



The newsletter of the Sport Aircraft Association (Auckland Chapter) Inc

Sport Aviator

April 2023



www.saaauckland.org.nz

Committee 2022/23

EXECUTIVE COMMITTEE

President: Peter Armstrong
(Acting)

Vice President: Graham Smith

Secretary: Keith Weale

COMMITTEE MEMBERS

Bill Luther Tony Payne

Gavin Magill David Campbell-
Treasurer Morrison

OPERATIONAL POSITIONS

Newsletter Editor Technical Library
Gavin Magill TBA

Safety Officer Airspace Users Group
John Ashman Bill Luther

Tool Library Webmaster
Manfred Scherbius Warren Sly

Catering

All members to share this role.

TECHNICAL MENTORS

Wood & Fabric - Steve Chilcott
Composites - Alistair McLachlan
Metal Skin - Kevin Paulsen
Avionics - Liviu Filimon

FRONT PAGE

David Wilkinson posted this photo on Facebook of Don standing beside ZK-WLK at Milford Sound. David noted this was the first time Don had flown into Milford Sound in over 50 years of flying.

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Next Meeting

WHEN: April 27th 2023

WHERE: Auckland Society of Model
Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington

Speaker: Steve Williams & John Smith

What: Steve Williams and John Smith from Rosmini College will speak to their experience of working on their school build project, their tribulations along with their thoughts and the experience the pupils are gaining. They are also looking for some help from some of our experienced builders in the form of advice and encouragement on some of the more taxing issues that I'm sure go along with each build. Look forward to hearing from Steve and John.

3 President's Corner

With Teagle Smith as my co-pilot, we had a successful trip to Ashburton for the SAANZ AGM. On the Thursday all that were travelling south had our challenges with the low cloud base around the Canterbury area, these were safely overcome with careful, prudent navigation.

As can be seen in the accompanying photo, a group of us travelled to the Glentanner strip on the Saturday, returning via the Waitaki and associated power schemes and then along the coast back to Ashburton. Most returned to Auckland Sunday and had to contend with a 35knot headwind, which made for a slower trip and then gusting winds on arrival with a 27knot crosswind at Ardmore. All planes re-useable.

More importantly I now have Certificate of Airworthiness that allows me to fly over a "congested area". This has come about due to the observance of Nick Dee, an SAANZ executive member noting that AC21-1 18 January 2022, a relatively new document, which states that the CAA has adopted the FAA amateur-built system and definitions and that FAA interpretation of those particular rules are generally accepted. In the USA flight over a congested area is permitted. Based on this I applied to CAA for a revised CofA and 2 days later have the necessary documentation.

You will have need to have completed 100 hours and a 100 hour check prior to applying. If anyone wishes to apply, I am happy to share my documentation. This will, we hope, allow in the future for an appropriately equipped aircraft to be permitted to fly IFR.

Finally, from AOPA, there is a push for the DL9 to be furthered permitting night flight greater than 30 miles and for IFR flight - none for hire or reward.

Safe flying. I will not be present at this meeting and Bill Luther will be running the meeting.

Peter

President (acting)

Sport Aircraft Association (Auckland Chapter)





Hi Everyone

First up I would like to congratulate everyone who flew down to Ashburton for the SAANZ Great Plains fly-in. By all accounts it

was a challenging but rewarding experience for all involved and everyone having gained significantly more experience and confidence in their respective aircraft and abilities as a result. Whilst the building of our own aircraft is a significant achievement in its own right, learning to fly it safely and with confidence is equally as important. To this end I would like to thank Keith Weale for providing an excellent update for the newsletter detailing his own experience with travelling away in his RV-12, ZK-VLF.

Having the fly-in later in the year may be something worth considering given the weather is usually more settled during Autumn. Perhaps something worth considering for the future.

Easter Weekend also saw the Classic Fighters airshow at Omaka and by all accounts this was equally as successful. I don't know if anyone from the Chapter attended but if you did feel free to share your experiences and thoughts on the show for the next newsletter.

On the home front work on my Camel build is progressing. I have included a bit of an update in the news section. Suffice to say I have now completed the rework of the woodwork and I am happy with the results. Now time to move on to the metalwork round the nose before getting back on to the wings.

I have also been patiently sitting through the recovery period following my cataract surgery on my eyes about a month ago. I have had some side effects with a touch of vertigo in the first week caused I think by the change in magnification of objects that are within a couple of metres from me. I still look at my feet and think they are far away given I have only seen them through thick lens for 50 years which made them seem larger and closer. Also still getting a bit of stickiness in my right eye which is slowly going away so hopefully I can get back to flying in the next week or so.

Last month's Mystery Aircraft quiz only had one response with Warren Sly having a good go at guessing the line up. Warren guessed the line up as Avro Anson, Airspeed Oxford, Hawker Fury, Avro Tudor, and Hawker Hind.



This was very close. John King advised that the actual line up is Avro Anson, Airspeed Oxford, Hawker Hart, Avro Tutor, Hawker Fury. This was definitely a tough one.

John has provided a couple of more images to include as quiz's and I have included another one in this month's newsletter. Give it a go.

That is about it from me. Enjoy the newsletter and I will hopefully see a good number of you at the meeting on Thursday.

Gavin

MEMBER NEWS

Keith Weale – Ashburton Trip

By Keith Weale

I have been to SportAvex in Ashburton before—in 2021 with Ian Chapman in his fabulous RV-6. My RV-12 was still under construction then. I hadn't flown as PIC for twenty years, and I had only 100 hours in my logbook. I knew there were many mountain ranges still to be crossed before I could muster up the confidence to even fly my aircraft, let alone undertake a trip by myself to collect my Wings Award in person. It is only with the immense assistance and encouragement of my good friends in the Chapter, especially the kicks up my backside and ongoing concern for my wellbeing and safety from David Wilkinson, the encouragement from David Campbell-Morrison, and the flying training generously given by Grant Benns and John Ashman that I got to Ashburton the weekend before last.

The weather go/no-go decisions were the biggest challenge for me. I think I checked the forecasts almost hourly for a week before leaving. I was so apprehensive that I did not achieve much at work, such that I felt morally obliged to take some leave to compensate for my lack of application.

The weather turned out exactly as I had imagined, which was a great morale booster. My passenger John Ashman and I had to dodge quite a bit of cloud and light showers of rain along the west coast past Raglan and Stratford, but Whanganui was clear. Cook Strait was as expected with an easterly and some low scattered cloud, but the little Rotax just hummed along unaware that it was flying 1000 feet over water. We landed at Omaka and decided that continuing to Ashburton was not a good idea as it was raining there.



Omaka Friday with Stu Wards' T18 (John Ashman)

John found a great place to stay—a three-bedroomed house with coffee machine, a deck, and a lovely little brook running through the garden. Stu Wards joined us having taken a detour via Nelson in his T18 to try to avoid the weather building up along the east coast of the South Island, but to no avail.

Friday morning's weather didn't look much better, so after lunch at the Heritage Museum, John and I decided to venture as far as Kaikoura and reassess our options once we got there. Gary Briggs and Mike Penny in their two Sonex aircraft had left Ardmore that morning and pressed on ahead of us giving us updates on the weather, which again was exactly as I had imagined it would be, low cloud trapped along the Kaikoura Ranges by an easterly and a high pressure, but clear over the water.

We reached Ashburton late afternoon. What a great feeling it was to see my little aircraft tied down on the airfield. Two years ago, I really didn't think I would ever have the courage or experience to fly to Ashburton.



Line up at Ashburton (John Ashman)

On Saturday, David Wilkinson accompanied me to Glentanner on Lake Pukaki for lunch. The return trip to Ashburton along the hydro lakes was a highlight of the trip.



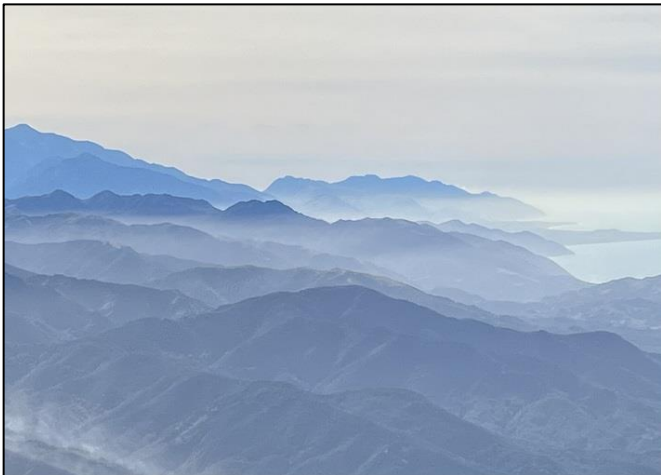
Line up at Glentanner (John Ashman)

Keith Weale - Ashburton Trip Continued



RV grin over Lake Pukaki (David Wilkinson)

The return trip to Ardmore on Sunday was a slog into a strong north-easterly headwind all the way, but the views were spectacular.



Conway River south of Kaikoura (John Ashman)

The weather in Auckland was not ideal. We arrived late afternoon landing on RWY07 grass and again my good friends were there to look after us with Mike Penny and Gary Briggs at the ready to help me taxi in the gusty conditions should the need arise. Thanks everyone. I could not have done it alone.

Keith Weale

MEMBER NEWS

David Grove-Hills – Milford Sound

By David Grove-Hills

Lloyd Morris and myself in LDM and David and Don Wilkinson in WLK, took advantage of improving weather and escaped from Ashburton to Milford Sound on the Friday prior to the weekend Fly-In.



MEMBER NEWS

DCM – Ashburton 2023

By DCM

Tony Payne and I on our way from Ashburton to Glentanner for a coffee in SCM.



Great shot of VLF taken from SCM also on the way to Glentanner with Keith and David Wilkinson on board.



MEMBER NEWS

Ashburton Trip Photos

By Mike Penny / Gary Briggs

Some more photos of the Ashburton Trip by Mike Penny and Gary Briggs



ZK-SXR & ZK-JQP at Omaka



Above & Below visiting aircraft at Ashburton



Another view of the Ashburton flightline and skyline.



Visiting aircraft parked at Glentanner



Glentanner Park Centre (Mount Cook)



The Helicopter Line base at Glentanner with Lake Pukaki in the background.



The Ohau B dam off the wing of ZK-SXR

PROJECT NEWS

Gordon Lindsay – Sonex

By Gordon Lindsay

The I'm now at the point where the aft fuse looks like a hedgehog,



Time to remove the Cleco's, debur the holes, and rivet.



PROJECT NEWS

Gavin Magill – Sopwith Camel Replica

By Gavin Magill

I have been building the plywood cockpit surround and turtle deck. This is a fussy bit of work but the results have been worth it.



You can never have enough clamps.



Gluing the doubler under the front deck.



Very happy with the finished result.

PROJECT NEWS

Chris Wade – Sonex ZK-VDB

By Chris Wade

The cowl mould was taken from a standard Sonex with an Aerovee engine. I may need to make a few adjustments to clear the engine mount for the Rotax bed mount and exhausts. Now that the bottom cowl is in place I can plan the layout for the oil cooler, radiator, and exhaust. If any member has experience or suggestions regarding exhaust layout and fabrication I would be pleased to talk to them.



Nose Wheel Steering Mechanism



Cowl as it came out of the mould



Fitting bottom cowl



Top Cowl before fitting

MEMBER NEWS

Another NZ Mosquito Restoration

By Rob Keith

Rob Keith spotted this update on the Warbirds blog he follows.

Zac Yates on Feb 7, 2023 at 6:54am

Hi all,

Peter Monk and the Biggin Hill Heritage Hangar/FlyASpitfire.com team based at Biggin Hill in the UK have again announced a Mosquito FB.VI restoration in conjunction with Avspecs.

WWII Mosquitos to return to Biggin Hill

Announcement by Peter Monk, Managing Director of flyaspitfire.com and the Spitfire Company (Biggin Hill):

"Following previous announcements and patiently waiting for availability in a busy restoration programme we're delighted to confirm that we've now commissioned the team at AVSPECS NZ to commence the restoration of a Mosquito FB.VI. Upon completion the aircraft will join our fleet of 2 seat Spitfires and other WWII aircraft that are available for flight experiences here at Biggin Hill.

The team at AVSPECS are leaders in the field of Mosquito restoration and this will be the 5th airframe that they have restored to an airworthy condition. Whilst there's always an appetite for us to take on different restoration projects at our own 'Spitfire Factory' at Biggin Hill, the unique skill set and proven experience of the team at AVSPECS makes them an obvious choice for this special project.

The restoration is scheduled to take 3 years and once completed the aircraft will complete a commemorative tour of New Zealand, Australia and then on to the UK in honour of the Commonwealth pilots that flew Mosquitos in WWII.

The Mosquito has a special place in history and we're still deciding which specific markings the aircraft will carry upon its completion. Recognition of the pilots and French resistance fighters that took part in 'Operation Jericho' on 18th February 1944 is a popular choice, however we're still considering a number of options and will be releasing regular updates on the progress of the project on Facebook.

We believe this will be the only airworthy example of the Mosquito in Europe and we're excited at the prospect of offering members of the public the chance to 'Fly a Mosquito' from Biggin Hill in 2026."

Rob received confirmation from Mike Tunnicliffe as per the following emails.

9/04/2023, 11:59 AM, Rob Keith

Mike, I saw in a warbirds blog that the Spitfire Company at Biggin Hill UK have commissioned Avspecs to build another Mossie a FB VI.

What can you tell us for the Chapter Newsletter. Are you to be involved at all? You mentioned there was another Fuselage at Drury is that to be used and is it a VI.? Where will the wing be built? How is Glynn's one progressing? Any finish date in sight? The 5th one is hoped to be finished in 2026 and will tour NZ and Australia before flying to the UK I presume.

Is that a realistic time frame?

Any info gratefully received including your own projects.

15/04/2023, 1:30 PM, Mike Tunnicliffe

Hi Bob/SAA members,

We have indeed been commissioned to build an FB6. This will be the 7th fuselage to come off Glyn's moulds.

Mosquito Restoration Ltd at Drury are to build the entire airframe, with a team of 5 headed by myself. This is expected to be done in a relatively short timeframe.

AVSPECS will then complete the aircraft.

I understand that it will not be flown extensively in New Zealand before shipping to the United Kingdom.

Due to the nature of these projects, I am not at liberty to provide much more detailed information.

MEMBER NEWS

Jon Farmer

By Jon Farmer

Having built five high wing aircraft, one low wing and one with two wings, the thought of making more wing ribs no longer appeals so I thought I'd try one with no wings. It is a helicopter and has a joystick and rudder pedals, just like I'm used to, so it shouldn't be too hard to fly.



In fact, I've already got 15 minutes of helicopter time but my expression of how easy it was got somewhat dampened when the pilot said "he would turn the autopilot off next time".

The motor is a near new Rotax 582 of 60hp as used on many microlights and well known for stopping on final approach just when you need a bit of power to make it to the strip. It is a bit odd to see this motor sitting on its bum when you are used to them sitting on their belly, but it does save a right-angle gear.

Drive is through a one-way Sprag Cutch bearing to a multi belt reduction, the large pulley having a small pulley giving belt drive to the tail rotor. There are two further chain driven reduction drives to the main rotor.

Starting the motor is by recoil rope as the previous owner couldn't fit the electric starter in the available space. I think I will solve that by getting an aftermarket starter that sticks out of the flywheel housing at right angles. Imagining how frustrating it would be having to pull the rope starter then dash to the cockpit to operate the throttle. Speaking of the throttle, I realised that I hadn't found the throttle yet. A closer examination of the cockpit revealed a handbrake lever almost out of sight under the left side of the pilot's seat.

Why you'd want a handbrake when the machine didn't have wheels was a mystery but even stranger, I found the throttle in the form of a twist grip on the end of said handbrake lever. It would seem I have quite a bit to learn about flying this machine!

Paperwork that came with my helicopter is minimal, no logbooks and it seems the registration lapsed many years ago. There is a set of CAD drawings for a "Choppy" helicopter, but they don't seem to apply to my machine. Although I did note that it used the shaft drive from a Harley Davidson motorbike to operate the tail rotor.

There were some handwritten notes which seemed to indicate that the helicopter was used in Australia to round up cattle. No explanation of how it came to NZ and was sold to the chap I bought it from as a bunch of parts. He assembled it over a ten year period but in spite of 37 years as an agricultural helicopter pilot, he never flew it. "Just got it light on the skids" seems to be a catch phrase for homebuilt helicopter owners. So 'watch this space'.

MEMBER NEWS

David Wilkinson – Flying ZK-DGQ

By Gavin Magill

Just flew Cliff Craigie's old Taylor Monoplane ZK-DQG (02 April 2023). A delightful little aircraft.



It has been a long while since we had a mystery aircraft quiz. John King has kindly provided a few photos for me to use in the next few newsletters.

For the first quiz, the chocolate fish goes to the person who can correctly identify all five aircraft in the image below in order from bottom to top.

Send your replies to my personal email address (gavin.magill@gmail.com) so as not to give away the answers.



13 In the News & On the Web

ON THE WEB

Sir Keith Park Memorial – Thames

Gavin Magill

I received the following email from the Sir Keith Park Memorial Project. This follows the donation the Chapter made towards the Hurricane Fighter Aircraft memorial at Thames Airfield.

Good afternoon Donors and Supporters of the Sir Keith Park Memorial Project.

I am forwarding this to you for interest, and to indicate to you why our project to create a fitting memorial to ACM Sir Keith Park is so important. Not only for his amazing exploits and achievements, but for the leadership model he offers to all New Zealanders – particularly our younger generations.

The link below to a video clip is a great overview of the life and leadership qualities of Sir Keith Park.



<https://youtube.com/watch?v=bsHQhLg1KE&feature=share>

We are halfway through the commissioning of a statue of Sir Keith to go with the Hurricane Fighter at the Thames Airfield.

Any donations will be gratefully received and receipted. We need about \$150k to complete this project.

*Many thanks and regards
Geoff Furkert FEngNZ*

*President, Sir Keith Park Memorial Airfield Inc,
Chair, Thames Battle of Britain
Commemorations*

ON THE WEB

Kitplanes Safety Article

Vic Syracuse

This is an excellent article although aimed more at pilot owners transitioning from certified aircraft into amateur-built. Vic is a well respected commentator in the E/AB world in the US and this is well worth a read.



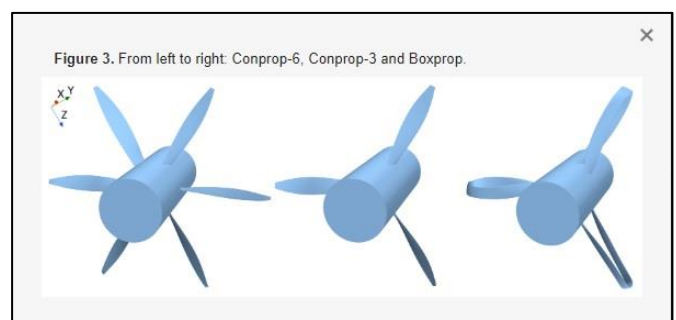
<https://www.kitplanes.com/checkpoints-47>

ON THE WEB

Quiet Prop Research

Gavin Magill

Another article I recently saw around research into quiet prop technology. Maybe not applicable to homebuilt aircraft yet, but interesting nonetheless.



<https://scitechdaily.com/quiet-and-efficient-new-propeller-advance-paves-way-for-electric-planes/>

Chapter Events

2023

Apr 27	Chapter Monthly Meeting Last Thursday of the month 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
May 25	Chapter AGM 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin

Aviation Calendar

2023

Every Sat	Dargaville Aero Club – Catered Lunch The place is buzzing every Sat, wet or fine, windy or calm, and the catered lunch at 12.30 is good value, just don't be late! Club website is http://dargavilleac.weebly.com/ . If going as a group, please ring in advance so the cook expects you. Ph. Murray 027-478 4308 or club house on 09-439 8024. The Dargaville Aero Club has advised that their famous catered lunches are back on from this Saturday 23 April. The lunch starts at 12.30 and the cost is \$12 per person.
Every Sun	Whangarei Flying Club Sunday Lunch Penny burgers every Sunday \$5. Contact Rusty 021 173 8942 Penny burgers are now back on!
Nov 24-26	Wings Over Wairarapa Hood Aerodrome – Masterton Wings Over Wairarapa Air Festival has a new date, the Masterton based festival that attracts tens of thousands from across Aotearoa as well as international visitors will now take place from 24-26 November 2023 . https://www.facebook.com/wingswairarapa

Aviation Calendar

2023
