

# Join a NZWA Warbird Syndicate

**Contributed by Frank Parker**

**IN PAST ARTICLES** I have written of some of the aircraft operated by NZ Warbirds. It is important to note that NZWA (NZ Warbirds Association) does not 'own' any aircraft. Rather the aircraft are owned by individuals or groups and operated under the 'Warbirds Banner'. This gives operators the benefits of 'group knowledge' in their operation along with the camaraderie of belonging to the Association.

Obviously, the cost of owning and operating one of these aircraft is beyond the means of many individuals. It was for this reason that aircraft syndicates were established many years ago. Current aircraft owned by syndicate groups are Harvard's (three), Beaver, T-28 Trojan, and Airtrainer CT-4A. This latter aircraft is a historical New Zealand aeroplane. It was the original prototype developed by AESL (of the time) from the initial Aircruiser design. Subsequently it was adopted by the RNZAF and other foreign military services as a basic pilot trainer.

The advantage of syndicate ownership is obviously reduced ownership costs and shared expenses. The following figures are presented as a guide.

Harvard syndicates cost \$12,000 to \$15,000 (dependant on the aircraft and number of members) to join and approx \$100/month contributions. This monthly charge covers 'standing costs', essentially hangarage, insurance and annual

maintenance. Additional to this are flying charges, generally \$100 - \$120 per hour plus fuel (120 litres per hour for a Harvard), plus landing charges (\$20 per flight). That totals approximately \$380 per hour to fly a Harvard.

and \$300 per hour to fly.

The CT-4 Airtrainer was established as an entry-level aircraft. Syndicate shares in this aircraft cost approximately \$2600 and monthly contribution \$80, for an hourly flying rate of approximately \$220 per hour.

We currently have a proposal to 'acquire' a DeHavilland Chipmunk. This would be an entry level tail-wheel and aerobatic trainer which would be an ideal lead-in aircraft for pilots wishing to fly the Harvard.

It should be noted that pilots must meet proficiency requirements to fly syndicated aircraft. Accordingly each syndicate has a 'chief pilot' responsible for the operation of the aircraft and through the NZWA, access to qualified instructors for type ratings and advanced training. Having said this, these positions are voluntary and the volunteers often have other essential chores they are responsible for. (That last sentence really means that instructors are volunteers and do things in their timeframe which may not necessarily match yours. Also as volunteers they can't be 'sacked').

On a more positive note, all this adds up to the opportunity to fly some very exotic aircraft at very affordable rates. There are of course experience requirements associated with these aircraft, nonetheless, there are PPL's flying all the above types.

If you would like further information on aircraft or syndicates please contact us at NZWarbirds@paradise.net.nz



Harvards 52 and 53, the T-28 Trojan and the Beaver are all syndicate owned aircraft based at Ardmore. Other syndicate aircraft include the CT-4 Airtrainer and soon to be a Chipmunk. Trojan picture by G. Conroy, others by M. Norton.

The T-28 costs \$14000 to join the syndicate and \$100 month contributions. Flying costs are \$100 per hour, plus fuel (180 litres per hour) plus landing fees. This totals approximately \$500 per hour, for an aircraft with 1000+ horsepower and 'Fighter' performance.

The Beaver costs approx \$6000 to join the syndicate, \$80 per month contributions

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