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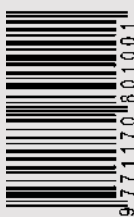
Magazine of the New Zealand Aviation Community

Issue 99 2024 #3

Corsair Returns

Warbirds Over Wanaka
Balloons Over Wairarapa

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From the Editor

This is issue 99 of KiwiFlyer. Which means the next one is the quite significant number of 100, but more on that later. This issue has a couple of major features. The first is the welcome return of Corsair NZ5648 after several years on the ground. Mike Jones acquired the aircraft and sent it to JEM Aviation for a return to airworthiness. In consultation with Keith Skilling who was the previous display pilot for the aircraft, he appointed Frank Parker to fly it. Frank writes of that experience and of displaying it over the summer air show season. Then Gavin Conroy writes of the aircraft's quite well-travelled history including time in service, then America, England and its return to New Zealand for Warbirds Over Wanaka back in 2004.

The second feature is Warbirds Over Wanaka 2024 and includes some 20 pages of related articles and images. We were spoiled for choice with images, thanks to several contributors sending me dozens of poster quality photographs. And after a six year wait, what a show it was. Warren Denholm and his incredibly skilled team at Avspecs finished DH.98 Mosquito NZ2308 barely a week before the event and aside from those in the know and living near Ardmore, this was the one opportunity to see it in the air before departure to its new owner in the United States. What a sight. What a sound. What a privilege to enjoy. One should say the same about all the other 'normal' warbirds as well, but we see them all the time. Everybody looks when the Mosquito flies past.

The United States Air Force always supports Wanaka and did so again with superb F-16 displays, as well as showing the KC-10 tanker it came with from Japan and a massive Globemaster which travelled from Hawaii. But the stars of the show for many were the pilots of the American Eagles Jet Display Team. Flying NZ based L-39s thanks to Craig Mossman's Fighter Jets NZ in Tauranga, they put on a series of stunningly tight formation displays. Here's hoping they come back again next time. Everything at Wanaka was superb and well justified its sold out status. Wise people will get their tickets very early for 2026.

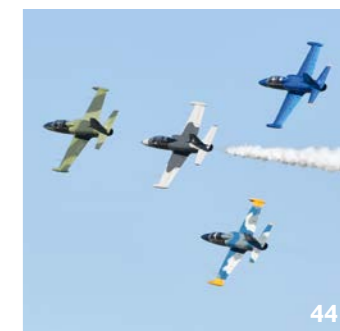
KiwiFlyer Issue 100 is just around the corner and will be a celebratory 100 pages long. If you'd like to contribute in some way, or advertise in this special edition then do get in touch soon. Meanwhile enjoy reading. Safe flying.

Michael Norton
Editor | Publisher



Features

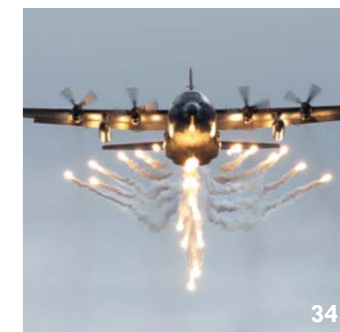
- 10 **The Corsair Returns**
Following a sale to Mike Jones and work by JEM Aviation, Corsair NZ5648 has returned to the sky. Frank Parker writes of his role as the appointed pilot and Gavin Conroy shares some of the aircraft's history.
- 24 **Wairarapa Balloon Festival**
Every year, balloon enthusiasts meet in the Wairarapa Region to enjoy a variety of flying events. Clive Wilkinson reports on the 2024 festival.
- 28 **Warbirds Over Wanaka 2024**
It's six years since this biennial event was last held. Sold out crowds witnessed some amazing flying displays over Easter weekend.
- 36 **DH.98 Mosquito NZ2308**
The fourth Mosquito to be built by Avspecs left the hangar just a week before the air show and very much impressed everyone who saw it.
- 42 **Display pilot to air show retailer**
Graeme Frew was on the other side of the fence at this year's Wanaka show, retailing Barnstormer clothing.
- 44 **Precision Flying at its best**
The American Eagles Jet Display Team borrowed four local L-39 jets for their Wanaka routine and left the crowd awestruck with various precision flying displays.



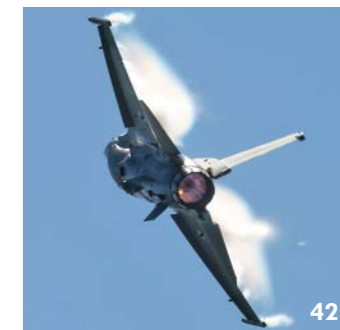
44



36



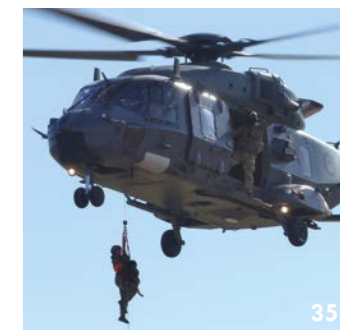
34



42

Regular

- 4 **Industry and Community News**
- 23 **Aviation Insurance**
GST and Aviation Insurance.
- 48 **ZK Register Review**
- 53 **Classified Listings**
- 53 **Advertising Index**



35

Cover

Corsair NZ5648 is back in the air under the new ownership of Mike Jones. Frank Parker was at the controls for Gavin Conroy's camera.



8

About Us

KiwiFlyer is for and about the New Zealand Aviation Community.

A printed copy is delivered free to every New Zealand aircraft operator and aviation business. The magazine is also on retail sale.

Back issues are available for free download from www.kiwiflyer.co.nz

KiwiFlyer is published ten times per annum by Kiwi Flyer Limited, edited by Michael Norton and printed by SCG Limited. ISSN 1170-8018

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Zongshen Aero Engines now available in New Zealand

Rotax engines have become the leader in light sport aviation for many reasons, not least their reliability and power to weight ratios. When you're that successful, others will copy and in the case of Rotax, there is Zongshen Aero who claim to be the world's largest manufacturer of small engines and have been supplying the aviation sector since 2014. Now represented in New Zealand by Feilding based company Alpha Point Aviation, Zongshen offer a range of Rotax clone engines that suit both manned and unmanned aviation, with their most popular engines being that which mimics the Rotax 912 series whilst being priced at a significantly lower cost entry point.

The world is not short of examples of clone products, with countless reproductions of small Honda engines in use across generators, go karts, and all manner of other machinery. We see it in the aviation industry as well, both in the parts sector and with entire engines. Many aviators will know that the 'Titan' engine often used in amateur-built aircraft is a Lycoming clone, now in fact owned and produced by their major competitor, Continental.

The Zongshen C80 and C100 engines are clones of the Rotax 912 UL and ULS engines, producing 80 and 100hp respectively. They are both mount and part compatible with Rotax which makes for easy installation in microlights or amateur-built aircraft.

The first C100 is flying in New Zealand in a Tecnam, and the owners have reported great performance and operation from the unit says Alex Kaandorp, Director of Alpha Point Aviation. "We have completed the ground work with CAA, creating a pathway for future use of the engines within New Zealand. Installing a C80 or C100 in a microlight requires a RAANZ mod approval and a 10 hour flight test programme for CAA. Installation within an amateur-built aircraft will require a similar path."

Globally the C80 and C100 fleet have more than 200,000 combined hours of flying, and all units come with a 2000 hour TBO and 15 year calendar life. Each shipment heading to New Zealand is increasing the spare parts stockpile, with the expectation that all parts will be available off the shelf here within a few months. Alex Kaandorp of Alpha Point Aviation says that if a part is needed that isn't available, then 1-2 weeks will see it

delivered from the factory, or a Rotax part sourced elsewhere can generally be used as required. For more information, visit: www.zsengines.nz

New Zealand flies to the stratosphere with NASA

Christchurch-based aerospace venture Kea Aerospace has successfully secured New Zealand government support to collaborate with the National Aeronautics and Space Administration (NASA). Founded in 2018, Kea Aerospace is partnering with NASA Research Centres to advance high-altitude airborne earth observation techniques.

The project will focus on using Kea's solar-powered stratospheric plane to monitor coastal water quality, a key environmental issue for New Zealand.

"New Zealand's coastal ecosystems are one of its most astonishing and valuable assets," says Dr. Daniel Price, Chief Scientist at Kea Aerospace who is leading the collaboration.

"New Zealand's rivers, which all end at the coast, face the constant threat of pollution, principally from agricultural activity.

"There are some pretty powerful satellites on orbit to help us monitor things, but we want to bring things a little closer to home. With Kea Aerospace's technology, we can monitor things at a much higher resolution than satellites, and that's what's exciting to NASA," Daniel says.

The project, Next-Generation Airborne Remote Sensing: High Altitude Persistent Coastal Ocean Monitoring, or more succinctly HAPCOM, will examine ways to install state-of-the-art camera systems onboard Kea Aerospace's high-altitude solar-powered aircraft and deliver high resolution images and data back to researchers.

"The aircraft is a lot closer to the earth's surface than satellites and can therefore achieve a much higher resolution. That means we can see more detail than ever before, and persistently monitor things over an area of interest.

"Our aircraft operates in the stratosphere, 50,000 to 65,000 feet up, above all the weather, and is able to provide constant, high resolution monitoring of coastal areas which satellites struggle to do" says Mark Rocket, CEO of Kea Aerospace. "In the future, we believe our stratospheric

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aircraft will be a valuable tool in helping develop better policy related to ocean and coastal ecosystems as there will be a huge leap in the quality of the data available for decision-making.”

Kea Aerospace will work directly with colleagues at NASA’s Jet Propulsion Laboratory (JPL) in Los Angeles and the NASA Ames Research Center near San Francisco.

“These research centres are pioneers for satellite and airborne earth observation,” says Daniel. “NASA will be lending a hand with regards to specialist image processing and algorithm development, and, in the future, be able to provide state-of-the-art camera systems.”

“We hope we can be part of the next chapter of earth observation, and establish a base in the stratosphere for improved data for environmental monitoring and protection”.

The global satellite earth observation industry is burgeoning but has disadvantages including limited image resolution, extended revisit times and high costs. Stratospheric aircraft like Kea Aerospace’s ‘Kea Atmos’ could play a critical role in making up for these shortfalls.

Kea Aerospace will launch its aircraft from the newly-opened Tāwhaki National Aerospace Centre, south of Christchurch. “It’s the ideal spot to monitor water quality with the once-pristine and now heavily polluted Te Waihora (Lake Ellesmere) nearby,” Daniel says. “This

region will provide a perfect testbed for these new technologies to monitor coastal ecosystems and develop methods to support long-term rejuvenation efforts.”

As part of the MBIE Catalyst: Strategic – New Zealand – NASA Research Partnerships 2023 grant, the project will begin this month. The initial stage of funding of \$75,000 could lead to around \$1 million if key objectives are met.

CAA prosecution results in conviction of microlight pilot for careless operation

A Civil Aviation Authority (CAA) prosecution has ended with the conviction of a pilot for operating an aircraft in a careless manner when he landed his microlight aircraft in foggy conditions with a passenger on board.

In the Christchurch District Court on 16 April 2024, Judge Lynch convicted the pilot on one charge of operating an aircraft in a careless manner, and also found him guilty of fuelling an aircraft while a passenger remained on board, applying a total fine of \$6500 for both charges.

On the morning of 25 July 2023, the pilot flew a microlight from his home airstrip to Rangiora aerodrome where he landed and refuelled despite the aerodrome being fogged in.

The Summary of Facts noted that, “three pilots witnessed the landing, with one estimating flight visibility in the area where the aircraft landed and taxied in was approximately 150 metres. This represents approximately 10 percent of the required

flight visibility minimum of 1500 metres.”

The pilot later agreed that he should not have landed, but said he was unaware that refuelling with a passenger on board was prohibited by the rules.

CAA Deputy Chief Executive Dean Winter commented that the conviction highlights the importance of operating safely as set out in the rules of operation within the Civil Aviation Act 1990, noting that the fundamental objective of the Act and the associated Civil Aviation Rules is to set minimum standards of safety to ensure that participants, along with members of the public using aviation services, are kept safe, to the extent that is possible in aviation. “Pilots have a significant responsibility in ensuring aviation safety. Though the outcome of this incident was fortunate, the conviction and severity of the financial penalty serves as a reminder of the importance of adhering to regulations. We urge all pilots to recognise the significance of these rules and to comply with them diligently,” said Dean.

KiwiFlyer is aware of other pilots caught out by not being aware of or recalling the refuelling rule, probably due to not giving a second thought to such matters in the same way that passengers don’t vacate cars being refuelled. That won’t win you an argument in court however and from CAA’s point of view the rule is the rule. The danger, however small, is likely from the potential for fumes to be ignited by a spark of static electricity.

Tecnam launches new edition of the twin-engine P2006T

Tecnam has announced the launch of the P2006T NG (Next Generation) being an “improvement of all the best features of the P2006T” of which 400 units have now been built. The new aircraft is the result of more than 300 improvements of the current P2006T MkII. The most notable change is an additional front door for the co-pilot and external access to the baggage compartment. Windows have also been redesigned and made larger to improve visibility.

Power is now provided by twin fuel-injected Rotax 912 iSc3 engines, offering high altitude efficiency and reduced fuel consumption of 14 lph per engine.

Wing position and anti-collision lights have been integrated into the winglets and equipped with the latest LED technology to provide a more eco-friendly and durable lighting solution.

The interior has also undergone major improvements, with a central console that houses the FMS GCU477 keyboard for efficient management of all Garmin avionics, including the GFC700 3-axis autopilot and the G1000 NXi which offers an intuitive pilot interface with total connectivity between the tablet and the cockpit via the Garmin Flight Stream avionics system.

Tecnam are now also offering a ‘super-premium’ version: the P2006 NG SPORT. This version features “an all-Italian design, pure luxury on every flight:

black leather dashboard with soft LED lights, carbon-look panels, yokes and central console covered in leather, with every detail meticulously designed and handcrafted. The cabin features Alcantara headliners, plush moquette seats, leather side walls and side panels with carbon look logos.”

More information is available at www.tecnam.com/aircraft/P2006T-NG

First Tecnam Traveller for Australia

In other Tecnam news, Torres Strait Air (TSA), based on Horn Island, in Far North Queensland, is to become the Australian launch customer for Tecnam’s twin-engine, 11-seat, P2012 Traveller.

TSA will take delivery of two P2012s in May and June 2024 and has options for three STOL versions of the Traveller, in a deal worth more than AUD22m.

Aviation Composites NZ signs MoU with Beca Applied Technologies

Readers of KiwiFlyer Issue 98 may recall the news article speaking to the development of a new regional cargo aircraft (the AC-2) by Aviation Composites NZ Limited (ACNZ). ACNZ Director Lapo Ancillotti says that the company is pleased to announce it has signed a memorandum of understanding with Beca Applied Technologies Limited (Beca) who are joining ACNZ’s team of technical partners in the AC-2 project. Beca will be responsible for systems integration (particularly avionics design

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and integration).
Lapo says that Beca's involvement sees a significant increase in the level of expertise required for a technologically advanced project like AC-2 and that the companies are looking forward to a mutually beneficial collaboration. More information at www.aviationcomposites.nz

NZDF tests space hardware after successful satellite launch

The New Zealand Defence Force (NZDF) has successfully launched an experimental satellite payload into orbit on a United States satellite, which will allow defence scientists to conduct space communications research.
The 'Korimako' payload was attached to a research satellite developed by the US Naval Postgraduate School, which was launched on a Rocket Lab Electron rocket mission from Wallops Flight Facility, Virginia, in the eastern United States on 21 March).

A team of scientists from the NZDF's Defence Science & Technology (DST) will monitor and interact with Korimako via the Whangaparaoa Ground Station, north of Auckland. Initial tests indicate that Korimako survived the launch and is operating as expected.

"This is the first time the NZDF has had a payload put into space and represents an exciting milestone for both the NZDF and the wider New Zealand space enterprise," said DST Director David Galligan.

Whilst Korimako is not an operational platform, it will provide the NZDF with practical experience and is developing local expertise in space science and technology, and conducting space operations.

"Our research aims to build practical experience in space science and technology, test processes for New Zealand Government space operations,

and generate knowledge to enable future NZDF and wider government space development," Dr Galligan said.

"The launch of this payload is significant for the NZDF and was made possible with the support of our international partners."

The US satellite hosting the Korimako payload is about the size of a briefcase and is orbiting the earth every 90 minutes about 515 km above the ground.

This is the first of two experimental payloads which are named after NZ native birds. The name was chosen because its beacon signal was likened to the distinctive call of the Korimako. A second experimental payload, Tui, is planned for launch from the US later this year.

Antarctica flying season closes with medical evacuation by Hercules crew

Crew on a RNZAF C-130H Hercules have conducted a successful medical evacuation from Antarctica, a challenging mission given a rapidly closing window of daylight.

The flight has also seen the return of the final 12 New Zealand Defence Force (NZDF) personnel deployed to the ice, completing a busy summer season for those on the NZDF's Operation Antarctica.

The crew on board the Hercules successfully completed the medevac of an American patient from the US National Science Foundation's McMurdo Station, after receiving a request over the weekend. There was an NZDF doctor and medic on board the aircraft when it flew to Antarctica's Phoenix Airfield on Monday morning, and on arrival into Christchurch that night the patient was taken by ambulance staff to hospital.

NZDF personnel deploy to Antarctica in support of Antarctica New Zealand and as part of the organisation's contribution to the Joint Logistics Pool (JLP) with the

United States Antarctic Programme. The return to New Zealand of personnel on the flight marked the end of a season on the ice supporting science and research programmes that are back in strength to pre-pandemic levels.

Over the 2023/24 summer season, the RNZAF provided 10 C-130 Hercules and five Boeing 757 flights as part of the JLP. The NZDF's contribution also included personnel at Christchurch's Harewood Terminal, who oversee cargo and passenger movements for all aircraft supporting Antarctica programmes. This season, the Harewood team supported 141 south and northbound flights with a total of 4,197 passengers and 860,000 kg of cargo, including fresh food and equipment.

Major Lucy Wright, the Senior National Officer for the NZDF's Operation Antarctica, said around 200 personnel were involved over the summer, including air crew on the RNZAF's ice flights and personnel surging in and out depending on their role. About 70 NZDF personnel were in Antarctica at the peak, when personnel were deployed to offload and move cargo from ships re-supplying bases in Antarctica. Roles varied from drivers, ship offload teams and cargo handlers, to chefs and communications operators who stay in touch with researchers in the field. "At one point we had teams of researchers and scientists spread over a distance similar to that from Cape Reinga to Bluff. Our communications operators were their link to the outside world," said Lucy.

The NZDF regularly deploys a Light Engineering Team involving carpenters, electricians, plumbers, combat engineers and maintenance fitters who maintain and repair facilities, with the Scott Base Support Team there for stints of around six months.

Planning has already begun for next season's Operation Antarctica.



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Gavin Conroy image

The Corsair Returns

Frank Parker up for a few photos following the change of markings. Blue sky, mountains, clouds and a stunning Corsair - what more could a photographer wish for?

Originally an RNZAF aircraft that escaped being scrapped, FG-1D Corsair ZK-COR (then NZ 5648) has led an interesting life and will be familiar to older aviation enthusiasts here from time spent on roadside display and with MOTAT, and younger aviation enthusiasts from time spent flying at air shows between 2004 and 2017. After a period in storage the aircraft was acquired by new owner Mike Jones who has brought NZ5648 back to flying condition and proudly watched Frank Parker display it during the 2023/2024 air show season. Frank writes of that experience here, alongside a history of the aircraft assembled by Gavin Conroy. The excellent photographs are of course, also Gavin's work.

Occasionally you pinch yourself to ensure that something is for real, for example, in my privileged position flying a Mustang with a Spitfire or P-40 on your wing or any combination of the above.

One of those 'lucky break' occasions arose recently with the opportunity to fly FG-1D Corsair ZK-COR. The new owner, Mike Jones had invited me to discuss a possible pilot shortlist to fly his new acquisition and I was on the list! It was agreed that I would complete a type rating under the tutelage of 'The Master' Keith Skilling and get the aircraft into operation for the 23-24 summer season, culminating in Warbirds Over Wanaka during Easter 2024.

The aircraft had been 'grounded' for some five years at

Masterton so there was a bit to do. Jay McIntyre of JEM Aviation at Omaka had been selected to complete the maintenance required to get the aircraft 'flight ready'. To achieve this a preliminary inspection and ground runs were completed at Masterton and a ferry permit granted to fly to Omaka.

In preparation I started getting into some books, specifically AN 01-45HA-1 which readers may recognise as the Pilots Handbook for Navy Model F4U-1 through FG-1D Airplanes. While this publication is dated March 1945, not a lot has changed in the intervening 80 odd years. Something to like about these notes is that they were written with a Kansas farm boy in mind, so

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Parked outside and ready for commencing the journey back to flight.



Landing at Omaka after a test flight. The huge flap arrangement can be clearly seen.



Wearing its original NZ5648 markings, painted on by Marty Nicoll at JEM Aviation.



Gear retraction checks being done during the Corsair's annual inspection.

they tell you what you need to know in simple language.

Serious planning started in August and after several delays including 'rain sodden soft ground' at Masterton, trips to Reno and spring weather, on the first day of September we assembled at Masterton to 'play ball'.

Step 1; a thorough preflight and briefing from Keith to transfer 'some' of his vast knowledge on these aircraft, and this one in particular. First impression, she's a 'Big Horse' and there is a learned technique to get into the cockpit. Oh to be a 21 year old 'thruster' again!

Step 2; some cockpit time to familiarise with the layout of controls, instruments, etc. In this regard it is '1940s American', by which I mean the cockpit layout is not too different to the Harvard, P-40 or Mustang. All the major controls are in the same area of the cockpit; throttle quadrant up there, want the flap, it's left hand over there, gear, left hand over there – more or less. Brakes, hydraulic, on the rudder pedals, radio transmit on the throttle; etc.

Step 3; engine ground run. Problem, after its time in solitary confinement the big Pratt 2800 was reluctant to start. After numerous failed attempts, accompanied by blank looks from the entourage we finally coaxed it into life. First impression: Yep, it's a big radial which coughed and spluttered before settling to a nice smooth rumble - noticeably quiet in fact after the Asch 82 of the Focke Wulf, or even the little brother 1340 in the Harvard.

Step 4, some taxi practice. The Corsair has a fully pivoting tailwheel - think of a wonky supermarket trolley, part of its Naval heritage. Steering is by brakes, which were also showing their difficult side courtesy of time in storage and lack of maintenance. I completed some higher power runs and a full engine runup, and in a show of optimism all was good. Back to the hangar and a post run inspection confirmed that big radials like to spread a bit of oil about and 'mark their spot'.

Day one done, time for some socialising.

Day two, time to fly - well almost. Once again the engine was reluctant to start; battery cart, new battery, check the 'ignition booster', etc. Eventually she rumbled into life for a taxi to runway 24. After discussion with Keith, I had figured to treat the Corsair much like the Mustang and this was not too far off the mark.

For take-off, easy on the power and 'keep it straight'. I was a little surprised at how quickly the tail lifted and the lightness of the elevators, and a healthy left swing which even though I had anticipated it, was still noticeably there – future note to self!

We soon lifted off and climbed above the field to gather my thoughts and allow the engine to settle down, with a close eye on temps and pressures after that time in the hangar. Next was a climb to complete a basic stall, get the feeling for slow speed handling, exercise the flaps and get a feel for the approach to land.

All this was done with the gear down as there had been no opportunity to conduct 'retract' tests. I was perhaps the first pilot to fly a fixed gear Corsair!

Back to the field for an approach and go-around, once again to get the feel, then an approach to land for a pleasant surprise as we touched down on the grass smooth as a baby's One to me!

The next agenda item was a refuel and a transit to Omaka. Once again there were problems on the start-up. This was not on the action list but eventually at a point of desperation she coughed into life and the next stop was to be Omaka. Bevan Dewes had offered to fly shotgun with a proud new owner observing proceedings. The transit was uneventful. It seems a Corsair with the gear down is compatible with a Harvard gear up and we enjoyed another smooth landing on arrival to a band of well-wishers.

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Owner Mike Jones trying out the cockpit for size.



An impressive throttle quadrant. SC stands for supercharger.



The cockpit layout is very '1940's American'.

Fast forward to mid-November and the JEM Aviation Team had worked their magic to get the aircraft ship shape and ready for the summer. This had included a thorough check, deferred maintenance, new brakes, reconditioned carburettor and a livery refurbishment. We were now ready for some test flying and real familiarisation with the aircraft in preparation for our first outing, Wings over Wairarapa later in the month. My first impressions were that for a big powerful aircraft the Corsair is reasonably straight forward to fly. Engine handling for the big radial is standard for these types, flight controls are relatively light with positive response, and systems operation is simple. In many ways this is a big Harvard.

Now for working into some basic manoeuvres - that's all I can do! Time was spent on loops and rolls - all standard, then establishing entry speeds, energy management and working up a display routine.

On 26th November, the Wings over Wairarapa Airshow (and the North Island) was dogged by bad weather. On Sunday morning the weather cleared sufficiently to fly north from Omaka to show ZK-COR in her new RNZAF colours representative of a 16 Squadron aircraft. The still very average weather then improved to allow a full display before returning to Omaka for some further TLC from the JEM team.

The next big date in January was to head north and visit WWII Corsair pilot Allan Emmet at Kaikohe. This has been one of Mike Jones 'missions' - to get the aircraft to the surviving WWII pilots for some nostalgia and commemoration with their families. It is an honour to be a small part of recognising their past service and noting a story or two and a wee glint in their eyes.

The next gig, combined with ongoing maintenance at JEM Aviation, was to be the Omaka Open Day on 4th February. This was a further opportunity to practice my evolving display routine, manoeuvres, speeds, energy, and positioning!

On March 10th, we had the NZ Warbirds Open Day Air Show at Ardmore and a final opportunity to polish up the display sequence. Then it was back to Omaka for final maintenance in preparation for the big one, Easter at Wanaka.

The week preceding Easter came with unsettled weather patterns across the country. We decided to fly south from Omaka on Tuesday in a blustery norwester. Anyone who knows South Island weather will understand when I say we had a bumpy ride. For the main show days, Saturday and Sunday the weather was 110% for a very memorable Warbirds Over Wanaka.

It was a privilege to display the Corsair at this event with an impressive entourage of WWII fighters.

So, what's the Corsair really like to fly. As mentioned already it is typically 1940s 'American'. The systems, primarily hydraulic are



The first flight in a few years at Masterton was flown with the gear extended which was not problem for the Corsair due to it having a high gear down speed.

Gavin Conroy image



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The Master's View

Frank Parker spoke of receiving instructions on flying the Corsair from 'The Master' Keith Skilling. Here's a few words from Keith:

"I first flew this particular Corsair in 1994. On that flight I accompanied Mark Hanna in his Spitfire right across Europe to an air show in Warsaw and returned a week later via a show in Germany at Halla Oppen. For the whole journey I had a running history lesson from Mark of both WWI and WWII. I will never forget it. So started a wonderful relationship with this magnificent aeroplane. For the next nine years I flew it in Europe culminating in five years with the Breitling Fighters Team. Thankfully, Ray Hanna returned it home to New Zealand in 2004.

"The Corsair was late to arrive in World War II and it is now generally recognised as the best fighter of the era below 15,000 feet. Despite its appearance, it is hugely powerful, manoeuvrable, and reliable. The huge Pratt and Whitney is a little hard to start but once started it is exceptionally



Keith Skilling (left) with Frank Parker after Frank's first flight in the Corsair

smooth and has never let me down (yet). It won't out turn a Spitfire, but with 2000 hp, it can certainly outrun it! The Corsair has beautifully harmonised controls that remain very light right through the speed range. Vought spent hundreds of hours during test flying to get them just right. The pilot's seating position is not the most comfortable, but I like

to sit high and that gives me a good view and a great feeling of control. "All of this really adds up to the Corsair being a great aircraft to fly and display. I just loved flying it and now it is Frank Parker's turn to experience this wonderful machine!"

Keith Skilling

straight forward. The engine handling is likewise with the proviso that big radials don't like surprises – power changes of both RPM and boost should be minimal and smooth. Importantly the engine doesn't like 'windmilling' or being driven by the propeller so power reduction to slow down for rejoin is progressive rather than to simply 'close the taps'. Cooler flaps - oil and cowls are hydraulic operated but manual controlled so keep an eye on the temperatures when making power changes. The oil cooler flaps also have a noticeable effect on elevator trim and when full open knock a couple of knots off the cruise speed.

The flight controls are fitted with servo tabs so are relatively 'light' but nicely harmonised, however require trimming with power and configuration changes.

The cockpit ergonomics are reasonable with trims, flaps, and gear controls close to hand and simple to operate. The electrical panel is on the right sidewall, again all within easy reach. The flight and engine instruments are a little jumbled there's no pretext of the (now) traditional 'sixpack'.

Perhaps the most striking aspect of the cockpit is its size, being spacious for a fighter type aircraft. The seating is very

upright and with no real cockpit floor if you drop anything it disappears down into the 'bilge' out of sight and well out of reach. Indeed, hopping into the P-40 after some time in the Corsair was akin to jumping from a semi truck into a sports car.


Performance; with 2000 plus horsepower you might expect a rocket ship. However, the Corsair is a big aircraft and comes in at 9000 pounds empty weight. It is designed for carrier ops and to land slow requires big wings with a reasonably high lift aerofoil. All this means high speed drag. Cruise speed is a modest 205 mph (180 knots) and it takes 3000 feet plus to wind up to 320 mph (280 knots) - yes the ASI is mph, unusual for a Naval aircraft. The minimum entry speed for vertical (looping) manoeuvres is 280 mph and for rolling manoeuvres is 180 mph. This requires careful energy management during a display sequence to meet entry gates of speed and height.

It is not a nimble 'superiority fighter' like the Spitfire or Mustang. Indeed it reminds me of the FW 190, which in the word of its designer (Kurt Tank) is a cavalry horse, not a thoroughbred! In its extensive military service, especially in the Pacific Campaign during WWII and Korea

it was largely utilised as a ground attack aircraft. The Corsair saw service with the French Aéronavale until 1964 with campaigns in Indo-China (Vietnam), Suez, Algeria and Tunisia. The type's final action was in conflict between Honduras and El Salvador in 1969 which also saw the last combat between propeller driven aircraft.

ZK-COR is 'just' a WWII veteran. It was built by Goodyear as construction number 3205 and delivered to the US Navy as bureau number 88391 in 1945 then transferred to the RNZAF as NZ 5648 on 17 August 1945. Not too long after, it was sent to the Rukuhia 'graveyard' but escaped the melting pot. Since that time it has led an interesting life, being on roadside display at Asplin's Garage in Rukuhia (I can recall it as a nipper), restored to taxi status in New Zealand and flying status in the USA, displayed in the UK and then returned to New Zealand in 2004, flying, then languishing in storage, and now it is back to flying status courtesy of new owner Mike Jones.

It is indeed an honour to be a small cog in the network of people who have returned this historic aircraft to the sky.

Frank Parker: frankly@xtra.co.nz 

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Gavin Conroy image

This could be out over the ocean during a patrol in WWII.

A History of Goodyear FG-1D Corsair: ZK-COR (NZ5648)

ZK-COR is a WWII veteran, albeit more in era than in service. It was built by Goodyear as construction number 3205 and delivered to the US Navy as bureau number 88391 in 1945 then transferred to the RNZAF as NZ5648 on 17th August 1945, being one of 60 Goodyear-built aircraft taken on charge, a number of which served in Japan with the Commonwealth Occupation Force. Gavin Conroy has assembled the story of NZ5648 here, but to begin, some history of the type's use in the RNZAF:

RNZAF History

The RNZAF ordered 424 Corsairs in 1944 to replace their aging fleet of 297 Curtiss P-40 Kittyhawks. These had been worked hard during WWII especially in the Pacific Theatre.

Of the Corsairs supplied, 237 were F4U-1 models, and 127 were F4U-1D models. The final 60 arriving at the end of WWII were the Goodyear FG-1D model. Although not flown in combat 24 of the FG-1D Corsairs were shipped out from Auckland on the fleet carrier HMS Glory to be part of the Japanese Occupation serving from 1946-48 with 14 Squadron RNZAF. Being the last shipment to arrive in New Zealand and the best equipped model, nearly half of the 60 examples were chosen to support the occupation. Upon arrival they were stationed at Iwakuni airfield which was only seventeen miles from Hiroshima. The aircraft flew patrols and reconnaissance missions ensuring that the Japanese

were not trying to mobilise forces to reignite some form of war. The Japanese had a lot of aircraft still operational at the end of the war, so it was of particular interest to fly over airfields to ensure bomb craters were not being filled in. At the beginning of 1948 the squadron relocated to Bofu until the end of the deployment. Unfortunately, the Corsairs would never come home when the Squadron returned to NZ, all 24 being burned and left behind.

NZ5648's RNZAF history

NZ5648 came on charge with the RNZAF in late 1945 before being struck off in 1949 and sold as scrap just like most of the other Corsairs. Asplin's Garage / Scrapyard at Rukuhia were successful in purchasing 32 Corsairs at an auction which were all then transported by road to Rukuhia. 31 of the aircraft were scrapped but not NZ5648 which was chosen to be put on static display at the front of the garage until 1962. (Frank says, "I can recall it at Asplin's as a nipper.")

Between 1962 and 1963 the aircraft was partially restored by members of the nearby Waikato Aero Club who did the required work to get the aircraft taxiing around the airfield. Subsequently it was parked up in the open air and vandalised over time so was moved to a more secure home. The aircraft was loaned to the Museum of Transport and Technology (MOTAT) in Auckland as a static display aircraft and appeared there as NZ5611, more commonly known as 'Josephine II'.

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This is NZ5373 from which the ghost and Marie symbols were copied.



Prior to restoration in America in the early 1970s.



On display at Asplin's Garage in Rukuhia circa 1960.



On display at Warbirds Over Wanaka in 2024.

Off to America

American based collector Ed Jurist purchased the aircraft in 1971 and shipped it to the USA for restoration. By that time it was one of the last complete RNZAF Corsairs left in New Zealand and its export was protested but the objections were unsuccessful. The aircraft was packed into a container and left on a ship for the USA with many enthusiasts thinking that would be the last they would see of this Corsair.

Due to industrial action in the USA ship yards at the time, the ship carrying the Corsair diverted via Vancouver. Once it arrived there it was unloaded to be put on another ship for onward transport but authorities in Canada held the aircraft in port due to the possibility of it being an article of war.

Following two years of legal issues the aircraft was eventually able to leave Canadian shores in 1973 by which time Ed had sold the aircraft to new owner Jim Landrey. Jim was also US based and sent the aircraft to Seattle for what became a nine-year restoration to airworthy condition costing more than USD300,000 at the time. The first test flight was on 17th July 1982.

Jim had NZ5648 painted to represent an aircraft that had served with the United States Navy (USN) VF-17 during WWII and was affectionately known as 'Big Hog'. Over the next few years, the aircraft changed hands a couple of times and was on display at the Lone Star Flight Museum, Houston, Texas until 1989.

The England connection

This well-travelled Corsair was now on the move again,

heading to the UK for another new owner, Warbirds of Great Britain at Biggin Hill. Here it eventually joined the UK Civil Aircraft Register as G-BXUL on 25th March 1992 with Ray Hanna's Old Flying Machine Company based at Duxford. Being a Kiwi himself meant this aircraft was of huge interest to Ray who had it repainted in RNZAF colours. NZ5648 flew for several years in two different RNZAF schemes before going back to USN VF-17 livery.

Home again

To the surprise of many, in 2004 NZ5648 was off to New Zealand once more to appear at the last ever display by the 'Breitling Fighters' at Warbirds Over Wanaka 2004. At the end of the show, one of the commentators announced that the Corsair would not be leaving New Zealand shores again as it had been purchased by James Slade of the Old Stick & Rudder Company based at Hood Aerodrome in Masterton. I still remember the cheers and clapping that followed that announcement. The aircraft had only logged 522 hours since 1945! Now that it was back in New Zealand it would be much more difficult or perhaps even impossible to export the aircraft again as it was now the last RNZAF Corsair in New Zealand and regarded as a national historic artifact.

From then on it flew at many air shows around New Zealand. The Old Stick & Rudder Company changed hands in 2012 but the aircraft carried on delighting spectators at New Zealand air shows right through until mid-2017. Due to legal issues the aircraft was grounded in 2017 and was advertised for sale by tender towards the end of 2022.

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A new chapter

After a few months of negotiations with various interested buyers, some from around the world, it was announced that the aircraft had changed hands to another New Zealander by the name of Mike Jones. Mike had always been fascinated by Corsairs and says the opportunity to own one was just too tempting.

By this time NZ5648 had sat for a few years and needed recommissioning. Mike appointed Jay McIntyre and his team at JEM Aviation to do the necessary work for returning the aircraft to flying condition. And he appointed Frank Parker to be the pilot under the expert instruction of Keith Skilling. (See Frank's separate story of the test flying that was undertaken.)

The aircraft arrived at Omake and work started on an annual inspection the following Monday. As well as the annual, magneto and carburettor systems were overhauled, the fuel pump and radios were replaced, ADS-B was added, new brakes, wheels and tyres were fitted, hydraulic hoses, seals and fittings were replaced, the wing fold mechanism was serviced, and the engine was given a thorough look over inside and out with anything that needed attention being suitably taken care of.

Discussions around the paint scheme were happening in parallel to this, as Mike Jones did want to see the aircraft looking more representative of the Corsair it once was. The aircraft's first airshow appearance was to be at Wings Over Wairarapa 2023 which at the time was only a few weeks away, so a total repaint was out of the question. Thus the Corsair's markings were changed to accurate period RNZAF versions by JEM Aviation's Marty Nicholl, and it proudly wears the serial number NZ5648 once more. Some period symbols were also added from an aircraft that served with 23 Squadron RNZAF to honour past pilots. The ghost and 'Marie' symbols on the port side represent NZ5373, with the artwork copied from a well-known photo taken during WWII.

On 10th November 2023, NZ5648 was wheeled out of the JEM Aviation hangar for its first engine run since the flight down in September and ten days later Frank Parker was to fly the Corsair again. Up until this point the total time on the airframe since its first flight in the 1940s was only 715 hours. Thanks to Mike Jones, we can expect to see those hours steadily climb as the aircraft takes its place as a regular feature of our New Zealand air show circuit.

Gavin Conroy 



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GST and Aviation Insurance Implications

Most aviation insurance is underwritten by insurers who are based offshore which can be a cause for misunderstandings about how GST should be handled. Bill Beard from Gallagher Insurance explains:

Application of GST on Aviation Insurance Premiums

Prior to October 2016, GST was not applicable on insurance policies arranged offshore as it was an imported service and exempt from NZ GST. However, effective 01 October 2016 the NZ Government introduced a change to the GST legislation to address the non-taxation of certain offshore consumer transactions. This change requires non-NZ resident entities that provide services to NZ resident consumers, to charge GST on their supplies (including aviation insurance premiums). Having said that, the methodology in applying the GST can be somewhat confusing. In the case of the offshore insurers we use, based in either Australia or the UK, the requirements are as follows.

- GST is not charged if the insured is GST registered;

- GST is charged if the insured is not GST registered.
This means that for GST registered companies, the premiums are GST exempt. In calculating the agreed value therefore, the non-GST registered policy holder should insure their aircraft including the GST content as this will be the amount needed to replace the aircraft in case of total loss. On the other hand, the GST registered policy holder insures their aircraft for an agreed value excluding GST content as the GST would already have been recovered or be in the process thereof.

Application of GST on Claims Repairs Claims

New Zealand repairers are liable to charge GST for repairs undertaken in NZ for NZ resident insured persons/policy holders. In the case of GST registered entities, the offshore insurer will only pay the net repair costs, less the GST, and less the applicable deductible/excess. The policy holder; i.e., you, will be responsible to the repairer for payment of the deductible/excess and the GST content which is recoverable on your next GST return.

In the case of a policy holder that is

not registered for GST, the GST amount of the repair bill is included and paid by the offshore insurer less the deductible. In such cases the unregistered GST policy holder will then only need to pay the hull deductible/excess directly to the repairer.

Total Losses

In the case of total loss, constructive or arranged total loss, including cash settlements in lieu of repairs, such settlements involve a direct supply between the offshore insurer and the policy holder. Accordingly GST is not payable by GST registered policy holders on cash settlements from offshore insurers.

Sometimes total loss settlements are incorrectly treated as if the aircraft has been sold. This is not the case and you need to make sure that you/your accountant does not pay back any GST content to the IRD when you receive the funds in settlement of a total loss claim.

To discuss this topic or any other aviation insurance questions, or to seek quotations, contact Bill Beard or Jenni Hellyer at Gallagher's Ardmore Office on 0800 322206, 09 298 8206 or email aviation@ajg.co.nz



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Early morning departures underway from Papawai Airfield.

Snodgrass' Ultra Magic H-77 PNG, Rolf Dennier's Kavanagh D-84 FRE and Pauline Hickey's Kavanagh C-77 RYZ), and two from the Wairarapa being Mark Wilton's Cameron O-65 KKH and Craig Scott's Boland 38-8 FAI. The remaining two participants came all the way from the United States being Roger Hooper's Aerostar Raven S-52A N9129V and Jonathan Blackburn's Boland N8295.

Pilots, ground crew and event organisers met on the afternoon of Wednesday 27 March at Carterton Golf Club rooms for a rundown of the Festival programme before the first launch at Carterton's Carrington Park on Thursday morning. The balloons gathered from 6.30am ready for the morning Hare and Hounds competition where one balloon (the hare) takes off before the others and sets up a target which the other balloons (hounds) have to drop a marker as close as they can to it. Sadly the weather deteriorated with the wind gathering strength to above safety level and it was decided to cancel the lift-off at about 7.30am.

The next Festival event was on Friday morning at Masterton's Solway Showgrounds. Once again the competition was a Hare and Hounds event. Howard



Friday's lift-off at Solway Showgrounds in Masterton.

Wairarapa Balloon Festival 2024

One of the regular ballooning festivals of the NZ aviation calendar is that of Wairarapa, held at various locations in the district over several days. Clive Wilkinson went along to enjoy the 2024 spectacle and reports here.

The 2024 occasion of the Wairarapa Balloon Festival meant that once again, the people of Wairarapa were able to enjoy the calming spectacle of hot air balloons flying overhead. A regular annual event in Wairarapa, this year's festival was held over the long Easter weekend. A

total of 12 balloons attended, two from Wellington (Howard Watson's Kavanagh C-77 FEA and Scott Cursons' Cameron C-80 LAR), six from the Waikato region (Darryn Radshaw's Cameron N-90 SEL, Gail Dryland's Boland 52-12 LOP, Liam McGirr's Kavanagh D-90 YAM, John



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Darryn Redshaw with trophy and prizes as Overall Winner of the event.



Gail Dryland receives her second place gift basket from Jodi O'Brian.



This was the 'Farewell Flight' on Monday from Carrington Park.

Watson in Kavanagh C-77 FBA was the hare to set up the target. A great morning followed with good weather and all balloons lifting off. About 500 spectators were at the showgrounds to view the balloons as they drifted away over Masterton.

On Saturday morning there was to be a balloon launch from Carrington Park at Carterton but once again due to unsuitable weather the event was cancelled. Carterton did have some activity later in the day with a free afternoon 'Meet the Pilots' gathering that was also held at Carrington Park. More than 300 attending were given the opportunity to see the balloons up close and to talk with pilots and crew. The occasion was made even better by Wellington-based drumming group Narukami Taiko who put on a great performance throughout the afternoon.

Papawai airfield, close to Greytown and home to the Wellington Wairarapa Gliding Club was the venue for the Sunday morning launch which was a Multi Target Long Distance Competition. For this event pilots would be dropping bags to multiple targets between Carterton and Masterton. It was an excellent flying morning with quite long distances flown as the balloons travelled close to both Carterton and Masterton giving spectators a great view of them overhead.

The final event of the long weekend was Monday's 'Farewell Flight' from Carterton's Carrington Park. It was third time lucky for the park as the weather was excellent and provided for great viewing with the wind taking the balloons to Masterton. Rolf Dennier travelling the furthest with Kavanagh D-84 FRE finally landing at Opaki, quite a way north of Masterton.

With flying completed, pilots, crews and organisers travelled to Carterton Golf Club rooms for a final breakfast/lunch and presentation of prizes to the winners of the various competitions. First Place went to Darryn Redshaw (who also won this year's Balloons over Waikato at Hamilton). Gail Dryland took second place and third was Rolf Dennier. Michelle Hooper received the Spirit trophy.

As always it was a great festival enjoyed by participants and many members of the public. Well done to the Wairarapa Balloon Society and sponsors for putting it all together.

Clive Wilkinson

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Warbirds Over Wanaka 2024

Gavin Conroy image

It was great to see snow return to an already spectacular backdrop as Steve Hinton comes in for a pass in Mosquito NZ2308.

Warbirds Over Wanaka has long been the iconic must-see air show in New Zealand. Except nobody could see it in 2022 or 2020, the timing of both shows very unfortunately being at the start and end of the COVID pandemic and all of the restrictions that surrounded that. For Easter 2024 however, the show was on. Jill and John McCaw were the official KiwiFlyer reporters of the weekend which Jill writes of here. Thanks too, to Gavin Conroy, Geoff Soper and Paul Harrison for sending their photo collections of a magnificent weekend. After looking through their work how could anyone not want to go next time...?

It's six years since Warbirds took to the skies over Wanaka and a fully sold-out two-day show proves that John and I weren't the only people who were happy they were back. You may remember that WOW 2020 was the first public event to be cancelled in New Zealand due to COVID, the cancellation happening only two weeks before the show was due to occur. The 2022 show was also cancelled as the near inevitability of more lockdowns was looming at the time. Fortunately, 2024 seems a world away from those confusing times and public events can be planned, implemented, and enjoyed.

Warbirds Over Wanaka is run by a community trust. Their aim is to make enough money to cover the next airshow, and then money left over, Warbirds General Manager Ed Taylor told the assembled media, is given away to local charities. The people of Wanaka, while bemoaning the sudden appearance of Auckland level traffic and congestion for the Easter weekend, are delighted to have the show return. Numbers are now capped to allow visitors to enjoy the experience without being overly crowded and approximately 70,000 people attended over the three days. The Gold Passes,

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Stu Anderson gets airborne in Spitfire PV270.



Graham Bethell flies through in his Mustang. The pyrotechnics added some interesting skiescapes.



The Corsair roars out of Wanaka with its newly installed long range drop tanks.



Mark O'Sullivan come past low and fast during the airfield attack.

which allow grandstand seating along the flight line and other perks, sold out before Christmas. The entire show was sold out well before Easter with no gate sales.

There were around 1200 people in self-contained campervans and caravans locked into a paddock on the terrace above the airfield. Sites in this makeshift campground with a spectacular view of the show are highly sought after. Campers must also hold airshow tickets. Vehicles are not allowed to leave between Thursday night and the very end of the show on Sunday, causing the major topic of discussion, beside the air show of course, to be the level of each van's wastewater holding tank. The gentleman that told me this used much cruder words.

The Wanaka airfield is a spectacular site for an airshow. The mountains provide a stunning and incredibly scenic backdrop and the proximity of the Clutha River and the terraces below the airfield allow for creative disappearance and reappearances of aircraft – particularly useful for the air battles and being 'shot down'.



The fighter formation surely was impressive with the Mosquito front and centre for this display.



The Avro Anson takes off for its display. Bevan Dewes was flying alongside in Harvard 44.



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Doug Hamilton's graceful display was a highlight.



12 Yak-52s come in for an opening pass.



Mark Halliwell landing one of two Strikemasters.



The Yaks cross during their impressive display.

Ed Taylor promised us three days of air show loveliness and that was certainly delivered. This year's show had one of the best Wanaka aircraft line ups ever. A major drawcard was the (literally straight from the Avspecs restoration shop and only test flown one week previously) de Havilland Mosquito. The newly restored P-51 Mustang (test flight 11 in November 2023) was also spectacular. There were all the familiar displays, the Harvards (there's something about the sound of Harvards that I just love), Yaks and Nanchangs and our clever and precise amateur (but not amateurish) Yak display team, the Spitfire of course, the upswept wings of the Corsair, the jets (so fast, so loud – and that's just the Vampire and the Strikemaster. The American Eagles in L-39s and the F-16s were something else again) and the beautiful and elegant Dominie and Beechcraft Staggerwing. This year, there was again a glider display to provide a silent, and to some people quite surreal contrasting aircraft experience. So many aircraft, all so lovely. It was so much fun!

Jill McCaw



The mass helicopter display had many different types on display and was flown in memory of Sir Tim Wallis.



The Roaring '40s coming down on the back side of a loop in vic formation.



The event was fully sold out across the weekend. Note the camper park up on the hill.



Displays on each day were concluded with a wall of fire.



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An impressive flare drop by a 40 Squadron Hercules overhead Lake Wanaka on the Friday evening.

Geoff Super Image

Full RNZAF capability on display at Wanaka



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A first for an air show in New Zealand, a small load drop from a Hercules.

66

The Royal New Zealand Air Force is always a huge presence at Warbirds Over Wanaka. This year saw the RNZAF farewell the C-130H Hercules with its last air show performance before retirement. At the Friday pre-show, the Hercules joined with other aircraft in the now traditional free display over Lake Wanaka. Flying up the lake towards the town and thousands of spectators, the iconic aircraft released an angel flare display, creating a magnificent spectacle against the mountain backdrop. The RNZAF debuted their new Poseidon P-8A maritime surveillance aircraft which has replaced the P-3K Orion. The Texan T-6C trainers performed as the Black Falcons while all three RNZAF helicopter types were in action, along with the Kiwi Blue parachute team and the Air Force Heritage Flight.



A pair of A109s from 3 Squadron put on a great team display

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The A109 pair cross with an illusion of intermeshing blades.

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The Seasprite comes in to start its display.

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An NH90 from 3 Squadron performing a winning demonstration.

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The new Boeing P-8 Poseidon made a couple of passes on each day of the show.

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The Kiwi Blue display was just stunning - with and without parachutes!

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John McCaw image

DH Mosquito NZ2308 comes past showing its beautiful top side view.

How amazing is it to see another de Havilland DH.98 Mosquito in New Zealand skies even if only for a short time? This is the fourth to be produced by Warren Denholm and his team at Avspecs based at Ardmore, taking its first flight just a week before the air show. It will soon be off to join the collection of its owner in the United States. Hopefully there will be more to come. Indeed Warren hints that this may be the case, subject finding suitable clients to purchase them. Jill McCaw records a brief story of NZ2308 here. Readers can look forward to more extensive coverage in a future edition KiwiFlyer.

It was bittersweet to see the beautiful de Havilland DH.98 Mosquito displayed at Warbirds over Wanaka. This will be the first and last time that most of us at the show will get to see this lovely aircraft as it is now headed to the United States as part of Rod Lewis' collection of aircraft, Lewis Air Legends. We are extremely grateful to Rod that he allowed his aircraft to be displayed at Wanaka before he had even seen it fly himself.

The aircraft had only been test



Steve Hinton low and fast in the Mossie!

The de Havilland DH.98 Mosquito NZ2308



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flown for the first time the week before Easter after some quite extraordinary work by Avspecs at Ardmore, with the deadline for the show looming. When Steve Hinton, the pilot and Warren Denholm of Avspecs spoke to the media on Easter Friday after a flawless display, they told us that the aircraft had only had a dozen flights, including the day's display. Little adjustments were still being made after every flight.

The twin-engined Mosquito is an iconic and very recognisable WWII fighter-bomber. In 1941 it was one of the fastest aircraft in the world, and yet surprisingly, the entire airframe of the aircraft is made from wood. Warren Denholm estimated that the restoration project involved 25,000 hours on the woodwork alone before they could begin on the wiring and the other 20,000 hours of work involved in getting NZ2308 airworthy again. 7600 Mossies were built in four years during the war - with the electrical system being particularly complicated due to the wooden airframe.

Warbirds Over Wanaka General Manager Ed Taylor believes having the aircraft display in New Zealand before heading to the US is important; "This is a former RNZAF aircraft and the fact that four of the five in the world still flying have been restored in New Zealand is very much worth celebrating." Originally this particular aircraft was the personal project of Mosquito woodwork pioneer Glyn Powell, who passed away in 2019, something Warren Denholm feels has added a special touch to the work.

Ed's only regret is that Warbirds Over Wanaka founder Sir Tim Wallis, who passed away late last year, did not get to see this great warbird lead the fighter flypast. "We know Tim would have been smiling from ear to ear to finally see a Mossie fly at the airshow he started 36 years ago."

Warren describes the aircraft as, "A 400 mile an hour pile of wood, holding the history and the memories of the people who have loved her." He also says that there are enough bits and pieces of Mosquitos, in varying states, in New Zealand to build at least two more. In all cases, the woodwork is rotten beyond recognition. This Mosquito is the fourth Avspecs have worked on and when asked if they would be working on any others, Warren said, "The trick is to find generous clients."

Display pilot, American Steve Hinton was very excited to be displaying not just the Mosquito but also to be displaying it at Wanaka. He first came to Warbirds Over Wanaka 20 years ago as a spectator and was delighted to be asked to come back and fly here. "Wanaka is a world recognised international air show with a great history and enthusiasm." Steve has flown all five of the world's flying Mosquitos including the pure bomber version which has bigger engines and a larger fuselage. "The aircraft are built for 19-year-old pilots," he reminded us, "so anyone with good training and knowledge would be able to operate them. They are built for combat but they're very safe to operate. They can be flown solo, but it is easier with a second pilot. The fuel selector is hard to access, and the landing gear needs around 1000 pumps, something that's hard to do while you're trying to line up for your landing. The second pilot in the fighter-bomber was also the navigator. The pilot does the gun work."

When displaying the aircraft Steve focused on showing off the beauty of the aircraft, and in front of the backdrop of the Wanaka mountains, he did it magnificently. The Mosquito looked superb.

Jill McCaw



Plenty of cameras were pointed at the Mosquito every time it flew.



On the Monday following the show the Mossie headed back to Ardmore.



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From display pilot to air show retailer

Graeme Frew is well known in aviation circles as the owner and pilot of the Yak-3 'Full Noise'. He was on the other side of the fence at this year's show however, promoting quality aviation wear from French clothing designer Barnstormer. Graeme writes of his contrasting experiences here.

As a self-confessed warbird and vintage aviation tragic it was odd to find myself as a retailer at Warbirds Over Wanaka 2024. I mean who knew there were more than aeroplanes at an air show, right?

Funnily enough my journey from Yak-3 'Full Noise' owner and display pilot to high end clothing retailer began at another iconic aviation event - the Reno Air Races. Paula and I were somewhat jealously cruising the race pits, at the last ever Reno Air Races when we spied the newly restored and quite beautiful P-51C Thunderbird.

What also caught our eye was a stand

of very high quality and thoughtfully detailed polos and T-shirts themed on said Mustang; every part of the garment had meaning. We had been discussing refreshing the Full Noise range of clothing so struck up a conversation with Maxime and Victoria Senente whose company Barnstormer were responsible for the clothing on display. Max was quick to add that he was very impressed by, and had great respect for the aviation scene down our way and was interested in expanding their brand south of the border sometime in the future.

From such humble beginnings in September 2023 we very quickly went from wanting a few articles of Full Noise themed clothing to wear at Wanaka, to an exhibitor's marquee with a full range of New Zealand and Australia centric aviation clothing that includes hats, T-shirts, polos, sweat tops, hoodies and jackets too. To show their faith and to lend their expertise in our fledgling operation, Max and

Victoria travelled all the way from Paris to help us launch the new business.

A casual conversation with Warbirds Over Wanaka General Manager Ed Taylor, who was already very aware of the Barnstormer.fr brand, quickly resulted in a special edition polo shirt themed on the as then yet to fly Mosquito NZ2308. We were proud to be able to be associated with such an iconic brand as Warbirds Over Wanaka and the beautiful restoration by Avspecs.

We decided that sales of this polo at the air show would be used to raise funds for Warbirds Over Wanaka and subsequent sales here and worldwide through the Barnstormer franchise will also net a return to the air show trust as well. It was gratifying to see such a huge interest in the polo. We were sold out by Saturday morning! The beauty of our relationship with Barnstormer is that we will be restocked probably by the time you read this article.



Graeme Frew, Steve Hinton (Mosquito pilot), Karen Hinton, Max & Victoria Senente (Barnstormer Fr), Warren & Shona Denholm (Avspecs), Paula Theodore (Barnstormer NZ-AUS).

The design and production of our new clothing range takes place in Paris, France. Victoria is responsible for the design aspects of the garments and Max, who is serving as a Super Puma pilot with the Armée de l'Air, is the production manager. The idea for their business started some 10 years ago after wanting to buy some clothing representing the Gee Bee racer they had just viewed in a U.S. Museum. They were not impressed with the products on offer so it sparked the idea that there might be a market for highly detailed, high quality aviation themed garments. Max sold his vintage BMW motorcycle to fund their start-up and they jumped in with both feet. Their first ever production article was a polo that represented the Gee Bee racer.

Barnstormer is represented in Europe, North America and now in New Zealand and Australia and will soon have a presence in the U.K. They have a new production facility in Paris that employs 14 highly motivated, aviation loving co-workers and are experiencing exponential growth.

The great thing about our business model is that you can view and purchase our own range online at www.barnstormer-nz-aus.com but if you see a product on any other Barnstormer website you just need to let us know and we can add it to our latest order. If it's not in stock they can craft one for you, typically within a month.

I have to confess I thoroughly enjoyed the show albeit in such a different way. It was great connecting with people and sharing with them the meaning within the detail on our clothing; the Wairarapa Wildcat being named by the pilot's girlfriend or the fact Geoff Fiske was the leading Commonwealth fighter ace in the Pacific, the reason we carry race number 35 on Full Noise or the fact that B-25 Daily Delivery was crewed solely by Kiwis and Aussies. I think everybody who learned the VF-3 Felix the Cat badge was replicated from a photo taken off a Wildcat 3000 metres down in the Pacific bought one!

We came away from the show having made some great contacts for future ranges of clothing and full of our own ideas too. If you think you might be interested in your own special brand of clothing please don't hesitate to email me at: graeme@barnstormer-nz-aus.com

Though it was nice to enjoy the aircraft displays without the inherent pressures of air show flying, when that fighter Balbo flew by to end the show I really missed being amongst it in Full Noise. Paula, Max and Victoria might find me a little absent during the next air show season when Full Noise is back in the blue

Graeme Frew

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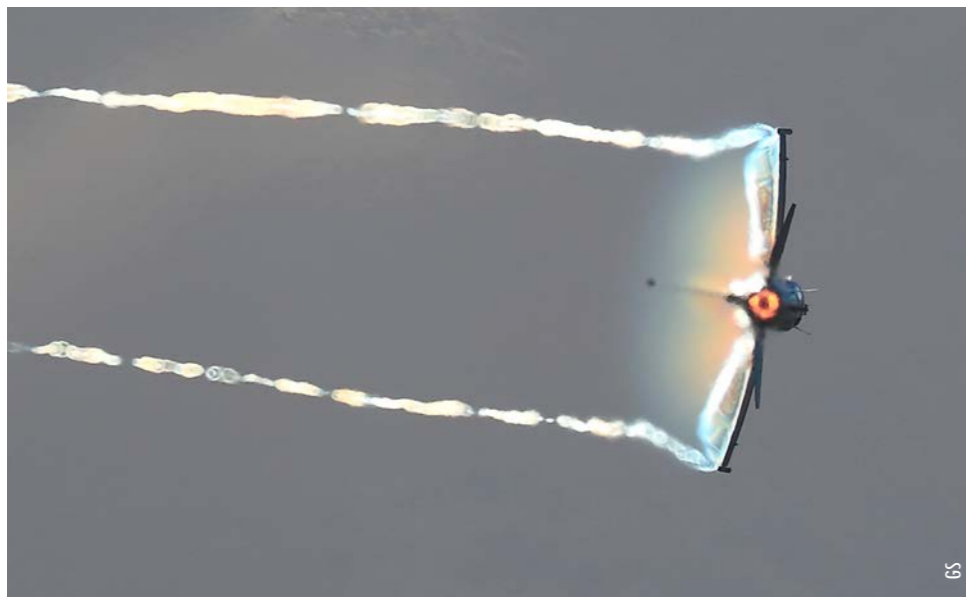
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Geoff Soper image

The unmistakable silhouette of an F-16C Fighting Falcon.

USAF at Wanaka



65

The Warbirds Over Wanaka team were thrilled to have the United States Air Force attend. So were the spectators who were treated to numerous superb flying displays. The USAF F-16 Fighting Falcon team flew to Wanaka from their base at Misawa in Japan escorted by a KC-10 Extender tanker aircraft which provided air-to-air refuelling.

"The F-16 is such an iconic warbird and not just because it can reach Mach 2," said WOW General Manager Ed Taylor. "The aircraft first flew in 1974 and is still being manufactured today, 50 years later. The F-16 is relatively small and light giving it amazing manoeuvrability – perfect for showing off in front of a big crowd." Meanwhile, at the other end of the scale, the USAF's massive C-17 Globemaster III, and team, flew in from their base in Hawaii. The Globemaster literally filled the skies, the pilots showing that it too can be a very agile aircraft.



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The F-16 trying to make its own clouds.



66

Releasing a full load of flares.



66

This photo was followed by full afterburner and a max rate turn - because you can!



66

KA-135 refueller to the F-16s made one high level pass each day.






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USAF Globemaster coming in for its first pass to open the display.



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The L-39 team comes in for their opening pass.

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Wanaka spectators knew they were in for a treat with the Mosquito and they knew there was an F-16 displaying which would of course be spectacular to see. What pretty much nobody had anticipated however was the astonishingly good display put on by the American Eagles Jet Display Team. Organised by Tauranga-based Craig Mossman's company Fighter Jets NZ, this very tight and dynamic display left the crowd awestruck. Jill McCaw explains how it happened.

The American Eagles Jet Display Team gave a stunning performance at Warbirds Over Wanaka.

We have never seen such a polished display at any previous New Zealand air show. That was the consensus among everyone who saw the American Eagles fly. The four-man team appeared to fly as one, their formations so smooth it seemed impossible. During the opposing flights the aircraft passed each other with seemingly a bare metre to spare, drawing gasps from the crowd. We've never seen a jet tailslide before either, a very difficult manoeuvre for these aircraft. A 'missing man' formation in honour of Sir Tim Wallis was greatly appreciated by the crowd before three aircraft dived out of sight into the river valley leaving the remaining jet to give a solo display.

At the 2018 airshow Ex-USAF display pilot Paul 'Sticky' Strickland gave a well-received solo display and said at the time that he felt like an honorary Kiwi. "There is incredible hospitality. Your entire



Paul 'Sticky' Strickland, Dean 'Wilbur' Wright, John 'Bordz' Posson and Rob 'Stache' Hutchinson thrilled the crowd.

country reflects that. Here at Wanaka, this is where the heart of aviation is. I've flown over 180 airshows... Warbirds Over Wanaka excels and rivals the best." This year he came back with friends.

Sticky Strickland was joined by Dean 'Wilbur' Wright, John 'Bordz' Posson and Rob 'Stache' Hutchinson. Probably the reason the display was so incredibly good is that all four pilots are currently members of the Patriots Jet Display Team.

They are well used to displaying together.

'Wilbur' is a retired USAF fighter pilot with 151 combat hours and 4000 total fighter hours. He currently flies as a corporate pilot. John has 25 years of commercial flight experience. He's logged over 1300 hours in the P-51 as an instructor and his vintage aircraft experience includes flying DC-3s, Beech 18s, Howards, Grumman Widgeons and more. Rob is a 747 Captain, accomplished



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Between four ship moves, the aircraft split into pairs in very close formations.



John McCaw image

skydiver and avid marathoner. He holds 12 type ratings and is a competitive aerobatic pilot. 'Sticky' himself is a retired USAF A-10, F-5, and F-16 fighter pilot with 270 combat hours and 3000 total fighter hours. He currently flies for Southwest Airlines and even his wife of 30 years calls him Sticky.

At Wanaka the team were flying Aero L-39 Albatros jets organised and supplied by Fighter Jets NZ. Craig Mossman of Fighter Jets NZ said, "The pilots from the USA are all very good friends, and it was very generous of them to give up their time to come 'down under' and do a display for Warbirds Over Wanaka." Here's hoping they do it all again in 2026.

The Albatros is a high-performance Czech designed jet trainer, one of the most widely used jet trainers in the world, with a top speed of 750 kph. If you'd love a chance to feel the thrill of that sort of speed, visit www.fighterjets.nz for contact details of Craig and his team who are based at Tauranga Airport.

Jill McCaw 



The formation passes got better every day. Sunday's display was exceptional!

ZK Register Review



ZK-RUS Yakovlev Yak-52

Brent Hempel recently imported this Yakovlev Yak-52 from South Africa and will base it at North Shore along with two other Yak-52s, BJK & DSJ.

The Yakovlev Yak-52 is a Soviet primary trainer aircraft which first flew in 1976. Radial powered and capable of two minutes inverted flight, it is a responsive and capable aerobatic aircraft able to

perform every manoeuvre in the Aresti catalogue.

Brent currently owns a half share in another Yak-52 but wants to get more into the aerobatic flying and felt this would be easier in his own machine. With no luck in the local market he started looking in South Africa while there visiting family. He then located ZU-RUS which was in very good condition with low hours and

a deal was struck. It took seven weeks to land in NZ via Singapore. The aircraft was reassembled in North Shore with the help of Rob Fry at which time Brent was fortunate that CAA was already at the airfield signing out another aircraft so could inspect the Yak as well. Brent says that CAA were fantastic to deal with, issuing him a limited CoA with a 5 hour test period which was quickly flown off.

After negotiating with the owner of Pulsar ZK-RUS, Brent was able to obtain ZK-RUS for the Yak. Obviously the aircraft is Russian, plus was registered ZU-RUS in South Africa. RUS has standard instruments and has been fitted with the long range tanks. The original Yak-52 were built with only 120 litre tanks with a range of 1 hour 40, primarily to stop Russian pilots defecting. The long range tanks hold 275 litres and with a cruise speed of 130 kts at 60 lph, cross countries are much more achievable.

ZK-RUS was the back-up aircraft for the New Zealand Red Stars Yak-52 Display Team at Wanaka which flew a world-first 12-ship display at the show to honour Brett Emeny who had been involved with the team since its early days.

Brett passed away suddenly in early 2023 and had been discussing the 12-ship idea just days before he died. His daughter Fay is a member of the team and said it was very special to perform the routine in his honour.

ZK-IMZ Guimbal Cabri G2

This 2023 new Guimbal Cabri G2 helicopter is owned by Michael Elston via his company IMZ Limited and will be utilised by the Kapiti Districts Aero Club which is based in Paraparaumu.

The Guimbal helicopters story is well-known now but to recap, in the 1990s during his time as a Designer at Eurocopter, Bruno Guimbal became determined to design and build a small piston engine helicopter with the levels of safety enjoyed by those who could afford a turbine machine. Helicopters Guimbal was established in the year 2000 with the purpose of certifying his Cabri G2 and putting it into commercial production. Facilities were established at Aix-en-Provence in southern France and the resulting aircraft has met with great success as a training platform and for private operators who only require two



people on board.

Phil Haines, who flies with the Kapiti Districts Aero Club and is a good friend of Mike, said they recently picked up his new helicopter from Christchurch and flew it to Paraparaumu stopping for fuel at Kaikoura and Omaka, for a total flying time of 3.5 hours. Phil said the Cabri flies very well - just as you would expect. It is powered by a Lycoming O-360 180 hp engine (de-rated to 145 hp) and cruises very comfortably at 90 kts with a 130 kt Vne. Endurance is 4.5 hours using 36 lph. The Cabri has an IGE hover ceiling at max gross weight of 5000 ft but is more often quoted as 7500 ft with two 77 kg pilots and two hours fuel on board. The

helicopter was designed from the outset with safety and low operating costs as its prime features, having a 3-bladed main rotor with composite blades, a Fenestron tail rotor, composite airframe, a crash-resistant fuel cell and energy absorbing seats. IMZ has also been fitted with pop-out floats for water crossings. There are very few time-lifed components on the aircraft.

Kapiti Districts Aero Club will use this machine for training and private hire both of which it will be popular for. Phil recalls a very enjoyable four-day trip around the North Island in their previous Cabri.

There are currently 42 Guimbal Cabri G2s on the NZ register.

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Advertising Index

	page
Anderson Aviation	48
Aquamax	31
AOPA	11
Ardmore Helicopters	24
Auto and Aero Refinishers	41
Avcraft Engineering	9
Aviation & Performance Parts	46
Aviation Radio	32
Aviation Safety Supplies	38
Avionics Canterbury Wide	51
Avparts	22
Avplan EFB	43
Barnstormer NZ	40
Bayleys	25
Bearhawk Aircraft	38
Bert Flood Imports	15
Central Aero Electrical	46
Central Aero Engineering	25
Classic Aero Machining Service	37
Classic Cubs	50
Continental Engines	19
Dennis Thompson International	20, 53
Ensol Fuel Tankers	36
Flight Club	6
Fly Into Accommodation NP	54
Gallagher Insurance	23
Garth Cameron Law	50
Helicraft	49
Heliflite	52
Heliflite Charter and Training	27
Hood Insurance Brokers	26
HP Aviation Hoses	13
JEM Aviation	50
Kannad	32
Keane Spray Nozzles	46
Lightspeed Headsets	46
Martin Aviation Services	55
Mercer Airport	52
NZ Warbirds Association	48
Opportunities Unlimited	55
OzRunways	29
Premi-Air Aviation	49
Primary Avionics	45
RAANZ	39
Ridge Air	22
Rotax Engines	15
Rotor and Aero Services	21
Rotor and Wing Maintenance	37
Rotorcraft	22
SAB Avionics	14
Sarah Sharpe Training	48
Solidus Industries	16
Solo Wings	48
Southair	30
SparxFly	26
Speirs Finance	33
Spratt Financial Services	35
Stoneybrook Training	6
Superior Aviation	5
Talk Cargo	56
Tecnam	2
TracPlus	17
V2Track	6
VMC Aviation	44
Waiaototo River Safaris	27
Waypoints Aviation	39
Westwind Aviation	8
Zongshen Aero Engines	39

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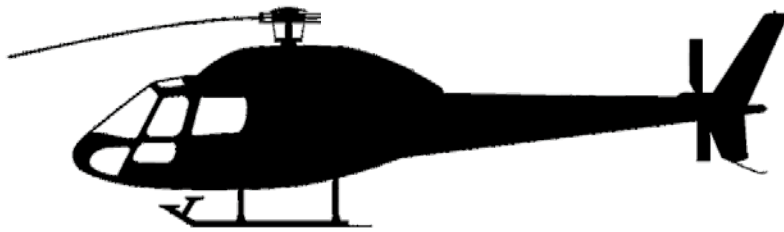
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