



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

# Sport Aviator

May 2012



In This Issue:

- Chris Rarere - Aviation Art Collector

[www.saaauckland.org.nz](http://www.saaauckland.org.nz)

# Committee 2012

## EXECUTIVE COMMITTEE

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

## COMMITTEE MEMBERS

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

**David Campbell-Morrison**  
09 817 4782

## OPERATIONAL POSITIONS

<b>Safety Officer</b> Norm Bartlett 09 528 0108	<b>Technical Library</b> Sandy Wilson 09 536 4018
<b>Tool Library</b> Manfred Scherbius 09 375 8392	<b>Newsletter Editor</b> Gavin Magill 09 298 7174
<b>Catering</b> Chris Groves	<b>Airspace Users Group</b> 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**

The major airframe components of Bruce Turner's Waix come together under the care and attention of Chris Wade.

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## Next Meeting

**WHEN:** Thursday 31<sup>st</sup> May 2012 -7:15pm

**WHERE:** Auckland Society of Model  
Engineers Club Rooms  
Peterson Road, Panmure Basin  
Mt Wellington

**BUSINESS:** Chapter AGM

**SPEAKERS:** Jon Farmer & Bryce Rope

**SUBJECT:** Progress on the Mosquito Projects

Jon Farmer will speak on his recent visit to Glyn Powell's workshop in Drury and the AvSpecs hangar at Ardmore with the Northern Microlight Club.

Bryce Rope will then be speaking on his experiences as a Mosquito Pilot during the Second World War.

Bryce is a very interesting gentleman. He runs a construction business building bridges started by his father in the 1920's. He spent time as a farmer on Arid Island east of Great Barrier, was a representative rugby player for Auckland, coached the All Blacks 1983 - 84 and was first coach of the NZ 7s. And he flew Mosquito's in WW2.

Be there if you can.



Hi Everyone

Great News. You can all come to the AGM and not worry about being pushed into standing for one of the club roles. They have all been filled. Thanks for all those that have put their hand up this year. And thanks to all those that have helped the club work over this last year and to all of you for turning up and making the club work

NOW did you know that on the 11/5/2006 CAA brought in a new rule? It is - **you have to get all 6 exams for your PPL within two years and then you have three years from the date of your last exam to get your flying test done to get your PPL.** I only found this out this week when I was getting organized to do my cross country. (You have to have your 6 exams to do your cross country).

Last year, when I had passed my last exam (Met), I was very happy as it had taken me a while to get all six of my exams. (It has taken a while as I found out I have "the gift of Dyslexia" after 50 years thinking I just could not spell.)

Well as it turned out, when I sat my Met exam, my Human Factors exam was already out of date and now I also find that because I didn't redo my Human Factors exam in 2011, my other 4 exams are now out of date as well. (It looks like I need to read the fine print as I had understood that I had 5 years to do my exams.)

The good news is that I have till 08/06/13 to re-sit my first 5 exams again.

So there is now one hardly used AIRCAM up for sale (just joking).

So watch this space as I head back into the class room again.

Have fun out there flying.

Cyril



The Chapter meeting for May is the 2012 AGM and I would encourage all members to attend if possible. As an incorporated society the Chapter is required to have a quorum of

members in attendance to hold the AGM and also to elect the committee and as such your attendance on the 31<sup>st</sup> would make things run much smoother.

With the AGM occurring this month it has made me realise it has been one full year since I took over as Newsletter Editor. It has been a busy 12 months and as usual I don't feel I have accomplished anywhere near as much as I would like to. However in saying that when I look back over the newsletters since last year I can see quite a lot has happened.

I intend to continue as editor for the coming year however I would like to take this opportunity to ask for ideas and input from members for any articles or features you would like to see in the coming year. I am happy to do the footwork and gather the information and write the copy but I need your input on what content you would like to see in your newsletter.

Since the last meeting there has been only one airshow on the NZ aviation calendar this being the ANZAC WWI airshow at Hood Aerodrome in Masterton organised by The Vintage Aviator Limited. I didn't get to see the show but seeing it advertised reminded me to revisit The Vintage Aviator website again.

[www.thevintageaviator.com](http://www.thevintageaviator.com)

If you have not previously visited this site, can I strongly encourage you to do so. I have a passion for WWI aircraft so find the content fascinating but that aside it is an amazing site and well worth a look.

In the latter part of April and early May I managed to get out and about and take Sonex JQP for a fly a couple of times. I have to say it was very nice to be able to just drive out to Ardmore and take the plane out of David Rose's hangar instead of having to drive down to Te Kowhai in order to go for a fly. The weather has deteriorated somewhat since mid May but hopefully there will be more clear days as autumn and winter progress.

Speaking of JQP, syndicate member Paul Blackmore managed to save those of us flying her from a potential landing mishap recently when he spotted a crack in JQP's tailwheel fork during the pre-flight inspection. Paul immediately grounded the aircraft and removed the fork for repairs.

Paul's discovery was a timely reminder for me about the risk of becoming complacent in one's approach to pre-flights. I realise we all carry out pre-flight inspections before we go flying and this is probably like preaching to the converted but I would suggest this is a good example to remind us all that aviation is an unforgiving occupation and we should never take anything for granted. I have included a write up and pictures in the chapter news section for those interested.

This month's feature article is courtesy of my fellow aviation enthusiast and good friend Chris Rarere. I was mulling over what to write about this month when Chris' amazing collection of prints and photographs came to mind. A quick phone call later and Chris had kindly offered to put together the text and provide the images for the feature article. It makes for a great read.

I hope you enjoy the newsletter.

Cheers  
Gavin

## MEMBER NEWS

## May Chapter Meeting

By Don Wilkinson

Hi All

We can now confirm the Speakers for this months meeting.

**Subject:** Progress on the Mosquitoes

**Presentation:** Jon Farmer

**Guest:** Bryce Rope: How they flew.  
(a most interesting character)

A small group, including both of the above, revisited all three Mosquito projects in South Auckland recently.

Progress has been spectacular and the first flight of one is scheduled for 23<sup>rd</sup> Sept, just four months away.

A dinner the night before, on the 22<sup>nd</sup>, will be held at Ardmore at which it is hoped to have Bryce and possibly three or four other Mossie pilots as special guests.

Glyn Powell's is now "wood complete" and assembled wing to fuselage. Mike Tunnicliffe is working on wiring and plumbing.

The third, largely complete, and recently imported, is having a new wing built. This one is in the early stages of construction and it is possible the fuselage may be reusable.

Most interesting projects and with an ex Mosquito pilot at our meeting it should prove to be an outstanding evening.

Be there if you can.

It hoped the AGM will be short so we can get on with the real reason we're alive.

Cheers

Don Wilkinson



The Mosquito Safari participants.

## MEMBER NEWS

## Steve Chilcott's Jodel D18

By Gavin Magill

After having to replace the alternator mounting plate in the Aerovee engine of his Jodel to comply with a Service Bulletin issued by Aerovee, Steve Chilcott's D18 (ZK-SCJ) is now airworthy once again.

Steve reported last month that while replacing the screws securing the alternator stator to the alternator plate, one of the screws had sheared off as it was being tightened into place. This effectively made the plate unusable and as a result Steve had to order a new one in from the US. Unfortunately there were no plates in stock at Aerovee in the US so a back order had to be placed and the new plate didn't arrive in NZ till early in May.

I saw Steve out flying on the first weekend of May so I emailed him to ask when the replacement part had arrived. He replied saying

"It [arrived at] the beginning of May.

Out of interest I noted that an after production adjustment had been made. The four bolt holes that hold the stator plate on had been drilled right through the plate and threaded. It had obviously been done later as the threads were not anodised. I suspect that the screw that broke may have bottomed out which didn't help. However all is going well now and I didn't have to make any adjustments to the timing, it was spot on when I put it all back together.

Had a good flight with my son down to Slipper Island, Whitianga and home and it ran sweetly.

Rgds Steve"



## MEMBER NEWS

## Waix Progress

By Chris Wade

Chris wade sent in the photo's below just a smidge too late for last month's newsletter. As can be seen from the photo's, Chris and some willing helping hands brought together the major airframe components of the Waix recently. With this step in the build complete now comes the rigging, engine fit, and final fit out. I believe the saying is 90% complete, 90% to go. ☺



The image above shows the interlocking main spars while the image below gives scale to the wings when connected.



The photos in the right hand column show the wings after being mated to the fuselage.

Chris tells me the wings have since been removed from the fuselage and returned to storage and he is now working on modifying the v-tail to implement changes stipulated by Sonex in a Service Bulletin to strengthen the tail of the Waix. The Service Bulletin

was prompted after an in flight failure of the tail unit of a US based Waix while the owner was performing Aerobatics.

After the failure, Sonex performed a design review and as a result issued Service Bulletin WIX-SB-001 to add stiffening plates to the tailpost and the spars of the v-tail units. Sonex provided the parts free to all Waix builders to include in their aircraft.

Chris says he has finished attaching the tailpost stiffener and is now working on the v-tail spar stiffeners.



## MEMBER NEWS

### From The Hickman Hangar Afloat

**By Robin Hickman**

*Robin Hickman sent through this update after the last newsletter was sent out. - Ed*

"Good morning Gavin. I have had much delight in reading the latest newsletter here aboard our cruise ship. As always it was a very interesting read. ...."

"I [also] include this photo of a derelict DC3 at Aruba. They are everywhere in the world."



Robin Hickman

From the Hickman Mobile Hangar afloat.

## MEMBER NEWS

### Sonex JQP Tailwheel Fork Crack

**By Gavin Magill**

During May syndicate member Paul Blackmore found a crack in the tailwheel fork of Sonex JQP. He found the crack during a preflight inspection and immediately grounded JQP for repairs.

After removing the tailwheel assembly and taking the tailwheel off the unit, the extent of the crack became clear. The crack had propagated to just short of the point of failure and would quite likely have failed on the very next flight. This was further emphasised when Paul was able to bend the leg inwards under virtually no load and then subsequently snapped the leg completely off when the

leg was straightened back out.



The crack started in the weld immediately adjacent to where an extension was added to the fork to permit a larger tailwheel to be used. (5" instead of 3"). This modification has been used by other Sonex builders but it clearly has not withstood regular use on JQP. Since fitted, JQP has been operated out of Te Kowhai for some 20 hours and Ardmore for a further 10 hours.



Paul believes contributing factors to the crack appearing may include the extra leverage applied by the longer moment arm of the axle being displaced rearwards about 1" and also possibly the weld of the original fork possibly being weakened as it is just outside the area heated by the TIG welding process used to extend the fork. Paul has read that steel adjacent to a weld site can be weakened by the TIG welding process.

Whatever the case the fork failed and as a result we have changed JQP's tail wheel and fork back to a stock unit.

## MEMBER NEWS

### Paul Blackmore's Sonex

**From Paul Blackmore**

Sonex PDB progressed a step further with the wings being mated and wing mounting blocks pilot drilled prior to assembly and rigging to the fuselage.



## CHAPTER NEWS

### Western Hemlock Free To A Good Home

**From Steve Chilcott via Jon Farmer**

Jon Farmer passed me the following email he received from Steve Chilcott and thought it would be worth including in the newsletter.

"Hi Jon

I am looking at clearing out the hanger a bit and now that construction has finished I want to get rid of all the Western Hemlock I have. Do you know of anyone who would be interested in it?

It is going free but is not 1st grade by any means but there is good wood amongst it if they want to spend a bit of time.

There is some in my hanger but there is a lot more elsewhere. If you know of anyone let me know.

Rgds Steve"

### Angel Flight

From Peter Armstrong

"FYI, I am involved with Lance, he like I is a member of IFFR - International Fellowship Flying Rotarians. I gave a nudge for the Ardmore side and when I have a few more hours, not many will assist - they have a minimum requirement understandably.

Cheers Peter"



**WELCOME FROM CHAIRMAN/FOUNDER –**  
**LANCE WELLER**

Welcome to the first Newsletter of Angel Flight NZ. AFNZ was Incorporated under the Charitable Trust Act on 23<sup>rd</sup> November 2011.

In mid January I flew my Cirrus aircraft from Australia to New Zealand so it could be used for Angel Flights.

Some highlights of our first four months are:

- Landing fees waived at Kaitiaki, Kerikeri, Whangarei, North Shore, Ardmore and Hamilton airports by their airport owners.
- Air New Zealand have generously provided \$5000 of airfares to be used when our flight is cancelled due to weather or a pilot is not available.
- We have 14 Earth Angels ready to meet our flights at North Shore airfield and 5 at Whangarei airport and one in Wellington
- The Angel Flight NZ logo was designed in Whangarei in January 2012.
- Our Website was up and running on March 23<sup>rd</sup> so potential pilots, Earth Angels, passengers and health care professionals can access the information to register with Angel Flight NZ.
- The Online Mission Control system allows any of our 6 Mission Coordinators to email our registered pilots and Earth Angels, who then bid for the mission. A bid is selected and the Pilot/Flight and Earth Angel are organized to carry out the Mission.
- We have 19 registered pilots at Whangarei, Ardmore North Shore, Hamilton, Wellington, Christchurch and Nelson.

I would like to acknowledge many hours of extra assistance provided by people who I have recently met.

- John Pringle in Auckland has become my 2<sup>nd</sup> as Earth Angel Coordinator, Senior Mission Coordinator and Marketing etc.
- Sheila Mackenzie in Whangarei has typed pages of content for website and all submissions to third parties.
- Roger Leadbeater in Auckland has recently joined us as Pilot Coordinator and Mission Coordinator and he will also maintain all statistics in miles flown, driven etc.



Founder – Lance Weller in his Cirrus Aircraft

Without their help Angel Flight would not be where it is today

- The Whangarei Rotary Club has kindly donated \$10,000.
- We are now contacting PHO Doctors and Hospitals Rural GPs, Network PHO Alliances, Plunket Nurses and NZ Nurses Association to advise them of our service.
- We need more pilots.
- We also need Earth Angels in Hamilton, Christchurch and Wellington.

**First Mission in May**

We have successfully carried out our first Mission, flying a 14 day old baby with a cleft palate and his parents from Kaitiaki to Auckland. Without Angel Flight they would have spent two days travelling on a hospital shuttle bus including a night in Whangarei enroute and a similar journey back to Kaitiaki. As the weather on both the Monday and Wednesday was not suitable for light aircraft flight, the decision was made to use our Air NZ funds and fly them on Air NZ both ways. I would like to thank John Pringle (Mission Coordinator) who very ably managed the various challenges and also Chris Goddard Earth Angel in this mission.

TV One started filming the family while they were in Auckland as preparation for an 18 minute segment on Angel Flight NZ they will show on their "Sunday" programme.

We are now a team of 42 people spread across New Zealand ready to help people in the remote regions of New Zealand.

Thank you for your time and generous support.

Lance

<b>In Whangarei:</b> Lance Weller lance@angelflightnz.co.nz Phone 09 434 3271 or 027 893 4587	<b>In Auckland:</b> John Pringle john.pringle@angelflightnz.co.nz 09 410 5700 or 021 047 0557
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### Chapter Executive Positions

**Cyril Wright** advised he has one candidate for the position of Treasurer but volunteers for the position of Secretary were still required. He advised that he and Even Wheeler would continue as President and Vice President if there were no other candidates for these positions.

### Guest Speakers

**Craig Thomas** advised he could arrange for Neil Heinz to talk about his gearboxes at a future meeting. This was accepted and Don Wilkinson will liaise with Craig as to when Neil is available.

There was some discussion regarding whether there should be a guest speaker following the AGM. It was decided the formal part of the AGM would not take up too much time and the arranged speakers would stand. These are **Jon Farmer** speaking on his Mosquito Safari with the Northern Microlight Group visiting Glynn Powell's workshop in Drury and the AvSpecs hangar at Ardmore. Also **Bryce Rope** will be speaking on his experience as a WWII Mosquito pilot.

### Auckland City MBZ Frequency

**Neville Hay** advised that he had received an email from **Qwilton Biel** of the Auckland Airspace users group regarding concerns about the common frequency used for the Auckland City MBZ and the Hauraki Gulf. A copy of the email is listed below.

*Hi everyone,*

*I am probably going to open up a hornets nest with this one however the issue has been raised with me and is accordingly being circulated for consideration and feedback.*

*Presently we have the Auckland City MBZ and the Hauraki Gulf CFZ both using frequency 120.4Mhz. Concerns have been raised that the increased radio traffic in the Hauraki Gulf CFZ, coupled with crossed transmissions due to aircraft on the ground not being able to hear others transmitting, is diluting the benefits of the MBZ and CFZ as a situational awareness tool. We all know the reasons behind the*

*establishment of the Auckland City MBZ, and definitely don't want to relearn that lesson.*

*One suggestion has been that we split the Hauraki Gulf CFZ out onto a separate frequency and return 120.4Mhz to what it originally was, namely the Auckland City MBZ only.*

*Your thoughts on the above matter would be appreciated.*

*Fly Safe,  
AUCKLAND AIRSPACE USERS GROUP  
Qwilton Biel  
(027) 493 5655*

General discussion on this subject followed and various viewpoints raised.

### Group Mailing List

**Gavin Magill** advised he'd researched group mailing lists and tried out Google Groups. This program appears to suit our requirement of allowing members to send emails to all the other members and the program is free. Gordon Sanders advised that the Aircraft modelers used the program and it works well. Gavin will set up the group initially.

### Hawaii Trip

**Cyril Wright** spoke briefly on his trip to Hawaii and visiting Pearl Harbour and the USS Arizona memorial, the USS Missouri memorial (on which the Japanese surrender was signed) and the Submarine USS Bowfin which represents the submarines used in World War II.

### Zenair ZK-JFN Accident

**Peter Herrick** commented on the tragic loss of life of the occupants of the Zenair CH 601 JFN he used to own. Peter bought this aircraft from Brian Knight at only 18 flying hours and had flown over 1000 hours in it. There was some speculation on the cause and Alistair McLachlan commented that microlights do not have a lot of mass and are therefore more affected by strong and gusty wind conditions than Cessna and Piper aircraft.

There being no further business Cyril Wright showed a DVD on AirVenture 2011 as the evening's presentation.

## 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
De Havilland 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](mailto: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 Special	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
Sequoia Falco F8L	TBD	Giovani Nustrini
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

### Chris Rarere - Aviation Art Collector

By Chris Rarere

*One of the nice things about being afflicted with the aviation bug is that there are many ways in which to indulge ones passion. For my good friend Chris Rarere, his interest in aviation, apart from being an avid private pilot, takes the form of an aviation art collection which focuses on the Battle of Britain. Chris very kindly offered to put the following article together for me on his collection, his background and his motivation to continue building the collection. -Ed*

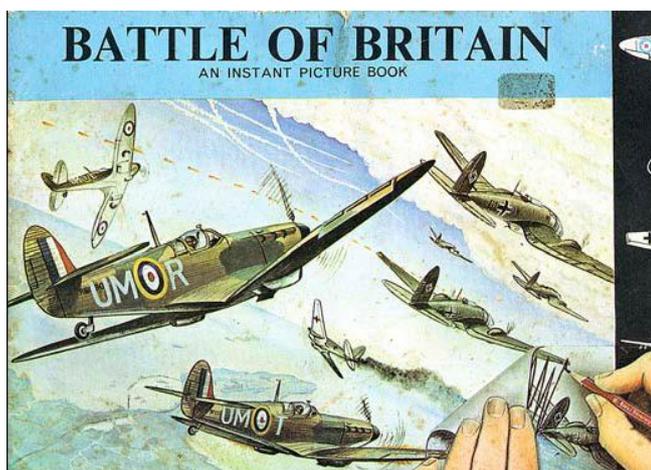
#### 'The Battle of Britain in Art Wall'



View of my Battle of Britain art wall

#### Why the Battle of Britain?

I can't clearly explain 'why' I am so interested in the Battle of Britain and the exploits of the young RAF fighter pilots who became immortalised as 'The Few' during that long-ago summer of 1940. I only know that my earliest memory of this 'interest' was at age 9 when I bought a copy of the **'Battle of Britain - An Instant Picture Book'** with my carefully hoarded pocket money. Since that moment I have been so caught up in the story of 'The Few' that to this day, well into middle age, books on the battle are my constant companion.



Cover of 'Battle of Britain An Instant Picture Book'

This children's book, appropriately published in Kent, England, in the heart of 'Battle of Britain country', told the story of the battle in a compelling combination of informative in-depth text, and a wonderful illustration style – a style that looks great even today, over 40 years later.

This initial brush with the story of the battle then led me to see the classic Guy Hamilton directed movie 'Battle of Britain' at my local flea-pit theatre in Tauranga. The image of the Heinkel nose gunner getting shot and his goggles filling with vivid 'tomato-sauce' faux blood became seared into my memory.

#### A Fledgling Interest Takes Hold

With my interest in the Battle of Britain and aviation firmly and irreversibly entrenched, my next step was to see what flying was actually all about. At age 14 I went for my first flying lesson, and at 17 began flight training in earnest, culminating in my 7th form year mostly spent wagging afternoon classes to head over to Tauranga airfield to hopefully cadge a flight or, if I had the cash, go for a training flight.



Back from my first training flight at Tauranga age 14

By 18 I had earned my PPL and began working towards my CPL. However a yearning to get away from home and to see a little of the world saw me take a break from flying when I joined the NZ Army for a stint in Singapore with the 1st Battalion, RNZIR, and a taste of adventure in the steamy jungles of Malaysia.

Three years in Singapore, and in that random way life can take you when you're young, I was given the opportunity to transfer to the RNZAF as a photographer, this the result of being the Battalion photographer for my last year in Singapore.

This trade remuster eventually took me to the photographic unit at RNZAF Ohakea

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where my previous flying experience (and relatively cast-iron stomach when it came to motion sickness) now paid dividends as I ended up being assigned to fly photo ops in the back seat of a TA-4K Skyhawk, and accumulated some 30 hours in this role over the four years I was at Ohakea.



Back From first Skyhawk flight with pilot Flt Lt. Dave Brown.

This experience certainly gave me a taste of the physical environment, particularly the high-G air combat manoeuvring, that the 'The Few' had to withstand during their combat operations – a gut-wrenching, body straining fight just to stay conscious!

Leaving the RNZAF in 1993, my interest in flying went on hold while I setup business as a commercial photographer based in Auckland. I then finally picked up my flying again in the mid 2000s, regaining my licence and ratings on the Cessna 182, Robins of various descriptions, and the fully aerobatic Slingsby M200 Firefly.

Continuing my quest for the Battle of Britain experience, in 2010 I had the opportunity to fly the Thunder Mustang from the rear seat with Simon Gault. A great experience of course, and Simon let me fly for a good portion of the flight, but the 7G aerobatics he put me through, without an anti-G suit and in a one size too small zoot suit, served to remind me that I was no longer in quite the same physical condition I was as a 20-something flying in A4s back in the day! But this flight really had come closest to the experience of flying in the way the Few had.

Finally, in 2011, I joined a Yak 52 syndicate, an aircraft in which, by peering through the front windscreen over the

bulbous nose, squinting my eyes, and imagining the roar of a Merlin, I can almost feel I am actually in the cockpit of a Hawker Hurricane... albeit a docile one that cruises at half the speed of the Hurri!

## The Art Collecting Begins.

In 2008 I acquired my first Robert Taylor lithographic limited edition print called 'Tommy Leader'. It portrays Flt Lt Tom Dalton-Morgan of 43 Squadron flying his Mk1 Hurricane home to Tangmere after combat, in August 1940. The print is signed by Robert Taylor and Tom Dalton-Morgan along with two other members of 'The Few'.



'Tommy Leader' – by artist Robert Taylor

Fast forward to 2011..., my book collection is now larger than ever and having now purchased six art prints... I decided it was time to create a display wall so that I could enjoy the artwork I had 'invested' in.



View of Battle of Britain art wall and my workstation, showing the Spitfire wing-inspired curve to the desk.

# 14 Chris Rarere - Aviation Art Collector

The natural space for this display wall was in my office as, apart from being able to enjoy the paintings while working, the workstation desks are also hand-crafted in the basic shape of the Spitfire's elliptical wing, modified of necessity to the clipped-wing profile due to space limits!

## So what does the display consist of?

There are four aspects to the artwork:

- (i) First are the limited edition lithographic or giclee prints of combat scene paintings by present-day artists Robert Taylor, Michael Turner, etc, purchased online and supplied as finished prints.



- (ii) Next are smaller artworks from World War 2 era artists, sourced from the RAF Museum online collection to broaden the subject matter, e.g. barrage balloons, sector control rooms, pilot portraits, etc.

- (iii) Next are digitally created aircraft profiles purchased from Polish artist Janusz Swiatlon online and kindly supplied by him as very high resolution digital files delivered via the web.



Original image prior to PhotoShop work.



Spitfire Mk1A X4382, flown by Pilot Officer Osgood 'Pedro' Hanbury of 602 Squadron from RAF Westhampnett.

- (iv) And lastly, original Battle of Britain-era historical photographs purchased from the Imperial War Museum database on DVD as 300dpi high-resolution digital files for printing.



## Creating the artwork...

The large lithographic/giclee prints are just simply matted and framed for display.

The smaller WW2-era artworks are fine-tuned in PhotoShop for contrast, colour and sharpness, then printed on Epson Watercolor Art Paper on a high-end Epson Photo printer, then matted and framed.

The aircraft profiles are a bit more complex, requiring more work in PhotoShop. Firstly a grass layer graphic is added to anchor them more to the surface. Then a clearcut image of an appropriate RAF or Luftwaffe pilot is added to give scale. Another aircraft image is added as a blurred or out-of-focus layer in the background to give depth and finally, a text layer is added giving the history of the particular aircraft and its part in the battle. The composite file is then printed, matted and framed.



Original image prior to PhotoShop work.



Hawker Hurricane Mk1 P3144, flown by 32 Squadron from RAF Biggin Hill and Hawkinge, mid-July 1940. Shot down over Dover on the afternoon of 19 July.

The most complex preparation is with the original Battle of Britain photographs.



My intention with these prints is that they are still essentially black & white period photos but that the primary subject of the photo is in 'colour'.



Spitfire Mk1A X4330 of 616 Squadron on short final at RAF Fowlmere after combat mid-September 1940.

Again using PhotoShop, they are first retouched for dust and damage to the original negative, etc. Next is preparation of clipping paths around all the various parts of the image that will be coloured individually. Then the most time-consuming part of the process: applying colour to various parts of the image, being careful to stay as authentic as possible to original colour specs. Once this is completed a copy of the multi-layered image is 'flattened' and passed through Adobe Lightroom to create vignettes, add grain, slightly sepia the image, etc. It is then returned to the original file as a layer. The final step is to add text with a description of the moment the image portrays. Then finally, print on the watercolour paper, matte and frame.

The last and most enjoyable part of the process is hanging the finished, framed images 'salon' style on the wall to enjoy.

## What of the display into the future?

The wall is a work-in-progress. My intention is to double the display size to around 30 frames, necessitating moving it to another much larger wall, and restructure the display to portray the chronological stages of the battle.

## Favourite Battle of Britain book?

Hands down 'The Battle of Britain Then and Now'...the ultimate geeks' book on the battle; a huge and heavy 848 page tome, containing day-by-day breakdowns of losses on both sides; where they came down, the pilots involved, and so much more.



## My own Battle of Britain claim to fame?

In the late 1950s and through the 60s one of my father's diving and fishing buddies was Bob 'Peter' Spurdle, DFC and Bar, who I later discovered, on reading his book 'The Blue Arena', was often Squadron Leader 'Sailor' Malan's wingman in 74 'Tiger' Squadron during the height of the battle. Bob ended the war as an ace with five tours of duty under his belt in both the European and Pacific Theatres; flying Spitfires during the Battle of Britain then over France in 41', Sea Hurricanes over the Atlantic convoys, Kittyhawks in the Pacific, and finally Tempests back in Europe on his final tour.

I met him several times but as I was just a kid I never had a meaningful conversation with him re the Battle of Britain. I do know that after returning to New Zealand and Wanganui he never flew again.

In 'The Blue Arena' he wrote...

*"Friends ask me why I never flew again. Fly? What for? To fly a runty light aircraft chained by authority to follow submitted flight plans? Never!*

*Never!*

*To cut this red tape, I'd need a Sabre's power. To hear my lost comrades' voices again, to find again the wonder and glory of sunlit spires and the deep caverns of the clouds, I'd need the magic of a Merlin."*



Original image as received from the Imperial War Museum



"Flying Officer Leonard Haines of 19 Squadron after returning from combat to RAF Fowlmere mid September 1940."



Original image as received from the Imperial War Museum



"Spitfire Mk1A's of 610 Squadron, based at Biggin Hill, photographed high over the Kent countryside on 24 July 1940 during the opening stage of the Battle of Britain."

## FROM THE EMAIL INBOX

## Chicken Plane

From Bob Keith

One very weird bird, but it appears to work.



## IN THE NEWS

## Crashed P-40 Found After 70 Years

From Bob Keith

Frozen in time:

This RAF P-40 Kittyhawk was recently discovered in the Sahara desert, 70 years after it crashed.

The pilot, Flt Sgt Dennis Copping, is thought to have survived the crash in June 1942, but died trying to walk out of the desert.

<http://www.dailymail.co.uk/news/article-2142300/Crashed-plane-Second-World-War-pilot-Dennis-Copping-discovered-Sahara-desert.html>



## TRADEME LISTING

## StrikeMaster For Sale On TradeMe

From Gavin Magill

Feeling rich? Available for sale on TradeMe is this ex-RNZAF BAe Mk88 Strikemaster currently based in Australia.



Asking price is \$128,000.00. For more details see the link below.

<http://www.trademe.co.nz/motors/aircraft/aircraft/auction-469878651.htm>

## ON THE WEB

## Worlds Longest Flight

From Don Wilkinson

Don sent me the link below to a web page describing the achievements of a couple of guys from the US who hold the world record for the longest continuous flight ever. They managed to keep their aircraft flying for a staggering **65 days**. So when did they do this and in what aircraft did they achieve this amazing feat? Well it was in 1958 and in... wait for it...a Cessna 172. Amazing.

<http://www.ocis.net/tvsac/BM0803.html>



## ON THE WEB

## Red Bull Champion Pilot

From Bruce Nixon

Two time Red Bull Air Race World Champion Kirby Chambliss takes us on an epic flight over the beautiful landscapes of Arizona.

<http://www.youtube.com/watch?v=m00FmzRW96o>



## IN THE NEWS

## Mens Shed's

From Bob Keith

I read in the Nov 2011 Shed magazine that there are 36 community men's sheds in NZ mostly in the South Island. The only one in Auckland I found an address for was the Men's Shed North Shore at 34 Elliot Avenue, Glenfield.

Clive Smith (021 654 250) was asking for expressions of interest in forming one in the Howick /Pakuranga area.

The Aussies have a national organisation called the Australian Mens Shed Association which receives national funding. A quote from the same article was: "Men don't talk face to face they talk shoulder to shoulder".

## ON THE WEB

## AOPA Website

From Bob Keith

In amongst the many e mails I receive from Ian Davis was an AOPA ePILOT newsletter.

Quite a lot of GA info, American of course.

Their web site is [www.aopa.org](http://www.aopa.org) and you can click on back numbers of the newsletters.

## A BIT OF POETRY

### Ode To The Tail Dragger

From Job Farmer



Tail Dragger I hate your guts

I have the license, ratings and such,  
But to make you go straight is driving me nuts.  
With hours of teaching and controls in my clutch  
It takes a little rudder — easy, that's too much!

You see, I learned to fly in a tricycle gear

With one up front and two in the rear

She was sleek and clean and easy to steer,  
But this miserable thing with tires and struts  
Takes a little rudder — easy, that's too much!

It demands your attention on the take-off roll

Or it heads towards the boonies as you pour on the coal

Gotta hang loose, don't over control.

This wicked little plane is just too much  
With a lot of zigzagging and words obscene  
I think I've mastered this slippery machine,

It's not too bad if you have the touch.

Just a little rudder — easy, that's too much!

I relax for a second and from the corner of my eye

I suddenly realize, with a gasp and a cry

That's my own tail that's going by!

You ground looping wreck, I hate your guts

Give a little rudder — Oh no, THAT'S TOO MUCH!

## ON THE WEB

### NZ Aviation History

From Bob Keith

Gavin, I was searching the web for info on the Howard Wright Biplane (Walsh Brothers/Manurewa) and came across the attached article which I found interesting. Maybe one or two others will also.

Rob K

<http://timespanner.blogspot.co.nz/2008/09/those-daring-young-men-in-their-flying.html>

## A BIT MORE POETRY

### I Have A Little Sat Nav

From Anonymous

I have a little Sat Nav  
It sits there in my car  
A Sat Nav is a driver's friend  
It tells you where you are.

I have a little Sat Nav  
I've had it all my life  
It does more than the normal one  
My Sat Nav is my wife.

It gives me full instructions  
On exactly how to drive  
"It's thirty miles an hour" it says  
"And you're doing thirty five".

It tells me when to stop and start  
And when to use the brake  
And tells me that it's never ever  
Safe to overtake.

It tells me when a light is red  
And when it goes to green  
It seems to know instinctively  
Just when to intervene.

It lists the vehicles just in front  
It lists those to the rear  
And taking this into account  
It specifies my gear.

I'm sure no other driver  
Has so helpful a device  
For when we leave and lock the car  
It still gives its advice.

It fills me up with counselling  
Each journey's pretty fraught  
So why don't I exchange it  
And get a quieter sort?

Ah well, you see, it cleans the house  
Makes sure I'm properly fed  
It washes all my shirts and things  
And - keeps me warm in bed!

## TIPS & TECHNIQUES

### Capillary Cementing Of Plexiglass

#### From Bob Keith

Bob Keith kindly provided the description below for the technique he used for securing the two halves of the canopy of his Thorp S18. This method allowed the canopy to flex as it moved forward and aft along the canopy rails thus relieving any stress imparted to the canopy as the fuselage widened and narrowed. - Ed

Capillary cementing with a solvent such as methylene chloride or ethylene chloride or 1,1,2 trichloroethane is an easy method of joining two pieces of plexiglas.

#### Method:

- Sand the surfaces to be cemented, do not polish.
- Hold pieces together with strips of masking tape.
- Apply solvent to the joint by syringe, oil can, or eye dropper.
- Let joint dry thoroughly.
- Reinforce with fibre glass tape top and bottom.

#### Safety Precautions:

Solvents could be toxic so ensure plenty of ventilation.

#### Notes:

I used the canopy mold to hold the two halves in place and then reinforced with fibre glass tape on the top before turning the canopy over.

## TIPS & TECHNIQUES

### Reviving Ni-Cad Batteries

#### From Bob Keith

An article in the NOV 2011 shed magazine about old ni-cad batteries mentioned a possible cure for batteries not operating for long between charges.

The cure was to place them in the freezer overnight then let them slowly thaw out for at least as long as they were in the freezer before re charging. Seemed to improve about 3 out of 4 batteries with shortened operating time.

## TIPS & TECHNIQUES

### Exploding GPS Battery

#### From Nev Hay

For anyone who owns a GPS please note. This GPS was in its bracket and left in the sun. The battery overheated and exploded!



FOR SALE

## Jodel D18 – ZK OWL

**From Mike Tunncliffe**

Reluctant sale.

Jodel D18, **ZK OWL**.

Two seat microlight. First flew 2004. 260 hrs TT.

Subaru ea 81 powered. Has proven reliable.

Delightful to fly. Selling because it is just not getting used.

Asking \$35,000.00

Contact: **Mike Tunncliffe**  
Phone: **09 2378173 (evenings)**  
Mobile: **027 620 7843**  
Email: [zk-owl@clear.net.nz](mailto:zk-owl@clear.net.nz)



## Chapter Events

2012

**May 31 Chapter Monthly Meeting Chapter AGM**

The May meeting is the Chapter Annual General Meeting. All members are encouraged to attend. After the AGM the following speakers will be presenting.

**Speakers:** Jon Farmer & Bryce Rope

**Title:** Mosquito Safari

Jon Farmer will speak on his visit in March to Glyn Powell's workshop in Drury and the AvSpecs hangar at Ardmore with the Northern Microlight Club.

Bryce Rope will then talk on his experiences flying the Mosquito in WW2. Bryce is a very interesting gentleman. He runs a construction business building bridges started by his father in the 1920's. He spent time as a farmer on Arid Island east of Great Barrier, was a representative rugby player for Auckland, coached the All Blacks 1983 - 84 and was first coach of the NZ 7s. And he flew Mosquito's in WW2.

**Jun 28 Chapter Monthly Meeting**

**Speaker:** Keith Trillo

**Title:** Models Indoor and out.  
Changing gear & changing rules

Most will know Keith but for those new to our club he learned to fly in Wanganui in early 60s, then NAC on DC3s, then TEAL/Air NZ on the heavies. Foundation Member NZ Aerobatic Club, competitor in his very special Pitts special EEU and currently owner of a "li'll old" Bolkow.

May get him flying models through the rafters. He's good, how good? We'll see.

**Jul 26 Chapter Monthly Meeting**

**Speaker:** TBA

**Title:**

**Aug 30 Chapter Monthly Meeting**

**Speaker:** Brian Wigley

**Title:** The Wigley Family History in NZ Aviation.

Mt Cook Airline, its history and integration into NAC and the family part in Chateau Tongariro.

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](mailto:gordon@sanders.gen.nz)

## 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](http://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.

**3<sup>rd</sup> Sun Turangi Aero Club Fly-In**

**Each** All welcome for a BBQ lunch.

**Month** Contact Tony on 027-453 3740

**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.

**Jun 19 AvKiwi Seminars**

Auckland Aero Club

**Plane Talking Radio Course**

Surely a 'must' for RT users, and attendees get a free interactive training course to take home. Tuesday at Ardmore Airfield. Two sessions. 11.00 a.m. at the ATC hall and 7.00 p.m. at Auckland Aero Club. More info at [http://www.caa.govt.nz/safety\\_info/seminars/AvKiwi/avkiwi\\_2012.htm](http://www.caa.govt.nz/safety_info/seminars/AvKiwi/avkiwi_2012.htm) and scroll to the bottom of the page for the latest map.

**Jun 20 AvKiwi Seminars**

North Shore Aero Club

**Plane Talking Radio Course**

As above. Wednesday at North Shore Aero Club, 7.00 p.m.

2013

**Jan 18-20 Wings Over Wairarapa**

Hood Aerodrome, Materton

Friday to Sunday. More info at

<http://www.wings.org.nz>.