

What's happening at PIONEER AERO RESTORATIONS

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14th September 2004

Hi Everyone

Downunder **"Spring Update"**

The first flight of the Hawk 75 is very close.

Matt Nightingale has advised that the aircraft is all together and once the final formalities are completed the aircraft should be airborne.

The engine and prop for the Porter have arrived and are now fitted into the aircraft. Some minor wiring needs to be completed, paperwork finalised and it will be ready to fly.



Porter engine and prop fitted.



The second Lockheed 10 wing is out of the jig

The second of Rob Mackley's Lockheed 10 wings is out of the jig and the tailplane is going in.

Ray Hanna's Yak 3 has the mainplanes completed, the underside of which is painted, and the fuselage is now on the wings. Wiring and control runs are being finished and then there is just the covering of the control surfaces, new canopy clears, some work on cowls and fairings and it will be close to flying.



The Yak 3 "Flying the colours"



Just sit there, grab the stick and go for!
The back seatdrivers dept on Ray's P-40

Ray's other aircraft, the P-40E, now has the rear seat and controls conversion completed. Just as we were finishing up with this Ray decided to add some fuel capacity so it now has 90 litres per side extra in tanks located in the gun bays. The two seat conversion is as per the others we have done with removable side panels and head rest that provides for the aircraft to appear as a "standard" single seater when the rear seat is not occupied.

As an 'aside' job we also have "Harvard 1053" wings in the shop with the right hand wing receiving major attention as a result of a landing mishap.



Harvard 1053 wing nearing completion



A29-414 fuse on the jig with first skins being pinned on.

And finally our P-40N1 (ex RAAF A29-414) "Come in Suckers" is making major progress. Most of the cockpit equipment is now overhauled and ready for installation. The tailplane is underway to join the already built rudder and fin. The fuse continues to progress with the first skins now being produced. The firewall and associated parts have been overhauled and are ready for installation when the fuse comes off the jig. We also now have the wing spars, ribs and some skins done for the wings and as soon as we clear the wing jigs building of these wings will begun.

Target date: Wanaka 2006!



John trying out the front seat again after 61 years.



Frank and John raring to go.

We were honoured last month to receive a visit from John Bailey. John flew the Darby / Hogan P-40 several times in 1943 and was delighted to be re-aquainted with it after 61 years. For the flight John had to settle for the back seat with Frank Parker taking care of the business end of things, but as John said “he’s a pretty good pilot and we did a few aero’s”.



Last but not least a photo of ‘The Silver Wrench Award’ presented to Pioneer Aero Restorations for Jerry Yagen’s P-40E, Best Fighter at Oshkosh 2004.

Congratulations Jerry and thank-you for hand delivering this award to us.

Ciao

Garth