

SLIPSTREAM

MYSTERY LOW WING

Dear Graham,

Thanks for a great read with the latest CW mag. In a recent issue you covered the Festival of Flight show at Watts Bridge, Qld. I hope you can identify a plane I saw there. It was a low wing two seater, red and black, with a radial engine up front. I wasn't sure if it was vintage or not but had a lot in common with the Moth Minor you wrote about, and the radial engine made it look even more antique, although the wheels looked modern. I watched when it left and it sounded great and went up like a skyrocket!

Regards,

Jeff Irving, Brisbane, Qld.

Hi Jeff,

The aircraft in question is a modified 'Spacewalker II' (also known as 'Revolution II') which is a homebuilt type designed to provide vintage-style open cockpit touring and which first appeared in the mid-1980s. There was also a 'Spacewalker I' which was a single seater. The builder of this example is Martin Hone of Gatton, Qld, who modified his aircraft to accommodate a brand new 150hp Rotec R.3600 radial, and then faired the whole fuselage to follow the contour. He also built the very attractive vintage style windcreens to produce an aircraft very reminiscent of machines of the '30's. Designed for 65-150 hp, the Rotec gives it not only the lovely throaty period



sound but also the stunning performance you witnessed. This is definitely an option for someone wanting a brand-new classic style aircraft that they can build themselves. Here are more details - www.rotecradialengines.com/customers/MartinHone.htm
Cheers, GMO

LEGEND OF ACES

My name is Patrick J Mihalek, I am 27 years old and am working to put my dream together and build a non-profit WWII Flying Museum at Livingston County airport, in Howell MI. I formed Legend of Aces Aviation, which is a company dedicated to the restoration and service of Vintage, Classic, Experimental, and World War II Aircraft. It has been my goal to help educate the younger generation about these aircraft and keep the veterans stories alive. As a kid I remember being able to see the aircraft but never being able to get up close to them. It is one thing to be able to see them, but a totally different experience to actually sit in them, and to close your eyes with your hands on the controls and picture what these pilots went through so we could have

our freedom. I own North American NA-64 Yale 3383 that has been sitting in a field since it left service in 1946 un-touched, this aircraft is a total time capsule. We are doing a ground up restoration on the aircraft to its original Wireless Trainer configuration to flying status with working radio gear. I am in the process of looking for investors that could help me get this flying museum off the ground. I know it will take a lot of time and money to put this together, but I have the talent, ambition, and enthusiasm to make this dream a reality. For more information visit: www.Legendofaces.com

Patrick J Mihalek
Brighton, MI, USA.



AVIAN MOTORS REVISITED

Hi Dave

Amazing how many people have mentioned the photograph of Avian Motors in CW to me. I met Brian Langley in 1974, he was one of the instructors at North Shore and we eventually decided to go into business together. Later he was instrumental in forming the Special Syndicate and introducing me to the joys of flying a Pitts, which I continue to enjoy to this day.

We commemorate Brian every January with the Brian Langley Aerobatic Contest; readers can email me, avian@xtra.co.nz for information.

When Brian and I formed the company in 1982 and were casting about for an aviation related name, Brian's wife, Diane, came up with Avian Motors. The sign was painted by a local sign writer using a photograph as reference and we adopted it as our logo. While we were in business in Takapuna we were often approached by people who knew the Avian and wanted to chat about their experiences. The site was redeveloped in the mid 90's and is now occupied by a bar called R'toto.

Cheers

Paul Marshall
Hibiscus Coast
New Zealand