

What's happening at PIONEER AERO RESTORATIONS

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Hello Everyone,

Ray Hanna's Yak 3 or ZK-YYY, has left the shop and is now resident in Wanaka. Frank Parker completed the test flying and consolidation and was more than a little disappointed when Paul Hujan prised it from his clutches and flew it south.



Work continues on Rob Mackley's 'Lockheed Electra' 10A and the list of airframe components that have been finished just grows longer. Rob's hangar at Ardmore is now finished and for the first time in a few years all the pieces of the puzzle are now on the same airfield. Currently the Pioneer team is working on wingtips and tailplane components.



Now for the 'P-40 Production Line' news:



ZK-CAG has had the Pioneer Aero developed dual control system fitted and certified and is now awaiting test flying. Also carried out at this time was the Annual Inspection and also a slight cosmetic change. See what you think of this....



The rebuild of the Woodstock Aviation P-40-N5 continues with the team deep into the Right Hand Wing and the Left Hand wing being reduced to component parts. This aircraft is also having a discreet rear seat fitted which when not required will be completely hidden under the "sloping deck" behind the front seat, more on this later. This is a new development as all the previous 2 seat conversions have been in E to N1 models whereas this aircraft is an N5 with the sloping deck behind the pilot. This time the rear will have access with it's own sliding canopy instead of having entry via the forward pivoting pilots seat.



Progress is also being made on the components with all of the hydraulics for this as well as the other 2x P-40 projects being done together.



Allan Arthur's P-40 moves onward with work being done on control systems, cockpit fit out and engine cowlings with the top cowling finished and the chin cowl in progress. The fuel tanks have been trial fitted and in the next week the main undercarriage legs will be fitted and work has also started on the MLG fairings.



Work has been slow but steady on our own P-40 N1 'Come In Suckers'. The engine bearers are now finished and trial fitted to Allan's aircraft to facilitate engine cowl manufacture and the tailplane is nearing completion. Too much on in the shop at the moment to allow us the luxury of working on something of our own!

*** Garth and Paul are looking forward to catching up with as many of you as possible at OSHKOSH we are in the 'Fly Market' at site 732. ***

Cheers
Garth