

Contributed by Penny Belworthy

## ZK-OSC Asso Champion V

**GRAHAME** Fletcher from Blenheim has taken 7 years to build his Asso V or Champion 5 aircraft. This aircraft was originally designed by Italian Giuseppe



Vidor and went on to become the Alpi Pioneer 300, but the Champion 5 is a plans built wood and fabric version. This is the first of its type for New Zealand (due to being plans built). Grahame has used a Hirth F30U, 92 hp, 4 cylinder 2 stroke engine with a constant speed IVO propeller. The aircraft has a retractable tricycle undercarriage and a roomy cockpit with excellent visibility.

Most of the construction is wood and ply with small sections of the wings and flying surfaces covered in Dacron fabric. Grahame completed all the painting himself using a two pot system that has resulted in a very striking aircraft with an orange and white colour scheme.

Grahame told me that the only reason the aircraft took 7 years to built was that he would rather be flying. He said he's not really a keen builder but it was very satisfying to have started and finished his aircraft and have done all the work himself.

The aircraft was completed last year but was too heavy so Grahame had to write to the designer and obtain a modification to allow an all up weight of 550kg. A permit to fly is imminent.

## ZK-ZQD, ZQE and ZQF Boeing 737-838



**QANTAS** have received three more new Boeing 737-838 aircraft arriving in New Zealand recently, registered to NZ operating company Jetconnect Limited for Trans Tasman flights. Following the three new aircraft already operating, these have also been named after NZ cultural, science and technology, exploration, and aviation pioneers. ZQD is Sir Edmund Hillary, ZQE is William Picking and ZQF is Abel Tasman. These aircraft will also be operated by NZ based crew. The photo is of ZK-ZQE which was diverted to Palmerston North last month due to Wellington being closed with bad weather.

## ZK-BVR DHC-2 Beaver

**THIS** 1964 Beaver floatplane was brought in to New Zealand from Australia where it had been withdrawn from service. Frank Wright of Mount Maunganui is in the process of restoring the aircraft which has so far taken him and his team two years and

is the eighth Beaver restoration project that he has been involved with. VH-AQA was originally built for Ghana Air Force and first flew in 1964 (serial no. 1467).

After a time in Malaysia it was imported into Australia in 1974 then in the 1980s it was registered to Aquatic airways of Palm Beach NSW, and given a paint scheme to



advertise Nutri-Metics cosmetics (pictured). In 1993 the Beaver went into service for Sydney Harbour Seaplanes until it was withdrawn from service.

## ZK-FIZ Team Rocket F1

**OWNED** by John Baynes, FIZ was the last available F1 Rocket kit marketed by Team Rocket from Texas. The tandem two seat Rocket design evolved from modifications made to the Vans Aircraft RV4 kit by John Harmon. These included a fuselage lengthening and widening, wing shortening and strengthening and the addition of a six cylinder Lycoming IO-540.

Though very closely resembling the Harmon Rocket, the F1 Rocket is a purpose built kit manufactured for Team Rocket by an engineering firm in the Czech Republic. Differences include two interchangeable wing options, one being the straight type as on the Harmon Rocket and the other being

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the Czech's own tapered wing design with built in twist and Fowler flaps. This new wing is used on FIZ.

The kit which is no longer in production, (being a victim of the USD/ Czech exchange rate), was only available as a quick build kit having extensive work done in Texas before shipment to NZ. Final assembly was completed by a team in Gore under the watchful eye of engineer Peter Kempthorne, ensuring CAA requirements were met.

John chose the F1 as a natural progression from the RV4 design which he presently flies and has opted for the three blade Hartzell prop. Though stressed for aerobatics to +6 and -3 gs, it was the

fast cross country aspect that led to the decision to go with the F1 Rocket. Top speed is around 190kts TAS and sea level climb rate is in excess of 3000ft/min. The registration reflects the F1 type and the peppy performance.

### ZK-JVG Jodel D18

NEW Zealand's fifth Jodel D18 is just about ready for its first flight. Based at Rangiora, this Jodel was started 8 years ago by Bevan Chamberlain but changed hands 18 months ago when Graeme Main bought the project.



The Jodel D18 story began in the late 1970s when Alain Couchy figured that if the efficient Jodel D9 could fly well on the 30 hp 1200cc VW engine then a slightly larger D9 able to carry two persons side by side with a larger VW could be the answer. He approached Jean Delemontez, who designed the D9 in 1948 with his father-in-law Edouard Joly hence the name JODEL, and put his ideas to him. The result was the DC-01 (Delemontez-Couchy). With a 1600cc VW it weighed 476 lb empty and cruised one up at 86 kts.

Good though the DC-01 was, Delemontez believed it could be improved and work began on the D18. The aerofoil was changed, the ailerons revised and the fixed tailplane and elevator replaced by an all flying tailplane. It first flew on the 21st May 1984, with a 1700cc VW.

Graeme decided the D18 was the aircraft for him having already owned half shares in one (JPK). Graeme has incorporated some changes to his Jodel adding flaps on the wings, wing fuel tanks, Enigma avionics and making the cockpit 4 inches longer to allow a little more comfort. The aircraft is all wood construction, covered with dacron fabric. This was an interesting experience for Graeme as it was the first time he had fabricated an aircraft. Help was provided by Paul Woodley, Brent Thompson and Mike Sheffield. The bright yellow and purple colour scheme was designed by Graeme's wife Valerie. JVG is powered by a Rotax 912S with a 3 blade constant speed Woodcomp propeller.

REY Progressive Aerodyne Sea Rey	Clevedon Aviation Ltd	Papakura Havelock North	Microlight Class 2
RJA SkyStar Series 5 Outback	K Miller Syndicate	Picton	Amat Built Aeroplane
SAA Cessna 208B	Sounds Air Travel and Tourism Ltd	Whakatane	Aeroplane
TBA Socata TB 9	Jeanette and Peter Mant	Australia	Aeroplane
TDJ Piper PA-28-181	Mr D T Jukes	Kenkeri	Amat Built Aeroplane
TLI Titan T51 Mustang	Mr L J Thompson	Blenheim	Aeroplane
WAA Piper PA-38-112	Mr J D McHaffie	Papakura	Aeroplane
WAW Rockwell 114	Aymstyle Pty Ltd	Te Awamutu	Microlight Class 2
WNR Tecnam P2002 Sierra	Mr A P Moir	Ashburton	Aeroplane
WSJ Cessna 182Q	Tait Family Trust	Auckland	Aeroplane
XPD Cessna R172K	Alan Turner Family Trust	Picton	Microlight Class 2
ZOW Aerospool Dynamic WT9	Mr J M L Dillon		

  

<b>DEPARTURES - February/March 2011</b>			
CTT Alpha R2160	Alpha Aviation Manufacturing Ltd	Hamilton	Aeroplane
DHI Evans Volkplane VP-1 UL	Mr R M Syron	Auckland	Microlight C1
ESC Beech 77	Wellington Aviation Ltd	Wellington	Aeroplane
FKS Cessna 172M	Wakatipu Aero Club (Inc.)	Queenstown	Aeroplane
HNX Aerospatiale AS 350BA	Helicopters (NZ) Ltd	Nelson	Helicopter
HQB Hughes 369HS	Tony Antonievich Ltd	Pukekohe	Helicopter
HQD Robinson R22 Beta	G K Anderson Engineering Limited	Alexandra	Helicopter
IJO Eurocopter AS 350 B3	Faram Aviation Group Limited	Hastings	Helicopter
KBG Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
KBI Pacific Aerospace 750XL	Pacific Aerospace Limited	Hamilton	Aeroplane
LOY Cessna 421B	Northern Charlars Ltd	Malamaia	Aeroplane
RBL Brock KB-3	Mr R D Welcome	Warkworth	Microlight C1
TDJ Piper PA-28-181	Mr D T Jukes	Australia	Aeroplane
VAT Cessna 172R	Ardmore Flying School Ltd	Papakura	Aeroplane
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