



THE NEW ZEALAND

CATALINA

* Comprising the New Zealand Catalina Preservation Society Inc

NEWSLETTER OF THE NZ CATALINA PRESERVATION SOCIETY INC *

Spring 2019



ZK-PBY CELEBRATES 75 YEARS ALOFT

75 years ago, in a different world we live in from today, an aircraft emerged from the Canadian Vickers aircraft factory at Cartierville on the outskirts of Montreal, Canada serial number CV357..... no one could have imagined that this particular aircraft would change the lives of so many people in a way it was never intended.

salt water history, would stand the test of time and outlive many peers of its generation.

ZK-PBY ex Z-CAT, C-FJCV, CF-JCV and RCAF 11054 possibly the most intrepid world travelled Catalina celebrates 75 years of adventurous history. Long may the adventures continue.

Who could have believed that an aquatic aircraft, with

Lawrence Acket. NZ Catalina Preservation Society

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





Great turnout of Club Members to celebrate 75th Anniversary of our Catalina - Neil, Ben & boys & Alison, Lou & Fergus, Kathy, Kathy, Lesley, Harry & Sarah, Marlene & Bryan, Brett, Dee's shadow, Maryanne & Gary, Carolyn & Chris, Lawrence & Laura, Dave, Judy & Bruce, Eileen & Fred, Elaine & Norm, and Graham.



Brett Emeny and Chis Snelson cutting the Birthday Cake.



On Saturday 16th March the NZ Catalina Preservation Society celebrated the 75th Anniversary of Catalina ZK-PBY's first flight. Our Catalina was originally built in Canada as a Canadian Vickers Canso (manufactures no. CV-357). She flew for the first time on 17th March 1944 at Cartierville Quebec, being accepted in to Royal Canadian Airforce service with the serial number 11054 with No. 5 Squadron, Eastern Air Command based in Nova Scotia 3 days later.

75 years later, the 19th March turned out to be a smashing day for a Birthday Celebration. With a full load of passengers and crew, 'PBY' cruised sedately from Ardmore, across the north coast of Waiheke Island and the inner hauraki Gulf down the east coast of Coromandel Peninsular. She landed briefly at Whitianga aerodrome for a crew change before continuing with a low pass over Pauanui aerodrome and then back to Ardmore.

Celebrations continued into the evening with catered food and drinks for NZCPS members at the NZ Warbirds Clubrooms. The evening concluded with a group photo in front of 'PBY' and Chis Snelson and Brett Emeny cutting a suitably decorated 75th Birthday Cake. Members were also able to take home their own celebratory 75th Anniversary cupcakes commemorating the occasion.

Harry Follas





PBY over Coromandel

See this as a video on our facebook page follow this link <https://www.facebook.com/.../pcb.261651533.../2616508758365296/>



2019 FLYING SEASON

The beginning of the year, for many of us, started on an emotional low with the sudden passing of Mike Hodgkinson, one of the society's stalwart members and agreeable supporter of the Catalina.

Mike was known as a quiet achiever sponsoring many projects, some of his own doing and funding, including the manufacture of the wonderful passenger seat headrests and having the seatbelts modified to accommodate some fuller sized passengers. All of Mike's extended family and friends have experienced flights in the Catalina thanks to his passion and considerable generosity. Many of his Catalina friends rallied around to sponsor the appearance and salute for Mike over the congregation at his funeral in the Waikato. The sight of the Catalina paying tribute an emotional experience. Everytime I take a seat on board, put my belt on and see the headrest on the adjacent set, I will reflect on an absent friend. God speed Mike.....

February saw a successful attendance at the Wings over Wairarapa airshow where a number of flights were conducted. By my calculations it has been 10 years since we last attended the show there at Masterton so looks like we were welcomed back?

ZK-PBY turned 75 on 14th March with the society celebrating the occasion with a membership flight from Ardmore around the Coromandel in perfect conditions with spectacular views of the beaches and mountains. The much publicised and anticipated trip to Northland

centring at Kaitiaki late March, was cancelled twice due to the forecasted unfavourable weather. However all is not lost as the trip has been rescheduled for Waitangi Weekend next February 2020. As it will be a public holiday on Thursday 6th February we have scheduled as a 4 day adventure to Northland for an exciting weekend.

The next formal attendance was our participation at the biannual Classic Fighters Easter Airshow at Omasaka in Marlborough. The aircraft and the weather both behaving allowing aircraft operations to run to schedule, despite the airshow being cancelled on Sunday due to a heavy rain storm.

Our final operation for the season was attending the Airmore Warbirds Open Day over Queens Birthday weekend. With the end of the flying season the aircraft is safely in hibernation in a hangar at Ohakea Defence Force Base.

The next event for the Society is the AGM at Taupo on Saturday 12 October. The next events already scheduled include the February Northland trip previously mentioned and our biannual pilgrimage to Warbirds Over Wanaka over Easter weekend 10-12 April 2020.

Spring is edging closer and soon we'll welcome warmer and longer days when we once again will hear the rumble of PBY's radials over the horizon.

Bring it on.
Lawrence Acket



OBITUARY

Mike Hodgkinson

Mike was founding member of our society and was also the most knowledgeable on world wide Catalinas second only to David Legg. He toured the Northern USA and Canada extensively capturing as many Catalinas and active waterbombers to have an extensive photographic record of his travels. He also amassed a large library of anything Catalina related from world periodicals and was collecting via ebay, a rare collection of post war civil Catalina images, including never seen before pictures of our own PBY.

Mike was also one of the instigators of scheming the markings of PBY in French Markings. He commissioned a local artist to produce the alluring "Magnifique" nose art mermaid, adding to the French Flair bringing international aviation media attention.

Our aircraft's cabin was largely benefited from his silently sponsored enhancements from the decorative hard wearing embroidered headrests to the "repairs" of passengers seatbelts to allow for modern sized passengers to be secure without the need for extension seat-belts.

Mike was very generous to our organisation even when the commodity milk prices, which

he relied on as a dairy farmer, was hitting an international lull.

We understand he would have turned 60 later this year. God speed Mike. Radial engines will always resonate in your memory.

Lawrence Acket.



To: The Catalina Society
By email:

Dear Catalinas

On behalf of my family, Mike's friends, and our friends, can I please offer our most sincere and heartfelt gratitude for the Catalina flying over Mike's funeral service. The aircraft flying by three times and finally forming a cross pattern over Mike's coffin was a wonderful tribute to Mike.

Despite the very sad occasion, there was amongst us such an immense and almost overwhelming sense of pride, and I have to admit, some excitement, at the sight of Mike's favourite aircraft saluting Mike at his funeral in Ngaruawahia. It is a day that we will never forget, not only for memories for Mike but also for the care and respect shown by the Catalina Society.

I am sure that somehow Michael knows how much he is missed and loved and respected by the crew and members. That is so evident by your presence, both in the air, and at the service and again, thank you very much.

Mike shared his joy with the aircraft with his dad and brothers many times taking them on journeys to Rotorua or around Auckland. We have so many great memories of Mike and the Cat.

The final flight for Mike was superb!

Much Love from Michael's family and friends.

Yours sincerely
Marie Preston
MARIE PRESTON
For and on behalf of Mike's Family



Mike Hodgkinson,
Harry Follas and
Lawrence Acket





WINGS OVER WAIRARAPA

Hood Aerodrome, Masterton



ABOVE: Matt Buchanan & Dee Bond
LEFT: Brett Emeny
ABOVE RIGHT: Kathy Haigh

The Catalina was welcomed back to Masterton after 10 years it was very hectic on Friday and Saturday and we coped well with a limited crew. The Airshow was cancelled on the Sunday due to pending bad weather, and people with Sunday only tickets were able to use them on Saturday which did account for a great turnout. As well as school children viewing the aircraft we were able to complete 6 cost share flights, 2 displays and achieved great merchandise sales.

TOP RIGHT: On the Friday, local school children at the Wings Airshow, line up to see through the Catalina. 4,500 students were shown through the plane, inspiring the next generation! Thanks Sheryl Sy & Matt Buchanan & John Emeny for supervising.

CLASSIC FIGHTERS OMAKA

Easter 2019

PBY's enhanced identity made it's debut outing at Classic Fighters over Easter.

The Pouakai was the largest Eagle in the world with a wing span of up to 3 meters. It is a native of New Zealand and became extinct about 500 years ago. With talons the size of tigers paws, it could attack and kill Moa which was it's main food source. The Pouakai or Haast Eagle is used by the RNZAF and the NZ Warbirds on their emblems.

The Wandering Witch was the name given to the New Zealand Catalina XXW. The nose art depicted a witch and her cat, mounted on a broom stick. By combining the aspects of the bird of prey with the enormous wing span, the use of the Pouaki by the Air force and the historical use of the witch on XXW, we pay homage to the history of the Catalina in the Pacific.

Kristi Holland has created the new nose art for our Catalina. Kristi is the grand daughter of the well known Catalina supporter Collen Hoggard.

Also making it's debut outing was our new marquee. We would like to acknowledge the contribution by Dave Perry and the signwriting courtesy of Marty of 'Marty Signs', Mt Maunganui. The old marquee will still be in use.



ABOVE: On the ground at Omaka, with new identity

LEFT: New marquee and signage.



Catalina Group of New Zealand

A YEAR ON THE CATALINA

by Mike Terrell



*Hi,
Thank you all for such a lovely time in
New Zealand. I've pasted a chapter from
something I drafted in 2007. This episode
is the year on the Catalina. It's a bit rough
around the edges and full of my typing
errors. Hope you like it.*

Mike

PART I

A Catalina flying boat was plying the tourist trade up and down east Africa in the early 1990s. BBC had done a documentary on her called 'The Last Flying Boat in Africa'. She stopped in Nairobi from time to time. I was at the airport once when they were having some snag with the primer on their carburetor, which is similar to ours on the Caribou. I fixed it for them and put in a plug with the owner Pierre Jaunet to be his pilot/mechanic should the need arise. The next season, the need arose.

The PB5A Catalina is the greatest seaplane ever built. More Catalinas were built (4,000) than all other seaplanes combined. It began in 1935 from a US Navy bid for a plane capable of flying the leg from California to Hawaii, 2300 nautical miles, non-stop. No production plane of that day could fly that leg without ferry tanks. PB5 stands for Patrol Bomber with the Y indicating Consolidated, the manufacturer. It was to patrol and bomb submarines. Hardpoints on the wings could carry bombs or torpedoes and two side 'blisters' housed .50 caliber machine guns.

The Navy insisted on a seaplane for rescue capability. The shallow V of the hull made it stable on the water, but limited it on rough seas. Try to imagine landing on waves at 80 knots (normal touchdown speed) and imagine the waves are concrete. Two feet seas were a lot for a Catalina. A sharp V hull, as the later Albatross, had advantages. To save weight, flaps were replaced with extra long wings as runway length was seldom a problem when you had an ocean in front of you. (The standing joke is a Catalina only lifts off when the curvature of the earth is reached.) Consolidated gave the fuselage a parasol wing to keep the engines high above

the spray. To reduce drag, the stabilizing floats retract into the wingtips. The familiar P&W R1830 engines powered the plane.

The British gave the Catalina its name and Consolidated its biggest boost when they ordered a number of PB5s in 1939. Only later, in 1941, was the amphibian version, PB5A, developed. The plane distinguished itself by finding the German battleship Bismarck for the Royal Navy and locating the attacking Japanese fleet for the US Navy at Midway. Pilot Nathan Gordon won the Medal of Honor in a Catalina for rescues. The plane was slow and vulnerable to fighter attack, but had a state-of-the-art radar for night shipping attacks for the Black Cat squadrons in WW2.

On 20MAY93, I got my checkout in Z-CAT, it's Zimbabwe registration, in Harare. The plane is very heavy on the controls, lacking aerodynamic horns on the control surfaces. Adverse yaw with 104' wingspan and only a 63' tail length is pronounced. I normally banked the plane by standing on the rudders to enter turns. Doing so allowed more coordinated turns. The yoke was unique, being capable of rolling 360 degrees in either direction. The throttle quadrant with very long levers was overhead. Landing on a runway is simple, but landing on water demanded precise airspeed. Too fast meant a shallow angle of attack which could lead to dangerous porpoising fore and aft. The plane was designed with the CG on the center of pressure. When it stalls, it does not pitch forward; it descends vertically. This allows a full stall landing on rough seas at minimum airspeed, but must be done near the water for obvious reasons. The jarring impact of full stall 'alightings' always pops rivets in the hull.



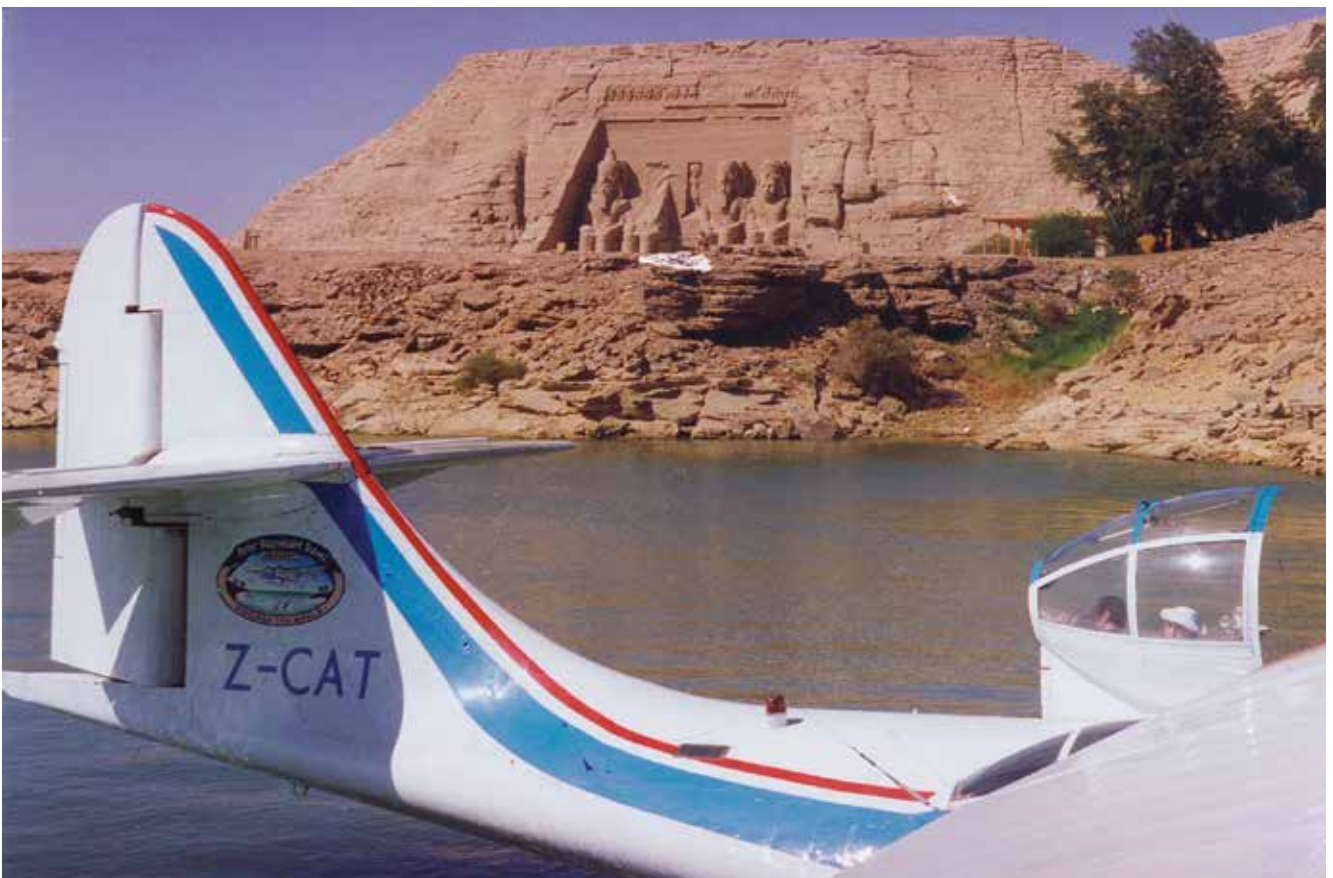
George Furey and me in the Cockpit

The plane cruises at a slow 115 knots. The DC3 cruised at 150knots with the same engines and same weight. The difference was drag. The tradeoff was in range and endurance. In flight, the plane looks like it's all wing. The wing tanks carried over 20 hours of fuel. To insure you had sufficient engine oil for this endurance, each engine had a 50 gallon oil tank. Original Catalinas had an unusual flight engineer position. He rode in the center pylon beneath the wing. He had sliding windows, engine levers and switches at this station. Z-CAT moved his levers to the cockpit, as well as his electrical switches now mounted on the yoke crossover tube for the pilot's access. We mounted our own handheld GPS.

The landing gear needs some explanation. The wheel wells for the main gear needed to be above the waterline, so extension was via some double hinges from flush wells against the fuselage out into the down position. The nose gear double-hinged doors, trunnion and wheel well were below the waterline and extremely vulnerable. Pierre went forward to insure the door pins were securely locked, to hold the doors shut, for each water landing. If the pounding water forced a door open, the plane would slew and possibly destroy itself. The nose gear was free swiveling on the ground.

As all access doors had to be above the waterline, on land, we carried a long ladder to enter the blister window in the rear which hinged upward on Z-CAT instead of rotating inward as original. 16 passenger seats had been fitted plus a midsection galley by a South African master craftsman, Rob Scott. The blister area was a sundeck, complete with lounge seating, to watch the African plains drift by. A forward passenger exit was cut near the propellers. The cockpit had sliding side windows (held forward against the vibration by bungees), two overhead hatches and a nose hatch up front to pitch the anchor. It had no fuel gages, so we measured fuel levels with a stick before each leg and timed the burn. Oiling was equally hard work, lugging 5 gallon jugs up the fuselage and pylon. Work on the engines was

Z-Cat in front of Abu Sumbel





Myself, film producer Yvonne Belonia, Pierre Jaunet

off long ladders or on folding platforms which hooked into the wings if over water. Needless to say, one did not want to drop tools working over water.

Our crew consisted of four. I got Zimbabwe validation of my pilot and maintenance inspector's license. Pierre always flew with us, looking after the passengers and acting as purser. Pierre was fluent with languages, had years of experience leading safaris and was a pleasure to work for. Our mechanic was a booming, blaspheming Harry Holdcroft. Harry learned his trade building Mosquito aircraft in England during WW2. As a young soldier, he was a champion distance runner and still kept himself fit at 64. He emigrated to Rhodesia after the war and never went back. His team of black mechanics idolized the man, as I did, too.

The Captain shall be referred to as BM, the Bowel Movement. Every team has to have one, I suppose. He carried Australian and New Zealand passports (apparently neither country wanted him). He had gotten his Catalina rating from the military after WW2 and his divinity was self-appointed. The Catalina work was seasonal and could not support a full time captain. Pierre, regrettably, had little choice but have a BM and find new copilots each year, for no copilot would fly with him after the one season.

Pierre had landed a choice contract for the Catalina. Peter Stuyvesant is a popular cigarette manufacturer,

but cigarette advertising was now banned in Europe. To promote brand name recognition, the company Peter Stuyvesant Travel was formed and a Dutch promotional film would feature the Catalina in exotic settings around the Atlantic perimeter. The journey would begin and end in Holland, covering a couple months. First we had to ferry the plane from Harare to Holland. The four of us head north with a ton of spare parts and tools tucked under the floor planks.

On the first leg to Nairobi, a mere 10 hours, the trouble began. The voltage regulator fried. Over the many years, the plane had many modifications to its electrical system and jury-rigged wiring was everywhere in Z-CAT. Harry and I replaced the voltage regulator and I wired a switch to monitor the generators on the single voltmeter the ship had working. The next leg to Luxor, a respectable 15 hours, the battery overheated. The battery is in the galley and we disconnected the terminals in flight when the fumes alerted us to trouble. On future flights, this would be a standard procedure to disconnect when the charge was restored. In Nairobi, we took on some journalists to defray the ferry costs and publicize the plane. They wrote well-detailed articles for Propliner and other magazines on the ferry. I was too busy explaining ATC instructions to the Bravo Mike the whole way. His hearing was as bad as his night vision.

Harry and I had to change an starter before takeoff in Luxor. I began to think a ton of spare parts wouldn't be enough for this bird. We put another 11 hours enroute to Corfu and BM confirmed who's boss to me when I tried to explain newfangled GPS to him. He preferred the geocentric world concept with himself at the core. I could see this would be a long trip in a small cockpit. We set the record for the hotel's longest fax when I requested the operating manual on the peculiar model of our HF set. BM had no clue on its operation, though he had flown with it often. The HF was a ground station with voltage converter, not made for aviation. I was caught in the crossfire over Italy with ATC controllers shouting at me for BM's unique air navigation. He chose random headings by some sort of intuition. They sent us down to 1000' offshore to get us out of their hair. At least, it was warmer. The Catalina had no heater at all. We had a pleasant night stop at Avignon, then on to Eindhoven in Holland for repainting the bird in Peter Stuyvesant livery. The Dutchies worked around the clock to finish us in three days and we made a grand entrance in Amsterdam after giving the tower a fly-by.

The Odyssey began the very next day. We gave Rotterdam tower a flyby at low level. We collected more film people at Le Bourget outside Paris then had a champagne reception by the lake at Biscarosse in southwest France. Biscarosse is hallowed ground for French avia-

tion. The Latecoere flying boats were built there for their Atlantic routes to South America. The French Charles Lindberg, Jean Mermoz, disappeared on a crossing in one. We did more water landings for the camera with a C172 on floats beside us. Next stop was in British Gibraltar. I had a day to explore its many caverns. Over a hundred were dug in WW2 for gun emplacements and a huge one for a hospital. Crows played tag, soaring the winds at the top of the Rock. There is a saying the Brits will stay as long as the native apes inhabit the Rock. I feed them to make sure.

We got some flak from the Moroccans over landing clearance during a lunch stop at Agidir. I got through on the HF set to Overflight International and they secured our clearance in an hour. At Lanzarote, in the Canaries, the film crew deplaned to work, but the airport was out of avgas. We hopped over to Gran Canaria to top up and back. We had a lunch stop after 5 hours cruising down the coast at Nouahibou, Mauritania and scored another clearance on HF for the Cape Verde Islands. The islands are quite barren despite being named Cape Green, in Portuguese. The main airport Sal simply means 'salt' which was its main export. Tidal seawater is dried in catchments. A local Twin Otter was hired to film us in flight. BM has a phobia of other airplanes sharing his air and continuously evaded the Twin Otter's cameraman trying to fly behind us. To be fair, he did some impressive rough, crossswell landings before the land cameras at the cliffs of Praia town. Praia, meaning 'beach', has a long history. Flagstones had dates 400 years old. In the shade

of the mango tree, they played the bao game I'd seen in Malawi. I joined the film crew on an Mi8 helicopter trip to the crater of Fogo Island. An enclave of natives farm in this lava bowl at 9,000' elevation in total isolation like Ngorongoro Crater in Tanzania. Grapes, goat cheese, and donkeys. A Portuguese Shangri-La, if you will.

To cross the Atlantic, we didn't even use full fuel tanks on Z-CAT. Westbound headings have tailwinds. A mere 15 hours put us into Natal, meaning 'Christmas', on the Brazilian coast. Natal had been a WW2 Catalina base for patrolling submarines from the Rio Potengi and some of the old timers shared their memories with us. We did some water operations for the camera. A typical water takeoff goes like this. Turning into the wind, the captain sets full power. The copilot retracts the floats to reduce drag as soon as aileron authority was established. At 80 knots, the plane lifts with little rotation. Rotation can't be rushed, as early rotation causes the heel to dig into the water and lose speed. A wave caught us over the bow on takeoff and smoked some of our electrics, including the DME nav set. A sandbar nearly caught us in the muddy water on taxi. The Catalina draft is about 3 feet when taxiing, so rocks and sandbars are a hazard. It's customary to extend the landing gear to protect the keel when leaving the plane moored over night should the tide go out. To ease up to a mooring, we control the taxi speed by 'burping' the engine, cutting both mags momentarily to slow the plane. Sailing dhows shared the river with us. I was happy to be in Brazil.

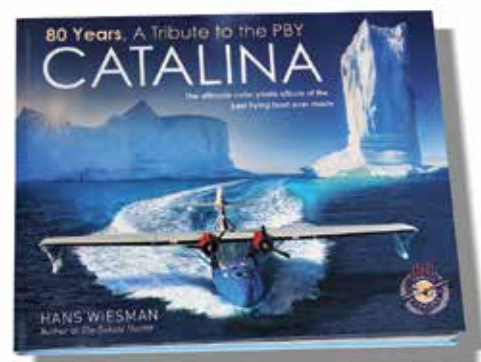
.....to be continued



80 Years, A tribute to the PBY CATALINA

Hans Weisamn

The full career of the PBY Catalina / Canso in a magnificent XL Photo Album with 400 photos, many never published before. From 1937 to 2017, the Cat's seven lives are described, from the Wartime on to its Post-War period as a cargo/ fire fighter/ Coast Guard plane. Ending with the survivors of the New Age, they are all there in this fully illustrated Lounge Table book with Pilot's reports and visits to Faraway islands.



For sale at Amazon and or at www.catalinabook.com for a special 20 % -Off Price. Read on their Order-page the 22 Customer Reviews and see the 15 random pages from my book.

You can also see a Video of my book and order via www.dc3dakotahunter.com

20% OFF

SOMETHING BIG IS COMING ALONG....



West End.



North West.



North East.



For years the Catalina Club members have dreamed of finding a home for the Catalina, where she can be housed under a roof but her size, with a wingspan equivalent to that of a B737, has meant we have been limited to Airline or Air Force sized structures and without sponsorship from either (at least until recent years thanks to Jim Rankin where she has been housed at Ohakea AFB these past three winters) this has seen her parked outside at Ardmore or New Plymouth year round in all weathers, victim to salt-laden winds, rain and sun. Back in 2011 we found an airfield close to Auckland suitable to build a wintering-over Hangar for the Catalina.

It has been a long slow process cleaning up the site, improving drainage so that the grass runway is useable year-round, and fostering aviation businesses to be Mercer-based so that we can develop the airfield as a tourism destination for our community.

At long last we are seeing our plans come to life, as the hangar emerges from the ground. It is 80mtrs long by 44mtrs wide, large enough to house the Catalina, a DC3, and similarly larger aircraft as well as a myriad of smaller ones beneath their wings.

In order to complete the build we recently invested in a 4 tonne scissor lift, two large generators, and a Manitou telehandler to assist with getting the roof structure built. Once the roof structure is complete, it will be time to lift it into place and cover it over. We hope to be able to celebrate this milestone at our Catalina Christmas gathering in December.

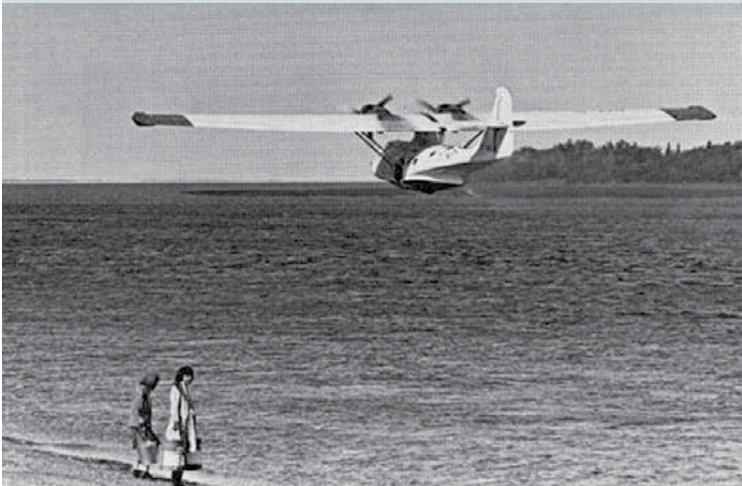
Neil Young and Dee Bond



way back when....



Looks like somebody forgot the boarding ladder!
C-FJVC embarking passengers in an ungainly fashion at
Great Whale Quebec. (Larry Milberry, 1985)



As passengers await an Austin Canso arrives at a provincial Canadian
settlement. Not the typical scene at today's modern terminal buildings!
(Larry Milberry, 1985)



A Canso "Tanker" at Fergusson Lake. Cansos routinely flew in 700
gallons of diesel or avgas using one of the two big wing tanks.
(Larry Milberry, 1985)

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



Preserving New Zealand's aviation

AGM at Taupo - Saturday 12 October.

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 your experience of the Catalina 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) 322 6833 Mob 027 404 8546, email: burston@xtra.co.nz. Could you please advise Annette of any change of email address or contact details. See our our website www.nzcatalina.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. We are on Facebook just look for "Catalina Group of New Zealand"

until the next time....Adele

blackpony
PUBLISHING

25 Oriwa Crescent, Otaki 5512,
New Zealand
Ph +64 6 364 7326 Mob: +64 21 701705
Email: adele@adesousterart.co.nz