



THE NEW ZEALAND

CATALINA

** Comprising the New Zealand Catalina Preservation Society Inc*

NEWSLETTER OF THE NZ CATALINA PRESERVATION SOCIETY INC *

August 2018



Photo Courtesy Lee Mountford

WANAKA REPORT

Warbirds Over Wanaka 2018 celebrated their 30th anniversary airshow over the Easter weekend.

The airshow lived up to expectations and with the added participation of a number of international military aircraft made for a memorable weekend. As expected the Catalina was in attendance along with a large contingent of society members.



Part of the large crowd assembled on the shores of Lake Wanaka to see PBY touch down.

Welcome to the new Catalina Flyer Newsletter; please note the changes in contact details, you can now follow us on Facebook and check out our new website on all your devices www.nzcatalina.org.nz.



Catalina Group of New Zealand





A gaggle of six Yak 52s formatting on the mothership before dispersing over the crowd in a starburst "smoke on" head on approach.



*Over Lake Wanaka and PBV on the ground.
Photos Courtesy Lee Mountford*



The aircraft undertook a number of local sorties with a privileged few enjoying a touch and go on Lake Wanaka when the conditions allowed. Seasonal breezes made lake conditions unfavourable at times, particularly in the afternoons.

The highlight for many was the Catalina's participation during the Friday afternoon free lakefront airshow. The Catalina's entrance for its display included a gaggle of six Yak 52s formatting on the mothership before dispersing over the crowd in a starburst "smoke on" head on approach. The Catalina then dumbbell turned and made a low approach over the town for a landing on the lake that gave the crowd audience something to not seen often. With a cross swell on the lake the crew opted for the less conventional stall on the water landing. The aircraft, now a water craft taxied around the foreshore while other displays took place including a deer capture simulation with an aptly agile Hughes 500 helicopter chasing an erratic jet skier appropriately impersonating an unwanted pest.

When it was time to depart the Catalina lined up close to the foreshore before full power applied. The aircraft got airborne with some reluctance and passed over the flotilla of water craft, who had

Photo Courtesy Lee Mountford



Hi Roger, Lawrence & all the team.

I just wanted to say a huge thank you for the amazing opportunity you gave us at WOW.

Flying in the Catalina on Friday lunchtime and the incredible experience of the water touchdown will stay with us forever. The smile on our faces said it all and we are very grateful for the work you and your team do to keep this beautiful plane flying. Thank you Chris for looking after us on the flight, you were the perfect host.

We thoroughly enjoyed the entire weekend and will definitely be making a regular visit to Warbirds over Wanaka from now onwards.

See you in 2020

Kind Regards

Nicki & Lee Mountford

lined up setting the waterborne runway threshold, with observers on the boats getting a great view of the underside of the Catalina. Water entrapped in the wheel well cavities exiting PBW as it climbed showering a fountain of spray back to earth.

If we had a dollar for everyone who stopped by the Catalina tent the following day to comment on the amount of water streaming from the aircraft departing the lake there would be a sizable tab on the bar?????

The Catalina returned to the North Island following a successful weekend with no engineering issues or weather delays.

Lawrence Acket



Nicki and Lee ...thank you for the great photos



VINTAGE AIRCRAFT NOSE ART



B-29 "Command Decision" nose art. Walt Disney Studios contribution to the war effort was designing unit insignia's and plane nose art. This is on the nose of a B 29 bomber.

Below: B25 Mitchell In the Mood nose art. This is an example of Nose Art on a historic airplane which is still being maintained and operated by the Commemorative Air Force. The "Memphis Belle".

Vintage Aircraft Nose Art is a unique form of original American art developed during the tense days of air combat during World War II and it was continued later during the Korean War and some can be found in the Vietnam era.

The origin of nose art or its precursors goes back to ancient time. It is driven by the desire to personalize a weapon or any object to make it unique among thousands of others. Decorating it in a distinguishable way makes it unique.

Much of the artwork on war machines was inspired by the magazines and calendars of the time. Disney characters play an important role, as well as the comic strip heroes which were popular in the early 40s. But the most influential artist was Alberto Vargas. Vargas produced most of the airbrushed artwork for Esquire magazine's pin up page. In the Air Force, some units were lucky enough to have talented artists among them and produced excellent pieces of art on their airplanes' noses. Others did not have the expertise nor access to the raw materials. Nose Art comes in all grades of quality but it is always original and an expression of its time.

The Commemorative Air Force is an organization which acquires, restores and preserves in flying condition a collection of combat aircraft which were flown by the military services of the United States. Many of their aircraft carry their original nose art.



MERCHANDISE

Caps: Black or Navy	\$25
Postage for one is	\$ 7
Polos: Navy, sizes M, L, XL & XX.	\$45
Tee shirts: Navy	\$30

P&P within NZ add \$7

Contact Marlene 06 929 6099



PBY CATALINA - The Wandering Witch



RNZAF 6 Squadron. Flight Lieutenant Scholes and his crew with PBY-5 XX-W 'The Wandering Witch' at Halavo Bay, Solomon Islands. Scholes is 3rd from right.

Catalina NZ4020, XX-W

Colour Scheme

Upper surfaces - Blue/Grey FS36118

Lower Surfaces - Light Gull Grey FS36440

A/C Code, XX-W - Yellow FS 33538

Serials - Matt Black

Roundels - RNZAF Blue/White/Blue roundels in Six positions. Insignia blue borders on underwing roundels only.

Fin Flash - Narrow RNZAF

Red/White/ Blue fin flash.

Servicing markings – Red and Black



Right side view, Upper view, Nose Art

Whilst the following drawing is a fair representation there are a couple of issues with the colours when compared to the Photograph.

Moon - Should be Yellow (FS 33538) as it matches the yellow of the "W"

Stars – Should be White, matching the wording and clouds.

Hat – Black or Dark Blue Whilst there is no comparison colour available in Fig 1. Blue may be the better bet. The Hat appears darker than the witches Dress and the Cat. Logic would dictate that the cat would be "Black" and the dress appears to match the cat.

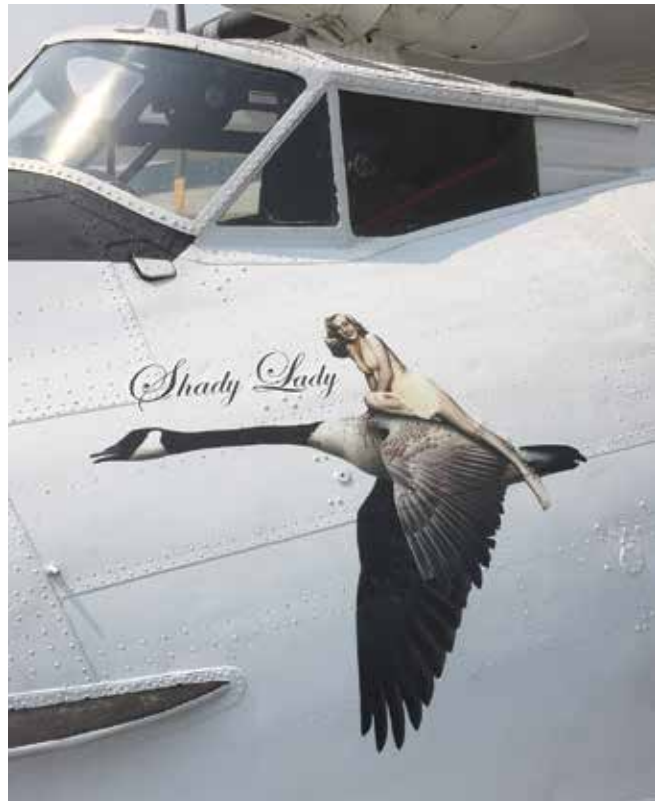
SHADY LADY

The RCAF bomber groups had plenty of nose art in all theaters of the war. It was practically non-existent in the operational squadrons in Canada. The fact that one Catalina had this on there aircraft is rare.

As far as the name Shady Lady; I found five USAF aircraft that used the name along with a variety of art work. The Canadian Shady Lady original art work showed a black stork delivering a bomb in a blanket. I took artistic licence to give it a Canadian look with the Canada Goose in flight and a forties style pin up girl riding on the goose.

The idea was to lighten up the character of the aircraft. The original Shady Lady suffered damage in August of 1944 and after assessment was written off and scrapped October 1944. You have to wonder if someone saved the original nose art.

Bob Dyke



PBY Catalina, Unidentified aircrew with Consolidated Canso A aircraft 9752, "Shady Lady".



Catalina G-PBYA "Miss Pick Up" on the ground at the Farnborough airshow July 2018
Photo courtesy of Aviation enthusiast Andrew Lennox.



Catalina group of New Zealand



THE CATALINA FLYING BOAT - MY WW2 STORY

Narrative by John Reid

(04 April 2017) Hillsborough Auckland New Zealand



A New Zealand Warbird's day was held at Ardmore Airport on 13 November, 2016. I had a flight in a Catalina for the first time since WW2, due to the generosity of my Kiwanis Service Club friends Bob and Barbara, who for a long time knew that my 'first love' was the Catalina. They were determined that when the opportunity came they would see that I had a fly in it.

Kathy, the head stewardess, took me under her wing and off we went for a half hour spin over the Hauraki Gulf and Auckland City. She arranged for me to stand on a platform behind the pilots, so that I had a good view of the instruments and the scene ahead. The whole experience was wonderful and brought back memories of my flying days. In the low level fly past at the air display, there was a Spitfire, a Mustang and a Venom. However the Cat had pride of place... in one instance flying directly over my head.

There have been several changes. Wartime grey had given way to blue and white (but still a beautiful aircraft). Windows have been added and a small entry port... whereas we entered through gun blisters. Gone was the bunk where we had 40 winks, also the galley where we cooked bacon and eggs. Both have now been replaced with passenger seats.

A first for me - the take off and landing on the tarmac - we performed the manoeuvres on the sea. This was at times hazardous. The only mishap that I suffered was attempting a difficult night landing, after being 'lost'. With only small flare pots on the water, by which to judge our height, we fell out of the air, balanced on one wing vertically in the water for a few seconds, then crashed back down, resulting in a mess of bodies, papers, maps and fuel - but thankfully, no casualties. Another crew who attempted a night landing were not so lucky - their nose window smashed and the plane and the crew were sent to the bottom.

On my 18th birthday I enlisted in the Royal New Zealand Airforce. I trained on Tiger Moths in New Zealand and on twin engine, single wing, Cessna aircraft in Canada. While on the theory course in New Zealand I injured my knee in the gymnasium (during a wolf-drop, my arms would not support me because I had just completed an hour on the parallel bars). Consequently, I landed on a bent knee. I was out of action for 2 months.

At the time I was miffed that I missed out going with my mates from the course to England. As it happened, the boys who had left earlier were bombing over Germany and suffered heavy losses - very sad. As a consequence of the delay, and the training time in Canada, by the time we reached the wharf in New York to embark for England, we were told that no more pilots were required over there. Our course then returned to Hobsonville Air Base in New Zealand to "peel spuds for the rest of the war", so they told us. However, as I was top in the navigation exam and my friend was top in the mathematics exam, we were selected to do whatever we wished. I had a posting in Fiji to join the Catalina No. 5 Squadron RNZAF based at Lauthala Bay. My friend was also given a posting to Fiji.

Before leaving for Fiji I was sent to Woodbourne to an unarmed combat course and to a commando course at Swanson, Auckland, which included the effective use of pistol, sub-machine gun and knife. Very useful skills in the event of being shot down in Japanese occupied territory. The latter course required a degree of mental and physical toughness, e.g. we had a very steep climb in the Waitakere Ranges dressed in army battle dress and tin helmet and weighed down with rifle, ammunition belts and a heavy pack - not for the faint hearted.

Once in Fiji we often flew 12-14 hour patrols searching for Jap submarines and shipping in the South Pacific. We carried bombs and heavy calibre machine guns. In the Atlantic some also carried torpedos - one located the battleship Bismark, which was subsequently sunk in a naval engagement. Cats were also used to rescue airmen downed in the sea.

For me an interesting life, and at that age no fear. We were always preoccupied with thoughts of bombing and strafing Jap shipping, or if the opportunity didn't really present itself, then reporting the sighting. In the end, I had everlasting memories of the good old reliable Cat!

My final words are in praise of the New Zealand Warbirds Association. We are all extremely grateful to the members for their dedication and work to keep the old girl flying in top condition. We are also appreciative for them arranging flights for the public, who always come away with a great experience that they will never forget.

AIR CHATHAMS

Air Chathams to Launch new route from Kapiti Coast Airport



Saab 340A

Air Chathams has announced it will launch a new regional flight service between Kāpiti and Auckland, offering more flights than ever before to and from Kāpiti Coast Airport.

From 20 August, Air Chathams will operate 36 flights a week between Auckland and Kāpiti, a new regional route for the family-owned airline, which will offer travellers up to 1152 seats per week on board its fleet of Saab 340 aircraft.

“As an airline that is committed to the regions in New

Zealand, we are absolutely delighted to be launching a new service in Kāpiti,” said Craig Emeny, the owner of Air Chathams. “We think the route has a huge amount of potential, and we are really looking forward to getting to know the local community and delivering a quality flight service that residents can be proud of.”

Established in the mid-1980s on the Chatham Islands, flying live crayfish to the mainland, Air Chathams is New Zealand’s largest privately owned airline, operating more than 80 flights per week be-



Colourful Air Chathams Fairchild Metroliner III

tween Auckland, Whakatane, Whanganui, Wellington, Christchurch and the Chathams.

As a community focused company, Mr Emeny said the Kāpiti-Auckland route was a welcome addition to its flight schedule, which had grown steadily over the years thanks to its reputation for reliability and convenience.

The company's twin-engine turboprop Saab 340 aircraft seat up to 38 passengers, with a flight attendant on board. "Making sure that we deliver a frequent and quality service that people can rely on has always been at the heart of our business operation, and we are excited about delivering an airline service that will make a positive contribution to Kāpiti's future regional economic growth," Mr Emeny said.

A number of organisations have pitched in to support the successful start-up of the Air Chathams service, including Air New Zealand, Kāpiti Coast District Council and Kapiti Coast Airport. "We would like to acknowledge the support we have received from these organisations. They have all worked hard to offer substantial support, to ensure that a direct service from Kapiti to Auckland will resume," Mr Emeny said.

www.airchathams.co.nz/ or call 0800 580 127.

Queen Air aircraft in 1988



Air Chathams History

Owned by Craig and Marion Emeny, Air Chathams was established in 1984 and has worked with the local Chatham Island people to create a reliable and safe airline that would support the transportation of both freight and people to and from New Zealand.

Craig Emeny first moved to the Chatham Islands when he was offered employment through a NZ based airline that required a pilot to operate services primarily between Chatham and Pitt Islands. At that time there was no regular service between the Chathams and NZ, and it was this lack of service regularity that saw Craig start his own airline in 1984 and begin operations to mainland NZ airports. Since Air Chathams was based on the Chatham Islands they were able to avoid many of the weather related issues that plagued other airlines operating the sector from NZ. The freight market developed steadily, as well as offering an extra option for locals to visit friends and family in NZ. Air Chathams has thus grown from operating small piston engine aircraft to large 50 seat two engine turbo-prop aircraft, and played a major part in allowing the Chatham Islands fishing economy to compete globally.

Air Chathams have specialised in the transportation of perishable freight such as fish products destined to the overseas markets.

Additionally Air Chathams have worked extensively in the Charter field utilising the Convair 580 aircraft to carry sports teams, tour groups and others. The Convair has proven to be particularly popular for charter work as it has plenty of leg room and is well suited to carrying extra baggage and freight when required. Air Chathams charters have seen it regularly flying over the skies of New Zealand, Australia and the South Pacific.

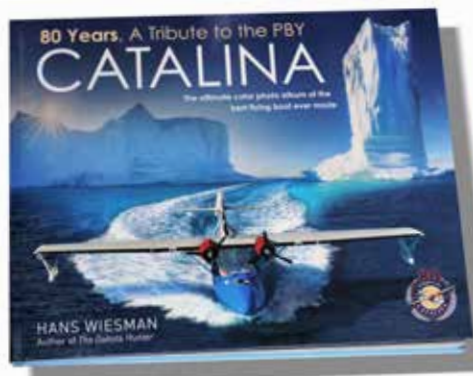


*Beechcraft 99 - 15 seater
Turbo Prop in 1991.*

BOOK REVIEW

by Mike Hodgkinson

*80 Years,
A tribute to the PBY Catalina.
Hans Weisamn*



As the title states, this is a celebration of the PBY catalina inspired by Hans' passion for the type. His experiences are woven into the narrative, from early childhood Catalina flights, servicing Indonesian communities and oilfields, to [1990s] initiating and organising the Peter Stuyvesant Catalina Odysseys, with Z-CAT [now ZK-PBY] and VP-BPS [the now scrapped Super Catalina]. David Legg, currently the foremost knowledgeable person with regard to the PBY Catalina, has provided editing assistance, giving the reader certainty the book is 'on the numbers' factually.

A coffee table sized book, lavishly illustrated with 400 photographs, the majority in colour and many never

before published. The best being the 'Signature Pages'. A number of aviation photographers have contributed superb images of surviving Catalinas and received due acknowledgement. Included are some beauties of ZK-PBY by Lawrence Acket and Harry Follas. All on quality paper and well captioned.

Some contemporary history is compiled, difficult to find other than back issues of magazines e.g. The amazing recovery and return of flight C-FNJE [a sunken fire fighting Catalina/Canso] by a group of Alberta, Canada farmers. Also the inept recovery [read destruction] of N85U. There are other stories also.

By far the best part of this celebration of the Catalina is the attention given to the Catalina Odysseys. Hans Weisman was the initiator and organiser of the Odysseys, also a participant in them. This allows the reader insights into the background trials and triumphs. The text is accompanied by a large number of unpublished, magnificent photographs many in full page format. This in itself makes the book desirable to anyone with an interest in ZK-PBYs past operations.

Available as on-line sale only, www.seattlebookcompany.com and www.amazon.com [US \$49.95] You're probably smarting from the 'JAFA Tax'. Get in quick before 'Tax-inda' makes another grasp at your wallet.

MGH

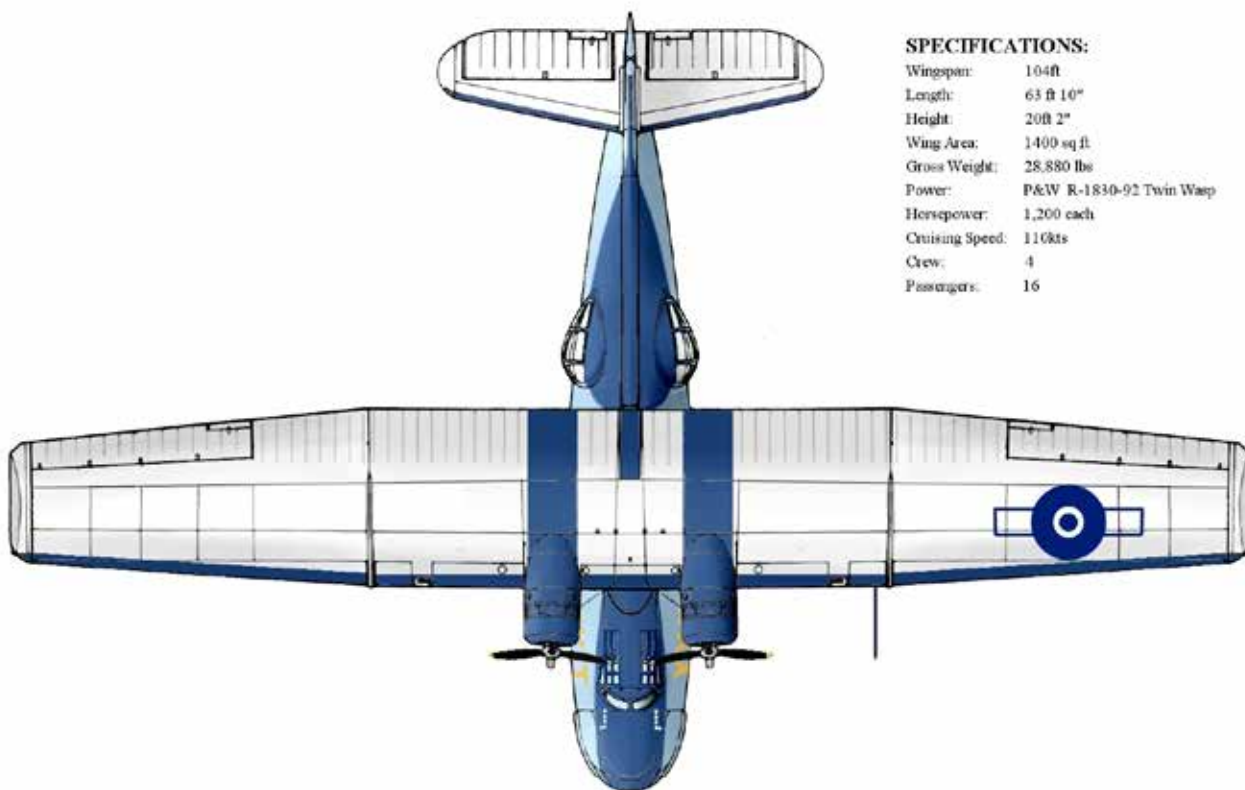
[This is an overview, not a critical book review].



Great view from the blister looking over the Southern Alps, Lake Pukaki and Mt Aoraki



CONSOLIDATED PBY-5A CATALINA ZK-PBY



SPECIFICATIONS:

Wingspan:	104ft
Length:	65 ft 10"
Height:	20ft 2"
Wing Area:	1400 sq ft
Gross Weight:	28,880 lbs
Power:	P&W R-1830-92 Twin Wasp
Horsepower:	1,200 each
Cruising Speed:	110kts
Crew:	4
Passengers:	16



THE CATALINA GROUP OF NEW ZEALAND



MERCHANDISE

Caps: Black or Navy	\$25
Postage for one is	\$ 7
Polos: Navy, sizes M, L, XL & XX.	\$45
Tee shirts: Navy	\$30

P&P within NZ add \$7

Contact Marlene 06 929 6099



CATALINA UPDATE

The last scheduled appearance before the onset of winter was to be the Warbird's Open Day at Ardmore over Queens Birthday weekend. Alas the forecasted unfavourable weather for the Sunday proved correct and the event wisely cancelled. The Taranaki crew scrambled to take PBY to a drier region, before the ferry flight opportunity closed in, for some remedial engineering and preparation for inhibiting the "moving bits". The Catalina is now hibernating over the winter in a New Zealand Defence Force base at Ohakea. The Catalina is in good company alongside Air Chathams historical DC3 ZK-AWP.



ABOVE: ZK-PBY gaining its squadron identity prior to leaving Ardmore for its Winter hibernation at Ohakea.

TOP: ZK-PBY Wintering at the NZ Defence Force base at Ohakea.

The Catalina will emerge in time for the society's AGM scheduled for the first weekend in October at Taupo. Bring on spring?

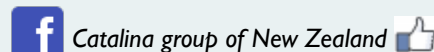
Over time we have all come into contact with people that have had some experience associated with a Catalina, I would like to ask and encourage you to contact me to share experiences in whatever capacity. The contribution you make helps us to keep old memories alive and make new ones that we can pass onto future generations.

A reminder to you that the Friends' group has been disestablished but you can become an Associate of the Catalina Preservation Society for \$50 per year, contact Annette Burston in Christchurch (03) 338 4369 or check out our website www.nz-catalina.org.nz for more information.

The new website has been updated and can be seen

on all mobile devices making it easier for those who are digital natives to keep in touch and pass on your memories. If you would like to post your information the address is below. We are on Facebook just look for "Catalina Group of New Zealand"

until the next time....Adele



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