



International Fellowship
of Flying Rotarians.
New Zealand
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Official Newsletter of IFFR NZ. Issue April 2020



President Garry Goodman 2018-20



President Chris and Murray Allison



World President Phill Pacey 2018-20



Secretary
Ian Jenner
Australasian VP
2018-20

Welfare Officer
Marlene Marsden

Its bubbles time!

Yes our bubbles are keeping us safe and refreshed. As senior citizens, most of us are better off than those struggling to keep their businesses afloat and employees secure. Truly testing times.



It is such a shame to have had to cancel our events this year after all the hard work Keith and Heather's team put in to plan Timaru, we will try to make it up in Thames.

It's great that everyone is fit and well and ready to party when the locks come off.

We have had the benefit of good leadership from Garry as President the last two years, Ian our everlasting Secretary and of course our International Leadership from President Phil and VP Ian. Well done guys, a great effort.

We now look forward to Chris and Murray leading the way into better times.

Marlene will keep us informed of any welfare issues as they arise.

Peter and I are working to make Thames a fun and memorable weekend for you. We will keep you informed as the program hardens up, keep an eye on our web site. Our draft program is included to wet your appetite.

Regards Warren - Editor



IFFR New Zealand Section Fly-In Rotorua 11-14 October 2019

For the 23 members attending the Rotorua fly-in on 11-14 October 2019, camaraderie was the highlight.

We gathered at the Millennium Hotel during the Friday afternoon, reminded of the smells of sulphur that are a trademark of the Rotorua geyser land. There was plenty to catch up on when everyone gathered at the bar at 6pm for pre-dinner drinks – including some snatching glimpses of the motor racing at Bathurst on the big screen. And then a 'welcome' dinner.

Saturday morning we were admiring the majestic 118 year old Redwood forest from the Tree-walk. Suspended 20m above the forest floor and crossing 28 swing bridges gave a



great view and time to contemplate these great trees and the fern undergrowth. A ring of a 2,000 year old Californian redwood on display put time in perspective – it started life around 4BC.

In the afternoon we boarded our 4-seater rail cruisers at Mamaku – on the now disused railway line that crosses the Mamaku Ranges between the Waikato and Rotorua. Chugging along at 20kph we got a (watery) view of the farm and forested areas



that a few decades ago were the privilege of only those on the train – eventually getting a great view of Lake Rotorua. The electric vehicles, with petrol assistance for the return uphill leg, were fully automated – one of the rear-seat passengers controlling only safety brakes and a

simple stop-start!



It was interesting to hear that Ian Jenner has refurbished two of the “trucks” that were converted for pulling logs out of the bush on the railway and they are now on display at a railway enthusiasts’ track near Auckland.

Wayne Scott, one of our own members and former NZ Section chair, entertained us with a great after-dinner talk that evening outlining his aviation career since dreaming of flying as a young lad. He spoke of special people he has flown with, special people he has flown for, and special planes that he has flown. He also shared lessons learnt during that time – when things had gone wrong.

On Sunday morning we boarded “the duck” – a genuine World War II amphibious truck! Our driver was an entertaining conductor. Our first dip was into Lake Tikitapu (Blue Lake) admiring lake frontage properties valued in the millions. Then on up to Lake Tarawera with a grandstand view of Mt Tarawera from the water, the volcano that last erupted in 1886.



Coffees and morning tea before heading back into Rotorua where the formality of an IFFR meeting was brought forward in the programme. Incoming NZ Section chair Chris Allison helped the meeting flesh out an exciting programme of Fly-in destinations through to 2022!

And then - you guessed it - more food, lunch at Café Capers where Fred and Eileen Bain joined us. Some early leavers said their farewells from here.

The rest of us took an afternoon stroll around the magnificent gardens and lake frontage that surround the main Rotorua shopping area. A day for contemplating mud pools and steam, topped off with ice creams and watching the world go by! Sunday night dinner was at the “Pig and Whistle” – a restaurant now occupying Rotorua’s former Police Station. On the big screen NZ’s Scott McLaughlin took first place at Mount Panorama.



The weekend had been planned by Greet van der Helm and Murray Smith – a resounding success that was appreciated by all who attended. Next up is Timaru – our 25th anniversary in March 2020 – a “must go to” fly-in!

Garry Goodman.



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World President Phils Report

Hi to all New Zealand Members
Hope everyone is well and surviving
the lockdown.

In a short time I will be doing a
Report for the World AGM on my two
years as your President so I won't go
into that at this time but here is an
update to what has been happening
within our organisation world wide.
We are currently in interesting times
with the almost total shutdown of
most of the western world, the
reasons are both scientific and
unfortunately political.

Apart from the UK Sections
Christmas Lunch in London nothing
much happened in the Northern
Hemisphere during their winter and
the same could be said for us here as
we all do our own thing during
December and January. IFFR events
world wide since then have or are
being cancelled. Our 25th
Anniversary, the Australian Fly-In in
Winton and of course Wanaka.
Several in the States and Europe are
now not going to proceed. I believe
Air Venture "Oshkosh" will make a
decision in May however one wonders
how overseas attendees will get
there with limited international air
travel.

It was disappointing to see IFFR's big
event of the year, the Golden State
pre Convention Fly Away in California
cancelled. I was privileged to be part
of the test flight with Tim Puliz,
Penelope Cornwall and incoming
World President George Chaffey in
Tim's Comanche. It was going to be
an exciting 7 days so hopefully it can
happen next year. With the

cancellation of Rotary's International
Convention in Honolulu, the
International AGM and Presidential
Change-Over is now going to be held
on line with Zoom which I am sure
members worldwide have been
learning to master for various
reasons over the last couple of
months whether for business or
pleasure. World Secretary, Ian Kerr
will be in touch to help with the
process of registering and explaining
how the process will work. I look
forward to seeing many of you on
line.

This is not to say that the life of the
World President has been quiet as
there are always things going on with
our Fellowship that I need to be
involved with. There are procedural
issues, forward planning for the
Sections, and of course Executive
and Board Meetings. These of course
are all on Zoom and mean late nights
or early mornings due to time zones.
All interesting and rewarding.

So again I say interesting times and
hopefully by the time you read this
everything might be a little bit more
normal. All of us should obey the
rules as they are so we can get back
in the air to enjoy our flying. Last
week I managed to fly the 206 for an
hour locally after getting permission
from CAA, it definitely was the flying
fix I needed. Judy and I would also
like to thank you one and all for your
fantastic support over the last two
years. Look forward to seeing you all
in Thames.

Fly Safe, Fly Well, Fly Often.

- Phil Pacey World President



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From our WELFARE OFFICER -

Marlene

Hi everybody,

At our last meeting in Rotorua I was asked if I would be the "Welfare" officer for the club. What is that I hear you ask!!



Well, even though some members do not attend all of our fly-ins, we don't want them to feel forgotten or left out so I have taken on the job of keeping in touch with our members, informing them of what is going on in the club and also hopefully to get some feedback from our members.

So if you have some news that would be of interest to other members, i.e. how you are spending your days in lockdown, have changed addresses or husbands / wives!!! or perhaps you have been unwell, I would love to hear from you so I can pass this onto our members. I know there are probably some personal happenings which you do not wish to share and I fully understand that.

Below are some members I would like to mention:

Sue and Jim Clelland. Both have had medical hiccups, both involving their hearts. Jim had an operation but he is up on his feet now and Sue had a bit of a scare and she is back in the swing of things but Jim has to take things a bit quieter for now. Without going into private details I am sure they would love to hear from any

members, especially during this lockdown period.

Brenda Smethurst. Arthur was telling us that the rest home in Palmerston North where Brenda is now living has been shutdown for visitors and this has isolated Brenda from her family. She was able to talk to the family via a mobile phone which the staff took into her room. Our thoughts go out to Arthur and family at this difficult time.

Glenys Leadbeater. I was "chatting" with Glenys via email a couple of days ago to see how she was coping and in her own words "I am doing far better than the oncology team thought I would be" so that is good news.

So everyone, please take care of yourselves and I look forward to any news that members might like to share.

Don't forget, keep in your bubble and stay out of trouble.

Regards Marlene
marlmnz@hotmail.com
027 608 8576

*Ian and Marlene's
2m separation.*





KANGAROO ISLAND FLY-IN 27th - 30th SEPTEMBER 2019

Three couples from NZ, Ian and Marlene, Phil and Judy and Peter and Margaret joined our Australian friends for a weekend on Kangaroo Island.

Kangaroo Island is the third largest island off the coast of Australia.. It is 155 km long and 55km wide, covering an area of 4,500 sq.metres and the home to approx. 5,000 people. Of interest is that KI is a sanctuary to the only pure Ligurian bee population in the world; consequently you are not allowed to bring onto the island any honey products nor are you allowed to bring unwashed or dirty potatoes onto the island due to their very large seed potato industry.



We left Adelaide on Friday morning for a one and a half hour bus ride to the south coast for a ferry departure from Cape Jervis. The ferry was another 3/4 hour ride to Penneshaw on the island, followed by a 1/2 hour bus ride to our hotel at Kingscote.

Friday night was spent catching up with everyone over a dinner at the hotel and Saturday morning we left for a full day's tour of the island. This consisted of a visit to Seal Bay to observe the sea lions in their habitat, followed by a Birds of Prey show, a visit to the Kangaroo Island Wildlife Park, then a most relaxing time spent at the Kangaroo Island Spirits tasting their gin, after which we returned to the hotel for dinner.



At the dinner we had a long time Kangaroo Island resident speak on the history and his time growing up on the island which was very interesting.



Sunday morning saw us back on the bus for another full day of visiting the island's attractions which included the Flinders Chase National Park, a Koala walk in Hanson Bay, a guided tour of the Clifford's Honey farm and a visit to the Emu Range Eucalyptus Distillery, all very interesting attractions in their own unique way.

Sunday night we were left to choose our own venue for dinner but after a recommendation from our bus driver, many of our group ended up at the local fish and chip shop which was an experience. It is the most popular takeaway on the island and the queue was nearly out the door, but it was worth the wait. All in all a most enjoyable time, a little cold, weather-wise, but still a lot of fun and fellowship.

- Ian Jenner.



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AUSTRALASIA VICE

PRESIDENT Ian's Report

The Australasian Region is in good heart, but due to the various lockdowns and restrictions on travel, Australian and New Zealand Sections have been forced to cancel their fly-ins planned for March.

The NZ Section held their AGM by Zoom, using the link set up by Rotary E-Club of Aviation and Ian Kerr. This worked well, enabling 17 members to meet. It would have been good if more members had joined the meeting but maybe next time. Zoom meetings can be as interactive as face-to-face meetings & may be used more in the new future after lockdown.

The Hong Kong Squadron has continued to operate strongly and is now to be activated as the separate Asia Section under the leadership of Eric Chin.



The 2021 R.I. Convention is being held in Taipei & Eric is working on plans for the subsequent IFFR fly-out to China including a few days in Mongolia. This should be a great event to add to your calendar.

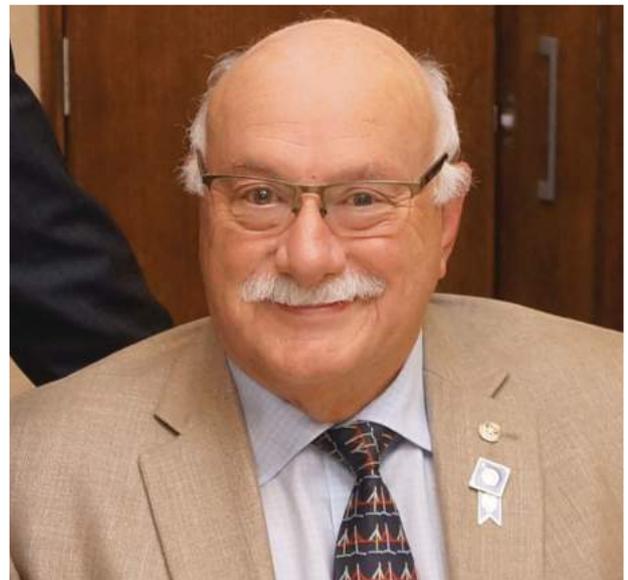
The Australian Section will hold their AGM at their Spring fly-in at Airlie Beach in Queensland.

Rob Hanne-man will be Chairman from 1st July.



As I finish my two terms as V.P. Australasia, I thank our World Presidents, Svend and Phil, the Section Chairmen and their officers and Squadron Leader Eric for their support and for their efforts to enable our Fellowship to operate so well.

Mike McFarlane will be taking over from me as V.P. Australasia, I hope he enjoys the position as much as I have, & that he will be supported by the NZ Section





IP PRESIDENT Garry's Report

When a large group of us met in the Hotel Chathams in April 2018, and I took over the reins as the Chair of the NZ section of IFFR, no-one foresaw that in two years time I would be passing the mantle to my successors on a virtual online Zoom meeting in substitution for a Fly-in at Timaru.

What a change in circumstance for all of us, and globally. Aviation is arguably one of the hardest hit casualties of Covid-19, but I have confidence that those who fly and have an interest in aviation will rise to the occasion and re-establish aviation every bit as vibrant. It may not be exactly as it was, and it may be a long time before international travel is embraced, but we will get there. The Chatham Islands have not had a covid case and the islanders are respecting all the lockdown rules to ensure that if a case does inadvertently get there, it is not going to spread on their island.

I have enjoyed the last two years. That has largely been the result of the enthusiasm of members to participate and engage in activities. We have never lacked a volunteer to pick up an opportunity – exemplified by the fact that Chris and Murray Allison have come in as the new joint-chairs with not only a full programme of Fly-ins already agreed for the next two years, but the people in place to do the organising. Its been great to be part of a team like that. The numbers at Fly-ins have been very good, including a number of our Australian colleagues on most – everyone heading home after each with a big smile and memories of some great fun and

activities. To recap – after Chatham Island we had a very successful Fly-in at Stratford, followed by the Nelson/Omaka Fly-in. Although the Warbirds show was cancelled because of the weather, the trip to Omaka and our time in Nelson would still have been ranked as a huge success by those who attended. The Rotorua Fly-in was equally a huge success.

Thank you to Keith and Heather Mitchell and the team who put so much work into planning the Timaru Fly-in that was scheduled for 27-29 March 2020. Although we held off to see what was happening with the covid epidemic, cancellation eventually became inevitable and I was certainly one who was surprised at the pace at which events were unfolding and I found myself changing my mind and perceptions literally hour by hour at that time. However all is not wasted, as Timaru is re-scheduled for 26-29 March 2021 – so put it in the diary now (and check while there, that Thames is in there for 16-19 October this year).

Thank you for the support that you have all shown for IFFR over the last two years while I've been at the helm. And I want to finish by thanking Ian Jenner for his efficient support as Secretary/Treasurer, and of course our own Phil Pacey for the job he has done as World President for IFFR over this term. I found it extremely helpful to have the contact and guidance from Phil over that time, even though I regrettably wasn't in a position to join he and Judy for any of the overseas commitments and Fly-ins that he attended in that role. NZ IFFR is in a good space.



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PRESIDENTS 20-21. Who are Murray and Chris?

For the previous two years, we have lived in Mandeville, North Canterbury (near Swannanoa/Ohoka) on a property that is 2.5 acres. While a large portion is lawn and gardens, the remaining part of the section consists of 3 small paddocks which are home to our 2 kunekune sisters (Miss Piggy and Piggy Sue) who assist in mowing our lawns and providing manure/compost for our gardens.

We also have two cats (Tigger and Dennis) who keep us company.

We are lucky enough to have a workshop onsite from which we operate our avionics business (Allison Avionics).

Allison Avionics has been operating since 1997. Murray is a Licensed Aircraft

Maintenance Engineer specialising in avionics and instrumentation. Murray gained his licence with NAC and has also worked for Air New Zealand, Mount Cook, Ansett and Royal Brunei. His working career has seen him conduct ferry flights for ATRs ex Toulouse in France and work in Pacific Islands such as Tonga and Vanuatu.

The work Allison Avionics conducts is varied including work for major airlines, private/commercial fixed wing, helicopters, gliders and hot air balloons. Analogue instrumentation has become a speciality field and of special interest for Murray is repairing/overhauling instruments from vintage aircraft.

Outside of working life interests are travel, craft beers, enjoying our property, socialising, reading and trains. Murray never misses an opportunity to take a train trip and also has a passion for Hornby Dublo 00 3 rail of which he still has many models from his childhood years. He is still trying to convince Chris to run a train track around the interior of the house but in an effort to discourage this idea, she has purchased him his father's Bedford truck which recently came onto the market so that it can house a model display.

Chris completes the administration for the business and where able assists on small avionics jobs (especially away from Mandeville/Christchurch base). Alongside working around the property, Chris is also partway through completing a Bachelor of Applied Science majoring in Psychology. While the exact career path is not yet confirmed, a strong desire to help people with their mental wellbeing is the background for retraining. Outside of working life Chris also loves to partake in train trips with Murray, reading, listening to music, keeping physically active (including recently taking up running) and the odd glass of red wine. Although Murray and Chris have known each other for considerably longer, they recently had their 10th wedding anniversary and can confirm the "apprenticeship" has now been completed. Murray passed set exams with flying colours.





Murray and Chris are looking forward to being joint Chair of IFFR NZ and helping build on a great organisation. They thoroughly enjoy meeting up with everyone each six months (and often in between). A big thanks to all members for the support they have shown to date. See you all in Thames!!!

PRESIDENTS

Chris and Murray's Report

Hoping this finds you all well and tucked away safely in your bubbles.

Firstly I just wanted to once again thank Garry for his role Chairing IFFR NZ over the past 2 years and Joce for her supporting role. A great job well done and appreciated by all of our members. I would also like to thank you all for the support given to date to both Murray and myself in electing us as joint Chair for the next two years. We aim to continue leading the club well, continue to look towards increasing membership whenever possible and assist everyone wherever we can. Lastly, a



big thank you to Eoin Keith (and Shirley for her support) in agreeing to take on the role as the incoming Chair from our April 2022 meeting. Coincidentally this will be when Eoin and Shirley are leading us around

Invercargill for our IFFR regional meeting. A fitting changeover as this is Eoin's hometown.

At our Rotorua meeting in October it was decided that IFFR NZ would set up a Facebook page. Shirley Keith took on this role. I expressed my thanks to Shirley via Eoin at our zoom meeting for having this up and running along with my apologies at the delay in getting this venture off the ground. Shirley was waiting on me to sort through many photos of past fly-ins pre their membership. The facebook page is now up and running and I see many people have now joined. A reminder to everyone, that for this to be successful, it is vital that content be updated frequently and this shouldn't/can't just fall on Shirley's shoulders so if you see something that might be suitable (eg aviation related) and of interest, please feel free to post this on the page. We have already had interest from people that are not Rotarians but interested in aviation so it may just be a good way to get some new members both for IFFR and Rotary. The link to the page is <https://www.facebook.com/groups/1149363798592815>

It was great to see everyone that was available at the "Timaru" meeting via Zoom. Such a shame that we couldn't all be together in person but the meeting worked well. We definitely missed the weekend and now look forward to doing it all in 2021.

There were some changes to the original dates/locations due to pushing all of the South Island meetings back to accommodate holding Timaru in 2021 due to this year's missed opportunity. Please



note in your diaries now (and let me know if you can see any conflicting dates with other events). I'm certain that once we get the ok to travel again, everyone will be very excited to get to Thames. Murray and myself are most definitely looking forward to it already.

Since our zoom meeting, the IFFR Board held a meeting via Zoom which also went well. Our very own Phil Pacey (WP) led the meeting and it was attended along with other members of the Board (Garry Goodman, Ian Jenner and Murray and myself). It all went smoothly once we came to grips with a different type of format. Nothing major to report from our perspective. There are some Bylaws that need some minor amendments but these will be dealt with at the IFFR AGM. The AGM is to be held in a Webinar Zoom format at 2000 hrs UTC/GMT on 8th June 2020 as the conference at Honolulu has been cancelled due to Covid-19 and travel restrictions. If anyone would like to attend, let me know and I can send you a link once we have this in place. The Board had a "practice" webinar meeting and although there were a couple of little kinks, it went well. It differed from our NZ meeting in that the only people that could talk were the representatives that will be speaking at the AGM, with everyone else being able to register votes online and by typing a message in a Q&A/chat box. Numbers who will attend the online meeting are unknown but there has been some interest from people already who would otherwise have not been able to attend the meeting. Murray and myself are two of those people.

Hoping that you are all faring well at

home under Level 4 lockdown conditions. Personally we are on an unpaid holiday just now as aviation has come to an almost grinding halt. We are essential workers for airlines, agricultural helicopter firms and NZ Police helicopter but thus far, have not been required due to decreased workloads for all of the respective firms. It hasn't stopped us being busy though. We have been getting a lot of workshop maintenance done that we had put off, our 16 veggie beds have been put to bed for winter (yes we are Tom and Barbara from the Good Life), lots of Netflix movies, some other hobbies, cooking and the odd glass of wine.

Our son is in his own little bubble down the road hiding out from this virus after being left with partial paralysis from Swine Flu in 2009. He knows that he cannot afford to get this and has avoided everyone at all costs. Ironically he is supremely happy as all of his friends are home and he is of the age (28) where online group chats and meetups are very much the norm. Plus we purchased him 2 kittens so he is like a doting parent without human children.

I also have older relatives to care for and many of our family are essential workers (medical, media and banking).

Ok, I think that's enough from us in the meantime. If you need us, email me or always available on 03 3120333 and 0274363571.

Take care and looking forward to catching up with you all soon as we progress out of Levels 4, 3 and 2.

Kindest regards
Chris and Murray



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Our upcoming Regional Meetings are as follows:

16-19 October 2020 Thames Warren Sly, Peter Armstrong

26-29 March 2021 Timaru Keith Mitchell, Brian Fielder

This is the week prior to Easter enabling people to go to Omaka Airshow the following weekend if desired.

**15-18 October 2021 Napier Garry Goodman, Eric Linklater,
Michael Bryant, Phil Pacey**

8-11 April 2022 Invercargill Eoin Keith

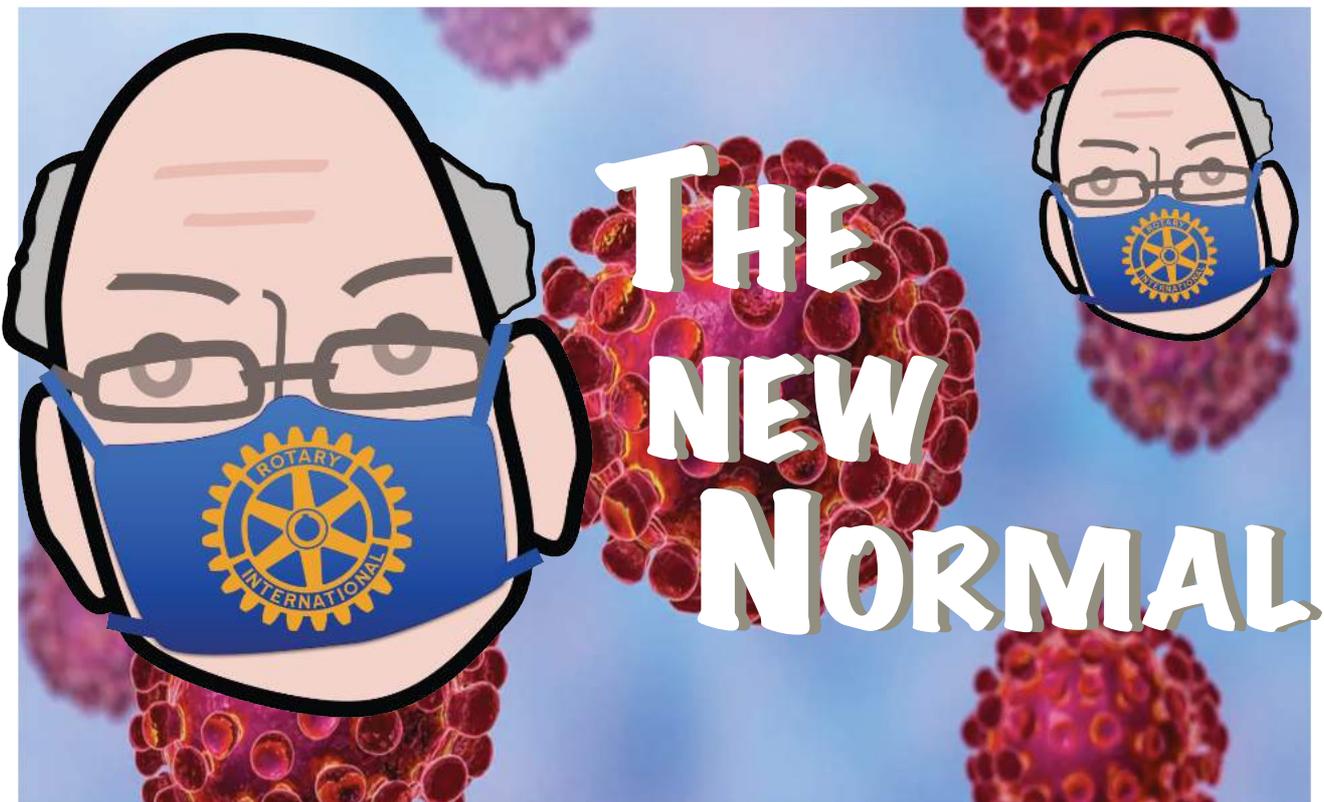
This is the week prior to Easter enabling people to go to Warbirds over Wanaka following weekend if desired.

14-17 October 2022 Northland Phil Pacey

Tentative dates with Phil and Judy to assess best location and suitable accommodation.

31 March-3 April 2023 Christchurch Chris and Murray Allison

This is the week prior to Easter enabling people to go to Omaka Airshow the following weekend if desired.





Thames October 16th to 18th 2020

Hopefully COVID 19 will be behind us to enjoy another fun weekend together here in Thames, gateway to the Coromandel.

We have booked good weather so put it in your diary.

Thames has a rich Forestry and Gold Mining history with many surprising achievements. Some of which are

From 1871 **A&G Price**, one of NZ's oldest engineering works and foundry built Mining equipment and 298 steam and Diesel locomotives. They are still a vibrant Thames employer today.

Toyota had a major car assy., plant here since 1968 producing a wide range of Toyota vehicles. NZ assy. closed in 1997. The plant was repurposed to produce thousands of Signature Class refurbished vehicles to this day.

The Treasury an unparalleled historic resource center of the Coromandel

Sir Keith Park was born and raised in Thames. Our local airfield is the Sir Keith Park Memorial Airfield in his honour.

Our provisional plan for the weekend is as follows,

Fri Night. BBQ at Waitohi Valley Lodge

Sat

- 9 - 10 Thames Market and morning tea
- 10 - 10.30 Thames Museum to experience the towns history
- 10.40 - 12.30 Goldmine experience. See stampers in action, pan for gold and walk through the mine.
- 12.40 - 1.15 Lunch
- 1.45 - 2.45 Kauaeranga Valley DOC Centre, historic movie, Dam and Afternoon tea
- 3-15 - 4.0 Bella St Pump House, the largest mine water pumping system to keep the deep mines dry in the Southern Hemisphere
- 6.0 on Dinner with Thames Rotary

Sunday

- 9 - 10 AGM and morning tea
- 10.45 - 1pm Karangahake gorge Train trip to Waihi return and Lunch
- 2- 3.0 Paeroa Maritime Museum and Afternoon tea
- 4 - 4.30 Thames Art Society Exhibition
- 6 Dinner

What happened to the DC5



Zonvogel in Miami. KLM used this and PJ-AIW "Wakago" in its Netherlands Antilles line at first, but later they joined East Indies Airlines and the other KLM DC-5s.



The DC-5s, all 12 of them, had very interesting histories, flying for KLM, the U.S. Navy and Marines (R3D), U.S. Army Air Force (C-110), Australian National Airways, the Japanese military during World War II and even William E. Boeing. The airplane in our photo, NX-21701, was the prototype which later was sold to William Boeing as his personal transport. At the outbreak of WWII he donated it to the U.S. armed forces, where it served as an executive transport until it was fitted by Douglas with larger engines and sent to the Aleutian Islands for a mapping job.

But that is just one version of its fate, supplied by Douglas. Another, earlier Douglas source document said it was probably lost off Australia in 1943 due to enemy action. KLM said it has a number of reports on the airplane that place it in Australia as late as mid-1946.

Similar confusion surrounds the fate of some of the KLM airplanes. KLM, the *only* airline to have flown every Douglas transport from the DC-2 to the DC-10, got four airplanes, and due to the war in Europe it sent two to South America and two to the

Dutch East Indies. By early 1942 all four KLM DC-5s were in the West Indies, transporting civilians from Java to Australia when a bombing attack allowed one DC-5 to fall into Japanese hands. It was sent back to Japan for testing and training—photos of it wearing the rising sun still exist. Another KLM DC-5 might have been wiped out by the bombing, but somehow three DC-5s ended up in Australia, the third possibly being the ex-Boeing airplane.

Other DC-5s (or R3Ds or C-110s) were lost during the war. At least one crashed during landing in Australia, one crashed on an island in the Pacific while under fire from a submarine and one crashed on its first takeoff, some say due to cross-rigged controls. Douglas said a military DC-5 was in a Pearl Harbor hangar on Dec. 7, 1941 and was destroyed by the initial Japanese attack.

In any event, it appears evident that all remaining DC-5s were scrapped by the end of 1946 except for the ex-KLM aircraft "Zonvogel" (Sunbird).

Zonvogel was one of the KLM aircraft initially sent to South America. We received the photo of Zonvogel from Andrew G. Morgan, an FAA principal maintenance inspector. Morgan was an Eastern mechanic when Zonvogel passed through Miami on its way south in 1940. After finally arriving in Australia after its Java service, Zonvogel and at least one other KLM DC-5 was taken over by the U.S. military, which then let Australian National Airways operate it. After the war the U.S. took it back, but upon learning that the DC-5 was to be scrapped, Australian National bought it back. New Holland Airways bought Zonvogel in 1947, renamed it the "Bali Clipper," and used it to haul Italian immigrants to Australia. By 1948 it apparently was in

Sicily, where it was sold to an agent for the embryonic Israeli nation. From there its history is murky, having never been registered by the Israelis, but it was last seen in Tel Aviv in 1955, stripped of its engines and apparently used by a technical school as a training aid. There are reports that the airplane was used as a "kick 'em out the door" bomber in early Jewish/Arab conflicts, and had the name "Bagel Lancer." The last bit of information may be a joke.

The DC-5, designed by a team led by famed Douglas designer Ed Heinemann, seems in retrospect to be a strange marketing move for the manufacturer. Its payload, range and speed were about the same as the DC-3, and, in fact, many DC-5 parts were interchangeable with the DC-3. Whether it would have been a commercial success will never be known, for its production line was shut down to make room for the construction of the SBD dive bomber.

It is reported to be the first commercial airliner to have the tricycle landing gear. The DC-5s also sported full span flaps, and the outboard wing panels were slotted, giving the airplane nearly STOL performance. Clayton L. Scott, who flew Boeing's DC-5 for nearly a year, tells us, "It was a nice flying ship, about 15 mph faster than the DC-3, but it did not have the fuel capacity of the DC-3 and it had Wright Cyclone engines, which the airlines did not care for at that time."

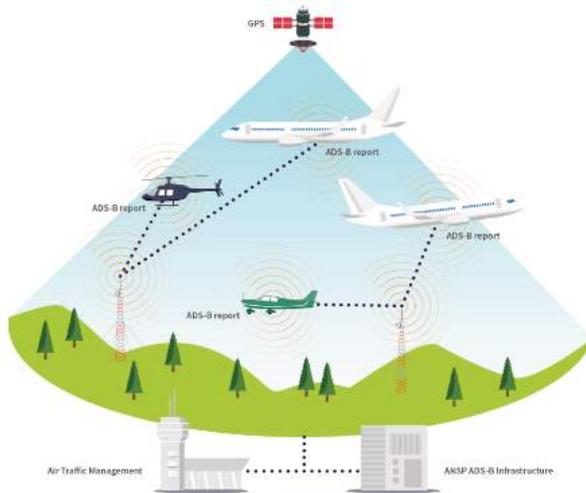
Another bit of inconsistency surrounding the DC-5 is that it flew before the airplane we all came to know as the DC-4, a good three years before, in fact. But the DC-4E, a triple-tailed, round fuselage giant that bore no resemblance to the DC-4, flew in 1938.

After the war Douglas concentrated on its four-engine transport line, and improved the DC-3 into the Super DC-3 by 1949. As for the DC-5, the last of a small group that served in rough conditions all over the world died in the mid-1950s in Israel when Zonvogel was towed to the scrap heap.

This is just a brief wrapup of some of the DC-5 history. There are many sources available that were sent to us, and which we could have used ourselves, but we wanted to see if anyone was reading the page and was interested. It turned out that a great many do read the page, and are interested. Too many, in fact, to mention here. We do thank you all. Keep up the good work. We have a couple more interesting shots in our files which we will be bothering our valued readers with in the near future. Please stay tuned. ✂

Automatic Dependent Surveillance–Broadcast (ADS-B)

ADS-B is an aircraft surveillance system.



Aircraft receive accurate and precise location data from a satellite constellation and then broadcast this information through a transponder. This data can then be used by air traffic management services to maintain aircraft separation.

Our current primary and secondary surveillance radar system will reach the end of its operational life in 2021. Replacing the full radar system would be expensive in terms of its purchase and operating costs. It is also ageing technology that does not make the most of the significant improvements offered

by Global Navigation Surveillance System (GNSS) technology.

The mandates for ADS-B OUT are in two stages:

31 December 2018

ADS-B will be mandatory for aircraft operating in transponder mandatory controlled airspace above flight level 245 from 31 December 2018.

31 December 2021

CAA is proposing to mandate ADS-B OUT in all transponder mandatory controlled airspace from 31 December 2021. Note that rules for the performance standards for all existing and new ADS-B OUT systems apply from 20 July 2018.

ADS-B grant scheme

The CAA is delighted to announce that the ADS-B Grant Scheme is now open, and aircraft owners who meet the eligibility criteria below can now submit applications to claim up to \$3000 + GST for their ADS-B installations.

For information on how to prepare and apply for your grant, visit [ADS-B Grant scheme](#)

ADS-B grant eligibility criteria

Aircraft owners who meet the criteria below will be eligible for ADS-B grants up to \$2500+GST for ADS-B OUT and \$500+GST for ADS-B IN. ADS-B grants will be paid up to these maximum amounts as a contribution to the costs associated with purchasing, installing and/or enabling ADS-B capability on eligible aircraft:

- The aircraft for which a grant application is made must be on the New Zealand Register at the time of application.
 - Note: 'Ownership' for the purpose of the grant scheme is determined by the name under which the aircraft appears on the New Zealand Aircraft Register.



- Note: If the aircraft has multiple owners then only one application for each grant type can be made.
- The aircraft must have a Maximum Certified Take-Off Weight less than 7500 kg.
- The ADS-B certified equipment installed must meet the requirements of CAA Notice 91.258.
- Eligible aircraft that have had Notice 91.258 compliant equipment installed from 14 June 2014 are eligible for ADS-B grants.
- Each eligible aircraft may receive one grant for ADS-B OUT and one grant for ADS-B IN on the provision of acceptable evidence to the CAA.
- ADS-B installations that occur at the time of aircraft manufacture, or before its arrival in New Zealand, are not eligible for ADS-B grants.
- ADS-B installations that replace an older Notice 91.258 compliant version of ADS-B are not eligible for ADS-B grants.
- Grant applications cannot be submitted until an ADS-B installation has been booked with a workshop, or installation has already occurred.
- Grant claims cannot be submitted until the equipment to be installed, and the acceptable technical data used to install the equipment, have been accepted by the CAA.

The good, the bad and the ugly or by any other name ADSB.

I am a strong advocate of ADSB. From the commencement of the build my DynAero MCR-4S ZK PSA in 2007 my avionics were designed to accommodate the then upcoming ADSB with installation of a MODE S transponder capable of supporting ADSB when it came on-line. What it did not have at the time, nor was it needed was a certified positional device, read GPS connected to the transponder.

To meet this requirement, I now need to install an approved positional device which is underway.

“ADSB in” – is the real benefit. How many times when flying, when advised of an aircraft’s position you cannot see it or more importantly, the situation off “where in the heck did that come from”. The added comfort of situational awareness this tool provides to my Mark IV eyeballs is something I don't wish to be without.

My “ADSB in” interfaces to my EFIS and wifi’s to my tablet as back-up and is based on the Stratux “raspberry pi with a few tweaks of my own. This is a low-cost way of equipping aircraft that fly under the “amateur built” category.

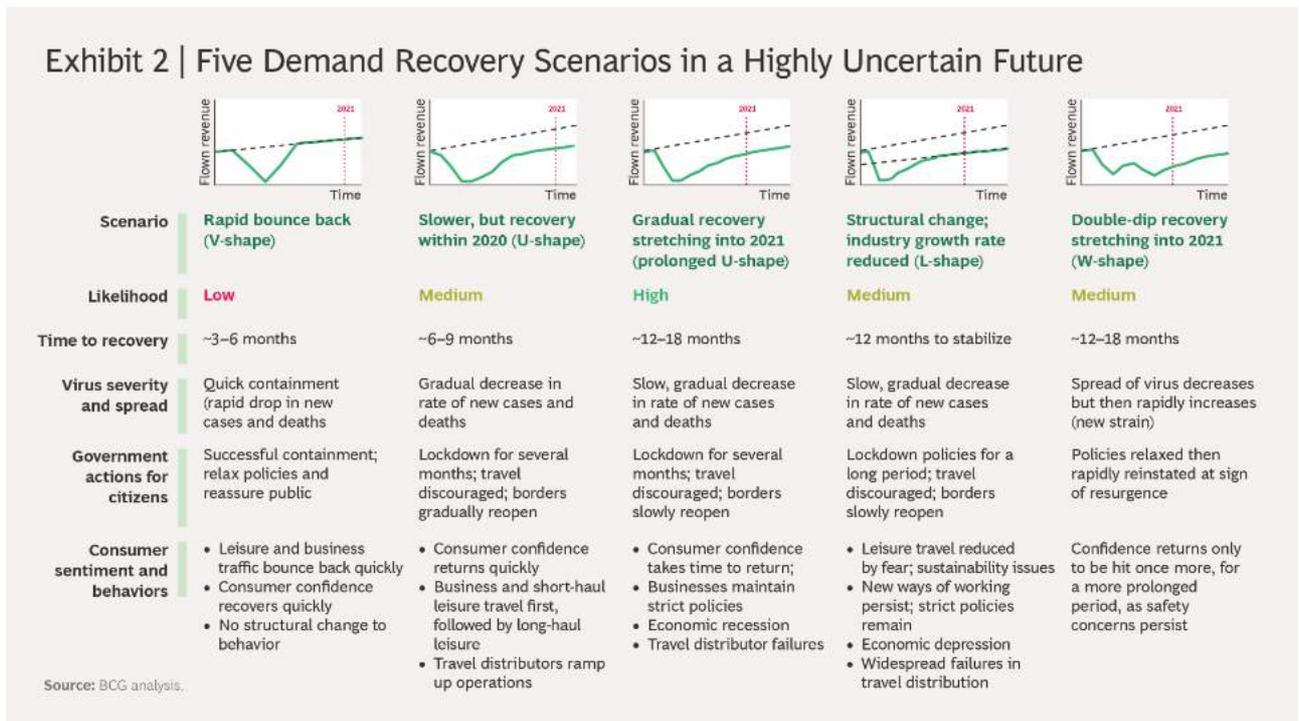
To have “ADSB in” we **must** have “ADSB out” and over the last months I have noticed a distinct swing towards the acceptance and installation of this technology, no doubt reinforced by the subsidy and by the requirement for “ADSB out” to be installed for use in controlled airspace by the end of 2021.

Peter Armstrong

Flight Radar showing World Shutdown activity.



[BCG](#) flight plan for the new normal we are tracking five potential scenarios: one, at this point, seems highly unlikely to occur; the other four are all possible, with the prolonged U-shape being the most likely, in our view.





Licensing options to stay flying

For the GA pilot an alternative to the private pilot licence in New Zealand is the recreational pilot licence. Gaining an RPL allows you to fly single-engine, non-pressurised light aeroplanes or single-engine helicopters.

The knowledge, flight experience, and competency standards for the RPL are the same as those for the PPL.

The medical requirements are different, however. While a PPL requires a full CAA class 2 medical examination, an RPL requires a medical examination by a GP, preferably your regular doctor.

Whatever GP you choose to carry out the medical examination, they must be approved to conduct a NZ Transport Agency medical for a class 2, 3, 4, or 5 driver's licence, endorsed to carry passengers.

There are limits as to what the holder of a recreational pilot licence can do. For instance, an RPL pilot cannot fly at night, or have more than one passenger. They cannot fly over a populated area (except for take-off and landing) and they cannot fly commercially. See rule 61.351 for more information.

The modern microlight has transformed our recreational flying world. Reliable, economic, good performance and smart looking machines extend our flying days. RAANZ raanz.org.nz and SAC www.sportflying.co.nz/ offer licencing and support for the microlight pilot.



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RAANZ Certificate Structure: Requirements, Privileges and Limitations

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current June 2007

Mandatory requirement for certificate/endorsement

Optional requirement or optional privilege

Privilege NOT available

Limitation on certificate/privilege

Certificate level	Min age	Medical declaration	Fit & Proper declaration	Min flight experience	Exam	FRTO	Cross country	Flight test	Pax rating	Flight limitations	Certificate validity
Novice	16	Required	Required on entry	None				None	No	All flights instructor approval	1 year
First solo Logbook endorsement by Senior Instructor of completion of basic training syllabus											
Intermediate	16	Required	Required on entry	25 hrs 15 hrs for PPC	Required	If radio used or within 10NM controlled airspace		Required	No	10NM of base	1 year
Advanced Local	16	Required	Required on entry	40 hrs	Required	If radio used or within 10NM controlled airspace	Local cross-country	Required	Available	50NM of base	2 years
Advanced National	16	Required	Required on entry	45 hrs	Required	Required	National cross-country	Required	Available	None	2 years
Passenger Rating				45 hrs with 35 hrs PIC 30 hrs for PPC						3 t/o and landings in previous 90 days	
Local cross-country	Min of 4 exercises, 5 hrs total, 2 hrs solo x/c, including 1 hr/3 leg flight, high level, low level, mountain, weather diversion										
National cross-country	Min of 4 exercises, 10 hrs total, 4 hrs solo x/c, including 3hr/3 leg flight, high level, low level, mountain, weather diversion, controlled airspace										
Flight Instructor	Advanced National certificate, 150 hours (10 microlight, 10 x/c) Club recommendation, sponsor ATO Instruction/flight exam and test, Instruction Skills seminar (within 2 years),								No first solo authorisation No Advanced flight testing No Pax rating testing		1 year
Senior Flight Instructor	Flight Instructor certificate, 200 hrs TT, 50 hours flight instructing time 2+ students from ab initio to first solo, Instruction skills seminar Sponsor ATO discretion										1 year



The electrifying future for us is seen in these experimental aircraft.

As batteries achieve much higher power densities and efficiencies longer flight time between charges are making this a more practical solution. Recharging times are still an issue but swap out battery packs are one way to achieve a fast turnaround. The Hydrogen Fuel Cell is also proving a viable option. The auto industry is driving prices down giving us affordable options. Here are some of the offerings today.

Pipistrel HY4 became the world's first passenger aircraft with an engine powered by a hydrogen fuel cell. Its first flight took place in Stuttgart airport, Germany, on September 29, 2016. It has the possibility to store 9 kg hydrogen, 4x11 kW fuel cells and 2x10 kWh batteries.



The first Chinese two-seater trainer plane the RX1E-Ais is now able to fly for two hours on batteries alone. A 4 seater version is also under development

The Chinese-British all-electric Yuneec E430. The two-seater E430 uses a 40kW Power Drive 400 engine driven by either four or six 30Ah lithium polymer batteries so can fly for between 1.5 to 2 hours. It takes about an hour to recharge.



The Pipistrel ALPHA Electro has a 60 kW electric motor, with a cruising speed of about 157 km/hr. A 21 kW battery provides the plane with enough energy for a 55 minute flight, with a half hour reserve .

Droning on.

Looking to the future of the autonomous Drone, that may keep us flying forever. Simply type in your destination and Jeeves will fly you there.

All tastes are catered for, from the daring to the luxurious. Maybe we will have fully attended fly ins again. Which is your Choice?





International Fellowship
of Flying Rotarians.
New Zealand
www.iffro.org.nz



A real man at work!

Rules of Flying

When a flight is proceeding incredibly well, something was forgotten.

(Robert Livingston, "Flying The Aeronca")

Just remember, if you crash because of weather, your funeral will be held on a sunny day.

(Layton A. Bennett, "Never fly the 'A' model of anything")

When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity as slowly and gently as possible.

(Advice given to RAF pilots during W.W.II)

The Cub is the safest airplane in the world; it can just barely kill you.

(Attributed to Max Stanley, Northrop test pilot)

A pilot who doesn't have any fear probably isn't flying his plane to its maximum.

(Jon McBride, astronaut)

If you're faced with a forced landing, fly the thing as far into the crash as possible.

(Bob Hoover)

If an airplane is still in one piece, don't cheat on it; ride the bastard down.

(Ernest K. Gann, advice from the 'old pelican')

)

Though I Fly Through the Valley of Death I Shall Fear No Evil For I Am 80,000 Feet and Climbing.

(Sign over the entrance to the SR-71 operating location on Kadena)

You've never been lost until you've been lost at Mach 3.

(Paul F. Crickmore)

The three best things in life are a good landing, a good orgasm,
and a good bowel movement.

The night carrier landing is one of the few opportunities in life
where you get to experience all three at the same time.