



The 'Aviation Tales' Newsletter: December 2024.

Christmas holiday fun times are just around the corner!



Keith Morris photo



With thanks to 'Hairworkz Kapiti'

It must be December, our local shops are all dressed up, the advertising has moved up a gear and the ever-increasing woes of the world can now be ignored till next year.

I always feel hopeful around Christmas time.

Time for family gatherings, holiday trips and the sharing of gifts.

Recent Aviation News.

While pondering what news items could ‘drive’ us forward into the New Year, it occurred to me the answer might just be “*ENGINES*”!

It so happens that interesting developments are being investigated by GE Aerospace.

Around the world, their engineers are rising to this challenge, developing revolutionary technologies to mature the efficiency gains we need.

“The Open Fan architecture for future power plants is the most promising engine technology to help the aviation industry reduce in-flight emissions, designed to meet or exceed customer expectations for durability and to deliver a step change in fuel efficiency using conventional or alternative jet fuels.”



Progress is accelerating for the **Revolutionary Innovation for Sustainable Engines (RISE)** technology demonstration programme, with more than 250 tests completed and new research partnerships formed as technologies continue to mature on the way to full-scale Open Fan tests. RISE is developing new technologies that can significantly reduce the environmental impact of aviation, including emissions and noise, thus making aviation more sustainable.

Although RISE is only a technology demonstrator, technologies matured under this programme will serve as the foundation for the next generation CFM engine that could be available by the mid-2030s.

The contrarotating, variable pitch, aft fan concept as depicted certainly looks impressive and am looking forward to being around to witness the aircraft fitted with these engines being common place.



Aviation Personalities.

I would like to take a look at some of these ‘interesting’ aviation people during 2025 and the often ‘interesting’ even ‘bizarre’ aircraft prototypes they created. (Some even flew!)



Can the aircraft themselves be considered ‘personalities’?

The designers and development engineers (though they probably wouldn’t admit to it) were certainly very creative souls.

Restoration News

There is an exciting aircraft restoration project taking place at Ardmore Airfield.

This relatively large project will result in New Zealand having an impressive static display of an English Electric Canberra bomber aircraft.

This project has been made possible under a loan agreement between the Air Force Museum of New Zealand Trust Board and the New Zealand Warbirds organisation.



While in RAF service 'our' English Electric Canberra B(I)Mk8 was registered as: WT346

“WT346 was allotted as instructional airframe 8197M on 22 May 1972 and struck off charge on 8 August 1972. Later it was moved to the museum at RAF Colerne on 17 June 1972 and to the Cosford Aerospace Museum in April 1976.

The aircraft was obtained by a London scrap dealer, then subsequently acquired by the RNZAF Museum Trust Board and shipped to New Zealand in 1994.”



NZ6102 in RNZAF service.

NZ6102 arrived at the New Zealand Warbirds Association hangar at Ardmore, just south of Auckland, on 20 February 2020 following a 750-mile road trip north from Christchurch.

The former RAF machine was previously stored with the Air Force Museum of New Zealand at Wigram and will now be restored over a 2 or 3 year period to closely represent one of the 11 Canberra B(I)12s operated by the RNZAF between 1959-70. This aircraft is almost identical to the British version but was fitted with autopilot and a modified navigation kit.



“Fantastically, Canberra NZ6102 finally has a new home until further work is completed on her wings, which will take some time.”

“In reviewing our overall plan for the restoration of WT346 to represent NZ6102 we’ve reached a critical point where the major task of transforming the wings is about to start in earnest. Right now the topside of the port wing has been stripped, sanded and painted with 2 coats of Medium Sea Grey and the Dark Green camouflage pattern.

All of this despite the really lousy summer conditions we’ve endured, and autumn hasn’t been much better!

The wing jig components are now on site and as soon as we get a reasonable break in the weather the port wing will go into the jig, and we can work on the underside.”

New Zealand Warbirds Association



“As much cleaning/stripping/sanding etc. as possible will be done outside with painting and applying the markings when we move the jig inside Hangar 1.

Once again, the Air Force Museum personnel have been a great help with the supply of all of the wing marking detail. This now runs to 21, A3 size pages!

We’re still aiming for a 2024 estimate for the completion of all of the components before we move on to re-assembly and consider the alternatives for long-term weather-proof display.”

New Zealand Warbirds Association



There are always numerous, ‘Smaller’ items that require attention.

Tailpiece.



Merry Christmas to you all and keep climbing towards your goals for 2025.

- **Do you have any interesting aviation topics you would like mentioned in future newsletter editions?**

- **Do any of the articles you have read in this newsletter edition require further explanation?**

Then please contact me

This month's motivational statement:

“Our grand business is not to see what lies dimly at a distance, but to do what lies clearly at hand.”

Thomas Carlyle.

**The ‘Aviation Tales’ newsletter is produced monthly
For further information and services**

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