

Contributed by Penny Belworthy

ZK-OSC Asso Champion V

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



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

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

Grahame told me that the only reason the aircraft took 7 years to built was that he would rather be flying. He said he's not really a keen builder but it was very satisfying to have started and finished his aircraft and have done all the work himself. The aircraft was completed last year but was too heavy so Grahame had to write to the designer and obtain a modification to allow an all up weight of 550kg. A permit to fly is imminent.

ZK-ZQD, ZQE and ZQF Boeing 737-838



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

ZK-BVR DHC-2 Beaver

THIS 1964 Beaver floatplane was brought in to New Zealand from Australia where it had been withdrawn from service. Frank Wright of Mount Maunganui is in the process of restoring the aircraft which has so far taken him and his team two years and is the eighth Beaver restoration project that he has been involved with. VH-AQA was originally built for Ghana Air Force and first flew in 1964 (serial no. 1467).

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



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

ZK-FIZ Team Rocket F1

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

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

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FMC

FRL GKV GPH HCD

HED HIQ

HMG HMN HMY HNN

HPR HRF HRT

HXB

HZH IAU

IBT ICZ IHT IMA

IPZ

IWP

JDO JES JFI

JHP JHY

JOY JQU

JRE

KPW

NCA

OBM PCI PTK

RCO

PTT

American Champion 8KCAB

Cessna 172RG
Piper PA-38-112
Flight Design CTLS
Ultralight Mirrage Mk.II
Flying Microlight Mustang Mk.1
Gippsland GA200C
Cessna 172N

Gardan GY-20 Minicab Jabiru J120-C Cessna 172N

Cessna 150M

Cessna 172N Rockwell 114

Piper PA-38-11 Cessna 172N

Gippsland GA200C

Hughes 369E Robinson R22 Beta Bell 206B

Robinson R22 Beta Hughes 369D

Hughes 369D Eurocopter EC 120 B Robinson R44 II Robinson R44

Robinson R22 Beta Aerospatiale AS 350B Robinson R44 II

Robinson R44 Aerospatiale AS 350BA Robinson R22 Beta Aerospatiale AS 350B2

Avid Mark IV Microlight
Airborne Windsports Edge 582
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Cessna 172N

Aerospatiale AS 35 Robinson R22 Beta Hughes 369D Robinson R44 II

Robinson R44 Robinson R44 II

Cessna 182Q

Ultravia Pelican PL Murphy Rebel Tecnam P2002 Sierra

Cessna 172K Rans S-12 A

Rans S-12 Airaile Pilatus PC-6/B1-H2

Zenair Zodiac CH-600 RAF 2000 GTX SE

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Protech PT2

Micro Aviation B22 Bantam Cessna 172S Piper PA-25-235 Cessna U206G

Hughes 369E Robinson R44

Piper PA-28-161 Schempp-Hirth Nimbus-2 Hoffmann H 36 "Dimona"







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l	ARRIV	/ALS - February/March 2011	
ı	BRV	Vans RV 6A	Mr B J Black
	BVR	DHC-2 Beaver Mk 1	FR&MK Wright
ı	CDC	RANS S-6S Coyote II	
			S6 Cartel
	COJ	Rans S-6ES Coyote II	Gore Aero Club Incorporated
	FIZ	Team Rocket F1 Rocket	Mr J C Baynes
	FXT	Boeing 737-3B7	Airwork Flight Operations Limite
	GDE	Lange E1 Antares	Dr J M Elder
	HEN	McDonnell Douglas 500N	Heliventures NZ Limited
	HJG	SARO P.531-2 Scout AH/1	Mr C J Marsden
	HMY	Eurocopter EC 120 B	Air Charter Trust
	HNO	Agusta AW139	
		Agusia AVV 139	Helicopters (NZ) Ltd
	HQU	Westland Scout AH/1	Mr C J Marsden
	IDS	Hughes 369E	Bay Ventures NZ Limited
	IJA	Robinson R44	Jasra Helicopters Limited
	IKS	Hughes 269C	Bay Ventures NZ Limited
	IPR	MD helicopter 500N	Skysales Aviation (NZ) Ltd
	ITR	Agusta A 1'09E	Helilink Limited
	ΙΖÜ	Robinson R44 II	Vanuatu Helicopters
	JJV	Zenith Zenith CH 601- XL	Sam Contracting 2000 Limited
	JVG	Jodel D.18	G C Main
	KBK		
		Pacitic Aerospace 750XL	Pacific Aerospace Limited
	KIW	AutoGyro Europe MT03 eagle	Gyrate NZ Limited
	LZR	Sam Fry Laser 230	F A Zayas
	MZM	AutoGyro Europe Calidus Fern	Gyrate NZ Limited
	OAK	Cameron Z-275	Brookdale Farm Trust
	OJQ	Airbus A320-232	Air New Zealand Ltd
	OKN	Boeing 777-319ER	Air New Zealand Ltd
	OKO	Boeing 777-319ER	Air New Zealand Ltd
	OLY	Piper PA-46-500TP	Mr S S Lusk
	ORR	Dyn' Aero MCRO1 ULC	Mr R L Orr
	OSC	Asso Champion V	Mr G Fletcher
	PCT	S.M.A.N. Petrel	Mr C P Turner
	PVH	Micro Aviation Bantam B22UL	Mr A J Heeren
	RGZ	Cessna T182T	Huitaha Limited
	SBT	TVA Sopwith 7F.1 Snipe	The Vintage Aviator Limited
	TBB	TVA Albatros DVa-1	The Vintage Aviator Limited
	VAB	Saab Aircraft AB SAAB 340B	Vincent Aviation Ltd
	ZAG	Piper PA-34-220T	Golden Bay Air Limited
	ZMX	Zenair CH701 SP	Mr W J Struthers
	ZQD	Boeing 737-838	Jetconnect Limited
	ZQE	Boeing 737-838	Jetconnect Limited
	ZQF	Boeing 737-838	Jetconnect Limited
	201	boeing 707-000	Jerconnect Ennied
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	AZJ	Piper PA-18A-135	Mr T J Douglas-Clifford
	RIM	Piper PA-18	Wakatipu Aero Club (Inc.)
	CCA	Socata TB 20	Mr R A Jarman
J	CFI	Cessna 185B	Fly Fiordland Limited

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Mount Maunganui	Aeroplane
Queenstown	Microlight Class 2
Gore	Microlight Class 2
Gore	Amat Built Aeroplane
Manukau	Aeroplane
Hamilton	Glider
Oamaru Wanaka	Helicopter Helicopter
West Auckland	Helicopter
Nelson	Helicopter
Wanaka	Helicopter
Napier	Helicopter
Christchurch	Helicopter
Napier	Helicopter
Christchurch	Helicopter
Auckland	Helicopter
Taupo	Helicopter
Seddon	Microlight Class 2
Christchurch	Microlight Class 2
Hamilton	Aeroplane
Mount Maunganui	Microlight Class 2
Rangiora	Amat Built Aeroplane
Mount Maunganui Darfield	Microlight Class 2 Balloon
Auckland	Aeroplane
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Waikanae	Aeroplane
Rakaia	Microlight Class 2
Blenheim	Microlight Class 2 Microlight Class 2
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Hamilton	Microlight Class 2
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Wellington	Aeroplane Aeroplane
Takaka	Aeroplane
Blenheim	Aeroplane Microlight Class 2
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Nelson	Aeroplane
Queenstown	Aeroplane
Rangiora	Aeroplane
Te Anau	Aeroplane
Paraparaumu	Aeroplane
Timaru	Aeroplane
Warkworth	Aeroplane
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Queenstown	Aeroplane Aeroplane
Hastings	
Wellington	Aeroplane
Te Anau	Aeroplane Aeroplane
Papakura	Aeroplane
Papakura	Aeroplane
Tokoroa	Microlight Class 2
Clevedon	Microlight Class 1
Waimate	Microlight Class 1
Greta Valley	Aeroplane
Wellington	Aeroplane
Takanini	Aeroplane
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Mangakino	Helicopter
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Papakura	Helicopter
Auckland	Helicopter
Fairlie	Helicopter
Wanaka	Helicopter
Upper Urenui	Helicopter
Arrowtown	Helicopter
Upper Urenui	Helicopter
Upper Urenui	Helicopter
Napier	Helicopter
Howick	Helicopter
Papakura	Helicopter
Wakefield	Helicopter
Queenstown	Helicopter
Balclutha	Helicopter
Queenstown	Helicopter
Auckland	Helicopter
Taupo	Helicopter
Auckland	Helicopter
Hokitika	Microlight Class 2
Tauranga	Microlight Class 2
Dargaville	Microlight Class 2
Mount Maunganui	Aeroplane
Southland	Microlight Class 2
Ashburton	Amat Built Aeropla
Thames	Microlight Class 2
Tauranga	Aeroplane

Aeroplane Microlight Class 2

Microlight Class 2 Aeroplane
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Thames

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Reefton

Hastings Whangarei

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the Czech's own tapered wing design with built in twist and Fowler flaps. This new wing is used on FIZ. The kit which is no longer in production, (being a victim of the USD/Czech exchange rate), was only available as a quick build kit having extensive work done in Texas before shipment to NZ. Final assembly was completed by a team in Gore under the watchful eye of engineer Peter Kempthorne, ensuring CAA requirements were met.

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

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

ZK-JVG Jodel D18

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



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

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

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







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