



Wings Over the Bay

Welcome to the newsletter of the Bay of Plenty Branch, NZ Division, RAeS for August - September 2020. It includes a summary of recent and future meeting plans.

Recap Branch Meeting 7 Aug

The August Branch meeting was attended by around 20 members and guests and was held in the Boeing Room at Classic Flyers. After our usual lead-in on recent Branch activities and plans, the Chairman introduced the speaker and Branch member, Linton Heatley. In the introduction, he explained Linton's dual maritime and aviation qualifications as a Master Mariner as well as holding an ATPL.

Hailing from NZ, Linton joined the Union Steamship Company and with service as 3rd Mate before a 5-year spell with the UK - based Royal Fleet Auxiliary Service. A hankering for flying saw him qualify with a NZ CPL including ad-hoc charter work ex Ardmore, including Great Barrier Island.

With then no NZ aviation career opportunities Linton returned to the UK and qualified to command large SRN4 Mk.3 English Channel hovercraft. He also joined the local civilian flying club as an instructor at RAF Manston, Kent, between his duties with the hovercraft. His support of the aero club lead to him accumulating enough hours to obtain an ATPL, where upon a local charter operator added Linton to their duty list whenever he was available. It was this role that he had compiled his presentation **On Air Charter Operations - UK, Europe and Scandinavia**

Linton used some of his notable charters to give an idea of what it is like to be a charter captain operated on single pilot IFR basis. He started with the poor performing piston twin **Beech 65-A80 Queen Air** before the upgrade to the twin PT6A-112 powered **Reims-Cessna F406 Caravan II** which operated very well.



Reims-Cessna F406 Caravan II

What followed were some interesting sequences of what can happen on freight and passenger charters to various places in UK, Europe and Scandinavia, including Stockholm, many parts of France as well as the UK. His were pre-GPS days; this and sometimes significant European winter weather presented their own challenges.

He spoke about the demanding role of single pilot charter operations, e.g. when the presented freight load was significantly more than previously notified, and told by the local Spanish agent he wouldn't be allowed to take-off unless he shipped the entire consignment. Pushing air crew flight time limitations, the need then to part-defuel the aircraft and re-plan the flight to Scotland with extra refuelling stops.

How under pressure of a just-in-time-parts charter to northern England for the Ford Motor Co. with the Queen Air (lbs weight calculations) inadvertently leading to a misunderstanding on loading (Kgs) and an unintentional overload. The subsequent flight handling difficulties encountered after take-off and lack of aircraft climb performance required adjustments to the flight plan. An early lesson too that the pilot should not get actively involved with the freight loading.

The most colourful charter he spoke of involved a group of British company execs flying to Le Mans for the famous 24hour endurance race. The return leg became problematic when the company sponsored race car looked like it was going to win and Linton could see the likely delays in getting his passengers back on board in time to make the flight plan. Dealing with the situation involved

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getting his customer's approval on a quickly prepared handwritten agreement to add a premium to the charter for each hour the group may be delayed. Armed with the signed agreement, after taking some time to celebrate the win of the famed Le Mans race, the triumphant customer paid double for the charter.

Linton concluded his array of air charters with a bow-on view of a supertanker with fog-horn noise to wake up those who missed his finale.

Recap on Away Meeting to Whitianga - 2 Sep

Thanks to Jack Best and Tecnam Golf ZK-TEK, two members attended the Away Meeting at Whitianga to join four from the Hamilton Branch visits to the Mercury Bay Area School build-a-plane project and Peter Walton's hangar.

Before going on to see the almost complete RV-12 project build, the group got to see Pete Walton's V8 Chevy Titan Mustang and his Lycoming powered Fokker Triplane together with Keith Skilling's latest addition, striped back to the bare frame for a RETEC radial engine repower project.

We walked across to Jim Evan Family Trust's brown shed, just off the airfield, where the weekly Wednesday build session was already under way. We were met by George Fletcher and Patrick Pfister who lead the project as teachers at the Area High School.



Sal Carta (left) talks to Patrick Pfister as BoP and Hamilton Branch members see VANS RV12 ahead of certification as ZK-MBB

George and Patrick explained the Project had been started by Jim Evan's in 2012 and has been operated ever since in Jim's brown shed ever since. After Jim's sad demise last year, his family trust has agreed to allow the project to continue to operate in the same place.

When complete **MBB** will join its stablemate **MBA**, the first RV12 completed by the Trust, at the Mercury Bay Aero Club.

The visit was attended by a reporter from the *Mercury Bay Informer* who filed an article published on 8 Sep at this link: <https://www.theinformer.co.nz/feature/royal-aeronautical-society-s-visit-to-zk-mbb>

The Hamilton Branch made a \$250 donation during the visit matching the BoP Branch's donation from last year. It was heartening to see how well these funds were being used. The Palmerston North Branch also contributed funds last year in memory of Jim Evans.

We also learned of the success of the project whereby a good number of those elected for the build projects have taken up careers in aviation or related fields which they wouldn't have otherwise considered.

Bravo George and Patrick and all the others involved - long may it continue!

Recap 2020 Jean Batten Address - 4 Sep

In spite of COVID Level 2 limitations, the 2020 Jean Batten Address was held in the Boeing Room at Classic Flyers as planned except for the required separated seating. Held in conjunction with the Tauranga Branch of the Aviation Historical Society NZ, the address attracted 44 members from both Branches, as well as members from and guests from Hamilton Branch and Rotorua.

It was good to be able to have Tauranga's Mayor, Tenby Powell, and his wife Sharon attend the Meet and Greet function prior to the

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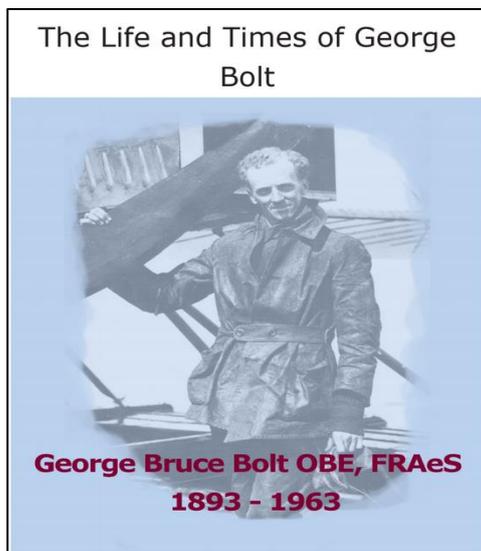
address. He contributed a few well-chosen words about the anniversary and the importance of the air links for the region before having to depart for another engagement.



Mayor Tenby Powell

This meant the address needed to start a little earlier to welcome those attending, provide the history of the Jean Batten Address and introduce the guest speaker aviation historian and author Paul Harrison, who had travelled from the Kapiti Coast to deliver the address.

The address was based on a paper prepared by Brian Lockstone MRAeS, President of the AHSNZ, who was not able to deliver it himself as he is resident in Washington DC where his wife in the NZ Ambassador but who sent his apologies. Paul had contributed some of his own notes, before he delivered the 2020 Jean Batten Address speaking from a prepared script to add extra snippets.



In his opening remarks, Paul used the first of more than 50 slides to highlight the fact that the main access road to Auckland International Airport, the George Bolt Drive, was named after the little-known NZ aviation pioneer who did a good deal of his work in aviation, in particular, with flying boats. He had started with the NZ Flying School operated by Walsh Brothers at Kohimarama where he learned to fly while employed as an apprentice mechanic in 1915 until his retirement from TEAL in 1954 when the mighty Solent's flying boats were also retired as the airline was due to acquire the DC-6 land-based airliners.

It was interesting George had started in aviation by building gliders and flying these from the Port Hills in Christchurch. He also had a lifelong interest in model aircraft as both a builder and operator who started a number of local branches encouraging others into this pastime. Back to life as an early aviator, he was involved with a good number of record-breaking exploits in his early career and good number of other new NZ airline ventures as well. He served as a Wing Commander in the RNZAF during WW2 before being headhunted to TEAL in 1944 as Chief Engineer to support the trans-Tasman service operated by Shorts S.30 Empire Class.

Notably, the topic had been chosen to celebrate the centennial of the first flight to Tauranga from Auckland on March 12, 1920. Paul related the momentous arrival in detail together with photographs of memorable event bringing the first airmail and the first passenger by air. Paul spoke about the first local passenger who was Rt Rev Henry Cleary and how he had handed over the mail of 240 letters before speeches of welcome. We were told the clergyman had been a military chaplain on the Western Front during WW1 when he was injured. He was aware of the practicality of using aircraft to get around and arranged with the Flying School fly to travel to the Bay of

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Plenty which was part his Diocese, as the Catholic Bishop of Auckland.

The memorable 2020 Jean Batten Address was concluded with a vote of thanks given by Dr David Lyons who presented a gift of a book 'Rendall's Tauranga: Historic Tauranga from Above' by Alf Rendell. The vote of thanks was very warmly supported by those present. Paul said later, the author had been a family friend for many years and looked forward to reading it and sharing it with his family.

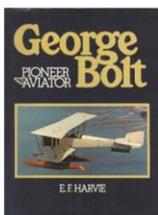
Wally Gee did very well with sales of the book raffle collecting \$150 for the three books on offer. The draw was held after the address and were won by David Evans, Linton Heatley and Bill Gwillam. As David already a copy of the book George Bolt: Aviation Pioneer was won by Marty Cantlon on the redraw.

2020 JBA Raffle



- One hundred tickets - Three tickets for \$5.00
 - Drawn at 2020 Jean Batten Address
 - Friday 4 September 2020

- PRIZE #1 – NZ Aviation History Book



George Bolt: Pioneer Aviator
By Edgar Harvey, 1974
WON BY MARTY CANTLON

- PRIZE #2 – NZ Aviation History Book



Courage Aflame – Sgt Jimmy Ward VC
By Robert Moore, 2019
WON BY LINTON HEATLEY

- PRIZE #3 – UK Aviation History Book



Historic Aircraft:
By Steve McDonald 1998
WON BY BEN GWILLAM

Our usual light supper followed to ensure members and guests back to Hamilton and Rotorua were able to enjoy a cuppa before heading home.

Following the address, a number of the Branch committee members and Paul had dinner at Cleaver and Co, Bayfair where a few more stories were told and a BP fuel card presented to help with travel expenses.

Branch News

Nametags. In response to a suggestion by Mel Salisbury, the Branch has acquired nametags for current members which features the RAeS logo, their name and 'BoP Branch' as shown.



These will be distributed at successive Branch meeting so members and guests can get to know each other with the certainty of knowing who they are talking to.

Branch Facebook Postings

Thanks to Mike Feisst's good work, our Facebook presence is progressing well.



Why not follow this page too!

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http://www.raes.org.nz/branches/bay_of_plenty
Facebook - [aerospace bay of plenty](#)



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Aviation News

AVweb

WORLD'S PREMIER INDEPENDENT AVIATION NEWS RESOURCE

Article by [Russ Niles](#), September 27, 2020

Dickson To Fly MAX Sept. 30



Perhaps the most important flight in Boeing's history, symbolically at least, is scheduled for Wednesday as FAA Administrator Steve Dickson straps into the left seat of a Boeing 737 MAX. In November of 2019 Dickson famously made the pledge to wring out the changes to the aircraft software personally. "I am not going to sign off on this aircraft until I fly it myself and am satisfied that I would put my own family on it without a second thought," he said at the time. The flight signals that the FAA is getting ready to allow the aircraft to return to flight for the first time since March of 2019 when the second of two fatal crashes involving the MAX's flight control system occurred in Ethiopia.

This is no photo op for Dickson. Before releasing the brakes, he will undergo the full training package Boeing is proposing existing 737 pilots take before flying the latest model. Dickson flew 737NG models for Delta before he joined the executive ranks. The training and flight will take place in Seattle. The primary focus will be on the behavior of the Maneuvering Characteristics Augmentation System that was identified as the source of the control problems that resulted in the Ethiopian crash and an earlier one in Indonesia, which killed a total of 346 people.

AINonline

AIR TRANSPORT

Article by Charles Alcock - July 20, 2020, 10:07 AM

EAG Launches 70-Seat Hybrid-electric Regional Aircraft



Electric Aviation Group says its HERA airliner will carry 70 passengers up to around 800 nm.

Electric Aviation Group (EAG) has announced plans for a 70-seat hybrid-electric regional airliner, which the UK group says will be ready to enter service in 2028. The Bristol, UK-based start-up unveiled its design on July 20 to coincide with the opening of the FIA Connect event.

According to EAG, the short takeoff and landing Hybrid Electric Regional Aircraft (HERA) will deliver range of up to 800 nm. The company says it expects to be able to offer an all-electric version of the narrow body airliner by around 2030, as battery or alternative fuel technology permits.

The current design shows four sets of propellers across the leading edge of its fixed wing. EAG has not specified what type of engine it will use to generate electricity for HERA's motors or how it will configure the propulsion system. It said that the aircraft will feature what it calls Gear Assisted Takeoff Run (GATOR) technology to support its unspecified short takeoff capability while reducing energy requirements.

This article mirrors the frontpage image of this aircraft in the September edition of Aerospace.

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http://www.raes.org.nz/branches/bay_of_plenty

[Facebook - aerospace bay of plenty](#)



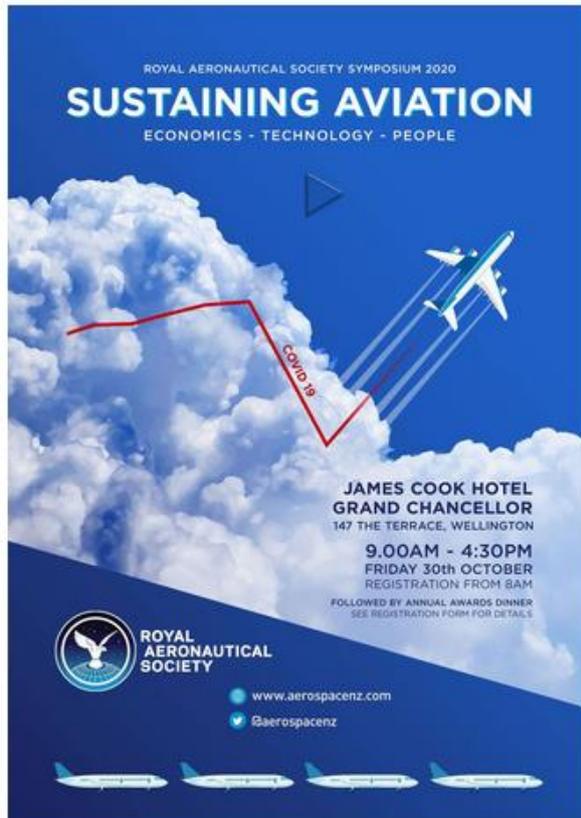
NZ Division Activities

35th Annual Symposium

Friday 30th October 2020

SUSTAINING AVIATION

Economics - Technology - People

James Cook Hotel Grand Chancellor
147 The Terrace, Wellington0900 **Symposium opening remarks** -
Des Ashton, President, NZ Division RAeS
0905-0925 Keynote speaker – Air New Zealand

0930 **Session One: Setting the Scene**

Speakers:

CAA - tba

Ministry of Defence - tba

Sustainable Business Council - tba

1030 Morning break

1100 **Session Two: Economics**

Airline - tba

Airways Corporation - Mark Blanchard

Aviation Industry Provider - tba

1230 Lunch

1330 **Session Three: Technology**

University of Auckland - Professor Guglielmo Aglietti

Wisk - tba

General Atomics - Ken Loving

1430 Afternoon break

1500 **Session Four: People**

Flying Training – Gordon Alexander

Aviation New Zealand - John Nicholson

RNZAF - AVM Andrew Clark CAF

1630 Closing remarks

Awards Dinner

The Society Awards Dinner in association with New Zealand Aeronautical Trusts will be held at the James Cook Hotel Grand Chancellor, with pre-dinner drinks and canapés from 1830 and dinner at 1900.

Accommodation

Available at the James Cook Hotel Grand Chancellor.

Terrace Room: \$189.00 incl. GST & buffet breakfast for max. of 2 guests. **See official programme to access for special rooms rates.**

On-line Registrations now available

https://www.aerospacenz.com/events_symposia.htm

80th Battle of Britain Anniversary –

the 44-page tribute was written by Brian Lockstone MRAeS and a PDF version offered to the NZ Division which has been loaded onto the webpage <https://www.aerospacenz.com>. This banner provides a linked to the document for viewing or downloading.Featuring 20 photos, the document is an interesting compilation which includes an authorised reproduction of the supplement to the *London Gazette* in 1946 of the original Despatch written by ACM Sir Hugh Dowding as AOC-in-C, Fighter Command written in August 1941. Among other things, it lists the 135 New Zealanders who served as pilots and air gunners during the battle, 10 July to 31 October 1940. Comprehensively referenced, the document provides interesting details about some of these New Zealanders.

In the absence of other commemorations in NZ, this book makes excellent reading!

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Branch Activities - 2020

Friday 2 October – **Branch Meeting at Classic Flyers** – meet at 5.00pm to start at 6.00pm sharp
Speaker - **John Pheasant** - topic **Restoration of Thruxton Jackaroo – ZK-PHZ**



Thruxton Jackaroo ZK-PHZ in flight March 2020

Friday 6 November – **Branch Meeting at Classic Flyers** – meet at 5.00pm to start at 6.00pm sharp – speaker **Wally Gee** - topic **Sir Keith Park**



- Our speaker had used his time in lockdown to compile a number of presentations, among them this one on **ACM Sir Keith Park**, who some say was the Defender of London and 'the man who saved the world'.

- This presentation topic recognises the 80th anniversary of the Battle of Britain in 2020
- Like ANZAC Day, sadly, this is presentation is in place of the commemoration services which had to be cancelled in NZ
- **Come and hear the story of Sir Keith Park**

Wed 18 November – **Away Meeting Hamilton** - with **Hamilton Branch Site Visits** – including: **Flight Structures, Alpha Aviation, Air Ambulance, Hamilton Aero Maintenance**. This will be by car pool - ETD 8.00am from Classic Flyers carpark – share fuel expenses and buy own lunch at **Memento Aero Café** - **Registrations Essential before 30 October** - desunderwood@gmail.com

Friday 2 December – **Branch Meeting at Classic Flyers** at 6.00pm – details to be advised

Bay of Plenty Branch Committee

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