After 1940s, the Baby Great Lakes was designed by Barney Oldfield in the 1950’s in Waterloo, New York, but during the construction of the prototype Barney became seriously ill with cancer, the aircraft was finished by his friend Dick Lane and flew just before Barney died.

Peter’s Baby Great Lakes is a fully aerobatic single seat bi-plane powered by a 180hp Simonini with a Bentley Thompson propeller. It has an economical cruise speed of 90kts but can be pushed with a 100hp engine. The aircraft has now flown 12 hours and has been fully tested, including for aerobatics. To help with this testing Brent and Peter fitted an extra ebb bubble that could be seen while upside down to check that the wings were level.

ZK-AGY Auster J1

The Auster J1 Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.

The Autocrat became one of the most successful post-war British light aircraft with more than 400 built. There are 31 Auster aircraft registered in New Zealand but I think ZK-AGY is the only J1 Autocrat. The Auster J1 has a huge history in New Zealand, as well as many that were used privately, the RNZAF used them for forestry patrol and army liaison work and they were also used for topdressing, as well as glacier scenic flights and landings.
PETER Jones’s aircraft was started some 10-15 years ago by Bill Cockrem, the plans being loosely based on a 2 seat Monsoon aircraft with a O-200 continental engine. As he wanted to use a Rotax engine though, this design was too big so he set about narrowing the fuselage and then designing and building his own wings. Unfortunately Bill became ill and decided he couldn’t finish the aircraft so gave all that he had built so far to Peter Jones and sold him the 503 Rotax engine as well. As Peter hadn’t built an aircraft before, this was a huge learning curve and problem solving exercise, especially on a very tight budget.

The aircraft is now a single seat, low wing, tail dragger that fits into the Microlight class. It is of all timber construction, fabric covered and utilises a Longacre canopy. When it came time for the weight and balance Peter discovered that the centre of gravity was too aft so he extended the front of the aircraft, moving the seat forward. With full credit to Peter and with some help along the way from Harry Harrison of Tauranga the aircraft is now finished and due for its final inspections before test flying begins.

ZK-PJ Jones PJ1

The aircraft is now a single seat, low wing, tail dragger that fits into the Microlight class. It is of all timber construction, fabric covered and utilises a Longacre canopy.

ZK-JJR Jabiru SP

ASHBURTON airfield has been a hive of activity recently with the first flight last month of the Fokker D-VII replica and this month with the first flight of Ashley Johnston’s new Jabiru SP. Formed in 1988, Jabiru Aircraft of Queensland produces a range of kit and ready to fly light aircraft, including their own engines. The aircraft are built largely of composite materials and are conventional high-wing monoplanes. ZK-JJR is powered by a 180hp Jabiru J2200 engine with a Jabiru 603x83 propeller. It has a basic and easy to see instrument panel with a roomy cockpit and good fuel capacity. Fuel tanks are wing mounted with a collector tank system. Having completed a thorough inspection of the aircraft Evan Belshor is now into its first 10 hours of test flying.

KiwiFlyer Magazine Issue 23

www.kiwiflyer.co.nz

The Dargaville Aero Club offers the most affordable recreational and GA flight training in the country. We use the latest Italian carbon fibre FlySynthesis trainers, plus a C172, and all our instructors are the best you will find.

Contact Lance Weiler
Phone: 09 443 8897
Email: lance@dargaville.ac.nz

For further information, phone the C.J.J. Murray Fund, a flight instructor of 40 years experience, on 09 439 6024 or 027 478 4306, email: theworkshop@xtra.co.nz

Visit: www.flyngfly.co.nz

For prices, classified advertising in KiwiFlyer is discounted to only $35 including GST for 50 words and a colour photograph. Or pay by column space of the rate of only 10% including GST per column centimetres. Please contact us for commercial advertising rates.

Send your advert details and cheque made out to Kiwi Flyer Limited to info@u-flywanaka.co.nz or email: info@u-flywanaka.co.nz

For further details phone 03 443 4005

Large 140 litre fuel capacity. Long range adjustable propeller.

IBIS for sale

This aircraft is on the Microlight register with 30 hours. Operated as a taxiing vehicle for a local company. It is the lightest of the range of Ibis aircraft on the Microlight register with the best flight characteristics.

Large 140 litre fuel capacity. Long range adjustable propeller.

For further details phone 03 443 4005 or email: info@u-flywanaka.co.nz

Visit: www.flyngfly.co.nz

Page 58

KiwiFlyer is focused on the New Zealand aviation marketplace. Call us to discuss how we can help your business.

Page 59