

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

# Sport Aviator

August 2019



# Committee 2019/20

## EXECUTIVE COMMITTEE

**President:** **Gary Briggs**  
09 277 9959  
021 168 7206

**Vice President:** **Peter Armstrong**  
09 576 3676  
021 883 080

**Secretary:** **Keith Weale**  
09 527 8710  
027 435 4661

## COMMITTEE MEMBERS

**Bill Luther** **David Wilkinson**  
021 790 276 021 468 270

**Gavin Magill** **David Campbell-**  
**Treasurer** **Morrison**  
07 866 0265 09 817 4782  
027 291 0525 021 946 078

## OPERATIONAL POSITIONS

**Newsletter Editor** **Technical Library**  
Gavin Magill David Wilkinson  
07 866 0265 021 468 270  
027 291 0525

**Safety Officer** **Airspace Users Group**  
Norm Bartlett Norm Bartlett  
09 528 0108 09 528 0108  
027 611 2153 027 611 2153

**Tool Library** **Webmaster**  
Manfred Scherbius Warren Sly  
09 298 0221 021 772 351  
021 0813 6503

**Catering**  
Don Wilkinson  
027 430 5303

## TECHNICAL MENTORS

Wood & Fabric Mike Tunnicliffe 09 237 8173  
Composites Alistair McLachlan 09 299 2775  
Metal Skin Kevin Paulsen 09 296 5125  
Avionics Liviu Filimon 09 268 1199

### **FRONT PAGE**

Richard Hood is making good progress on his Pitts Special at his hangar at Ardmore. After test flying Rob McNair's Pitts, plus a visit to Oshkosh, and with encouragement from Marinka, Richard now has plenty of incentive to get the Pitts completed.

# Contents

- 2 Committee 2019/20
- 3 Presidents Report
- 4 From the Editor
- 5 Chapter News
- 10 Rotax Engine Update
- 11 Oshkosh 2019
- 13 Mystery Aircraft
- 14 In the News & On the Web
- 15 Upcoming Events
- 16 Black Sands 2019

## Next Meeting

**WHEN:** Thursday 29<sup>th</sup> August 2019

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

**WHAT:** Gary Briggs will be bringing schematics of the flight controls of the 737 Max which he is now a rated engineer on, for members to view and discuss.



Hi all

I am back from a pleasant two weeks in Melbourne, what a great city. The weather was great except for the last two days which were wet and windy. As for the A330 course it was very informative. We had quite a few visits to the airport airside, where we had the opportunity to get into the bowels of a couple live aircraft on the line between their flights.

I have not managed to do much flying myself as the weather has been quite unpredictable lately. The oil pressure indication on my Sonex has been playing up again so I decided to replace the resistive type VDO sensor to a voltage type and on the ground runs has proved to be stable, just need some good weather to test fly.

Gordon Swan contacted me a couple weeks ago asking me to get involved in the Rotax aging engine programme and if I'd like to carry out condition inspections and I obliged. It appears CAA have now put the Rotax engines issue on the back burner. In the meantime, Sport Aviation Corporation has issued me with a "Microlight Inspection Authority" so now I can also carry out Annual Condition Inspections.

See you all on Thursday.

Gary



Hi Everyone.

My big news this month is that my Sopwith Camel kit from Airdrome Aeroplanes has arrived. The crate

arrived today via Mainfreight delivery and with the assistance of the hiab truck from Carters Whitanga, the crate was delivered to our house, transferred to Bill Beard's trailer and then into our hangar. With a bit of gentle persuasion and the use of a large truck strop as a lever, plus the assistance of our neighbours Richard Hood and Martin Little, the crate is now stowed safely in our hangar. Very excited to get into checking out what is in the crate and making a start. David Wilkinson tells me I should have sent out an email to the Chapter saying there would be no newsletter this month due to the kit arriving. :-)

On to other matters. Delys tells me, (and most of you will probably agree) that apart from Tuesday and Wednesday this week, it has rained virtually every day this month in Whitianga and Auckland. I can certainly vouch for this having driven back and forward between Auckland and Whitianga each week. The amount of rain and wind that has moved over the country is certainly above average. I suspect not much flying has been had but hopefully this has meant more time has been spent on various projects. I read in the news that the active weather systems are being generated by a particularly warm area of air sitting over Antarctica. Hopefully this is not a sign of things to come for Spring.

I have not managed to complete much flying myself. Zenith 601 ZK-ZXZ was due her Annual Condition Inspection this month, so the only flying I did manage was to fly her down to Tauranga to Solo Wings for the servicing and then back to Whitianga two weeks later between breaks in the weather. Many thanks to David Wilkinson for the ride to Tauranga in his RV-8 last Saturday to pick up ZXZ. It was a bit of a bumpy ride back.

While I was down at Solo Wings, Saul Alexander showed me the email from Stuart Parker of RAANZ which discussed the current impasse that is occurring between CAA and the Part 103 Microlight community with

regards running Rotax engines on-condition. As I write this update, Adrienne Carter has forwarded an update on this matter from Evan Wheeler. His comment is that the application by RAANZ for an exemption for Microlight aircraft operating Rotax engines is a work in progress. I have included the details from the email Adrienne sent with an update from CAA. Hopefully this issue will be resolved sooner rather than later as I know it is causing a serious amount of angst in the Microlight community and also to those businesses supporting that community.

The mystery aircraft last month was successfully identified by Warren Sly, Keith Weale and Steve Stride with Warren just getting in before Keith by about 2 minutes. The aircraft depicted is the Berenznyak-Isayev (also known as Bolkhovitinov) BI-1.

Warren's comment was that the BI-1 was a "terrifying Soviet rocket plane and those who flew it must have been ordered to do so".

The bit I found on the web about it said:

*"The BI-1 was the first rocket-powered fighter built in the Soviet Union, and possibly the world. Most of its structure was of wood covered with fabric, while the rocket engine was a Dushkin D-1A, which in its later versions provided 1,100 kg of thrust. First powered flights were in early 1943 and later that year a top speed of nearly 560 mph was recorded. On 27 March, 1943, on the seventh flight, the BI-1 crashed, killing noted test pilot G. Ya. Bakhchivandzhi. A replica of the aircraft is on display at the museum in Monino, Russia."*



Enjoy the newsletter.

Cheers  
Gavin

## PROJECT NEWS

## Gavin Magill – Sopwith Camel

By Gavin Magill

Because I can, I'm including my update first this month. As mentioned in the editors blurb, my Airdrome Airplanes Sopwith Camel kit arrived today at Whitianga. The crate is now safely ensconced in my hangar and awaiting unloading. Can't wait. Delys is also as keen as mustard to make a start.

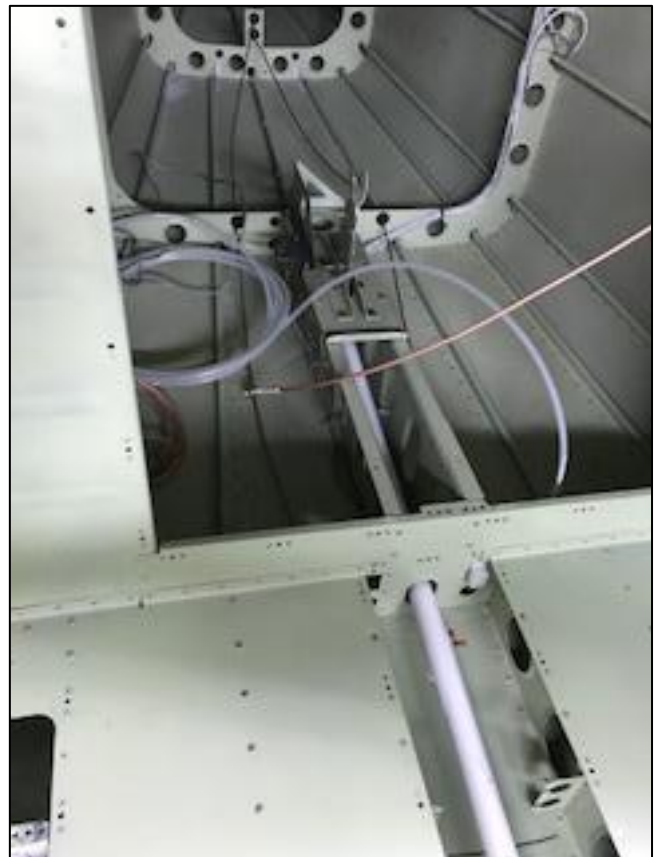


## PROJECT NEWS

## Chris Wade – Vans RV-14

By Chris Wade

The canopy, seats and cover plates debuted cleaned and ready for washing, etching and priming.



## PROJECT NEWS

## Huib Volker – Harmon F-1 Rocket

By Huib Volker (via Facebook)

Work continues on the design, manufacture & installation of side panels, control quadrant mounts, ventilation system, arm rests etc.



View of the passenger's throttle control and heel rest.



Passenger's control stick cover box being installed. This prevents the entry of FOD into the controls and is a place to mount ventilation and power outlets.



## MEMBER NEWS

## Robin Hickman – SAANZ Life Member

By Don Wilkinson

Don Wilkinson recently presented Robin Hickman his SAANZ Life Member shield. Robin has been a Life Member of SAANZ since 2014. SAANZ has chosen to present all current Life Member's with shields to recognise their status as Life Members.



## INDUSTRY NEWS

## ZK-BAZ at Oshkosh

By Keith Morris (Courtesy NAC Newsletter)

The BazFlyer team's journey to Airventure 2019 came to fruition on Friday 19 July 2019 (local date) when the trusty PA24 Comanche ZK-BAZ arrived at Oshkosh mid morning following a short flight from Wisconsin Dells. In the photo below Barry can be seen on the wing of ZK-BAZ. And they even picked up a Bronze Lindy award at the Saturday night ceremonies. Well done!

Barry and Sandra are now continuing their journey having flown from Goose Bay, Canada to Reykjavik in Iceland and on to the UK.



## PROJECT NEWS

## Kevin Moir – Taylor Monoplane

By Kevin Moir

Instruments are yet to be connected, W & B needs to be done, fuel tank to be refitted plus all the usual paperwork. The aircraft is at Parakai and will have the registration ZK-KTM.

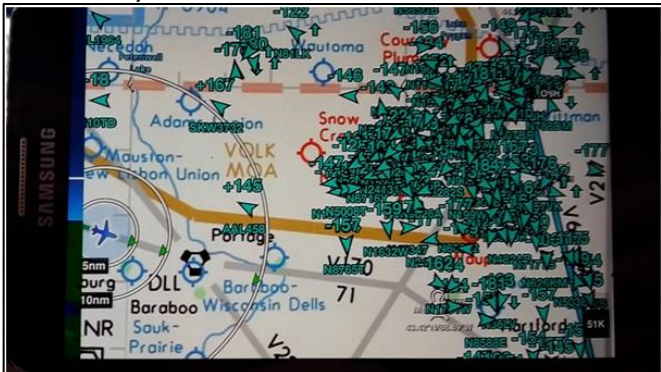


## MEMBER NEWS

## Steve Stride – At Oshkosh

By Steve Stride

A Super Galaxy flew in from California, I don't usually wait around in a queue to visit these aircraft but this time I did, for at least 1.5 hrs. You can sit in the pilot's seat, which is at least 30ft above the ground, hold the yoke and think 'am I going to get the round out right'. There is another ladder to a hatch in the top where you can poke your head out and get a good lookout over the top of the giant machine. Anyway, one of the crew showed me a picture on his phone of the ADSB display coming into Oshkosh at 406kts. The Galaxy is positioned on the left of the picture and on the right is Oshkosh underneath what looks like a swarm of locusts. When they saw that their first thought was where can we put it down and hire a rental car and drive the rest of the way.



## PROJECT NEWS

## Richard Hood – Pitts Special

By Richard Hood

Starting to look like a real aeroplane.



## PROJECT NEWS

## David Wilkinson – DR107

By David Wilkinson

Wing is being painted at Pioneer Aero... very happy with the result so far... now for some yellow



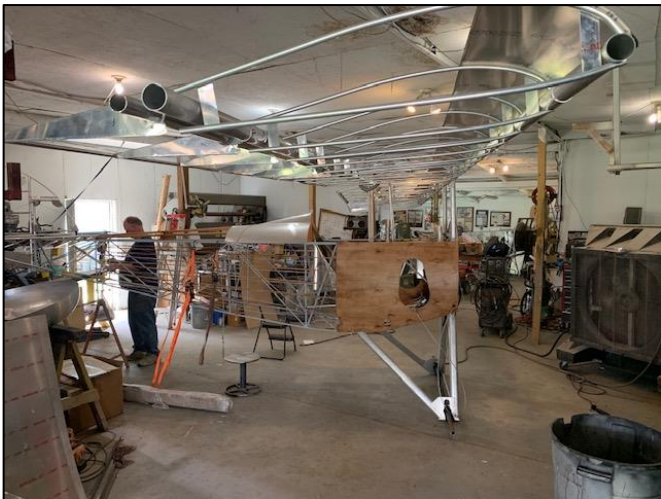


## MEMBER NEWS

### Pete Walton at Airdrome Aeroplanes

By Pete Walton

Pete paid a visit to the Airdrome Aeroplanes hangars at Holden Missouri last week. He provided some photos from his visit.



S A A N Z N E W S

## Rotax Update

By Evan Wheeler

To SAANZ members

This is currently work in progress. It is a problem for engines which fall into the life or hours limitations as recommended by the manufacturer on aircraft first registered as Microlights as these aircraft do not have a CAA approved maintenance programme to work too. If the aircraft was amateur built and first flew as experimental class on an approved SAANZ Maintenance Programme then there is not an issue. If that aircraft was then re-registered as a microlight, it is our understanding that the approved maintenance programme for that aircraft is still active and the aircraft can be operated and maintained accordingly as per that programme. This means that that aircraft can fly on condition with whatever power plant was originally installed and subsequently flown through the test flight programme, be it a modified auto engine or certified/ uncertified, on condition aero engine, jet, steam, electric whatever.

**What is important to note is that this is work in progress and has not ground to a halt.**

Regards  
Evan Wheeler

CAA Update

*The Civil Aviation Authority is committed to working with microlight associations, including the Recreational Aviation Association of NZ (RAANZ), to ensure that appropriate safety and maintenance standards are maintained for microlight aircraft.*

*New Zealand has one of the simplest and most flexible regulatory systems in the world for microlight operators, with delegated organisations such as the Recreational Aviation*

*Association of NZ having oversight of the sector. As part of its delegated authority, the Association has a responsibility to ensure its members are properly adhering to Civil Aviation Rules. It is especially important that rules which relate to the maintenance of aircraft engines are fully adhered to by its members.*

*Under current Civil Aviation Rules, the operators of microlight aircraft must ensure their engines are maintained in accordance with the requirements laid out by the engine manufacturer ref Pt103.217(b). These rules have been in place for many years and there has been no change in the Authority's interpretation of these rules.*

*The Authority has been working with RAANZ and other industry bodies for a number of years on developing an alternative programme for engines that reach the manufacturer's calendar time before overhaul (TBO) limit. This "on condition" approach could allow for some microlight aircraft which meet specific engine maintenance requirements and can demonstrate that the engine is in good condition to be able to operate beyond the TBO requirements set by the manufacturer.*

*The proposed change is currently making its way through the formal process for making changes to Civil Aviation Rules. RAANZ had initially requested a general exemption to this rule however due to the formal process of the request for change being in progress the exemption was declined until formal approval had been granted to change the rule. RAANZ had been informed that this was the reason an exemption had not been issued and that it was not because of the 'current political climate surrounding and within the CAA'. RAANZ had also been told that an exemption may still be issued as an interim step prior to any Rule change, but only once we have had the opportunity to fully review the safety risks and benefits. Until any new rule change is in force, or an exemption issued, operators must adhere to the existing rule and comply with the associated maintenance requirements.*

*The CAA has been clear that we have no desire to prevent an appropriate "on condition" programme for aircraft engines that meet the necessary entry requirements, but safety of the aircraft must remain our absolute priority. To help ensure the Authority is on the same page as the Association on these changes a meeting will be organised between senior representatives of both organisations.*

OSHKOSH 2019

## Huib Volker at Oshkosh

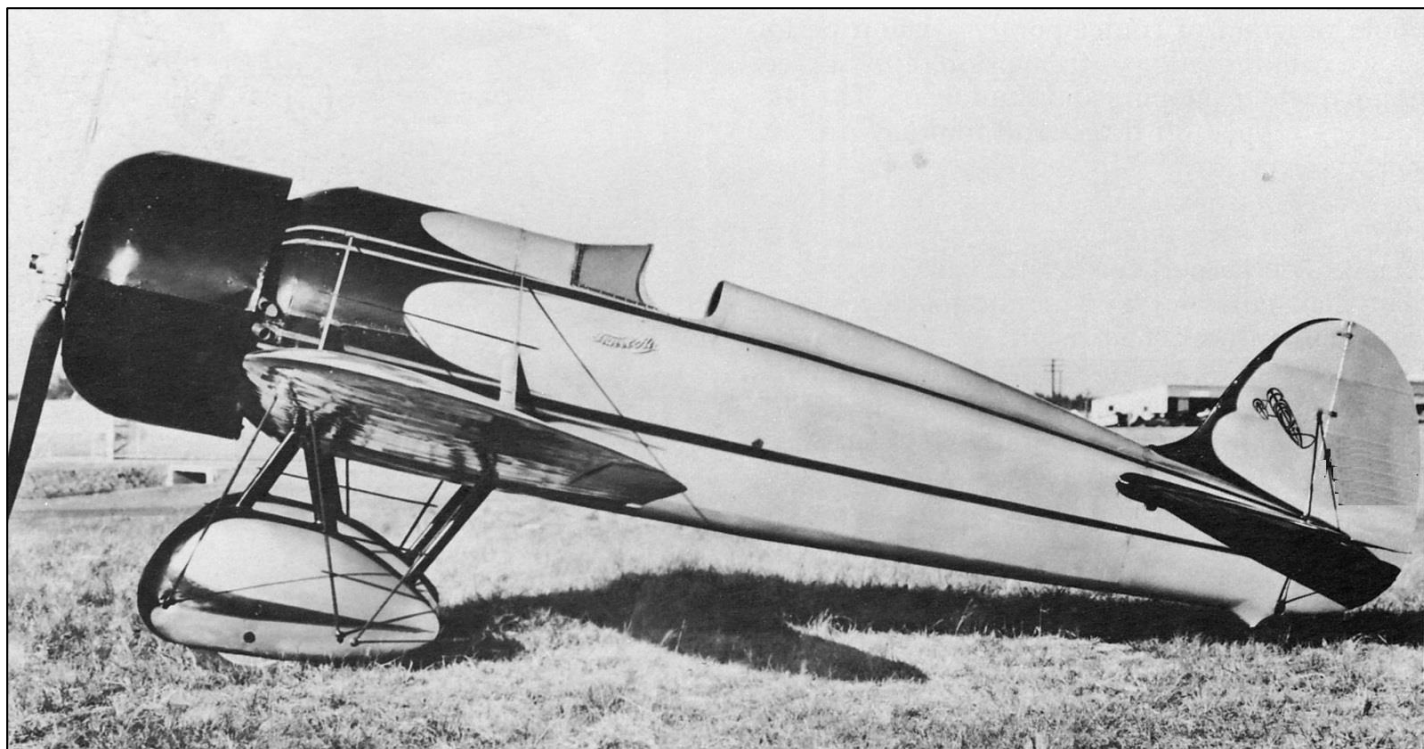
## Photos By Huib Volker

I got a fair few photos from Oshkosh. I'm no pro photographer, was just shooting pics of whatever looked interesting – or didn't have lots of punters getting in the way of the shot! I was also looking at colour schemes so got plenty of photos of various homebuilts with interesting elements for ideas. Seemed like half of the NZ aviation community was there so there should be plenty of input available.





The mystery aircraft this month is a hark back to the 1930's. If you can identify it in time for the meeting this week you will earn yourself a chocky fish.



## ON THE WEB

## Avspecs in the news

**Nev Hay**

If you missed the Seven Sharp interview with Warren Denholm talking about their latest awards from Oshkosh here it is.



<https://www.tvnz.co.nz/shows/seven-sharp/clips/small-south-auckland-warbird-restoration-company-gets-top-prize-at-famed-air-show>

## ON THE WEB

## 60 seconds of awe.

**Robin Hickman**

Some great sounds here.



[https://www.youtube.com/watch?v=40qjqYefB\\_4](https://www.youtube.com/watch?v=40qjqYefB_4)

## ON THE WEB

## F35 at Florida airshow

**Gavin Magill**

Great video



<https://www.chonday.com/36560/from-inside-the-f35-cockpit-miami-beach-florida/>

## ON THE WEB

## World's Fastest P51

**Nev Hay**

There is nothing like the 'sigh of the Merlin'



The work that went into the Merlin engine.  
<https://vintageaviationecho.com/voodoo-speed-record/>

And this on same plane.

<http://www.roadkill.com/mustang-550-mph-p-51-now-fastest-piston-engined-airplane-ever>

## ON THE WEB

## Col. Richard Graham – SR71 Pilot

**Gavin Magill**

Worth a look.



<https://www.youtube.com/watch?v=CeBu6mRDaro>

## ON THE WEB

## Low flying in a F-18 Hornet

**Gavin Magill**

Enjoy.



[https://www.youtube.com/watch?v=u1EX\\_PC1Bxs](https://www.youtube.com/watch?v=u1EX_PC1Bxs)

## Chapter Events

2019

<b>Aug 28</b>	<b>Chapter Monthly Meeting</b> Last Thursday of the month 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
---------------	--

## Aviation Calendar 2019

2019

<b>Every Sat</b>	<b>Dargaville Aero Club</b> 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 <a href="http://dargavilleac.weebly.com/">http://dargavilleac.weebly.com/</a> . 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.
<b>Jul 22-28</b>	<b>EAA Airventure Oshkosh 2019 Wittman Field, Oshkosh Wisconsin, USA</b> Celebrating 50 years of annual conventions at Oshkosh. The worlds greatest aviation celebration. <a href="http://www.eaa.org/en/airventure">www.eaa.org/en/airventure</a>
<b>Sep 01</b>	<b>Waikato Microlight Club Club BBQ 12:00 – 15:00 Te Kowhai Airfield</b> For everyone.
<b>Sep 04</b>	<b>North Shore Aero Club- Pilot's Night Tim's Tantalizing Tales of the Territory (Flying for the Royal Flying Doctor Service, Darwin Base)</b> NSAC Club Lounge – 7pm All welcome.
<b>Sep 20-22</b>	<b>Wairarapa Aero Club 90<sup>th</sup> Anniversary Hood Aerodrome, Masterton</b> Friday Night - Bar & Nibbles. Saturday - Activities, joy/trial flights, vintage aircraft. Saturday Night - Formal dinner & dance. Visit <a href="http://www.wairarapaaeroclub.co.nz">www.wairarapaaeroclub.co.nz</a> Or email <a href="mailto:wairarapaaeroclub@gmail.com">wairarapaaeroclub@gmail.com</a>
<b>Oct 18-20</b>	<b>Tiger Moth Club 50<sup>th</sup> Spring Fly-In Taumarunui Aerodrome</b> Annual welcome to spring flying season and celebrating the club's 50 <sup>th</sup> anniversary of being founded at Taumarunui. Some competitions. Celebratory dinner. Contact Graeme Wood Ph: 027 293 2318. E: <a href="mailto:ruffchops@gmail.com">ruffchops@gmail.com</a>
<b>Nov 06-09</b>	<b>Black Sands Fly-In 2019 Raglan Airfield, Raglan</b> Annual fly-in, air rally, fly around and socialising. Beach landing workshop Saturday afternoon. Organised by SAA Waikato Chapter. Contact Bruce Cooke. Ph: 021 112 2364 E: <a href="mailto:bmcooke@waikato.ac.nz">bmcooke@waikato.ac.nz</a>

## Aviation Calendar 2020

2020

<b>Jan 25</b>	<b>Thames Wings and Wheels Sir Keith Park Memorial Airfield Thames</b>
<b>Feb 6-9</b>	<b>SAANZ SportAvex, Hawera.</b> Annual summer fly-in (North Island's turn), a full program is planned, including competitions, AGM, annual dinner, Wings awards presentation. Details being progressively posted at <a href="http://www.saa.org.nz/public_pages/events.php">www.saa.org.nz/public_pages/events.php</a>

# Black Sands 2019



The Waikato Chapter  
of the Sport Aircraft Association of NZ  
invites all recreational aviators to attend the annual  
“Black Sands Fly – In”

Raglan Airfield  
November 9th and 10th

An Informal, fun get – together for flyers of all types

Barbeque lunches both days

Flying Activities

Beach Flying workshop Saturday Afternoon

Plenty of fun for families and non – aviators

Accommodation on Site

Plenty of great dinner options

Some of New Zealand’s best flying scenery

What more could you want?...

More Information will be posted at [www.saa.org.nz](http://www.saa.org.nz) from late September.

Contact Bruce Cooke,  
[bmcooke@waikato.ac.nz](mailto:bmcooke@waikato.ac.nz),

Ph 021 1122364.

Book your accommodation now at  
[www.raglanholidaypark.co.nz](http://www.raglanholidaypark.co.nz)  
(please support our hosts)



Please read the information before flying in – important safety notices are included.