



Wings Over Wairarapa 2011

EVERY two years the Wings over Wairarapa Airshow is held at Hood Aerodrome in Masterton, with the event becoming a highlight of the aviation event calendar. This year, the theme was "We Will Remember", with tributes being paid to veterans who served in WW1 and WWII.

However this year's event will be remembered by many for the arrival of a storm front and some very inclement weather which, after dumping four inches of rain onto the airfield on the Sunday morning, led to the cancellation of the last day of the airshow.

Despite the bad weather and difficult conditions, there was some excellent action both in the air and on the ground on Saturday, with spectacular flying displays from a wide range of aircraft. Over 15000 people attended the Saturday show and over 3000 attended the Friday practice day.

Hood Aerodrome is home to the one of the greatest collections of classic WW1 era reproductions and rebuilds in the world, and it is these old-school flying machines that form one of the main attractions at Wings over Wairarapa. Owned by the 1914-18 Aviation Heritage Trust, and built and serviced by The Vintage Aviator Limited (TVAL), the collection based at Hood

Contributed by Chris Gee

Aerodrome is unique, and many of the aircraft were on display. One of the most fortunate outcomes of the Wings over Wairarapa 2011 airshow was the attendance of many WWII veterans who got to be reunited with their old mates and aircraft.

While some of the mass formations of classic aircraft that the show is renowned for were unable to take place because of the weather, the crowd certainly still got their moneys worth.

Unfortunately a very quick set of weather events on the Friday afternoon led to some damage to the Venom, which performed a belly landing after clipping the edge of the runway and suffered an undercarriage failure. Further

drama occurred when Brett Emeny's Vampire suffered a blown tire. The Vampire flew again on the Saturday while the Venom was moved off the field to Palmerston North.

The next Wings over Wairarapa airshow will be held in 2013, when hopefully the Weather Gods will provide the organisers with some well deserved sunshine.



Michael Jorgenson

A Royal Aircraft Factory S.E.5a taxiing along the flight line at Hood. Powered by an original Hispano-Suiza Direct drive 180 HP engine, the S.E.5a was the first major project The Vintage Aviator Ltd. undertook.

Captions for column at right: **1.** The Fokker Dr.1 Dreidecker (Triplane) is renowned as the aircraft in which Manfred von Richthofen gained his last 20 victories, and in which he was killed on 21 April 1918. The Aviation Heritage Centre in Omaka own four of these aircraft, all painted to represent specific aircraft of 'Jasta 11', the unit Richthofen commanded during March of 1918. **2.** Two of the three airworthy S.E.5a's built by TVAL fly in formation. Although a better all round performer than the famous Sopwith Camel, problems with the Hispano-Suiza engine created a shortage of S.E.5a's and most squadrons were equipped with the Sopwith fighter instead. **3.** Two TVAL stable mates, the RAF B.E.2c (front) and B.E.2f (back) flying together. Actually one of Geoffrey de Havilland's early designs, built by the Royal Aircraft Factory, the BE stands for Blériot Experimental. The B.E.2f utilises an original RAF1A V8 power plant. **4.** An S.E.5a chasing a Fokker Dr.1 Dreidecker. Entering the war in 1917 the S.E.5a was considered superior in many aspects to all its German opponents. While not as fast as contemporary biplanes, the Dreidecker could easily outclimb any opponent.



Steve Engle



Derek Quinn



Steve Engle



Derek Quinn



Steve Engle



Steve Engle



Michael Jorgenson

Despite the weather and the cancellations, the Saturday crowd was packed with over 15000 people, who enjoyed some very good flying displays.



Michael Jorgenson

Resident here at Hood Aerodrome, The Old Stick & Rudder Company's Curtis P-40E Kittyhawk taxiing out for display. More than 14000 Kittyhawks were produced for 28 different counties during WWII, and the aircraft was a major contributor towards victory in the Pacific.



Rodney Maas

The Old Stick & Rudder Companies FG-1D Corsair. This fantastic machine is the only surviving example that has served with the RNZAF.

Captions for column at left: **5.** The Sopwith F.1 Camel Scout (left) accounted for more aerial victories than any other Allied aircraft during World War I. The Avro 504K (centre) was the first British plane to be shot down by enemy ground fire in WWI. While being fast and manoeuvrable, the Nieuport XI (right) had problems with its wing struts. In a steep dive, the struts could twist the wings, often fatally. **6.** Two De Havilland Tiger moths, adorned with ribbons, fly across Hood Aerodrome. After more than 70 years of flying in New Zealand, the DH82A Tiger Moth has filled more roles than any other type. Civilian trainer, military trainer, glider tug, classy private transport, and of course, as the pioneer of the country's aerial topdressing industry.

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Michael Jorgenson



Steve Engle



Steve Engle



1

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Captions as numbered:

1. A trio of Triplanes, the Fokker Dr.1 Dreidecker.
2. The NZ Warbirds Association uses North American Harvards in its 'Roaring 40's' team, which has been a regular performer at airshows in New Zealand for many years.
3. A pair of Aero L-39 Albatros streak low across the dark sky. Many examples of this Eastern Bloc trainer have ended up in private hands, and can offer a thrilling ride (see separate article in this issue of KiwiFlyer).
4. Known as 'The Whispering Death', there is nothing quite like the sound of Keith Skilling and his Corsair making a low pass across the crowd line.
5. The race is on! MX-2 vs Hughes 500D vs Racecar. Our bet is on the MX-2...
6. Held at Wings Over Wairarapa was the 50th Anniversary of the Cessna 185. More than 80 Cessna 180 and 185s joined the gathering.
7. Spectacular pyrotechnics and explosions are big a part of any Airshow, and Wings over Wairarapa did not disappoint.
8. No replica WW1 aircraft would be complete without its authentic synchronised machine guns. This shot shows just how exposed the pilots were to the elements.
9. Achtung! The Messerschmitt Me-108 accompanies the German ground vehicles of the Historic Re-enactment Society.
10. A highlight of Saturday's simulated ground attack finale was the launch of surface to air 'rockets' into the crowded skies.
11. The Red Checkers and their CT-4E's made a welcome return into the display circuit this year.
12. The venerable C-130H taxis out while an RNZAF officer checks the wind direction.



5

Michael Jorgenson



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Steve Engle



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Rodney Maas



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Steve Engle



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Alex Mitchell



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Steve Engle



12

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11

Michael Jorgenson

WW1 Profile: Bristol Fighter F.2b

Contributed by Allan Udy

One of the many interesting WW1 aircraft domiciled at the Vintage Aviator on Masterton Airfield is the Bristol Fighter F.2b. Allan Udy profiles the history of this particular aircraft.

original wooden components remaining. Over the next few years other original fittings were sourced, while new oil and fuel tanks, cowls and the radiator were built from original drawings. Finally an

flight took place on 30th June 1998. In 2001 the aircraft was grounded when a chrome contamination fault developed within the engine, but by 2006 The Fighter Collection had overhauled the crankcase and cylinders and the aircraft was airworthy once more.

THE BRISTOL Fighter was such a successful design that following the First World War the type was used extensively throughout the world until the early 1930s. During this post-war period a number of F.2bs were operated by the New Zealand Permanent Air Force (forerunner of the RNZAF), so it is fitting that one of the few surviving original F.2bs is now based 'downunder' in New Zealand.



Alex Mitchell

This F.2b was one of six recovered from a Weston-On-The-Green (UK) barn in the 1970s where the fuselages had been used as roof trusses. The aircraft was acquired from the Royal Air Force Museum in 1989 and initial restoration work began in May 1991. By late 1992 the airframe was essentially complete with over 60 percent of the

original propeller was located, as was an original 14.2 litre v12 Rolls Royce Falcon Mark 3 engine. The engine was overhauled by the Shuttleworth Collection, and the final assembly and engine installation were carried out by SkySport Engineering at Old Warden in the UK. The successful first

The aircraft, constructors number 7434, was built in 1917 and served as RFC F4516 with 13 Sqn. The current colour scheme however, is that of D-8084, an aircraft of 139 Sqn that fought in Italy in 1918, during that countries successful defence against an Austro-German invasion. HRH Prince Edward of Wales (later Edward VIII) flew in the original D-8084 as an observer on a number of occasions when he visited 139 Squadron.

Imported in late 2006 after undertaking a brief tour of the UK, the aircraft is now owned and operated in New Zealand by The Vintage Aviator Ltd, specialists in vintage aircraft restoration and construction (www.thevintageaviator.com).