

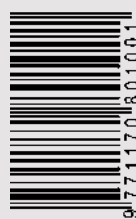
KiwiFlyer™

Magazine of the New Zealand Aviation Community

Issue 57

2018 #2

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Warbirds Over Wanaka Great Barrier Island 1500 mile Gyro Adventure

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From the Editor

If the number of the year is even, and it's Easter weekend, then it must be Warbirds Over Wanaka time. The recent 2018 event marked the 30th anniversary of what has become an international - and very internationally recognised air show. This issue of KiwiFlyer covers all the usual variety that we try to include, but it seemed that nearly every article to arrive this time carried some sort of connection to Wanaka.

Jill McCaw has written about her flight in the Dominie alongside two other '30s classics whilst at Wanaka. "I had such a good time," she says. Dave Brown sent an article about organising one of the display highlights this year, an eleven ship Harvard 'Big Wing' formation. The articles are full of enthusiasm for aviation, but more interesting because they are from the different viewpoints of a passenger enjoying the opportunity and a very accomplished pilot enjoying the challenge.

We nearly always have some autogyro content in KiwiFlyer (your Editor has a bias) and you might wonder how that could be related to a warbird event in Wanaka, but Tony Unwin and David Wright flew their gyros to and from the event - starting in Auckland and Tauranga, some 750 miles away. Their trip was an adventure in itself which Tony has ably related.

Air Forces from the US, France and Australia participated at Wanaka with a range of heavy, i.e. Globemaster, and fast, i.e. F-16, machinery. And as usual, there's some outstanding photography within these pages from Gavin Conroy who, with gratefully received support from the RNZAF, organised the air to air ramp shoot out the back of a Hercules - now also a regular feature of the WOW week. John McCaw took quite a few excellent images for us as well.

The annual Aviation NZ Leadership Conference and Trade Expo comes around again at the end of July this year with a focus on the challenges being faced in aviation, and particularly in General Aviation. This time it's in Nelson - surely the best place to be in winter. Have a look at their website for details or look out for our guide to the event in the next KiwiFlyer issue.

As winter approaches, it's also time for the annual recreational aircraft owner's dilemma. Should you take the opportunity to get on with the big maintenance project, or wait a bit longer so you don't miss out on the next stationary high with all that dense cool air to play in? The answer of course, is to own two aircraft.

Enjoy reading. Fly safe.

Michael Norton

Editor | Publisher
KiwiFlyer Magazine



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Jill McCaw relates the history behind this iconic air show, as well as covering this year's event alongside plenty of stunning photography.

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One of the Wanaka highlights was an eleven-ship Harvard formation. Dave Brown explains how it was brought together.

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Steve Williams thought the Mangawhai Domain looked ideal for a fly-in, then made it happen.

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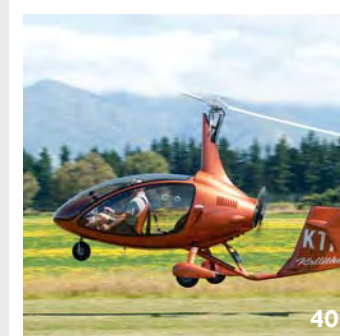
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Brett Emeny in his recently acquired and freshly painted T-28 Trojan. Gavin Conroy took the image with help from an RNZAF Hercules.



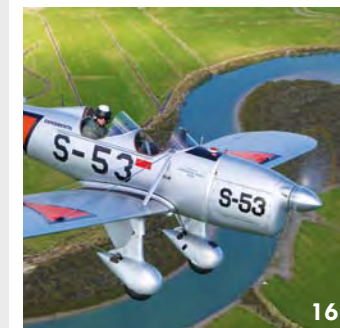
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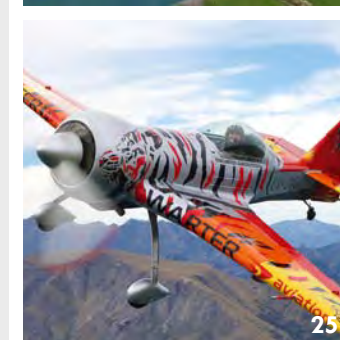
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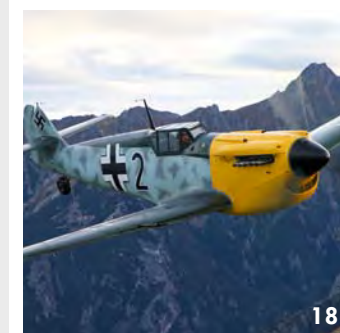
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Another 750XL to Poland

The latest 750XL aircraft from Pacific Aerospace Limited at Hamilton left New Zealand in April en route for Poland. This one is a dedicated skydiving platform and will be operated by 'Aeroklub Gdanski'. It is the second 750XL to be bought by a Polish skydive operator and actually the third 750XL that will operate in Poland in a skydiving role.

The flight plan saw Stephen Death heading to Port Headland in Australia, then Cocos Island and onward to Warsaw, Poland about eight days after leaving Hamilton.

Chief Pilot for Pacific Aerospace, Chris Underwood took the image from the company's CT4E Airtrainer demonstrator aircraft, off the coast near Taranaki Point, to the south of Raglan.

Concern over fuel tax

Following the recent fuel tax announcements, the team at Aviation NZ has told Parliament's Finance and Expenditure Committee that they are not being fair to aviation and particularly to the many young aviators who get their first experience of aviation in aircraft that use MOGAS. "This includes through the schools that build and fly aircraft (Mercury Bay Area School, Otamatea High School and Naylor College), aero clubs that do the same thing (Hawkes Bay and East Coast) and organisations that run youth programmes (Walsh Memorial Scout Flying School and the Scouts National Aviation School). These young aviators become the engineers, pilots, cabin crew, airport designers, parts manufacturers and other employees that our industry needs for its future. We should be encouraging them into aviation, not putting cost barriers in their way," said John Nicholson, Aviation NZ Chief Executive.

It was proposed that including Aircraft (General Aviation) in the list of exempted uses would fix that problem.

Other aviation organisations had submitted along similar lines which resulted in a the issue being given a good hearing with apparent agreement around the committee that the proposal wasn't fair on aviation and that an exemption was possible.

Significantly, says John, "the committee



asked questions about the 59.5 cents per litre land transport fund levy and the 6 cents per litre ACC Motor Vehicle Fund levy already included in the MOGAS price paid by aviation users. That didn't seem fair to them either."

Warbirds Over Wanaka

On its 30th anniversary, the biennial Warbirds Over Wanaka air show proved just what an international event it has become with the inclusion of an 'International Marquee'. Visitors were encouraged to use red dots to mark on a map of the world where they came from.

Event Manager, Mandy Deans, says while they knew that several thousand people travelled to Wanaka from overseas for the event every two years, they were impressed with just how widespread the appeal of the event is. "We put the map up in the tent and gave visitors a red dot to signify where they came from in the world. The result was remarkable considering only a small proportion of the 50,000+ visitors over the three days actually made it to the marquee," says Mandy.

The red dots show people from every continent were at the Airshow including some from far flung places.

The lead volunteer in the marquee was Central Otago woman, Jen Chamberlain, who was amazed by the response and by the amazing stories she heard from many of the international visitors. "There was one person from the remote Norwegian island of Spitsbergen. This island has a population of less than 3,000 people and is home to the Domsday Svalbard Vault which contains significant seeds of the world in storage. In the event of an apocalypse any survivors resilient enough to make it to the island can access the seeds to regrow rice, wheat and other staple foods. There was another guy



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Warbirds Over Wanaka visitor's map

from Recife in Brazil who couldn't believe there was another red dot already on his home town. Then there was a self-made guy who had run away from home back in the UK at the age of 16, eventually ending up in Australia where today he owns his own airfield. By chance at the same time a young Australian boy who wants to learn how to fly was visiting the tent so they got talking and names and numbers were exchanged," said Jen.

Several people returned to the tent several times to see where dots had been placed since they were last there.

There's plenty of coverage of Warbirds Over Wanaka in this issue of KiwiFlyer. The next one will be held over Easter weekend in 2020.

Wings over Wairarapa in 2019

From one great air show to another. Planning is already well underway for the 2019 Wings Over Wairarapa event. Readers may recall the 2017 event having to be fully cancelled due to unprecedented rainfall. Wings Chair Bob Francis says, "Our focus immediately after the cancellation was to refund all ticket holders and to work through the insurance complexities. Once both of those were sorted we regrouped and have been working on the 2019 Air Festival for some months now."

The Air Festival will be held 22, 23, 24 February 2019. Bob says that this will be their 20th year of organising and putting on air shows. "We have some very special initiatives planned to celebrate this milestone. One of these is the first ever Night Show

– a unique event for New Zealand. We will have night flying to music and pyrotechnics lighting up the Wairarapa skies. This will be a real family event; folks can bring along a picnic dinner and experience a truly magical evening," says Bob.

Wings Event Manager Jenny Gasson says the development of the flying and display programmes are well underway. Features of the 2019 Air Festival include the much loved WWI and WWII aircraft, such as SE5a, FE.2B, Fokker DVII, Fokker DVIII, Sopwith Pup, Sopwith Snipe, Albatros D.II, Albatros D.VA, RE.8, BE.2c, Bristol F2B, BE12, Sopwith Triplane, Nieuport 11 BEBE, LVG C.VI, Fokker EV, Sopwith Camel, DH4, Airco DH and Fokker DR.1. "As well as these we will be welcoming the UK glider team 'Airborne Pyrotechnics' to New Zealand. They'll be the headline act for Wings in 2019 and will perform both a day routine on Saturday and Sunday as well as being the centrepiece of our Saturday Night Show. Then we'll have agricultural, helicopter, gyrocopter, Spitfire, P51, P40, Yaks, Harvards, Anson, BAE Strikemaster as well as Titan Mustangs present in the skies. And if all of that was not enough we are privileged to welcome back the Royal New Zealand Air Force who will feature with a significant section of each days flying," says Jenny.

For more information visit wings.org.nz, Wings Facebook or contact Jenny Gasson at info@wings.org.nz

Aeroprakt Vixxen A32LS

Oops. In our Issue 56 article on the Hawera Aero Club and their new Aeroprakt Vixxen A32LS, we mistakenly mentioned the wrong engine specification. We should have said Rotax 912 ULS with a fuel consumption of 12 lph. See the advert on page 49 of this issue if you'd like to find out more.

Aviation NZ Leadership Conference

The annual Aviation NZ Leadership Conference details are now on the Aviation NZ website. This year's conference will be held at the Rutherford Hotel in Nelson on 30-31 July, with training days also held on 29 July and 1 August.

Plenary sessions will focus on the challenges facing aviation, especially General Aviation. Other very topical issues will include Safety Management Systems in GA, Health & Safety at work, New Southern Sky, and unmanned flight.

Divisional conferences will also take place as well as the usual Trade Expo and Gala Dinner.

The next KiwiFlyer will include more details and a comprehensive guide to the Conference.



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White sands of Whangapoua Beach leading to Waikaro Point

Fly yourself to Great Barrier Island

At 285 square km Great Barrier Island is New Zealand's sixth largest island after the South, North, Stewart, Chatham and Auckland Islands. Most easily accessible by air and just a short hop from Auckland (or less from Coromandel), it's a great place to visit. Ruth Allanson explains why:

Great Barrier Island (Aotea) received its English name from Captain Cook as he sailed through. Due to its relative isolation in the outer Hauraki Gulf, (90 km NE of Auckland and 20 km due north of Coromandel Peninsula), plus hard work by volunteers and residents, the island is now a unique sanctuary to wild birds, lizards and native trees. Possums and stoats are not present, cats are not welcome, and dogs are not allowed on Department of Conservation land. 70% of the island is conservation land and in 2017 Great Barrier Island became the world's third Dark Sky Sanctuary. With no streetlights, visitors who never have a chance of seeing the night sky in their home country, visit this place to experience the galaxy in all its beauty. Another 'step back in time' takes the form of no mains electricity or reticulated water supply - so the 900 or so residents have to be self-sufficient in generating their own power and collecting water.

Protecting the gulf, Great Barrier Island has coasts of extreme contrast and fine scenery. The east coast, with the Pacific Ocean rolling in, has long rugged white sandy beaches (offering good surfing) and the west coast is dotted with secluded bays.

Industry in the early days consisted of whaling, copper mining and kauri logging as well as ship building, the sea of course being the only means of transport.

Great Barrier (NZGB) is the main airfield on Great Barrier Island, situated near the town of Claris. There is a terminal building with an i-site information centre and plenty of parking. Landing fees are \$20. Have a good study up on the field before you go because there are lots of things to look out for including wind shear, cambered and sloped runways, people crossing the runways along with wild pigs and birds. There is no fuel so also be



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As well as the feeling of achievement from flying there yourself, a great thing about Aotea is that everything you need for a fantastic holiday is all right here on the island. There are a variety of rentals available to drive yourself around on the narrow, windy and mostly unsealed roads or you can grab a seat with scheduled passenger service. Both available from 'Go Great Barrier Island'; phone Steve on 0800 997 222. Steve has a great website for planning your holiday and is very passionate about helping to ensure your stay at the Barrier is the very best that you could have: www.greatbarrierislandtourism.co.nz.

There are many things to do on the island such as fishing charters, diving, surfing, boat tours and walks. If you are looking for a great walk that will take a couple of hours, visit Kaitoke Hot Springs, an 80 minute return walk through Nikau groves on a boardwalk plus a chance to soak up the delightful springs. Two other popular walks are the Aotea track (around the island) which takes three days, and the Hirakimata Mountain (Mt Hobson) Track (to the highest point) which has you puffing up over 2000 feet to see 360 degree views.

Port Fitzroy (named after the Governor at the time) is a sheltered deep water harbour. Many mining families settled there in the early days after the mining company failed to pay wages and closed in 1865. Times were very tough for these first families who made what they could out of the bush, survived on what fish they caught and ran a few cattle on what little land they had cleared. This was a time without regular boat, telegraph or mail services. Later, messages could be sent via pigeon post from 1897 to 1908 with the bird taking 5 messages at a time and covering 60 miles in one hour, in favourable conditions. Stamps were made from 1899

which are now very much sought after - and a man managed to train birds to fly the opposite way, back to the island for which service he charged royally. Sick people were taken out in a 'mercy dash' by boat, and matters such as accidents and childbirth would see Mrs. Flinn in attendance. Lighting a fire on a hill signalled for help, then Mrs. Flinn would arrive by boat as most families lived in small bays at Port Fitzroy or Tryphena Harbour.

The Paddison Family were the first to build a 'proper' house in 1867 out of pit-sawn timber. Joe Paddison built the first school, many houses, fences, boats, roads, dams and even a water generator for his guesthouse, 'Glenfern', built in 1898.

These days Chris and Sarah do a fantastic job of running the old Paddison Estate (now a sanctuary), keeping it as pest free as possible, while running guided tours and the accommodation. The original guest house can sleep up to ten people or there is Glenfern cottage (sleeps six at a very reasonable rate), which is now part of the Glenfern Sanctuary - a must do attraction on the island. Arriving by boat to the wharf or driving to the end of the Port Fitzroy road will afford you an experience of wild birds who are not scared of humans, many of which are endangered species. There's also a stunning walk to a look-out and an ancient kauri tree that has a walkway up to the crown. Kauri was logged on the island from 1899 to 1941 but some of the island's steep hillsides were inaccessible and that plus the massive replanting programme in the 1970s means there is a huge amount of native bush to enjoy on the island.

After a day of exploring, you will want to talk to the locals. The Currach Irish Pub located at Tryphena is the place to experience some good hearty food and soak up the atmosphere - and meet the folk that make this place so special. If you end up staying a



70% of the island is conservation land. Little Barrier Island is in the distance.



Beautiful coastline surrounds the 285 square km island.

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while the pub also offers a variety of affordable accommodation. Within the shopping precinct of Claris there is the licensed café called the Big Fat Puku. The local radio station is next door so you can enjoy the tunes as well as the buzzing atmosphere that is loved by locals and visitors alike. It has great coffee and offers wood fired pizzas and Barrier made beers, such as Manuka Honey and KawaKawa. Claris is the 'capital' and has a corner shop; laundromat and you can buy fuel there. The other little towns around the island are a similar size.

Your trip to the Barrier would not be complete without a boat excursion. 'Hooked on Barrier' offer a variety of options on their 37' launch 'The Sundancer' capable of accommodating 20 pax. Two options I like are both 3-4 hour cruises with lunch. The first takes you up the stunning West Coast and the other goes around Port Fitzroy harbour, including a look at the 'Glenfern Sanctuary'.

If you feel you need a challenge this season, why not flex your wings and fly over to Great Barrier for a while. The challenge will be leaving at the end of your visit - you'll be wishing you could stay, a lot, lot longer at this beautiful and magical place.

Ruth Allanson

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Aviation Insurance Claim Worries

Unless you are violating the terms of your policy, there should be no need for paranoia if the time comes for an insurance claim. Bill Beard from Avsure explains:

We have been a party to conversations recently wherein an aircraft owner vented his opinion fairly strongly that Aviation Insurers would do whatever they could to avoid paying claims. We deal with insurance companies every day of the week and you may be interested to know that the underwriting staff of the majority of companies are very knowledgeable in aviation matters, either being long standing aviation enthusiasts or pilots, and in some cases even private aircraft owners themselves.

Avsure have been involved in the aviation insurance industry for 30+ years and have only come across a few insurance claims that were justifiably denied. However, over this time I cannot recall seeing even one claim being declined for what I would consider questionable reasons.

I can assure you that aviation insurers would only consider declining a claim

if there is a clear violation of the policy terms and conditions and that the violation is directly related to the cause of the accident that resulted in the claim.

Claim settlements are the insurance industry's "shop window". Companies will not risk legal action as a result of declining a claim on non-related grounds. On the other hand, I would expect an aviation insurance company to deny a claim if the pilot was either not named as an approved pilot or did not meet the pilot qualifications or minimum experience levels under an open pilot warranty. Likewise you could expect problems if at the time of an accident, the aircraft was being used for something other than the approved uses under the policy.

The best way to avoid problems in this area is to make sure your policy is correctly issued. I would suggest you check your policy right now to ensure the uses adequately meet your requirements, bearing in mind that standard uses do not include (amongst other more hazardous activities) instruction, private hire/ rental, aerobatics, patrols, experimental or competition flying or air races unless specifically mentioned in the schedule.

Ensure all pilots that fly your aircraft are named or meet any restrictions imposed under the policy. Ensure the correct pilot information, with regard to experience and hours on type are accurately recorded with the underwriting company. Bear in mind that known CAA violations relating to any pilot should be notified and updated every renewal. It is important to keep in mind that it is a policy condition that you must comply with all CAA rules with regard to the operation of your aircraft.

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Sharing NZ Airspace with Unmanned Aircraft

Massey University is optimistic that a smooth integration of UAVs into the New Zealand national airspace without decreased access for either unmanned or manned craft can be attained - with the goodwill of both parties under the umbrella of the 'shared airspace user' concept. Massey's Manager Business Development and International Programmes, Anke Smith explains:



Damen Golding presenting to the IAOPA Symposium



Candidates on a 3-day Massey RPAS course

Damen Golding - Massey's RPAS Team Leader and 'B' Category Flight Instructor recently addressed the 2018 International Airline Operators and Pilots Association (IAOPA) Queenstown Symposium on the challenges of educating non-aviators on how to 'share the skies' with other aviation users. His words resonated with many at the Symposium.

Encouraging the traditional aviation user into accepting that RPAS is here to stay is another challenge. Sharing airspace with such a rapidly changing RPAS industry will require funding and the goodwill to attack the various issues facing the industry currently.

The New Zealand 'New Southern Sky' project aims to integrate RPAS into controlled airspace using technology to the same standards and regulations as manned aircraft, with an emphasis of safer operations.

Massey University sees its role as an educator in and for the RPAS industry sector, alongside CAA NZ. The aim is to promote the 'shared airspace' concept utilising Massey's expertise in the area of educating users how to operate in an aviation context.

The first priority at Massey University's School of Aviation is safety. To a non-aviator rules are nothing but 'jargon', as the terminology is inherently foreign to a non-flyer. RPAS users traditionally don't see themselves as 'users of airspace' as they typically do not hail from an aviation background. Therefore non-aviators remain unaware of the risks and consequences of their operations. Massey's objective is to explain and clarify the regulations and the reasons behind same.

Massey University's RPAS team has identified several key challenges in integrating RPAS into both New

Zealand's controlled airspace and uncontrolled Class G airspace.

- Is it really common sense - or in fact a lack of training? Pilots are trained to identify and then mitigate risk in the air, i.e. 'airmanship'. The casual, or even quasi-commercial RPAS/UAV operator often takes to the air with their device with no such training. Stricter regulations in place for UAV pilots, holding them to a set of standards dependant on their operation, much like for a manned aircraft pilot, must be seriously considered.
- The RPAS industry is changing faster than regulators and educators can keep pace.
- Non-aviators; largely unaware of risks and consequences of their operations. Pilots would term this as a lack of 'airmanship'

What is airmanship?

As described by the CAA NZ; "Airmanship is all about making good decisions, which requires a high degree of:

- Situational Awareness to detect what is going on, combined with the
- Knowledge to determine the significance of what you observe,
- The skills to do the things you have to do, and the
- Discipline to do the right thing."

'Airmanship' is a key concept that Massey inculcates in all its student pilots but it can apply equally to RPAS users. While airmanship cannot be taught in a short course it can at the very least be introduced as a concept to the RPAS user and industry at large.

Massey's three-day award-winning RPAS course is an Introduction to Regulations and Operator Conduct - i.e. the 'airmanship' concept.

"Encouraging the traditional aviation user into accepting that RPAS is here to stay is another challenge."

Candidates are taught by Massey's experienced flight instructors, themselves users of the aviation environment in which RPAS operate. Indeed the Massey University School of Aviation has not escaped the attentions of 'random' drones during several training flights. This further reinforces a determination to spread the RPAS training message.

Massey's RPAS team is also developing an in-school RPAS training course and working with some youth-based organisations in getting solid RPAS training out to their members. Support from the wider aviation community for and towards the school-based programme would be most welcome as it will take a concerted effort by the NZ aviation industry to educate the public.

CAA NZ Part 102 Certification Consultancy

Most non-aviators will face a lot of unfamiliar complexity as they interpret and apply aviation legislation and regulations to their particular operation. Recognising this need for support, Massey's School of Aviation now offers a consultancy service for clients preparing to submit their CAA NZ Part 102 Expositions. This can take the form of an oversight role if clients require advice on their exposition documents to date - or Massey can work with organisations to prepare the full exposition if required.

For more information: 0800 MASSEY or visit www.massey.ac.nz/rpas

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Gavin Conroy image

NZ Warbirds' Ryan STM S-2 is one of several aircraft available for members of the 'Operating Group' to fly at competitive rates.

NZ Warbirds at Ardmore

As well as their biennial contributions to Warbirds Over Wanaka, there has been much activity around the NZ Warbirds' Ardmore hangars of late, including new opportunities for members to fly historic aircraft. Frank Parker catches us up with the details:

Things have been busy around NZ Warbirds for the past couple of months.

Firstly has been our preparation and participation in Warbirds Over Wanaka. NZ Warbirds has a large role in this southern extravaganza, with eleven Ardmore based aircraft and further Association registered aircraft from around the country participating. Getting these aircraft to and from Wanaka is quite a logistical exercise, and of course the pilots and ground crew give up their Easter to participate.

This year marked thirty years of Warbirds Over Wanaka (WOW),

an enviable track record for any 'entertainment event'. For NZ Warbirds the highlight of this year's show was the Harvard 'Big Wing', a flypast of eleven aircraft. This was an initiative from WOW to mark their 30th Celebration and recognition of the role the venerable Harvard has played over this time. The 11 participants were sourced from Ardmore, Ohakea, and Paraparaumu. While we initially aimed for a flight of 14 one was not available and a further two were on extended maintenance so could not make the party. It was notable that the RNZAF enabled the Historic Flight Harvard 1015 to join in the flypast.

Warbirds CFI Dave Brown was keep busy 'herding the cats' to plan and lead the flypast. Its execution, a result of that careful planning and thorough briefings for all participants, was a credit to all the pilots involved - a well-earned 'attaboy'.

Personally I was keep busy leading the Harvard Roaring 40s display and was

fortunate to pick up the keys to P-40 CAG 'Currawong' for a display slot and the end of show airfield attack scenario which is always a high octane activity.

Overall Warbirds Over Wanaka 2018 was a great success; the weather was kind and the flying programme which included some exotic machinery, was extensive. Well done to the Organising Team.

Hangar No.1 and rebrand

Hot on the heels of WOW (starting Tuesday after Easter) we had a makeover of Warbirds No. 1 Hangar.

In my last article I introduced readers to the Warbirds take-over of the ex-Tecnam Hangar at Ardmore to house our WWI and classic aircraft. With this plus continued development of the NZ Warbirds Visitor Centre we were fortunate to engage a partnership with Top Shelf Productions and the Heritage Rescue Team to complete a project in the hangar. This is in the form of a reality

TV programme whereby the 'Rescue Team' assist an organisation that is actively involved in a museum style activity of heritage importance to complete a project. In summary, the organisation provides the 'canvas' and labour and Heritage Rescue provide expertise in design and production.

The project was to line the hangar interior walls, paint them and add historical pictorial displays relevant to the story we are portraying. It sounds straight forward but a lot of organising and volunteer labour was required. I can only say thank you to all those involved and in my mind the results are stunning. I've included some images to tantalise you but you really need to come and see for yourself!

Along with this project we have rebranded. The 'NZ Warbirds Association Visitors Centre' was always a little wordy... We are now 'NZ Warbirds at Ardmore', more succinct and descriptive.

Fly our aircraft

And now the bargain of the year. NZ Warbirds have been donated a variety of aircraft over the past few years and we wish to see them out of the hangar and in the air. To achieve this the Association has established an 'Operating Group' to fly them. The aircraft are a Yak-52, Miles Messenger, Ryan PT-22, Ryan STM and an Issacs Fury. You can join the 'Group' to fly one or all of these aircraft at competitive hourly rates. If you are already a pilot and have a 'yen' for some classic tailwheel time or advanced 'Yakrobatics' this is an affordable opportunity. For more information see NZWarbirds.org.nz – flight ops – operational group, or contact the Office.

Next on the agenda is planning for our Open Day on June 3rd. This will be in the format of a D-Day Remembrance. Mark it in your diary; an opportunity to see our aircraft in action and visit 'NZ Warbirds at Ardmore'. Maybe we can whet your appetite to become involved and join the Association as a Member and Volunteer.

Frankly@xtra.co.nz



After the Heritage Rescue project: Walls painted and displays taking shape.

NEW ZEALAND WARBIRDS

SEEKING VOLUNTEERS

The NZ Warbirds Association is a non-profit organisation dedicated to preserving New Zealand's rich Aviation Heritage. We are an umbrella group representing the interests of the owners of many unique aircraft and have a focus on the operation and display of these aircraft. If you have an interest in history, heritage and aircraft, NZ Warbirds may be for you. We have a continuing requirement for volunteers to assist with our Visitors Centre, aircraft hangar, model displays and general activities. If you need an excuse to 'get out of house' (guys and girls) we would love to hear from you. Contact details are below.

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Warbirds Over Wanaka 2018

Gavin Conroy image

A battle rages in the skies over Wanaka. Did the Buchon just get a hit on the Anson?

Thirty-one years ago, Tim Wallis (he wasn't a Sir then) had an idea. He talked it over with his brother George and his mate Gavin Johnston. Then they discussed it with Tim's wife Prue. "We ought to have an airshow," Tim said. "We've got the warbirds." (Tim's personal collection of warbird aircraft that made up the WarBirds Down Under museum in Wanaka, sadly long since broken up.) "Christmas would be a good time." "But," Sir Tim explained to the pilots and volunteers gathered for the Pilots' Dinner after this year's show, "Prue thought Christmas was a terribly busy time. She and Gavin suggested Easter would be better. So, Easter it was."

The first show had 14,000 spectators. "We were pretty pleased with that," said Sir Tim. The second show had 28,000, the third 56,000. "And then we made it biennial."

George Wallis looked after the ground events. "The idea was to make more reasons for people to come, for there to be more things to do," George says. "I was just helping Tim and Gavin out. I had all this vintage machinery so that came along. The traction engines. The Packard cars. That side of things has just grown too. It was very easy working in that team."

Gavin Johnston became the air show's first General Manager. He passed away last year but had been really looking

forward to attending the 30th Anniversary show. His wife Julie said that Gavin had had a wonderful time putting the shows together with his friends.

This year's show, like all the shows, relied heavily on volunteers, from the people spending all day managing traffic in the parking lots to the gentleman who spends the entire two years between shows collecting all the used engine oil from garages around the district, so that the pyrotechnic people have something to blow up during the mock battles.

The air show is now run by a community trust with a skilled group of trustees. The Warbirds Over Wanaka Community Trust aims 'To educate



Gavin Conroy image

The Allies won of course (Victors inset). This was the first time the Anson and Spitfire had flown in formation together at a New Zealand air show.

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Garvin Conroy image

Arriving from London and flown by John Romain, the Hispano Buchon Me-109 is 'essentially a Rolls-Royce Merlin engine Messerschmitt Bf109' from the Spanish Air Force.



Graeme Frew in his Yak 3, 'Full Noise 35'.



Arthur Dovey getting airborne in his Yak 3.



Liz Needham and Frank Parker's P-40 Kittyhawk.



Production was licensed by Germany to the Spanish during WWII, with engines later supplied by the British.



Garvin Conroy image

Robert Borrius-Broek's P-51D Mustang



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Flight Lieutenant Michael Williams in RNZAF Harvard.



Robert Borrius-Broek after a flawless Mustang display.



Graham Bethell heads out for a display in Mustang 15.



Scott McKenzie after the mass Harvard fly past.



The Classic Aircraft WACO and Beechcraft 17 Staggerwing (the 'Lear Jet' of the 1930s).



A gaggle of four de Havilland DH.82 Tiger Moths performed elegantly together.



de Havilland DHC-1 Chipmunk conducted solo displays.

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through the celebration and promotion of aviation past and present' and put funds back in to the local region. John Gilks is Chairperson, David Mackenzie Deputy Chair, with trustees, Steven Grant (and well known aviation personalities) John Lamont and Brett Nicholls. John says the trust is in a very sound position and well placed to provide future air shows.

Two pilots have displayed at all 16 air shows. Keith Skilling flew a Harvard in the first show, and this year again flew a Harvard. His greatest memory of the first show was how much fun it was. "Tim organised a party and flew everyone up to a spot in the Matukituki river." Keith remembers the helicopter being loaded with two 44 gallon drums, one full of venison, the other was a drum of beer. 2018 was Keith's swansong, "It's always been a wonderful show and it's thanks to the Wallis boys that it's got this big."

John Lamont is the other pilot who has flown at all the shows. The first show was the first time he met Tim Wallis, starting a long association with him which is still going strong. He too remembers barbeques at Tim's place and a really fun time. John became the display planner for the event, as he says, he gets the programme together. He keeps trying to resign but as he is now a trustee and director that is hard.

Speaking at the Pilots' Dinner he said, "[Saturday was good, but] Sunday's show was one of the best shows in the way it ran. I'm proud and pleased with the way it came together. I always say, come



Appreciative 'gold pass' crowd waves to Jurgis Kairys.



It wouldn't be a Warbirds Air Show without some military re-enactment on the ground too.

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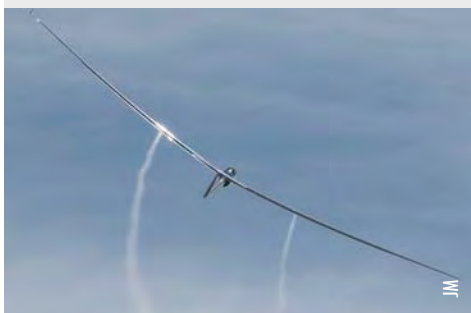
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Consolidated PBV-5A Catalina flying boat on approach to the lake. The RNZAF operated 56 of the type between 1943 and 1953.



ASH-25 glider display set to classical music.



Cessna L-19 Bird Dog.



Mit Brereton gets away in his de Havilland Devon.



L-39 Albatros flown here by former RNZAF A-4 Skyhawk pilot John Mathewson.



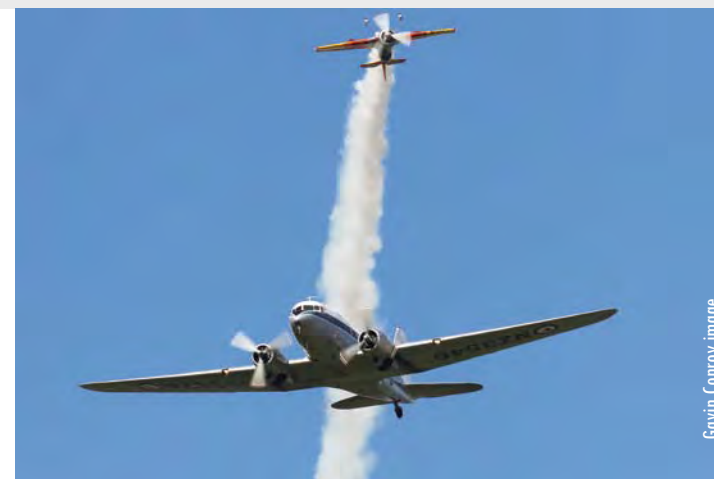
Brett Emeny and Paul Hughan (leader) put on a fabulous display in the Vampires.



Jurgis Kairys in his JUKA formation behind the Hercules for Gavin Conroy's camera. Thanks to the RNZAF for making the air to air photos possible.



Hiding underneath the DC-3.



And then rolling around her. Jurgis' displays are always impressive.

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Gavin Conroy image

The real 'star of the show' Sir Tim Wallis, with Event Manager Mandy Deans in an RNZAF NH90.

Sunday, we've got our act together. We should have another show on Monday." With the growing success of Warbirds Over Wanaka, the increasing number of acts and aircraft, as it continues to evolve, maybe it will become a three day show.

The early air shows were all about warbirds, but now there is support from international Air Forces. This year saw aircraft from not just the RNZAF, but the RAAF, USAF and French Air Force. It truly is an international airshow. There are some 'big name' international civilian pilots who fly at WOW too. It wouldn't be WOW without an aerobatic display from Lithuanian Red Bull pilot Jurgis Kairys, who displays in the JUKA, an aircraft he used his aircraft engineering talents to develop. John Romain, is a renowned Warbird pilot from the UK who managed to get the show stopping Buchon Me-109 prepped and boxed up in a container from London with only two weeks' notice. Ex-USAF display pilot 'Sticky' Strickland, says he has felt like an honorary Kiwi. "There is incredible hospitality. Your entire country reflects that. Here at Wanaka, this is where the heart of aviation is. I've flown over 180 air shows... WOW excels and rivals the best."



John McCaw image

The Yak 52 Aerobatic Team performed their usual precise and tightly formatted display.



Gavin Conroy image

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RNZAF Black Falcons at work in their T-6C Texan II trainers.

Air Forces at Wanaka

Partly because it was the 30th anniversary, but more so because Warbirds Over Wanaka has become a true internationally recognised airshow, not just the Royal New Zealand Air Force participated, but also the Royal Australian, French, and United States Air Forces all joined the celebrations sending aircraft from Sydney, New Caledonia, Hawaii and Japan. Our thanks to their respective spokespersons for the details that follow, compiled here by Jill McCaw.

Royal New Zealand Air Force (RNZAF)

Our RNZAF had around 100 personnel involved in Warbirds Over Wanaka 2018, including crew, maintenance and support. In the air, there was the C-130 Hercules, NH-90, A109, and SH-2G(I) Seasprite helicopters, the Black Falcons Aerobatics Team, the Kiwi Blue Parachute Display Team, plus the RNZAF Harvard from 'Historic Flight' joined the Harvard Display Team for formation flypasts. On the ground, staff ran trade displays, as well as security, fire-fighting, and recruiting details.

In addition, a Boeing 757-200 and two King Air aircraft operated out of Christchurch. The RNZAF also provided support to the USAF aircraft (F-16 and C-17) based out of Christchurch, and the RAAF aircraft (Hawks) based out of Queenstown.

Air Display Director, Squadron Leader Jim Rankin said that attending the event was "a big logistics task". Most of the

ground display support went to Wanaka via a road convoy from RNZAF Base Woodbourne. Fire vehicles came from RNZAF Base Ohakea over 2-3 days with an overnight stop at Burnham each way. Additional displays and personnel came down on the Hercules, which routed to/from Wanaka Airfield via Ohakea and Woodbourne. Speaking at the Pilots' Dinner on Sunday night SQNLDR Rankin said, "There is a vibe and a buzz about the show. Everyone wants to make it work to honour the 30th Anniversary. This was the smoothest air show I've ever been involved with. There was spectacular flying and it was a spectacular show. If my Chief is smiling, I'm smiling. And the thing that made the Chief smile the most was flying Sir Tim Wallis in the NH-90."

Armée De L'Aire

The French Air Force brought their CASA CN-235-300 to the show for static display. The CASA is a Spanish built medium-range transport aircraft, one of 27 in service at French bases around the world. This aircraft is based in New Caledonia where it is an important part of the French presence in the Pacific. It took eight hours to fly from New Caledonia to Whenuapai before then heading south to Wanaka.

To many, the aircraft looks like a mini Hercules. It has a wingspan of 25.8m, length of 21.4m and is powered by two General Electric CT7-9C 1750 horsepower engines. It cruises at 240 kts and has a range of 2350 nm.



RNZAF Boeing 757 looks out of scale at this location.



C-130H Hercules of RNZAF 40 Squadron.



NH90, Kiwi Blue Parachute Team, and the French Air Force's CASA CN 235-300.



RNZN Kaman SH-2G(L) Seasprites always perform an energetic display.

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Royal Australian Air Force (RAAF)

The popular RAAF Hawks returned for their third WOW show. The Hawk 127 flight-trainer jets prepare qualified pilots for conversion to the RAAF's F/A-18 Hornets and Super Hornets. The Hawks were based at Queenstown Airport for the weekend.

The RAAF also brought a C-27J Spartan airlifter which was on static display. (Yes, to many this also looks like a mini Herc, although it is larger than the CASA.) It's Italian built, has a wingspan of 28.7m and is powered by two Rolls Royce AE 2100-D2 engines. It has a range of 950 nm and a cruise speed of 315 kts. I saw the Spartan arrive on Friday and it had an incredibly short landing roll. The poster lists a take-off ground roll at max weight as 580 m and landing ground roll at 27.5 tonnes of 375 m.

This is a very versatile aircraft. Crew on board told me that it can carry variations of 48 passengers in ordinary configuration, 34 paratroops, 27 casualties in stretchers with 6 medical staff or has the ability to carry 3 intensive care modules that include the ability to perform operations in flight. It can obviously carry any combination of passengers and cargo. Range is very dependent on the fuel/cargo ratio.

The team said it was an honour and a pleasure to be at the show. Planning began last year, including operations, logistics, personnel requirements, administrative needs and clearances.

The aircraft and personnel involved in Australia's contingent were:

- Two Hawk 127 Lead-in-Fighter aircraft
- One C-17A Globemaster (Heavy Lift to transport the required maintenance equipment to NZ and return)
- One C-130J Hercules (Search and Rescue support to transiting Hawks)
- Fifteen maintenance staff
- Four pilots: two display pilots, one pilot for coordination and flight planning and a Flying Supervisor/Authoriser (The display flights were flown with a single pilot in the aircraft)
- One C-27J Spartan with 12 personnel covering air and ground crew duties.

The transit over the Tasman Sea was a challenge, as the distance is at the maximum operating range for the Hawk (hence the Hercules flying in company).

The flight across the Tasman took just over two hours on the trip over and just over three hours for the flight back (with an 80 knot headwind). The aircraft needed to travel to Queenstown via Hobart to refuel. The long distance transit over the Tasman Sea required external fuel tanks to be fitted to the Hawks which meant they needed to be removed before the display and then replaced again for the return journey.

The Spartan flew from RAAF Base Richmond in Sydney's northwest, coincidentally also the departure point for the Southern Cross when Charles Kingsford Smith and Charles Ulm completed the first successful trans-Tasman flight in September 1928.

RAAF maintenance equipment was transported over by the Globemaster which had to land at Christchurch (too heavy for Queenstown). Various equipment was then transported by road to Queenstown. For this reason the timing of getting the aircraft ready for the show by the maintenance crew was very tight.



RAAF Hawk 127 blasts off into the sky.



The Hawk is a trainer jet used to prepare pilots for F/A-18 Hornet conversion.



RAAF C-27J Spartan on approach.



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United States Air Force (USAF)

The USAF brought aircraft from both sides of the Pacific. Their Globemaster came from its base at Hickam-Pearl Harbour in Hawaii. Along with the F-16s, it was hosted by Christchurch International Airport for the event. Powered by four Pratt & Whitney engines producing 40,440 pounds of thrust the Globemaster can cruise at 450 knots and was one of the loudest aircraft to display during the show. (It's a different sort of loud than a jet.) It is a very flexible cargo aircraft and their display shows off the skills they use in real life. As well as displaying in Wanaka the aircraft used the trip to do some training over new terrain and to "give the aircraft a good work out".

From an impressive heavy weight to the other end of the scale; the sleek and fast F-16 multi-role fighters from the US Pacific Air Force demonstration team are based at Misawa Air Base in Japan and assigned to the 14th Fighter Squadron of the 35th Fighter Wing. The hand-picked volunteer show pilots must be ready to deploy for wartime missions at all times. Although Mach 2.0 capable, airshow displays are kept well below Mach speeds. Nonetheless they are exceptionally impressive.

Our RNZAF ferried USAF pilots and crew to and from Christchurch and Wanaka so that the Americans could meet their fans and enjoy the rest of the show. The Pacific Air Force personnel were great ambassadors and down-to-earth aviation enthusiasts who thoroughly enjoyed being part of the show.



Gavin Conroy image

The USAF brought the biggest. C-17 Globemaster III (above and below).



Gavin Conroy image

The USAF also brought the fastest. Pacific Air Force F-16s thrilled the crowd (right).



John McCaw images



de Havilland Dominie above Wanaka

Thirties aircraft flying together

Whilst at Wanaka, Jill McCaw happened across an invitation to ride in the de Havilland Dominie for an air-to-air photo shoot (a likely excuse to go-for-a-fly). The invitation was accepted, of course, and a very pleasant flight resulted. Jill describes the "highlight of my weekend":

On a beautiful autumn day, a Fox Moth, a Staggerwing and a Dominie took to the skies above Wanaka for some air to air photography. The Fox Moth was the camera ship, supposedly there as the platform for the photographers to shoot from, but as there were several flights during the day, and as the Dominie is capable of carrying up to eight passengers, there were local Press and photographers along in her too. The results are a fabulous series of pictures of these historic aircraft.

The Dominie and Fox Moth are both owned and operated by Croydon Aviation Heritage Trust based at the Old Mandeville Airfield just out of Gore, Southland.

The de Havilland DH.83 Fox Moth (Serial Number 4097), ZK-ADI was the last British Fox Moth built. She was the first commercial airliner in New Zealand. With half fuel the aircraft which has the same engine as the Tiger Moth (Gipsy Major) has 2.5 hours endurance and can carry three adults and a small child.

She has a cruise speed of 105 mph, max speed of 123 mph, wingspan of 30' 10" and length of 25' 9".

ZK-ADI was sold to Air Travel & Transport Service (NZ) in 1934 and operated from Hokitika to areas of South Westland where there was no road access; working on the coast for 30 years. Today she sports the same colours that were used during that time.

She spent time in service with the RNZAF from 1943 (NZ566) and has also been in private ownership in both the USA and Great Britain. She was imported back into NZ in 1996 from England and required some minor repairs to become airworthy again.

Although the de Havilland DH.89 Dragon Rapide was developed in the 1930s as a passenger carrying aircraft, De Havilland DH.89B Dominie ZK-AKY (c/n 6653) was built by the Brush Coachworks near Leicester in the UK to an RAF order. Dominie was the military designation for the Rapide. ZK-AKY was transferred to the RNZAF and arrived in NZ in 1943. She was sold to New Zealand National Airways Corporation (NAC) in 1946 and named Tui. NAC ran six Dominies on routes all around the country and Tui flew for them until 1963 when she was sold for parts. Luckily several owners over the years have kept her flying, with varying paint schemes and in different parts of the country until she became part of the collection of first the Croydon Air Services and now Croydon Aircraft Co Ltd of Mandeville more than twenty years ago.

Her max speed is 157 mph at 1,000 ft, wingspan is 48' and length 34' 6".

Flying in the Dominie gives a taste of the original airline

experience. The cabin is large with seating for up to eight passengers in single rows on either side of an aisle. The finish on the aircraft is superb. The author was very impressed with the floor - polished wood with a carpet runner. The seat belts were 'interesting' and probably for show only - simply a belt wound around bits of the metal frame of the seat and then the passenger. It is a stunning experience to fly in such a classic aircraft.

The Beechcraft Staggerwing C17B was a late addition to our photo flight after a planned shoot on Wednesday didn't go ahead. Owner and pilot Cam Hawley was pleased get a chance to get some photos of his unique plane. While the Staggerwing is also a product of the '30s (this one rolled off the assembly line in 1936) it looks very different to its contemporaries. Its atypical negative wing stagger and retractable undercarriage give it an elegant Art Deco styling that looks more like a modern retro version of an aircraft than something that was actually built in that era.

Although VH-UXP lives in Wanaka at the moment, as the registration suggests, she's an Australian. She was the first Staggerwing in Australia, originally bought by the founder of Century automobile batteries. She was impressed into the USAAF and then served with the RAAF in a communications role and was given the RAAF designation of A39-3. That was the only time in the aircraft's history that registration VH-UXP was not used.

Cam and his wife Tracey (who is also passionate about the aircraft) purchased the Staggerwing in 2005. She was airworthy but needed some work. After an unsuccessful search for a restoration company within Australia, it was shipped to Croydon Aircraft Company of Mandeville for restoration from 2007 through 2012. The idea behind this restoration was to return the aircraft as close as possible to the way the Beechcraft factory delivered the Staggerwing to Australia in 1936; same colour scheme, interior, instruments panel etc. The final phase of the restoration was completed by Twenty24 Ltd. in Wanaka, in time for her debut air show, the 2013 Classic Fighters Air Show in Omaka. Cam says, "The Staggerwing lives in Wanaka because she loves it here - can't blame her for that."

Cam, a training Captain with Cathay Pacific, flying the B777



Beechcraft Staggerwing and DH.83 Fox Moth.

based in Hong Kong and with nearly 40 years of flying overall says, "I get to fly the best airliner in the business as a day job and then the best 'Golden Age' American built biplane on my days off! Pretty lucky huh?"

And on a sunny Autumn day Jill McCaw got to ride in the Dominie as the Staggerwing and Fox Moth formed alongside over beautiful Lake Wanaka. I was pretty lucky too.

Jill McCaw



Adam Butcher behind the yoke of the Dominie.

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Tony Unwin and his very well travelled Niki Rotors Kallithea gyro.

1500 mile Gyro Adventurers

The popularity of autogyros has increased dramatically in recent years and there's no question they are very capable cross-country machines. That said, most owners wouldn't consider hopping into one at Auckland or Tauranga with the intention of heading to Wanaka and back. Tony Unwin and David Wright did just that, covering 1500 miles for their return trip to Warbirds Over Wanaka over Easter weekend. As you would hope, their trip which spanned two days each way (David from Mercer and Tony from Tauranga) was uneventful. But that doesn't mean it wasn't a great adventure and one for other pilots to also enjoy experiencing through Tony's words:

Warbirds Over Wanaka may not seem like the place for a microlight, never mind a gyroplane but I found that provided I could fit armaments, it would be possible to be accepted for the anniversary event! The crowd always warm to machines that they can relate to and voted the previous event's Light Sport item their second most popular of the whole show. Something to live up to!! The local flyers of light aircraft at Wanaka had agreed on a plan with Warbirds management and the CAA to have a display item shooting down balloons with paintball machine guns - a novel idea that would surely prove interesting. Rising to the challenge, the local SAA / RAANZ teams at Tauranga soon had a suitable mount fabricated and a machine gun, operated by compressed air, was mounted on the starboard gear leg of my Niki Rotors Kallithea

gyro. The air cylinder fitted neatly on the tail boom below the engine and oil cooler. A modification application and flight test followed and wow - I now had a gyro with a fixed gun mount!!

At this time of year it can be challenging to fly VFR from Tauranga and choosing the right days either side of Easter weekend would be crucial. I had arranged with a friend from Mercer that we would fly our gyros in a loose formation to offer some support and flight following for each other. An early departure was required with a rendezvous arranged for Taupo. Just before my take-off the phone rang to report a flat nose wheel tyre on the Mercer runway. Full credit to David Wright who promptly achieved a puncture repair, with him and his now serviceable Cavalon gyro landing at Taupo by midday. We refuelled men and machines and headed for Feilding, our delayed schedule making the night-stop location uncertain.

More fuel at Feilding and then we donned immersion suits for the sea crossing to Omaka. On a warm afternoon in a cockpit made largely of clear plastic the visibility is fantastic, but the greenhouse rapidly becomes a sauna in an immersion suit. Airborne now, we tried to obtain a clearance from Ohakea but got instructed to use the low level transit lane - a little disappointing but no problem. Coasting out we contacted Wellington radar and requested a radar service and climb to 4000 ft. The monitoring service was forthcoming but we had to fly beneath the Wellington arrivals before we could be cleared to climb. It was a beautiful

afternoon and we could see the length of the Marlborough Sounds. Approaching Omaka I realised we had sufficient fuel to make Kaikoura, so with a change in clearance we headed south into a pretty stiff wind. On landfall we descended to try to achieve a better ground speed. It was 1700 hrs by the time we made the pretty little strip at Kaikoura so we rapidly refuelled and headed for Christchurch - having cut out stopping at Omaka we could now look forward to making the flying club at Rangiora. The evening was classic flying; calm and quiet as the light slowly lost the brightness of the day.

On touchdown we could see the hangar at the Canterbury Recreational Aero Club was still open and 'Iceman', the instructor on duty, made us welcome. The gyros went in the hangar and we were shown the fantastic facilities for transient pilots; club room with large Sky TV, bunk room and showers, a kitchen with microwaves and food for dinner and breakfast. Thanks guys. So Very Good!!

The next day a steady start took us over the plains down to Timaru with a strengthening westerly. The drift angle at 2000 ft was dramatic; holding a heading through the front screen and checking the track through the side window became the norm! A mountain transit was looming so I phoned Omarama to check conditions and they assured me that all was fine and there were no issues anticipated. With a strong westerly likely to funnel down the Waitaki River valley I decided to top up fuel at Oamaru before heading for the hills. In fact as we flew up the river conditions were surprisingly calm and we maintained a ground speed over 70 kts. Approaching the final lakes before Omarama we hit a rain squall and were very pleased to be in stable gyroplanes with good weather capability. We slipped quietly into a deserted rain swept airfield to a warm if somewhat damp welcome by the glider guys. Within 30 minutes the squall had passed, the sky was blue and we were on our way towards the Lindis Pass. Now the hills had grown into serious mountains and the westerly was getting strong. Some basic gliding principles came back to me as I sought a course that would minimise turbulence and offer lift rather than sink. Our decisions can't have been too off the mark because we crossed the Lindis and found ourselves with height to spare. Crossing over the final valley I picked out the strip at Geordie Hills where we were scheduled to practice live-firing at balloons. Leaving David at altitude, clear of the turbulence, I descended to check out the strip and noted the red and white cherry pickers to be used to hold the targets. Moving on I called Wanaka and was asked to remain clear for display aircraft practising. I figured with the strong wind we could continue on track towards the field and so it turned out as our ground speed over the last ten miles was just 35 kts!

Wanaka was a beehive of activity with the stars of the show flying in while the support structures were still in construction. Because we were ahead of our schedule we had no accommodation so it was with great relief and appreciation that Peter Clulow and his wife Rosie took us under their wing. A comfortable bed and great food soon had us feeling like visiting royalty. Peter had put a huge amount of effort into arranging the Light Sport Aircraft display item and then continued doing so throughout the show. His concern with detail was evident when he held a pilot brief each morning 1.5 hours before main briefing. The CAA had insisted that there should be no display flying below 100 ft so two 'cherry pickers' had been hired to suspend the target balloons at sufficient height. Two practice days had been organised for Geordie Hills Strip so we positioned there Wednesday and Thursday to hone our balloon attack skills. Friday was practise day



David Wright and Tony Unwin on the way to Wanaka.



David's Cavalon gyro at Omaka.

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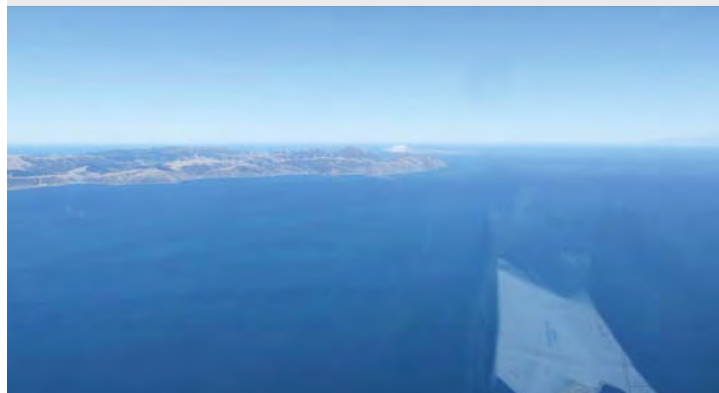
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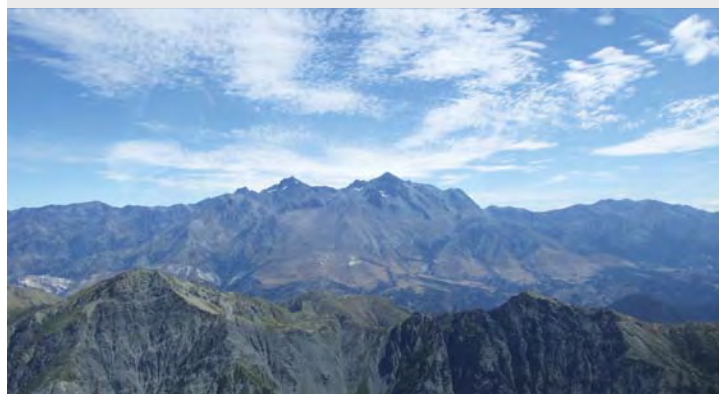




Gyro weaponry locked and loaded.



Coasting south on a lovely day.



Some serious rock and sky to traverse.

at Wanaka and following two early briefings we were on as second act to the show opener - an F-16 coming in from Christchurch with a fast run simulating a sound barrier break with a pyrotechnic explosion. No pressure then!! That Friday practice did all go as planned.

Now for the full-on 30th Anniversary Warbirds Over Wanaka air display! We had the normal two briefings and a small change to the opening event as the F-16 was stuck in Christchurch. The implications of two Yak-3s starting the show was not fully recognised at briefing time, but this would soon become headline news. The Light Sport Aircraft and their ground support team were lined up as per the day before, when the second Yak chose to land on the grass adjacent to the sealed runway and collided with one of our cherry pickers waiting to be deployed. It happened directly in front of my position and I was mightily relieved that there were only aircraft parts flying through the air. We of course had no show to do that day and so taxied back to a very subdued de-briefing. On Sunday we put together a display of short take-offs and landings. Needless to say a gyroplane in still air is not going to win that competition but we all enjoyed being back flying.

The weather was now becoming a threatening factor for our return. If we did not make the Cook Strait crossing by early Tuesday we could be stuck for a week or more! With hindsight we should have left on Sunday afternoon but we now had wives and accommodation to handle and the show crowds made moving around town very challenging. It was not going to happen so we attended the gala dinner instead. Monday morning was clear but the forecast was 35 kts at 2000 ft and mare's tails were forming in the upper sky. With full fuel and well-loaded machines David and I took a clearance from the controllers to depart for the eastern hills. The easterly wind strength was obvious but we climbed quickly in cool air and crossed the hills above 4000 ft directly into the Lindis Pass. Turbulence was expected and we soon found it, continuing to climb using pockets of lift and speeding through areas of high sink. We passed just south of Omarama between five and six thousand feet and headed east over lakes and down the river valley. At this height Timaru was almost visible so we left the river and cut over some smaller ranges on a direct track. Now we were downwind of the major mountains and finding areas of significant rotor making the going very uncomfortable. Not for

the first time on this journey was I pleased to be in an aircraft capable of handling turbulence better than most. We worked hard to find the smoothest air and also to get out of the strongest wind as it had swung to the north-west. We were soon speaking to the Hughes 300 operating at Timaru before landing on the grass abeam the clubrooms. I was looking for a quick turnaround but we were met by a friend intent on providing sandwiches and drinks. Probably we needed the break so thank you Tony.

Timaru to Rangiora was the next leg and now we were facing more into the strong NW wind. We stayed relatively low and had to accept a reduced ground speed but the turbulence was less. On an overcast bleak public holiday almost nobody else was flying, I don't recall hearing or seeing another aircraft on that sector.

We departed having seen just one movement on the field then routed as quickly as we could to refuel at Kaikoura and then on to Omaka. The wind and turbulence did not abate and with the light failing as we taxied in, we were two very tired pilots on shutdown. Now this is amazing: within two minutes I saw a car pull up that I recognised, a distinctive red and white sporty Skoda belonging to Grahame Fletcher. Grahame bought a red Cavalon which I had delivered to him some six months earlier. He lives on the approach path to Omaka and on hearing two gyros fly over had to investigate. His immediate and unapproved offer of accommodation was very gratefully received - his wife must be used to his generous nature.

Next morning we moved fairly promptly considering the sky was mainly clear but some cumulus was building and moving rapidly on a westerly wind forecast to be 30 kts at 2000 ft. I phoned Paraparamu to get an actual and was assured the weather was fine and there was nothing below 1600 ft in the forecast. We donned our safety suits and life jackets and with full fuel headed out over a choppy sea. Wellington gave us a clearance to 4000 ft but to remain VFR we stopped the climb at 3000. It was a fine morning but the North Island was obscured by a bank of cloud. As we got closer the cloud base dropped and we dropped with it. Judgement over water with reduced visibility is notoriously challenging and I was particularly pleased to be able to call field in sight, joining downwind for runway 34. We arrived just an hour after the last Air New Zealand scheduled flight departed and the builders were already removing all remnants of their operation. Airfield infrastructure and security had been raised to a high standard to handle those schedules. We wondered who paid the bill and what the future holds.

Fuelled and coffeed up, we headed for Feilding, but not without another challenge. The wind was 270 at 25 kts and we were using 34 with a cloud base around 800 ft. I chose a cross-runway takeoff and was quickly airborne and heading up the coast below solid cloud at a slow groundspeed. Eventually we made Foxpine and conditions improved as we again used the low level transit lane, this time heading north. Feilding was very quiet and the 20 kt wind straight down the runway. A quick refuel and off to Taupo, having been advised by a southbound Cessna that the Desert Road was clear. We were held low by cloud but as we got closer to the mountains the weather cleared. I was confidently cruising along at 4500 ft when the wind hit me with a bang. Obviously the westerly was being funnelled around Ruapehu and I had just hit the funnel. Wow! It was gone as quickly as it arrived and we headed for Taupo uneventfully. At Taupo David and I headed in our separate directions to each complete what felt like mammoth achievement for microlights. Thank goodness we were in gyroplanes!

Tony Unwin



Target balloons suspended at Wanaka on air show practice day.



At the Geordie Hills strip with other recreational aircraft for 'target practice'.

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Campbell McIvor and Allie Thompson.

YouthGlide is working

The New Zealand Gliding fraternity got a bit of a shake up at the Nationals this year. Two young people, Allie Thompson (15) and Campbell McIvor (22), YouthGlide members from different parts of the country, teamed up to fly the Nationals – and won! How good is that! Jill McCaw tells the story:

I think we can say YouthGlide is working.

Flying glider competitions is good fun, but it's also really hard work. Flying at Nationals level really isn't for the faint of heart. The competition runs for two weeks with up to ten days flying, depending on the weather. Competition flights can be anything from 150 to 800 plus kilometre flights, again weather dependant. It's not just about flying that far in a non-powered aircraft, it's about flying that far, faster than anyone else. The Nationals is a truly punishing event.

For the last seven or eight years we've

watched as Nick Oakley and Alex McCaw blasted their way through the trophies on offer at the South Island Regionals and the Nationals while also flying their hearts out at the Australian Joey Glide contests, two Junior Worlds and a full 'grown up' Worlds. They proved that our young people can do it, but Nick and Alex, along with their cohort of original YouthGliders were 'gliding brats'. They were kids of glider pilots and had grown up in the sport. In a way they had a secret ingredient for success. They'd grown up evaluating weather conditions, had absorbed cross-country tactics and contest skills before they'd even actually learned to fly. Their successes didn't come easily but the question, that Allie and Campbell have answered is: could young people, coming into gliding with no previous background in the sport, also fly at the highest level? The answer is a resounding 'Yes'.

YouthGlide wasn't entirely set up with the goal of reversing the greying trend



Proud Nationals winners.

of gliding, but it was definitely in the back of our minds. Primarily, those of us involved with young pilots, our own kids and their friends, saw that learning to fly and everything that went with it was

enormously beneficial to these kids. They took on responsibility and gained a tremendous feeling of self-worth. We saw them apply themselves to their school work, grow in maturity and learn to interact well with adults. YouthGlide was a great thing for kids and it was obvious to those of us involved that it should be something made available to more kids. But at the same time we knew, gliding in New Zealand desperately needed young blood coming through or it was going to die.

The concept of YouthGlide was a hard one to sell at first. Many people saw it as putting a lot of resources into young people who were then going to bugger off as they got into university/jobs/ having families/other interests with no reward for the efforts put into them. YouthGlide hasn't been around quite long enough to counter that argument, but I'd like to point out that quite a few of the original 'gliding brats', people I learnt to fly with at Auckland in the '80s, are now private owners, contest pilots and very active in their clubs. People who love gliding come back.

Allie who is still only 15, but one of the most exciting young pilots I have seen and Campbell, a brilliant cross-country glider pilot, met at a YouthGlide camp. Allie is from Waipukurau, Campbell from Auckland. Campbell says, "I was very keen to fly Auckland's Duo Discus and needed a teammate. My good friend Allie Thompson was showing great potential as a pilot and had shown herself ready for the challenging aspects that cross country and competition flying offer. With a lot of planning and discussion throughout 2017, we were very keen to give the Nationals a solid crack." They did more than give it a crack.

Allie says, "As a female in a male dominated sport (and a young female at that), it can sometimes be extremely challenging to be recognised and for people to realise that we females can fly just as well as males. Being so young, I felt the pressure on my shoulders to not only do well but show the world that I was worthy of participating in this competition.

The first three days were very much a learning experience, figuring out what we had to do, getting into a rhythm and figuring out who we had to compete against. Campbell and I swapped from back seat to front each day and I had soon proven my knowledge and skills to Campbell in this new type of flying. As two very eager but young pilots, we were very thankful that everyone was so friendly, giving us advice and feeding us well. And of course my parents were there, helping us get ready for each day and making sure that we had enough sleep. All of these things helped boost our confidence.

Through this experience, I have gained an immense respect for those pilots who have been flying cross-country and competitive cross-country for more years than most of them probably want to admit to. The physical challenge, not to mention the mental and strategic energy that goes into flying each day is immense and exhausting. Yet I had a ball and am completely hooked, knowing I have years of learning ahead of me and hope that one day I can be as generous with my time and knowledge as those were that surrounded me in Matamata."

It is fabulous to see a new cohort of competition pilots shaking up the usual suspects and I would say Allie and Campbell are worth every subsidised dollar that has gone into their training.

If you know a young person who may be interested in learning to fly gliders through YouthGlide, please see the Youth Glide website and Facebook page. There are mini-camps around the country throughout the year. Adults can also learn to fly gliders. See the Gliding NZ website for club locations near you.

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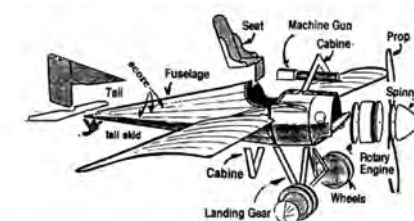


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When Mangawhai Domain became Mangawhai Airfield. Improvised AIP plate shown inset.

Flying-in to Mangawhai Domain

How many pilots have looked at a patch of local parkland and thought 'it would be fun to land here'. Owner of Foxbat ZK-CKL, Steve Williams wondered just that question one day – and then made it happen along with a big group of his friends. Steve explains:

It was about two years ago, when in a bid to get the grandkids out of granny's hair and from under her feet, I took them to the Mangawhai Domain which has a great jungle gym on site. As pilots do, I began to contemplate matters of an aviation nature. I looked from corner to corner of the domain and thought to myself; 'I'm sure I could land a plane here. It looks long enough and the trees at the one end will make a great incentive to get it right the first time.' I then mulled over the idea for the next 12 months until once again at the domain with the grandkids, I met Mark Gash, the domain's voluntary groundsman. I asked Mark, "What do you

think the reaction would be if I landed my plane here?" To my surprise Mark thought it would be a great idea and suggested I talk to the Domain Committee. My request was met with great interest and I was asked to meet the committee.

In June last year I was invited me to present my proposal at a committee meeting. I had a great plan. I could envisage this day with aircraft flying in,

all parking up and enjoying a coffee and scones, then flying out. The committee welcomed the idea – in fact I was overwhelmed by their support. However this now started to become a bit scary as I've actually only been flying for five years and consider myself rather a novice in respect to fellow aviators I tend to rub shoulders with.

The next job was to muster support

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from those fellow aviators. I base my microlight, an Aeroprakt Foxbat A22LS at Dargaville and my first target was Rusty Russell. Rusty is well known for his ability to make his gyro do what churns ones stomach and is game for any sort of adventure. "I'm in" was his response. That gave me a confidence boost. I thought if only Rusty and I pitch up on the day, it would still be a success. The plan was mentioned to others. However, the response tended to be rather lukewarm.

I needed help with this. Controlling ground operations and also flying in at the same time nearly needed divine intervention. So I spoke to Brian Millett from the Northern Microlight Club who has an active role in respect to local fly-ins. At the time, he wasn't too sure...

Things went quiet for a while and I thought that maybe everyone had just forgotten about it. Then Carol from the Domain Committee contacted me and asked when it was going to happen. This got me going - the rabbit needed to be pulled from the hat.

I spoke to some local aviators who were not too interested, then again contacted the very supportive Brian Millett and we both jumped into action. Brian

proved a great resource and after an on-site meeting, a plan was formulated. Sunday 18th February was to be the day. Committed now - me and my great ideas!

I paced out the domain with a GPS and it measured 340 metres corner to corner diagonally. I studied the approaches and escape routes and envisaged the touch down point and rolling distance. It all seemed very doable. The next step was to draw diagrams of approaches and ground operations. I spoke to some experienced pilots and drew up scenarios for possible wind conditions. The strip would be a one way south to north, 34/16. A prevailing cross wind component would be something to contend with. I put a lot of hours into considering all options as I just had to get it right. Pilots would need to make smooth landings and not too-fast 'floaters' as the strip was short and terminated by a row of trees.

At the Dargaville Aero Club I marked out 340 metres and set myself some targets. The Foxbat I fly is more than capable of landing within 100 metres in the right hands. I felt I needed to make sure I could do it in a maximum of 180. So I practiced until I felt confident.

During one of our meetings, Brian

started to expand the idea and soon it became a 'Wings and Wheels' event. The Wellsford Vintage Car Club was invited to come along to exhibit at the domain as well. We even had a RC flying Witch piloted by Ross McDonnell which added some light entertainment on the day.

Once posted on Facebook, a lot of interest was raised from the general Mangawhai public. All we now needed was the weather to cooperate. Reviewing that on Thursday night confirmed we were all go. The forecast was for a light NE breeze - handy on the day if it eventuated. It did.

On Friday I met with Mark Gash and his tractor. We cut a runway leaving longer grass as demarking lines. We set a touchdown target and a go-around point. The final approach presented a small hill with some silage bales but by using a makeshift angle indicator I sighted those and determined a clear glide path over the hill with ample clearance. Mark did a great job of the mowing and hopefully this would present well to the approaching pilots. The idea was to provide an obvious ground plan for unfamiliar pilots, which in fact was everyone. Brian would peg some plastic bags on both sides of the touchdown line and the go around line on

Saturday morning.

On Saturday, I flew over from Dargaville and did a dummy run. Piece of cake I thought after the approach and at 500 feet I pulled out and departed back to Dargaville. All set now; let's do it.

The alarm went at 5am on Sunday morning. I was hoping to land on the domain by 0800. At 0715 it was still a bit overcast and foggy for my planned 30 minute flight. Biding my time until 0745 was agonising until Brian (at the domain) gave me the thumbs up to depart. I was off. Cloud was low and at times I was at minimum altitude. It cleared nicely as I approached the domain and flew over to check everything was in place. Brian did a sterling job with the touchdown markers and placement of the windsock. A right hand turn, a bit of meandering and soon I was on finals for 34. Throttling back I slipped over the bales of silage and lined up for the touchdown point. I was a tad fast but the touchdown was good and history was made. The first aeroplane known to have landed on the Mangawhai Domain was piloted by me!

Well, I was here and there was promise of one or two others. I expected a modest affair if that. No sooner had I landed and

set up a radio and speaker system that I heard the call of Wally Pendray in his Pelican MAL from Whitianga setting up on finals. Then they started to roll in. Rusty Russell soon joined the circuit and landed. We had about 16 aircraft arrive from microlights to gyros and trikes. I was speechless. Then the cars arrived and soon we had a pretty good display of aircraft and wheels. Later, Brian Taylor couldn't resist the temptation of landing en route from Stratford to his home base near Whangarei.

Martha, my long suffering wife and flying partner, was up early baking her famous scones. The coffee vendors arrived and one of the local sports clubs set up a BBQ for fundraising. The crowds came and we had about 350 in total there during the day. The only complaint was, "why didn't we know about this". We did advertise but apparently not well enough. Other comments were mainly, "I hope this happens again next year." So the pressure is on.

There is always a great team behind a successful event. Thanks to Brian Millett for his advice and support, Mark Gash for cutting the runway for us and helping to marshal people on the day, Carol and



Not only fixed wings. A gyro joined the gathering too.

Lynn from the Domain Committee for their assistance and finally the pilots and vintage car owners for making the effort to fly and drive in. What is most rewarding is that the community of Mangawhai appreciated the event and wanted more. How great that we could share our passion with them. The sight of the so many budding young aviators, jostling to get up close with our aircraft, made it all especially worthwhile.

Next year? By all accounts this will be repeated. Keep your diary open.

Steve Williams



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HZY Robinson R22 Beta	Teleflite Pty Ltd	Australia	Helicopter	Exp
IBO MBB BO 105 CBS-4	Enora Holdings Ltd	Seychelles	Helicopter	Exp
IMZ Guimbal Cabri G2	Kapiti Districts Aero Club (Inc)	Paraparaumu	Helicopter	Dest
IPS Robinson R22 Beta	Tinui Downs Trust	Masterlon	Helicopter	Exp
ISE MBB MBB-BK117 B-2	Airwork (NZ) Limited	Papakura	Helicopter	Exp
KRZ Rand KR-2	Mr N J Hood	Auckland	A/B Aeroplane	Rev
MJE Martin Aircraft Series 1	Martin Aircraft Company Ltd	Christchurch	Jetpack	Exp
MJG Martin Aircraft Series 1	Martin Aircraft Company Ltd	Christchurch	Jetpack	Exp
RDP AutoGyro Cavalon	D P & S J Laing Family Trust	Dunedin	Gyroplane	Dest
SLH Jabiru Jabiru J160 U/L	Foxpine Airpark Limited	Foxton	Microflight C2	Exp
SMB Partenavia P 68C	Tableland Aircraft Leasing Pty Ltd	Ardmore Airport	Aeroplane	Exp
ZQB Boeing 737-838	Jetconnect Limited	Manukau	Aeroplane	Exp
ZQC Boeing 737-838	Jetconnect Limited	Manukau	Aeroplane	Exp

fuselage the cockpits are roomy and comfortable. Two baggage compartments, one forward and one aft help keep luggage well within the weight and balance envelope. This RV is constructed entirely from solid riveted aluminium panels. The grove aluminium undercarriage is streamlined which when added with the raised turtle deck, makes for sleek lines on this aircraft.

ZK-ZRV is powered with a Lycoming IO-360 engine turning a 3 blade Catto USA Propeller - which will be replaced by one of Gary's own propellers. This should produce a cruise speed of around 150-160 kts, however as this combination is not certified in NZ the test period is set at 40 hours. With an engineering background Gary said he really enjoyed all parts of the construction of his RV and did everything himself except for the setting up of the avionics systems although he did also do all the wiring.

Gary bought a partially built kit a few years ago which he had nearly completed when he bought his propeller making business. After walking past it for some time he decided he had better "pull finger and get on and finish it". With the inspections now done at time of writing, Gary is just waiting for the weather to come right for a first flight.

ZK-ILD MD 600N

Not one but two MD NOTARs appeared on the register additions for this issue. ZK-ILD is a MD 600N, a stretched eight-seat development of the smaller MD520N helicopter.

McDonnell Douglas stretched the MD 520N fuselage by inserting a plug aft of the cockpit/cabin bulkhead and lengthening the NOTAR tail boom. The larger fuselage allows for an extra row of seats. Other differences compared with the

MD 520N include a new six blade main rotor and an uprated Allison (now Rolls-Royce) engine.



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Event Guide

June 1st - 4th

NZAWA Nauti Girls Fly-In

Annual gathering of the NZ Association of Women in Aviation, this year on Queen's Birthday weekend at Whitianga Aerodrome. Everyone is welcome, as the rally is also about our fantastic male supporters, honorary members, judges and organisers. More information at www.nzawa.org.nz or Julie 027 600 3967

July 6th - 8th

Marlborough Aero Club 90th Anniversary Fly-in at Omaka. No Landing Fees. Civil, Military & Vintage Aircraft. Static Displays. Merchandise. Joy Rides. Height Guessing Competition. Friday Night Roast. Liquid Refreshments. Saturday Afternoon Tea. Saturday Night Dinner & Ball. Register at www.marlboroughaeroclub.co.nz

July 23rd - 29th

EAA AirVenture Oshkosh 2018

At Wittman Regional Airport, Oshkosh, Wisconsin, USA. This is the ultimate general and sport aviation event. Join Gaye Pardy Travel and go with a group. See information on page 18 of KiwiFlyer Issue 56 or www.gayepardy.co.nz or www.eaa.org/en/airventure

July 30th - 31st

Aviation NZ's Aviation Leadership Conference 2018

At the Rutherford Hotel, Nelson. plenary programme covers challenges facing aviation (especially GA), plus H&S, SMS, New Southern Sky, unmanned flight, and more. Includes divisional conferences plus training days 29 July and 1 August. Details at www.aviationnz.co.nz

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