

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

Sport Aviator

February 2022



Committee 2021/22

EXECUTIVE COMMITTEE

President: Peter Armstrong

Vice President: Gary Briggs

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
TBA TBA

Tool Library Webmaster
Manfred Scherbius Warren Sly

Catering
Chris Wade

TECHNICAL MENTORS

Wood & Fabric - Mike Tunnicliffe
Composites - Alistair McLachlan
Metal Skin - Kevin Paulsen
Avionics - Liviu Filimon

FRONT PAGE

Jon Farmer celebrates an important milestone. Congratulation Jon and many happy returns. Photo courtesy Peter Armstrong

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Next Meeting

- WHEN:** February 24th2022
- WHERE:** Auckland Society of Model
Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington
- WHAT:** Meeting
- WHO:** Bill Luther

3 President's Corner

From the Presidents corner

The cover picture of this month's Newsletter says it all. I was fortunate enough to attend Jon Farmer's 90th birthday celebration held at the LaValla Estate, Tuakau. The name LaValla (loosely translated as The Valley) was given to these grounds in 1921 by the pioneering Brothers who saw a vision of a school to further the Faith and train the next generation of Teachers within the Catholic Church. LaValla named in remembrance of the quaint French town where the Marist order was formed, speaks to the history that came before and has created its own history, sharing its heart, soul and passion with the community. In the 1970's the Church closed the Juniorate and moved studies to a more central Australian location, however LaValla continued as a home to many Brothers who retired on site and funded the vast property by opening the doors for retreats, school camps, weddings and many community events.

Anyway, enough of the history of the establishment, let us reflect on the Jon. I am sure you will all agree that Jon has and continues to be an inspiration to all members of our Chapter. He has never stopped with his ideas and continues on with these today with his latest passion of testing motors for an electric plane. Re-visiting our April 2013 newsletter one finds his Cheetah built by the late David Rose and Jon and talking to Jon will give you an insight into what it takes to test fly an unknown aircraft while in your 80's. Jon then went on to build or re-build his 75% scale Fisher R80 Tiger Moth, fitting a new engine imported from Europe. He also participated in flying his Foxbat A22 ZK-LFG which he co-owned with Peter Beer. We look forward to your company and wisdom over the coming years Jon. Many thanks and best wishes from the Club.

We all will be pleased once the Covid thing has subsided as at the present time it has led to a number of our flying events being cancelled. That said and as we did last month, we will continue to hold our meetings following the current rules – double or triple vaccinated etc, you know the drill.

In the meantime, where you can, safe flying and enjoy.

Cheers Peter



Hi Everyone.
February has come and gone and although Covid continues to disrupt our lives, the lovely summer weather still

beckons us to go flying when we can.

Early in the month we had some pretty hideous humidity lying over the upper North Island followed by the remnants of a tropical cyclone which was driving the humid weather down onto the country. Have to say I was glad to see the storm finally work its way through.

Sadly, Covid has also caused disruption to the summer flying events calendar with virtually all the major fly-ins and airshows now cancelled or postponed. Not least of these is SportAvex 2022 which was to be held at Masterton this year. The SAANZ Council made the call last month to cancel and given the current surge in Omicron numbers, I think it was probably the right call. The intention at this time is to look to organise smaller local get togethers on the Saturday night which would have coincided with SportAvex and potentially look to link up these events via a national Zoom call so SAA Members can still get together and celebrate our common shared interest.

On the member news front, and as can be seen on the front cover of this month's newsletter, Jon Farmer celebrated his 90th birthday in style. Jon is definitely one of the personalities of our Chapter and I think everyone will join me in wishing him many happy returns.

You will also likely have seen the news that Bruce Turner suffered an engine failure in his WaieX ZK-WYX with the crankshaft shearing off at the front bearing and the propeller departing the aircraft to land in a street below the downwind leg of runway 04 at Whitianga. Apart from making the front page of the local Whitianga Informer newspaper, this event also highlights the need for us all to practice our emergency procedures from time to time and keep up to date with the glide approach capabilities of our respective aircraft. Bruce deserves congratulations for carrying out a textbook forced landing following the engine failure as his aircraft suffered no other damage during the forced landing.



Progress on my Camel build continues steadily, and I have included an update in the newsletter again this month. Sadly, I am back at work full time so the number of hours I can put towards the build has reduced from the rate of progress I was making over the Xmas break. Still every little bit counts, and I try to get out to work on the plane at least three evenings a week plus at least one full day during the weekend.

Many thanks to all those who provided updates for the newsletter again this month. It is greatly appreciated as it makes my life much easier to put together the monthly newsletter.

Enjoy the newsletter.

Cheers

Gavin

PROJECT NEWS

Arjen Visser – Sling TSi

By Arjen Visser

Making good progress and have the second wing nearly completed. I want to attach GoPro cameras to the wing and supply USB power to them so that took a bit of research to supply the mounts and the USB power to the wing. The Sling community is pretty alive and supportive and through them I found flightflick.net which supply great aviation camera mounts and USB power supplies.

I completed my first 100 litre fuel tank. This is a leading edge fuel tank, but unfortunately there are some leaks around the seams. Talking to different people they all recommend different things to fix it. The Sling factory says just to fit a wedge on the outside as they have seen this issue many times. I am still undecided on how to proceed. The other option is to take the tank apart and start again. A big job. I will build the other fuel tank first and then tackle the to fix this one. After the wings are completed, it is onto the fuselage which will be the biggest part of the project. I have ordered the engine which is a Rotax 915iS since shipping lead times are increasing.

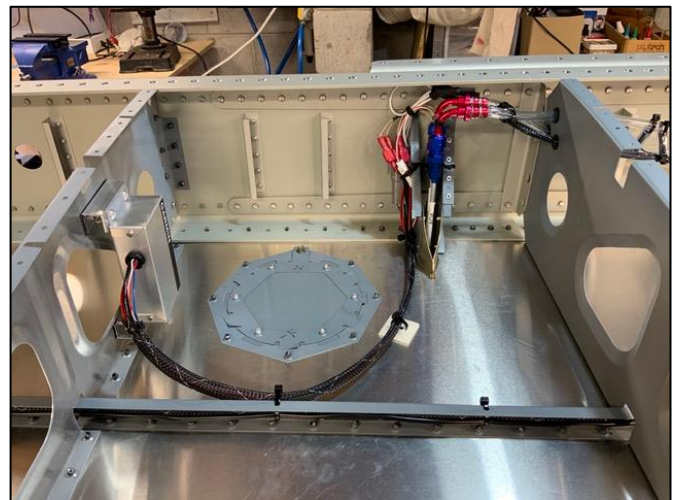
Here is a nice promotional video of the Sling TSi: <https://youtu.be/XtCtDM6iUIU>



The completed horizontal stabiliser and elevator and the left wing.



Completed right wing.



Heated pitot tube with inspection panel.

SAFETY NEWS

A Final Walk-Around Check.

By John Ashman

As pilots we do a thorough pre-flight either following a checklist or from a good memory developed from years of experience.

But from experience, and from watching professional pilots, I have adopted the final walk-around the plane before hopping into the cockpit.

This is not a pre-flight or additional checks. The idea is to verify that no hazards exist on or around the aircraft and that starting the aircraft from the parked position will not pose a hazard.

This also helps to prevent a fuel cap not secured, a control lock still attached, a towbar or a chock not removed, or a seatbelt hanging out of a closed passenger door to mention just a few things.

A final walk-around can save so much money or at least embarrassment.

PROJECT NEWS

Chris Wade – Sonex ZK-VDB

By Chris Wade

Rebuild of Victor Delta Bravo.

The repairs to the tail cone are now complete. I have stripped down the cockpit, removing the glare shield, fuel tank, both sides, floor and firewall skins. I have been able to recover the wing spar tunnel, floor supports and main gear leg housings. It is surprising how much of the impact was transferred to the skins, leaving a large number of the frame members reusable. While I'm waiting on materials have decided to open up the damaged wings.



It would appear there's a global shortage of aircraft aluminium, which might cause a problem as I require 1" x 1" x 1/8 angle for the longerons. Here's hoping??



Repair at forward tail cone after flap damage



Assembly



Finished Repair

PROJECT NEWS CONTINUED

Chris Wade – Sonex ZK-VDB



Ready for assembly



The damage



The removed skins



Wing spar tunnel after repair

PROJECT NEWS

Gerard Kent – Vans RV-12 ZK-RHO

By Gerard Kent

ZK RHO is the CAA registration for my RV-12. RHO are the first three letters of my late wife's name Rhoda.



The RV12 has a similar aft to the Tecnam P96 Golf



Wing on rolover transporter

The paint I am using is PPG Caprithane 579A two pot containing isocyanate.

The PPG shade is 67458. The PPG colour name is GORSE (R) 06 (PPGNZ).

I saw a Resene colour called Canterbury Gorse a few years back and asked Wairau Paints to colour match it for me in Caprithane.

Primer is either 719A Polyetch or green 1850 Zinchro primer.

Undercoat is two pot 178 PPG.



I decided to fill the top side rivet stem holes. Below is granddaughter at work using West System epoxy.

[I'm not entirely sure said granddaughter is overly happy working on Grandad's aeroplane judging by the look on her face. 😊 Ed]



I am painting 2nd wing today. (Sunday 20th February 2022)

MEMBER NEWS

Don Wilkinson – Stratford Visit

By Don Wilkinson

Mk 26 Spitfire. Looked, flew and sounded great. Water cooled Jabaru 6 cylinder motor.



Also, a Stuart M5A1 Light Tank on site. Fully restored, powered by Continental air cooled radial engine. Top speed 58 kph, Wt. 16.5t. Known as the "Honey Tank" as it was fast, reliable, easy to drive and get out of, and well-armed. Main gun 37mm plus four .30cal machine guns. Looked like a pin cushion.



The round on the front is a German 88mm AA shell. Interestingly, with a steel shell case. Seems sensible. Was a great day all round.

PROJECT NEWS

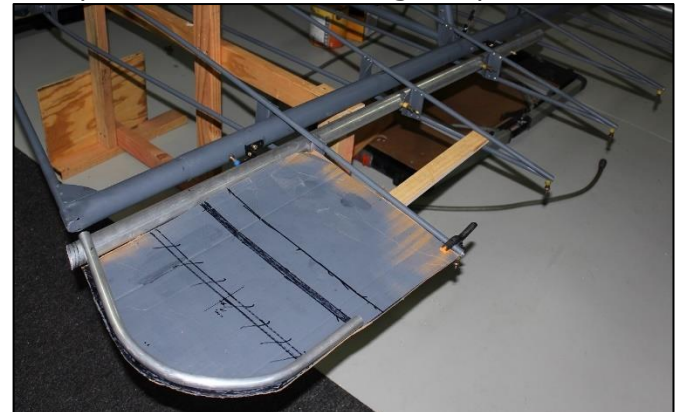
Gavin Magill – Sopwith Camel Replica

By Gavin Magill

I am slowly progressing the Camel build with the focus currently on building ailerons. Unfortunately, the instructions don't give much in the way of build order, so it takes a bit of head scratching to figure out. I finally bit the bullet and started by drilling and fitting the hinges to the aileron spar and main spar.



Next, I drew a template for the aileron bow and bent the tube to fit the pattern. The curve isn't perfect but close enough to pass muster.



I drilled the aileron spar to take the bow and cut a length of trailing edge profile to fit plus made a pair of part ribs for the inner edge of the aileron and diagonal brace tube.



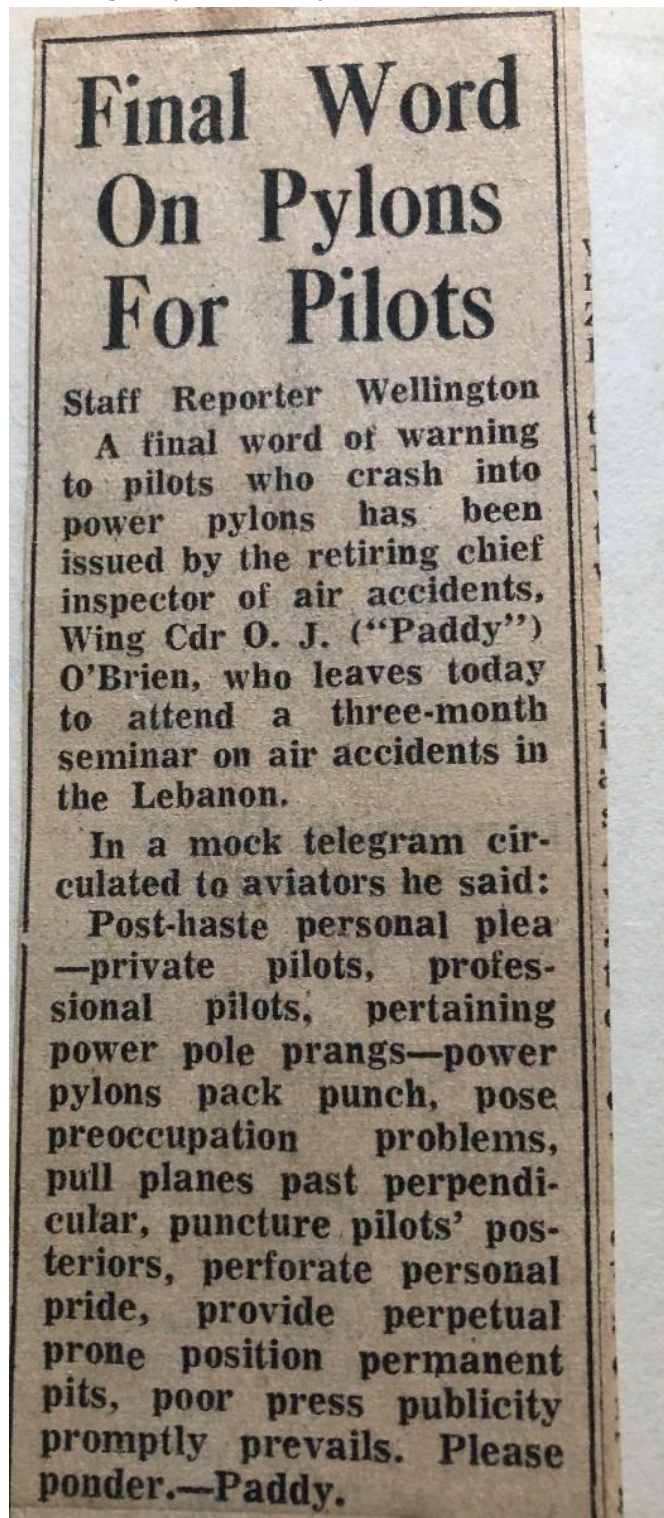
Next up is making the outer part rib which is about 12 inches shorter than a standard rib.

ON THE WEB

Some Final Words from Paddy

Robin Hickman

A little gem provided by Robin.



ON THE WEB

Favourite Youtube Aviation Channels

Gavin Magill

A list of Youtube channels recommended by Reddit users. I can't vouch for them all as I haven't visited them all but a useful list if you are looking for some aviation viewing on Youtube.

Real Engineering	Wendover Productions
Mustard	Premier1Driver
FlyingWithBigErn	Captain Joe
steveo1kinevo	The Pilot Channel
VASAviation	Flight Chops
Missionary Bush Pilot	Stef Drury
74Gear	Blancolorio
Dark Skies	CitationMax
Tucker Gott	Growling Sidewinder
Angle of Attack	Mike Patey
Trent Palmer	Fairhorsepound69
SimpleFlying	FlyingwithRich
Flapsnslats	Backcountry182
Erik Johnston	Fighter Pilot Podcast

https://www.reddit.com/r/aviation/comments/qysxm/p/what_are_some_of_your_favourite_youtube_channels/?utm_medium=android_app&utm_source=share

ON THE WEB

Electric BAE 146

Rob Keith

Wright Electric claims it can get all-electric versions of the BAe 146 family of regional jets into commercial service by 2026. In a November 4 announcement, the start-up said it will replace the aircraft's four turbofans with electric motors to support flights carrying up to 100 passengers on sectors of around an hour with a rebranded aircraft called the Wright Spirit.



<https://www.ainonline.com/aviation-news/air-transport/2021-11-04/wright-takes-bae-146-fast-track-electric-airliner-market>

