

NEW ZEALAND DIVISION



Hamilton Branch

Please read our [Description of the Society's activities in New Zealand](#)

NO MONTHLY BRANCH MEETING May 2019

Newsletter for May 2019

Due to our aviation visits on Thurs 9th May, we are not having a meeting this month, but those who wish to attend the Tauranga combined meeting with the RAeS and AHS at Classic Flyers are free to do so. However as numbers are strictly limited we have been allocated 6 places . So if you want to go you must let Sal or Warwick know ASAP as we have to book in with Tauranga RAeS.

Thanks to all those (20) who came to last month's meeting, when Timothy Graham, CASA Aust, gave us an interesting talk on drones from over the ditch. Tim told us about the RPAS structure and regulations pertaining to Australian UAV's.

Sat 27 April saw a group of us in Thames for the unveiling of the Sir Keith Park statue outside the Thames memorial hall and RSA. A number of dignitaries and the MOD, Ron Mark spoke. Warbirds did a flypast with the Spifire and P-40 Kittyhawk together, then the Roaring Forties Harvard team with smoke, followed by the Yak boys with smoke and finally the Airtrainer. It was a beautiful sunny day so it looked good and about 200 people attended. This was followed by a nice morning tea and then a lecture in the hall from Dr. Adam Classen (Massey) about Sir Keith's wartime exploits which were exemplary and led the way for the allies defeat of Germany.

On Thursday 9th May a group of us visited Vicker's A/C Co. at Hamilton Airport and we were given a very interesting tour of the production facilities and a full scale mockup of the Vicker's Wave a/c. The technology of the composite and graphite structures is nothing short of amazing and right up there with the best.

After this we had lunch at Momento Cafe and headed down to L3 Airline Academy (NZ), where we had another great tour of the training facilities and lecture rooms, simulator and the a/c on the flightline. A very efficient operation and some very young people who will soon be our future pilots in NZ and o/seas.

Subscriptions are now due - \$35.00

Please make sure, especially when paying on-line, that you include your name with the payment (in the reference or particulars section) and what the payment is for.

Bank Account number 06- 0317- 0224109- 00.

Cheques are payable to the RAeS Ham/Branch.

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Alan's May Jottings:

It doesn't take long for the months to roll by, it's May already and I've only just got over Christmas and the New Year!

Looking back at my younger days (more than a few years ago) I recall the first RNZAF airshow I attended soon after I joined the air force, it was at Ohakea on 22 February 1964. As well as a goodly number of almost all types of aircraft of the RNZAF on show on the ground and in the air, aircraft from the RAAF, RAF, RCAF, USN and USAF were also present. Also on display were various aircraft related equipment and air weapons, with one upper-most in my memory being a Bullpup air-to-ground guided missile displayed in (the then) 75 Squadron hangar.

Aircraft of the RAAF included a C-130 Hercules and three Lockheed Neptunes. The RAF were represented by two Handley Page Victor V-bombers, a Bristol Britannia, an Armstrong-Whitworth Argosy, a Blackburn Beverley and a Handley Page Hastings. An RCAF Canadair CL-44 Yukon was also present and flew during the show. The USN came along with a Lockheed P-3 Orion and a C-130 Hercules while the USAF came in force with two Douglas C-124 Globemasters, six (I understand) C-130 Hercules, four Boeing KB-50 Superfortress tankers and six Republic F-105 Thunderchiefs. A KB-50 tanker flew during the show demonstrating the aerial refuelling of three F-105s.

One of the F-105s startled the crowd by exceeding Mach one and "booming" Ohakea and I understand a number of windows in nearby Sanson were shattered, not to mention the increased laundry bill for many of the spectators! A few of the F-105s present at the show were lost a year or so later during the

Vietnam war. A good day was had by all although time has dulled the memory as to the number of some aircraft and the twenty or so b&w photos I took didn't include quite a few of them, not like an airshow these days when I would take up to 1000 or more!

Many airshows later, at home and overseas, my first Ohakea airshow seems to stick in my mind.
