe combination.

The Hunter was followed by the RNZAF displays. Well coordinated and well narrated, the air force's Saturday display was culminated by the Red Checkers while their Sunday display culminated with the Hercules after the Checkers were grounded due to illness of one member. The Hercules display was for me, one of the highlights of the weekend and the firing of its flare counter measures in the clear skies made for an extraordinary display.

As the afternoon continued the crowd was treated to displays from the Roaring 40's Harvard's and the Beech Texan II (touted by Beech as a replacement for the venerable AirTrainers). The WWI aircraft then strutted their stuff and a magical display by a high performance glider made for great entertainment.

Of course the final mock airfield attack, scramble of fighters and subsequent pyrotechnic and aerial display were the culmination of each day's flying and sitting in the crowd, it was often difficult to know where to look because there was so much going on.

There was also an extremely poignant finale on the Sunday when the Spitfire Mk IX flew a sweeping display to the sound of the Last Post playing over the loud speakers. It was a magical moment listening to the Merlin and watching the pilot display the beauty and grace of this aircraft.

18 Warbirds Over Wanaka 2012



Texan II and Texan I (Harvard)



Air NZ Boeing 777



Grumman TBF-3 Avenger



Vought F-4U Corsair



P51 Mustang



Hawker Hunter



Brendan Deere's MK IX Spitfire



De Havilland Vampire

ON THE WEB

Base Jumping French Style

From Gavin Magill

These guys have serious issues with getting a regular adrenal fix.

www.pixel-issue.net/2011/10/i-believe-i-can-fly-flight-of-the-frenchies-trailer/



ON THE WEB

Building A Boeing

From Bob Keith

Bob Keith sent this link of a time lapse video of a Boeing airliner being built.

http://www.youtube.com/watch_popup?v=zKnsyYbfC60&feature=popular



IN THE NEWS

Mens Toys

From Bob Keith

This was forwarded from Ian Davis. I don't know the venue but they are large model aircraft. Conditions must have been bad judging from some of the landings.

http://www.youtube.com/watch_popup?v=zYPag3LuKIA

ON THE WEB

Highlander Magic

From Sandy Wilson

Sandy Wilson forwarded these two links of a guy in the US who owns a Highlander. The first link is a dead stick takeoff and landing.

http://www.youtube.com/watch?v=jeQP-H_31JQ



The second is of the same guy doing landings and takeoffs from a mountain top.

<http://www.youtube.com/watch?v=dOZTzQrz014>



IN THE NEWS

RV1 Flies Again

From Wired Magazine

Interesting article from Wired Magazine on the rebuilding and flying of the original RV1.

<http://www.wired.com/autopia/2012/03/predecessor-of-worlds-most-popular-diy-airplane-flies-again/#more-44190>



Chapter Events

2012

Apr 26 Chapter Monthly Meeting

Speaker: Cyril Wright

Title: Oshkosh Review

Cyril Wright will be presenting a talk on his trip to Oshkosh 2012 and will be bringing along the latest DVD from Oshkosh.

May 31 Chapter Monthly Meeting

Chapter AGM

Speakers: Jon Farmer & Bryce Rope

Title: Mosquito Safari

Jon will be speaking on his visit to Glynn Powell's workshop in Drury and the AvSpecs hangar at Ardmore.

Bryce will be speaking on his experience as a WWII Mosquito pilot.

Aviation Calendar

2012

Every Sat Dargaville Aero Club

The place is buzzing every Sat, wet or fine, windy or calm, and the \$10 lunch at 12.30 is good value. Club is on the web at www.goflying.co.nz/index.html. If going as a group please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

3rd Sun Turangi Aero Club Fly-In

Each All welcome for a BBQ lunch.

Month Contact Tony on 027-453 3740

Apr 28 ANZAC WW1 Airshow

Hood Aerodrome, Masterton

12.00pm to 5.00pm. More info at <http://thevintageaviator.co.nz/node>.

Jun 3 Warbirds Ardmore Open Day

Ardmore Airfield

Commemoration of D-Day. Schedule expected to be similar to last year which was: Open 10:00 a.m. to 4:00 p.m. Practice Flying Displays 12 noon and 2:15 p.m. Entry \$10.

If members are aware of other events that could be of interest to others please pass the details to Gordon Sanders at - gordon@sanders.gen.nz