

The newsletter of the Sport Aircraft Association (Auckland Chapter) Inc

Sport Aviator

August 2015



www.saaauckland.org.nz

Committee 2015

EXECUTIVE COMMITTEE

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Tool Library Manfred Scherbius 09 298 0221 021 0813 6503	Newsletter Editor Gavin Magill 09 298 7174 027 291 0525
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Composites	Alistair McLachlan	299 2775
Metal Skin	Kevin Paulsen	296 5125
Avionics	Liviu Filimon	268 1199

FRONT PAGE

Alan Butler enjoying the fine weather this past Sunday off the coast of Raglan in Tiger Moth ZK-BLI.

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Next Meeting

WHEN: Thursday 27th August 2015

WHERE: Auckland Society of Model
Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington

SUBJECT: Jabiru Rebuild Progress

SPEAKER: Manfred Scherbius

Manfred Scherbius will give us the latest on the Jabiru rebuild and the trials with a very different cooling flow pattern.

Also Don will give a very brief run down on the cause of his VW rebuild currently under way.

And Ken Watters will also be doing a bit of a show and tell on the goodies he has purchased from MGL Avionics.



It's great to report the survival of our new MBAC members Alan and Anne Warner after their crash landing this week.

Next meeting marks the start of our safety lectures. Alan's crash is a timely reminder how vulnerable are all are, so improving our ability to avoid accidents and our ability to take charge to competently handle an accident scene will boost our confidence. I hope everyone can attend these meetings.

Your feedback will be gratefully received to help improve the program.

It's sure nice to have longer days and a bit more heat from the sun. We will be cleaning off the BBQ's for a spring celebration.

Thanks for all the feedback on youth membership. It's so important we encourage enthusiastic young people to participate in our activities. We have such a wealth of knowledge and experience in our club to pass on. I would like to see us really get behind promoting youth membership and mentoring. Perhaps we can even look at scholarships.

Gordon has done a sterling job maintaining our membership records. Please promote us to your friends and enthusiasts and get them to join, remember membership forms are on our web site. http://www.saaauckland.org.nz/saaauckland_chapter/Home.html

Please pass on ideas for interesting trips, visits or guest speakers to Gordon and Don who has arranged interesting speakers for us, we want to keep up the high standard we have all enjoyed.

Gavin is hungry for interesting copy on member's projects and travels for our superb newsletter. Please don't be shy is sending in your stories.

Fly Safe

Regards
Warren



Hi Everyone

The weather this past weekend certainly gave us a taste of what we hope is to come for the approaching spring and summer. And it would seem many of the

Chapters flying members got out and made the most of it in their respective aircraft. As the cover picture of this month newsletter attests, Alan Butler made use of Tiger Moth ZK-BLI and paid a visit to Raglan with his mate Tejay McCarthy. Meanwhile the extended families of the Wilkinson's, DCM and Lloyd Morris had an awesome day at North Shore airfield giving rides to nieces, nephews, aunts and uncles. David Wilkinson tells me he was so busy he barely had time to take any photos.

I guess the whole point of our passion is to enjoy the aircraft we build and fly as much as possible. But the reality is we also need to get out there and sell our passion to the next generation. EAA run a series of ads that basically say the next generation of aviators typically live with the current generation of aviators so if we want to keep our sport growing we need to look to our own families to promote its growth. I appreciate it is important to encourage those outside the sport to get involved as well but our best converts are our own children and grandchildren. Keep it in mind next time you go flying.

As those of you who are members of SAANZ will have already seen, Warbirds Over Wanaka are looking for another big turnout of sport aircraft for WOW 2016. At the back of this issue I have attached the application form from WOW so if you are interested in displaying your aircraft please apply so you can be considered. There are limited slots available so they may limit the number of each aircraft type if they are oversubscribed.

Another event being organised by SAANZ is that Bruce Cooke is looking to organise a Fabric Covering Workshop to be held in January next year. Details are attached to the end of this newsletter and the workshops will be open to SAANZ members and non-members so if you are interested flick an email to me at admin@saa.org.nz.

My big piece of news this month is that Delys and I signed on the dotted line last Saturday to start the build process for our new hangar home at Whitianga. The plans should be ready to go to council towards the end of September and the build will hopefully start either December or January. All things being equal we will be moving in around July or August 2016, maybe earlier. I have included a couple of pictures in the newsletter of the plans.

Last month's mystery aircraft was the Miles M.30 X Minor provided by John King. It was a scaled down research aircraft for a projected very large airliner. It flew a fair number of times but was of limited research use because the Gipsy Major engines were out of scale and interfered with the aerodynamics of the blended wing. Warren Sly was first in to guess the identity so he wins the chocky fish.



This month's mystery aircraft is by Paul Blackmore and is a particularly obscure aircraft. It should hopefully keep you guessing. Go to the mystery aircraft page and have a go and see if you can earn yourself a chocky fish.

Enjoy the newsletter. See you at the meeting on Thursday.

Cheers
Gavin

MEMBER NEWS

Alan Butler – Tiger Moth ZK-BLI

By Alan Butler

I took ZK-BLI to Raglan on Sunday trying to restore my confidence back at Raglan, 05 was in use so the old take off into town! All went well though.



MEMBER NEWS

Kevin & Leanne Paulsen – ZK-BKW

By Kevin Paulsen

Hi Gavin,

Just letting you know our project.

Leanne and I are currently doing a top engine overhaul on Leanne's Super Cub ZK-BKW, we hope to have this finished in time for the Taumarunui Tiger Flyin in October.

Thanks,
Kevin



MEMBER NEWS

David Wilkinson

By Don Wilkinson

Some guys do some strange things. David with their mutt Spike enroute to GB for lunch. He is now going to buy ear defenders for mutt. Cheers Don



PROJECT UPDATE

Gary Briggs – Sonex

By Gary Briggs

I have been thinking a lot about how to make this mount for the Rotax, and what sort of jig to use. Eventually I decided to build it on the airframe with a simple wooden jig.



The mount is now almost complete and tacked.



PROJECT UPDATE

DCM – RV-12

By David Campbell Morrison

Hi Gavin this is the left wing lower surface before covering and after just waiting for strong arms to flip it over.



Grandson Hunter is most impressed can't wait to get in the air I'm sure.



MEMBER NEWS

Family Day Out at North Shore

By Don Wilkinson

Great Family day at North Shore Sunday. David Wilkinson sort of organised it and it happened. DCM and David with every relative they have and their kids, Mother in Law, Father in Law, cousins and grandkids. David and Lloyd Morris took kids, adults and dogs and "Young Jack" all for rides. Didn't get his Mother in Law up though. Now there's a challenge.



David's nephew Josh. His first flight in a small aircraft.

There were dogs, (no apostrophe) balls, bikes trollies, toys, planes, women, mates, full tummies and organised bedlam.

A great day and the kids were, (surprise surprise), pretty well controlled. Well done David DCM and Lloyd.

Don



Rico and Gabba.

DCM takes his grandson Rico for a fly in ZK-WLK.

INDUSTRY NEWS

Adept Airmotive

By Frank Trump

Frank sent a link for a new aero engine in development in South Africa.

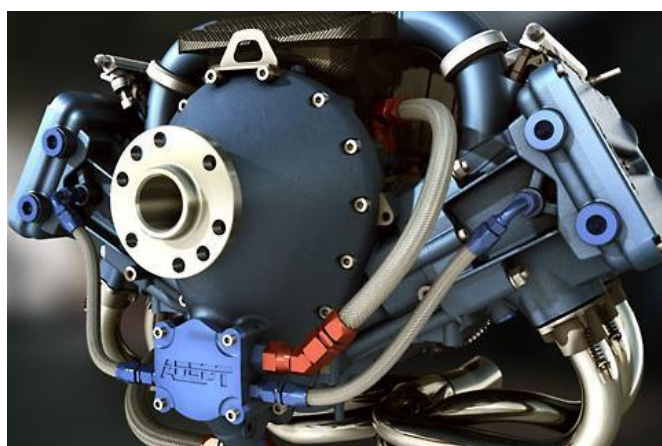
The engine is targeted at the GA market and is hoping to have the same impact as the Rotax has had for Microlights and LSA's.

The engine is a 3.2 litre liquid/oil cooled V6 configuration with a normally aspirated 280hp version, a 300hp high compression version and a 320hp turbo version. It has electronic ignition and is capable of running on Mogas, Biogas or Avgas and weighs in at 145kg - 155kg depending on model

It is already installed and running on testbed aircraft in SA.

Could be one to watch.

www.adeptairmotive.com/site/default.asp



Gavin Magill – Hangar House Build

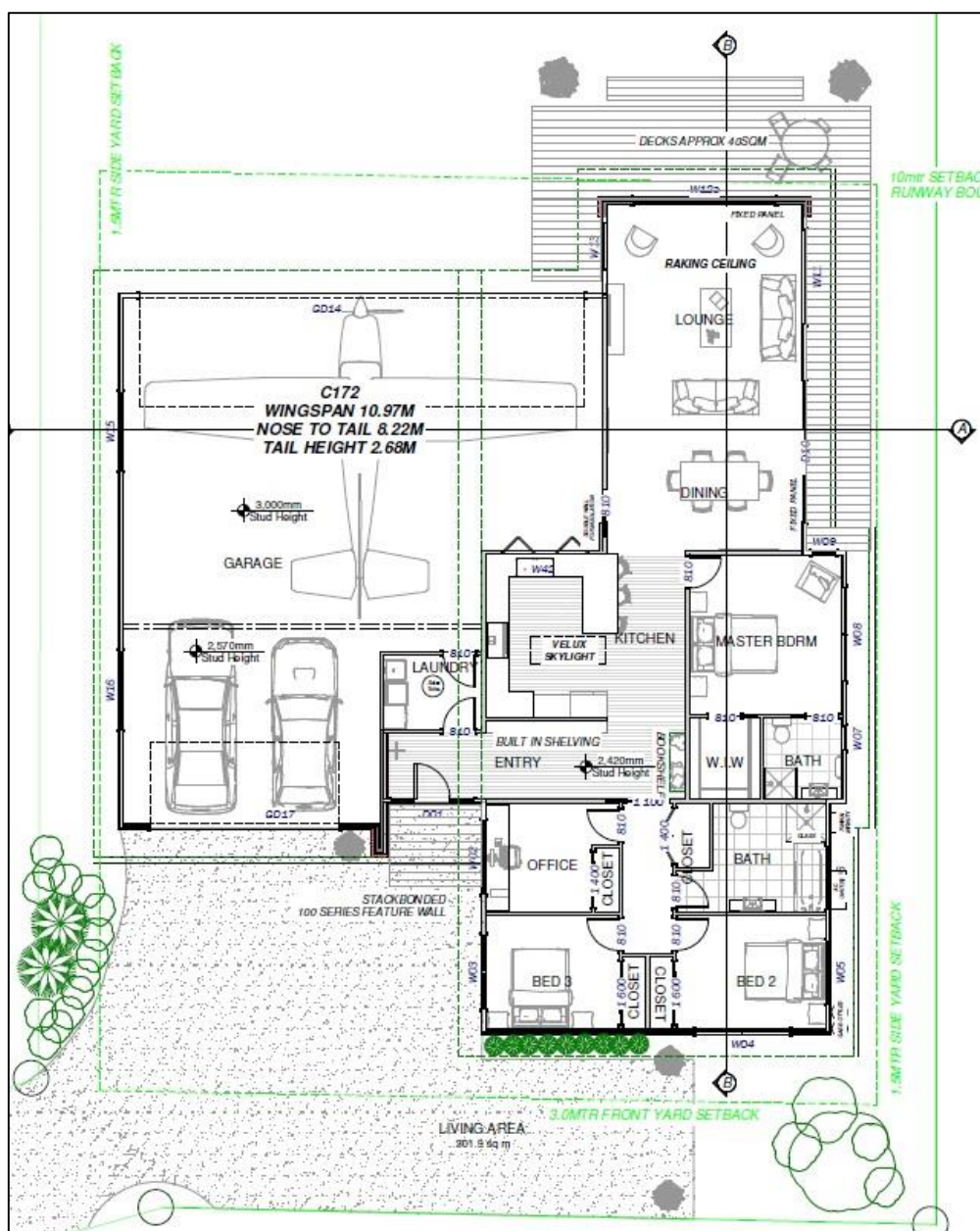
The big news for our house build project is that we signed on the dotted line this past weekend to start the build process. The design proposal and specification are complete and we paid our deposit to Design Builders of Hamilton who will now put together the working drawings to go to council for Building Consent. Depending on when consent is granted we are looking at completion around July/August 2016. Below are some images from the design proposal.



View of the runway facing side.



View of the road facing side.



Floor Plan

S A A N Z N E W S

Fabric Covering Workshop


SPORT AIRCRAFT ASSOCIATION
NZ Inc.
SAANZ Fabric Covering Workshop**Expressions of Interest**

As part of SAANZ's ongoing technical training programme, we are proposing to run an intensive workshop on aircraft fabric coverings in the near future. As this is a significant logistics exercise, we would like an indication of numbers interested in attending. Proposed outline is as follows:

Venue: Probably Te Kowhai Airfield

Date: One weekend probably January 2016, during holiday period (suggestions as to a suitable date please)

Duration: 2 days

Cost: Estimated at \$250 per person (due to materials required). Attendees will require safety footwear and their own respirator mask.

Overview:

This will be a strongly practical, hands-on workshop on fabric covering systems. We will use the Polyfiber system as a typical example, but the techniques are generally applicable to most other fabric systems. Participants will cover a test piece, including rib stitching, tapes and UV protection. There will be some discussion of how the various systems work and ongoing maintenance requirements. Will involve spraying "moderate toxicity" products (Toluene based thinners and acrylic finishes - no 2 pot involved).

Limitations:

Numbers will be limited to 8 attendees, but a minimum of 4.

Offers of Assistance:

We welcome the assistance of experienced fabric covering users as helpers / tutors. Sponsorship is welcome, to reduce the cost of materials.

If you are interested in attending this course, or wish to assist, please email the SAA Administrator Gavin Magill, at admin@saa.org.nz.

Thanks,

Bruce Cooke

I N D U S T R Y N E W S

VW Assembly Tips

By Don Wilkinson

Google search "VW Aircraft Assembly Tips by Steve Bennett of Great Plains Aircraft"

<http://www.eaavideo.org/video.aspx?v=2117083972001>

Those still interested or mystified by VW Aircraft Engines, this is a very informative webinar on the tricks of the trade with VWs, traps and how to avoid them.

Also covers preparing and painting the Mag Al case so it sticks.

Also covers the assembly process and opening the oil flow to the front bearing and more.

Very worthwhile 1 hr 26 min webinar.



10 Mosquito Wins at Oshkosh By Farida Master

Republished with the permission of **The Howick & Pakuranga Times** and **Farida Master**.

NZ-restored Mosquito wins top award at US air show.

By Farida Master



All smiles: Warren Denholm with the highly skilled AvSpecs team of Ben Sinnock, Barry McAlley, Richard Waterreus (top), Andy Hosking (middle), Daniel Frew (ground), Paul Levitt (up) and Russell Jenkins (ground).

TimesphotoWayneMartin

Being the first non-American to win the grand Champion WWII Award at EAA AirVenture Oshkosh 2015, the world's greatest aviation celebration is no mean feat.

Warren Denholm, managing director AvSpecs is flush with success as he's just returned home after a phenomenal win at the Oscars of the aviation industry in the US where military jets zipped across the skies.

This is the first time in AirVenture history that a non-American design has won Grand Champion WWII and also the first time a non-American restoration shop has received the top award.

Looking at the pictures, it's difficult to tell that the World War II fighter bomber, De Havilland Mosquito restored by the skilled crew at AvSpecs for American owner Gerald Yagen, was once a terrible pile of mush.

The resurrection from a piece of junk found in Canada to a magnificent warbird wonder, had aviation enthusiasts sit up at Oshkosh, the world's greatest air show visited by half a million Americans.

The inscription on The Golden Wrench award sitting proud in a new trophy cupboard at his office in Ardmore reads: For the highest achievement in craftsmanship and dedication in the preservation of Aviation history as accomplished in the restoration of the Grand Champion World War II De Havilland DH 98 Mosquito KA 114.

The wooden warbird was flown from its home at the Military Aviation Museum, Virginia Beach, for the event and received not only the Grand Champion WWII award but also the Phoenix award, which is given to aircraft that have been 'brought back from the dead'.

With typical Kiwi modesty, the Beachlands resident says that when they heard their name announced as the winner of the Phoenix Award, they didn't think they would win the much-coveted overall championship.

"Honestly, I thought we were doomed," admits the highly regarded warbird and vintage aircraft restorer.

11 Mosquito Wins at Oshkosh

By Farida Master

"Seeing the other air show planes, around 1200 of them, with 350 in the warbirds category and 900 in vintage, I didn't think we stood a chance.

"All of them were immaculately done, freshly out of the workshop without a spot of oil or a scratch. And with us flying out from New Zealand for the show, we were meeting the aircraft only four days before the event," he says.

The man whose work has been on the cover of every prestigious British and American aviation magazine, got international recognition when the Mosquito first took to the skies in 2012 after eight years of restoration.

The completion of the multimillion dollar project was celebrated with a spectacular show at Ardmore.

"it was a significant moment for a lot of people as we'd invited an elite group of former Kiwi pilots who had once flown the British multi-role combat airplane.

"it was a memorable moment for them to connect and talk about it to their grandchildren." One of the big challenges of the rebuild has been sourcing original parts from around the world.

He even tracked down a brand new hatch to a woman in Napier. Engine mounts were procured from an aviation aficionado in Melbourne while leather seats in its original package were bought from eBay USA.

The rare feat was possible due to another ingenious Kiwi, Glyn Powell from Drury, who is the only one who has created a fuselage mould—mainly because he's been building his own Mosquito for the last few decades.

The restoration incorporated a rebuilt wooden airframe constructed by Mr. Powell.

Meanwhile, this warbird has made aviation history in more ways than one. It is the only example of this model in the world that can still fly.

Regarding Steve Chilcott's article building a Nipper based on the remains of G-AVKT.

In 2004 I had just completed negotiations for the purchase of this aircraft and was waiting for the Permit to Fly to be renewed so that I could fly it away when I was informed by the owners that it had been destroyed in an arson attack at Felthorpe airfield near Norwich which wrote off several other aeroplanes at the same time.

The Felthorpe Group who had owned it however informed me that they had another Nipper which they would be happy to sell me which was complete but not assembled. The saga that followed may be of interest to your readers so I attach a copy of the article I wrote for my local LAA Strut newsletter

My Nipper is now complete following final inspection and ground running and awaits the Permit to Test from the LAA. Please pass on my best wishes to Steve with his project.

Regards,
David Shrimpton



Topsy Nipper project G-ARBG 2004 - 2015

I worked with Nipper Aircraft Ltd during 1968 at Slingsby Sailplanes where the MKIII Nipper was manufactured and have always admired the type as a cheap aerobatic fun machine. Over the subsequent years I have owned and rebuilt or refurbished several Nippers.

Following retirement I answered an advert for a Nipper for sale, G-ATKZ at Felthorpe, Norwich and agreed a purchase price only to lose the aircraft following an arson attack on the airfield which destroyed not only the Nipper but several other aircraft in the same hangar.

The owners tried to soften the blow by offering me a project, Nipper MK II G-ARBG, an aircraft which had not flown since being involved in an incident in 1982. I viewed the main components of this Nipper at various sites around Lowestoft and somewhat reluctantly purchased it as although it appeared complete I believed it was hiding many defects and shortages.

Early surveys revealed the need to start the restoration from the beginning again particularly as the wing fabric had not been adhered properly and when removed revealed defects throughout the wood structure added to which the tail was suffering from glue failure. Control cables appeared to be of varying specifications throughout and the Stamo engine was in very poor condition with spares being very difficult to obtain. Other less immediately obvious defects were to come to light but only later.

Seeing RBG as a long term project I decided to buy another Nipper, one which was already airworthy and operate this until RBG was complete. However this second Nipper also consumed a lot of time to bring it up to a satisfactory condition and this delayed progress considerably with RBG.

Meanwhile I made steady but slow progress with RBG starting with the fuselage and decided not to change the engine mounts to MK III standard but retain the resilient mounting of the original Stamo engine, and to add a stock Rollason Ardem engine of 1600cc which I had acquired from another Nipper. This arrangement had proved successful when I had earlier rebuilt another MK II Nipper, G-ASXI. This would move the CG forward but as with the MK III this could be resolved by fitting the standard Nipper MK III ballast weights in the tail. The Stamo mounting appeared ideal for housing the alternator for the proposed Leburg electronic ignition system so a MOD Form was raised with LAA and work progressed along these lines. I had already run this past David Mickleburg of Leburg who supported the proposal.

Work on the fuselage and engine was progressing very slowly so I subcontracted the wing repairs to a Vintage Glider Club colleague and senior inspector Peter Underwood who completed them and fitted the new control cables which I had obtained from Bruntons. A new tailplane was obtained from Raymond Kuypers in Belgium and completed by Peter along with the wings.

During the cleaning and inspection of the main undercarriage it became obvious the axles were out of limits and would have to be replaced with new. The wheels were also found unsuitable having Tuffnell bearings instead of the normal metal roller type. Finding that the rectification of these problems was completely uneconomical led to the discovery of another Nipper project for sale which the LAA would not approve due to it having a homebuilt fuselage with no paperwork. The undercarriage was however genuine Slingsby manufacture so I acquired the parts I needed and moved on with my Nipper now able to stand on its own legs at last.

With the fitting of new fuselage stringers and ply, newly manufactured belly fairings and other details I now had a completely restored fuselage ready for covering and a wing and tailplane ready for assembly but no canopy.

The engine work had been progressing slowly and the engine now needed matching to the MKII engine mounting which also locates the alternator stator so a method of measuring concentricity between the components had to be found. Fortunately I was able to find an engineering company with a capacity to measure the assembly accurately by digital means which I could submit to the LAA for approval. Other engine components were found such as air intakes, spinner back and front plates which by happy coincidence I had originally manufactured for G-ASXI but which had turned up again in an LAA member's loft in Aberdeen.

Finally assembled, the engine now fitted with an exhaust system manufactured by CKT Exhausts of Tiverton, and a propeller obtained along with spare engine from Northern Ireland, was run up at home and performed quite satisfactorily so moves were made to start on the cowlings. I had some old MKII cowlings on which to base the new ones but moulds were no longer available so I had to start again from scratch. Fortunately C12 Composites near Trowbridge were very helpful and eventually we had a complete set of new cowlings.

By this time I had heard of a MK II canopy available in Switzerland so I asked the owner to bring it to Aero Fair in Friedrichshafen for me to view. Since no other Nipper owner had shown sufficient interest to view the canopy this was agreed and a deal was done in the car park outside the Messe at Aero so I now had a new canopy. I refurbished the old canopy frame, cut and attached the plexiglass and now had all the major assemblies for the aircraft complete and ready for final assembly.

Instrumentation is very basic and follows the original fit using an original panel. Cockpit furnishings are also very sparse and will be left to the very last when all engineering is complete.

The Nipper has now been transported in bits to Watchford where final assembly is taking place under the watchful eye of LAA inspector Trevor Reed and we now await LAA Engineering to assess the paperwork and hopefully clear the aircraft for test flying.

David Shrimpton 23rd Feb 2015

14 Mystery Aircraft Quiz by Paul Blackmore

A test for all those plane spotters out there.

Identify the mystery aircraft in the picture below and email your answer to the editor at gavin.magill@gmail.com before the next Chapter meeting and the first person to correctly identify the aircraft will earn themselves a chocolate fish prize.

Note you will need to turn up to the meeting to collect your prize. 😊



ON THE WEB

Bad Landing

From Gavin Magill

How not to land a multi-million dollar fighter jet.

<http://www.bbc.com/future/story/20150805-how-not-to-land-a-fighter-jet>



ON THE WEB

RIAT 2015 Avro Vulcan XH558

From Barry Gillingwater

Select Full Screen and turn the sound up.

Enjoy
Bazza

<https://youtu.be/57a1P4ulug>



ON THE WEB

Microburst Power

From Nev Hay

A good example of the power of microbursts and why we trained to escape from them using every bit of energy the aircraft could provide.

<http://devour.com/video/tuson-microburst/>

Nev



ON THE WEB

Personal Helicopter

From Rob Keith

Personal Helicopter

http://www.flixxy.com/personal-helicopter.htm?utm_source=nl#.Vbyd2KHMZH0.email



ON THE WEB

747 Cockpit View – Oceanic Crossing

From Gavin Magill

Something that those of our membership who used to fly the 747 will be intimately familiar with but which those of us who do not sit in the sharp end of commercial airliners ever get to see. Flying over the Pacific from Alaska to Asia.

<http://www.chonday.com/Videos/oceaniproplanejk3>



ON THE WEB

James May flies the Aerocar

From Nev Hay

James May drives and flies the Taylor Aerocar, a roadable aircraft, designed and built in the 1950s.

(I wonder if our CAA Medico could think up more medical requirements than James May comes up with at the end of the video – Nev)



ON THE WEB

The Terrafugia TF-X

From DCM & Peter McVinnie

Check out Terrafugia's latest model out! I want one!

Cheers,
Pete McV

<https://www.youtube-nocookie.com/embed/D4uSWtazRCM?rel=0>



ON THE WEB

Edwards AFB Open House

From Norm Bartlett

Very interesting. Lee Beery is a Corby Starlet owner in the States that I contacted with photos of my own Starlet ZK-ONE. He sent me this link. OPEN HOUSE at Top Secret, Edwards Air Force Base, Absolutely Incredible Photos

<http://home.comcast.net/~bzee1a/Edwards09/Edwards09.html>



Aug 27 Auckland Chapter Monthly Meeting
 Normal venue and time. 7.30 p.m. at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
Speaker: Manfred Scherbius-Jabiru Rebuild

Aviation Calendar

2015

Every Sat Dargaville Aero Club
 The place is buzzing every Sat, wet or fine, windy or calm, and the catered lunch at 12.30 is good value, just don't be late! The club is on the web at <http://dargavilleac.weebly.com/>. If going as a group please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

3rd Sun Turangi Aero Club Fly-In
Each All welcome for a BBQ lunch.
Month Contact Tony on 027-453 3740

Sep 11-13 Bridge Pa Taildraggers
Bridge Pa Airfield, Hastings

Fly-in at Bridge Pa Aerodrome, Hastings. From Friday night dinner, Saturday fun competitions, Sunday flight to tea and scones. More info on the SAANZ web site www.saa.org.nz

Nov 7-8 Black Sands Fly-In
Raglan Airfield, Raglan

The regular 'first of season' fly-in hosted by the Waikato Thames Valley Chapter. BBQ lunches both days. Beach landing workshop on Saturday. More info on the SAANZ web site www.saa.org.nz

Nov 13-15 Pitts 70th Anniversary / South Island Akrofest 2015
Omaka Airfield

Aerobatic Club is holding the Regional Aerobatic Competition combined with a commemoration of the first flight of a Pitts S1 in 1945. More info and Pitts history at www.aerobatics.co.nz > Events > Pitts Fly In-Omaka

Nov 21 Brian Langley Aerobatic Competition
North Shore Airfield

Hosted by North Shore Aero Club. All aerobatic categories Primary to Unlimited are available and all aircraft from Tiger Moths to Extras. More info at www.aerobatics.co.nz > Events > 2015 Brian Langley . . .

2016

Feb SportAvex 2016
19-21 Bridge Pa Aerodrome, Hastings

Note change of date. Regrettably the date has had to be moved from March to mid-Feb to avoid clashes. The Hawkes Bay and East Coast Bays Aero Club will again be hosting SportAvex at Bridge Pa Aerodrome, Hastings. The SAANZ web site will be updated as details are finalised.
www.saa.org.nz/public_pages/events.php

Mar 13-27 Air Safari 2016

Starts at Omaka on 13th Mar, then via the scenic route (18 airfields) to finish at Alexandra on 25th March with dinner and prize-giving on Sat 26th and the Clyde Wine & Food Festival on Sun 27th. And if you want to grab a rental and drive over to Wanaka to catch WOW the distance is approx. 86Km. If you need a leave pass signed it might be time to start working on the brownie points. For full information and to register go to:

<http://www.flyingnz.co.nz/new-zealand-air-safari/>

Mar 25-28 Warbirds Over Wanaka Airshow
Wanaka Airport

Full info at:

<http://www.warbirdsoverwanaka.com/>

If members are aware of other events that could be of interest to others please pass the details to Gordon Sanders - gordon@sanders.gen.nz.

Exhibition Form Sport Aircraft 2016



EASTER March 25, 26, 27th

Warbirds Over Wanaka 2016 is displaying Sport Aviation aircraft (eg gyrocopters, microlights, homebuilts, replicas, experimental aircraft) to complement our air and ground programmes. We expect up to 100 aircraft will be displayed outside for the public to view. Because of limited space we may have to select several aircraft of each type and will confirm your presence at the Airshow.

We invite you to participate and will provide you with one Airshow vehicle pass, 3 day tickets for two for each day of the Airshow, the total package valued at \$360.

Please provide the information below about your aircraft, so we can display it on your aircraft for spectators to read. Please have your aircraft in place no later than 5pm on Thursday 24th March 2016. You will need to have your aircraft onsite from 7.30am to 4.30pm on the Friday, Saturday and Sunday of the Airshow. Please note your aircraft will be outside on the grass and your vehicle in the Exhibitor carpark. Security is provided from Thursday evening until Sunday evening.

Warbirds Over Wanaka cannot unfortunately provide you with accommodation but if you require assistance to find something please advise. Please see www.lakewanaka.co.nz for places to stay and camp grounds. If having problems please contact bookings@lakewanaka.co.nz

Please send photos and have your application form in as early as possible. On return we will advise more details and confirm your aircraft can be displayed. Greg Doran is the Facilitator for this programme leading into the Airshow on 027 221 6105.

We look forward to having you here and thank you for participating.

Mandy Deans
Event Manager

.....
Name: _____ Phone Numbers: (H) _____ (Mob) _____

Email: _____ Courier address: _____

_____ Post Code: _____

One Form per aircraft please.

Full Details of Entry - for display/flying purposes

Type: _____ Make: _____ Model: _____ Registration: _____

Static or Flying: _____ Third Party Insurance - Company/Policy No: _____

Other Information: _____



Please return this form to: Airshow Assistant
Warbirds Over Wanaka
PO Box 593, Wanaka 9343
info@warbirdsoverwanaka.co.nz
Ph: (03) 443 8619 Fax: (03) 443 8627