

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

Sport Aviator

January 2018



Committee 2017/18

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FRONT PAGE

Pete Walton's Fokker DR-I is advancing rapidly at Pete's hangar in Whitianga. Pete pulled the 'wee Fokker' out into the sunshine this past weekend for a photo in the sunshine. More details in the Chapter News sections.

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Next Meeting

WHEN: Thursday 25th January 2018

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

SPEAKER: Don Wilkinson
North Cape to Bluff in TOY early
1990s.

3 President's Report



Well a Happy New Year to all members.

I hope you have had an enjoyable time with friends and family over the Christmas and New Year Period.

On a sadder note we all send our condolences to long time Chapter member Jon Farmer on the passing of his wife Keitha. Jon, you have many, many friends among the Chapter and we have all been thinking of you during this time.

Also, the tragic accident of Chapter friend, Dean Volkerling, in his RV7 ZK-DVS, on New Year's Day. A few of us attended Deans funeral in Whangarei and it was apparent how many lives he touched during his extensive career firstly as a paramedic, then a rescue helicopter crewman/paramedic and finally a rescue helicopter captain. We send our condolences to Dean's family.

I have just returned from the Tauranga Airshow where the SAA was well represented by the local Chapter on the display line. It was a fantastic weekend and we thank the Classic Flyers Museum for the opportunity to be involved.

The National Flyin is looming early March so now is the time to make sure your aircraft will be serviceable and accommodation is confirmed as well as your registration. It will be great event.

It was also great to see Brian Cox has achieved his RPL at the young age of 93, (see late in Chapter news section) this is fantastic and is a direct result of the work that SAA has done over the years with the CAA and the new license and medical standards. The funny thing was that Brian is a little confused why he isn't allowed to perform aerobatics with his new RPL. Aerobatics on a RPL is something that both the SAA and CAA are currently working on.

I won't be at the meeting on Thursday night as I am heading away for the long weekend but will leave you in the capable hands of VP Gary Briggs.

Hope you all enjoy the meeting.

Cheers

David



Happy New Year everyone and welcome back to what will no doubt be another busy year.

As David mentioned in his President Report, the year did not start off well with the loss of Dean Volkerling and his V-7. As we are all aware, the RV series of aircraft has a significant representation in the homebuilt community both here and overseas. As such SAANZ has requested that CAA notify us at the earliest opportunity of any findings from the crash investigation which could be pertinent to other builders.

On a happier note, I would like to pass on my thanks to David Wilkinson and the organising team for the Chapter Xmas function at North Shore airfield in early December. It was a brilliant afternoon and great to see so many past and present members of the Chapter turn up. The event had a lovely family day feel to it and I am sure was enjoyed by all.

On to matters for this year. I mentioned last year that David and I had met with Peter McCarthy at Ardmore about the possible use of the facilities that Peter has set up at Ardmore for teaching the LAME courses Auckland Flying School have initiated. Peter has come back to David to say that the school management have said it will be ok for Peter to host a SAA meeting and potentially look at setting up a man-cave weekend(s) where we can use the facility and tools on hand and utilise the buddy assisted/motivational time to help each other out.

Peter will be attending the meeting this Thursday and will give an overview of the facility and how the workshops could work.

Also, as David mentioned, SportAvex 2018 at Waipukurau is rapidly approaching and is now just six weeks away. Registration forms have been sent to SAANZ members in the last Sport Flying magazine and the forms are also available for download from the Events page of the SAANZ Web page.

http://www.saa.org.nz/public_pages/events.php

The final mystery aircraft for 2017 in the November issue was provided by Barry Gillingwater and was identified by Warren Sly as the Armstrong Whitworth Whitley bomber.



"The Armstrong Whitworth A.W.38 Whitley was one of three British twin-engined, front line medium bomber types that were in service with the RAF at the outbreak of WWII. Alongside the Vickers Wellington and Handley Page Hampden, the Whitley was developed during the mid-1930s to Air Ministry Specification B.3/34 and entered into RAF squadron service in 1937.

At the outbreak of the war in September 1939, the Whitley participated in the first RAF bombing raid upon German territory and remained an integral part of the early British bomber offensive. By 1943, it was being superseded by the larger four-engined "heavies" such as the Avro Lancaster. Its front-line service also included maritime reconnaissance with Coastal Command and the second line roles of glider-tug, trainer and transport aircraft. The type was also procured by BOAC as a civilian freighter aircraft."

Enjoy the newsletter.

Cheers
Gavin

PROJECT UPDATE

Pete Walton – Fokker DR-I

By Gavin Magill

I caught up with Pete Walton this weekend just past to have a quick look at how the Fokker DR-I is progressing.

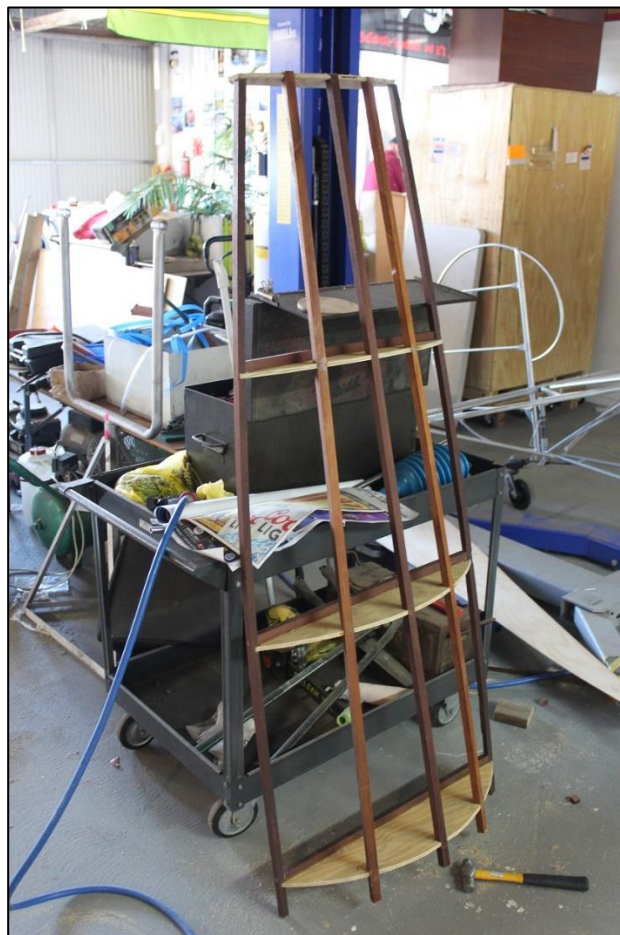


As can be seen from the photos, Pete has progressed considerably since the last update. Pete indicated he had pushed ahead in the lead up to the Mercury Bay Fly-In which was meant to happen in early Jan but which was blown and rained out by the Jan 4th storm.

Pete primary focus at the moment is on construction of the plywood fairings for beside the engine and for the turtle deck.

Pete built the original turtle deck using the plans but has since determined he can make the fairing much lighter and more like the original Fokker design. Pete is using the same design for the fuselage side fairings.

Also under construction are two replica machine guns which will look the part from around 30 feet but will be considerably lighter than the originals given they will be made from timber, ply and PVC pipe. Pete was looking at similar items online from the US which retailed for around \$2K but figured he could fabricate something similar himself.



Original turtle deck frame.



Revised turtle deck.

PROJECT UPDATE

Chris Wade / Bruce Turner – WaieX

By Chris Wade

Chris Wade sent through these photos of the WaieX being transported to Whitianga.



ZK-WYX is now safely ensconced in Bruce Turners hangar home at Whitianga airfield. Hopefully not too long now till she is flying.



PROJECT UPDATE

Chris Wade – VP2

By Chris Wade

VP 2 comes out of moth balls. Started in 1971.



PROJECT UPDATE

Ken Watters – RV-7

By Ken Watters

Best wishes to you also for 2018. May it be the best year ever.

I am in the process of painting my RV in a temporary spray booth set up in the hangar.



I have finished the tail feathers and other small parts like flaps & ailerons.



The fuselage and engine cowling are still to be done.

I have started assembly of the painted parts working from the tail going forward, connecting push rods and wiring etc.

PROJECT UPDATE

David Wilkinson – DR107

By David Wilkinson

I have just glassed the top and bottom outer panels of the wing.



Waited until humidity was below 75%. Cloth is very light deck cloth at 1.45 oz per square foot.



Primer and lots of sanding coming up.

PROJECT UPDATE

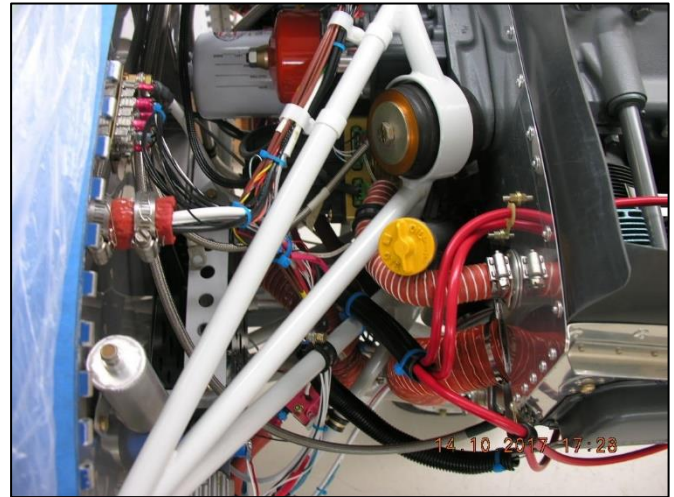
Pat Sheehan – RV-9A

By Pat Sheehan

ZK VNS is now 12 months into that last 10% which seems to go on forever. Progress does slow down when you get to the Airport so do as much as you can at home. I would like to thank all the SAA members who have popped in with some very well received comments and recommendations. When Russell from Flightline calls to inspect as I close things off, he can never find anything to comment on, so thanks for that.



The Firewall forward is complete. All that space on the firewall soon disappears. If you haven't got that far yet, put plenty of thought into the layout in this area – like how do I get my battery in there?



Managed to fire up the Panel with no surprises. The Vertical Power control unit makes the process easy to install and is hugely flexible. No fuses on this panel but every circuit is monitored with instant notification and reset capability.



All I need to complete is the Fairings then I can dismantle the paint booth, install the wings and complete the rigging process.



INDUSTRY NEWS

Van's 10000 Flying

By Van's Aircraft

https://www.vansaircraft.com/pdf/press_release_s/Vans_10000_Flying.pdf

12/1/2017 - For Immediate Release

Congratulations to David Porter, who recently reported the first flight of his RV-7 and became the official 10,000th Van's RV aircraft to transition from a collection of parts and take to the skies. We say "official" because there are certainly more than 10,000 flying, but we don't know about all of them. Many builders have taken to the air and, doubtless, the thrilling experience caused them to overlook alerting anyone at Van's.

Mr Porter lives in Martinsburg, WV and spent 3 1/2 years building his RV-7 from a standard kit. It's the first airplane he has built. He's also the President of EAA Chapter 1071 in Martinsburg, where several members are also RV builders and pilots. Serial number 74311 (the 4311th RV-7/7A empennage kit sold) is the 1,662nd RV-7 to fly, and a splendid example of the marque. It's fairly typically equipped for a modern RV, with a Lycoming O-360-A1A, Hartzell blended airfoil prop, GRT/Garmin VFR avionics and seats by Flightline Interiors. His first flight was on November 24th, 2017.



We look forward to the next 10,000. At current rates, that should take only about half as long as the first 10,000, so watch this space in 2040 or so. We're confident that Van's will be there, and that plenty of RVs will still be delighting their owners, and taking new generations of builders into the sky.

INDUSTRY NEWS

NZ's Oldest Pilot

By David Wilkinson

Here's an article on 1 NEWS NOW I thought you might be interested in.

One of New Zealand's last remaining WWII veterans set to become country's oldest pilot

<https://www.tvnz.co.nz/one-news/new-zealand/one-new-zealand-s-last-remaining-wwii-veterans-set-become-countrys-oldest-pilot?ref=emailfriend>









Image courtesy of Keith Morris



Image courtesy of Keith Morris



Keith Morris also did a write up in the NZCivair blogspot at the following link.

<http://nzcivair.blogspot.co.nz/2017/12/saan-z-bbq-at-north-shore-2-12-2017.html>

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AIR FACTS JOURNAL

The Engine Just Plain Quit: My Hayfield Landing

By Rolf Grandstaff

<https://airfactsjournal.com/2017/12/engine-just-plain-quit-hayfield-landing>

A few summers ago, I was climbing out of a little grass airstrip in my Zenith 701 about a mile east of Smithfield, North Carolina, just starting to take in a pretty view of the Neuse River basin below, mostly thick forest with a dark river winding slowly through it, when the engine sputtered a few times (something like sputter, sputter, sput, sput, sput) and then stopped. Just plain quit. I stared at the motionless prop for about one second and then glanced at my altimeter, which read somewhere between 450 and 500 feet. Then came a huge adrenaline rush and suddenly everything seemed to slow way down.

With no electrical system, restarting the Continental A-75 engine was not an option, so I was looking for a place to put it down and seeing nothing but a lot of very big trees which were getting ominously bigger and closer. My airplane is great for short takeoffs and landings, but has a glide ratio like a brick so I had less than a minute to figure this one out. As I completed a scan from right to left, I thought I saw the end of a field peeking out from the forest less than a quarter mile away. I wasn't sure if I had enough altitude to make it there, but it was all I had. A few hundred feet above the trees, it never even occurred to me to attempt a turn back to the airstrip.



Not a bad spot to make a forced landing.

I needed to complete two turns to make the field: a left turn to get over to it and a second turn to the right to line up with whatever was there for me to land on. As I made the first shallow turn trying to give up as little altitude as possible, I was aware of the trees looming below me but was mainly focused on that turning point ahead. And I wasn't looking at any more gauges; I was just flying the airplane. Everything now seemed to be in slow motion as my mind raced to calculate and recalculate the tradeoff to get there. A little more stick aft, a little less, a little more, with no sound except for the relative wind whooshing past the airplane.

As I approached the point of the second turn, the field began to come into view on my right. It was looking good for a landing – a big, flat hayfield! I made my right turn to line up with it, the airplane barely over the treetops now, and as I did I thought I felt the right wing shudder a little. I noticed that I had the stick full aft and at that point I somehow remembered Wolfgang Langewiesche's passage in *Stick and Rudder* about all of the pilots who've been found in their airplane with the stick clenched full aft in a death grip after they've stalled it. I thought, "Not me." I slammed the stick full forward, and the 701's nose dropped down, picking up airspeed fast. I flared just before the wheels hit the ground and made what seemed like the best landing I've ever made – and on the biggest, flattest, smoothest, most beautiful hayfield you ever saw in your life.

As I got out of the plane, a lady with a little boy in tow came running across the field from the road.

"Are you OK?"

"I think so. My engine quit."

"I wondered what happened," she said. "I saw you flying so low over the trees and said to my son, 'Look at the airplane' and he said 'What airplane, Momma?' and I looked back again and you were gone. Then the next thing I saw was you landing!"

We talked for another minute or two and then they headed back to their car.

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I thought it might be a good time to call my wife, Katrina. I have a well-deserved reputation for being a practical joker so naturally when I told her that I'd landed in a hayfield she was a little skeptical. The conversation went something like this...

"You're kidding."

"No, I'm serious."

"You're kidding."

"No, I'm NOT kidding."

"You're not kidding. Oh my God, are you OK?"



The airplane was mostly intact. Now what?

I told her I was OK and that the plane was OK. We talked a little more and then I said I'd call her back after I figured out what I was going to do next. I wanted to find the owner of the field and then get my plane out of there. I walked to a nearby house, explained my situation to a sympathetic older couple, and asked if they knew how I could contact the owner. While we were looking up a phone number, I saw out their window that someone was now standing next to the plane. I thanked them for their help and ran back to where a young teenager was frantically trying to figure out how to stop my airplane from leaking gasoline all over his dad's field.

In all the excitement, I had forgotten to turn off the feed from the wing tanks to the header tank and it was now overflowing from the header onto the ground.

Once I got the gas turned off, I explained what happened and introduced myself to this personable young man. His first name

was Spencer (omitting his last name for this story) and he was 14 years old, the same age as my daughter. Two more guys walked out to meet us: Spencer's dad, Spence, and Spencer's grandfather, also named Spencer. I assumed Spencer's dad was called Spence because two Spencers were a little less confusing than three Spencers although I have to confess that remembering which Spencer was Spence confounded me for a while. (I'm not making this up.)

Grandpa Spencer was an imposing man in overalls, well over six feet at 250 plus pounds, and clearly not at all pleased with an airplane in their hayfield. Spence informed me it was a good thing that I landed today and not yesterday because they had just removed all the hay bales from the field. I've since tried to imagine how good I would have been at dodging hay bales on top of everything else; I doubt that scenario is on a simulator anywhere.

Anyway, after some discussion, we determined that the best thing to do would be to get the plane over into a small grove of trees next to their hay barn where it would be out of the way and somewhat protected. The three generations and I pushed the plane out of the field, over a small bridge, and into their farmyard. They called Billy, a pilot and farmer whose airstrip I had just flown out of, and he and his son drove over and graciously offered me a ride back to the Johnston County airport (JNX) where my Jeep was parked. Billy speculated that carb ice may have caused my problem and that I could likely just fire it back up and fly away but I didn't share his confidence. In fact, I had little enthusiasm to fly again anywhere until I knew what the problem was.

An attempt to restart (hand prop) the airplane provided some useful information. It would only start and continue running if set for at least 1000+ rpm. If the RPMs were less than that, it quit. I had had this problem a couple of times recently including on the morning that I made this flight. A fellow EAA member had advised me that this condition indicated a problem with the carb idle circuit and a suggestion was made to carefully turn the carb idle screw all the way in and then back it out again to its

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original setting to remove any obstruction. Doing this seemed to solve the problem but, unbeknownst to me (until later), it also indicated that there could be some serious debris in the carb. Later, Spence and I removed the Stromberg carburettor and I took it home to check it out on the bench.



Fly it out? No way.

When I opened it up and accessed the bowl, I found all kinds of junk in it including tiny bits of rubber, mud dauber wasp grit, and something that I can only describe as an "ooky" semi-gelatinous mass. (I still don't know what the hell that was.) No wonder the engine had quit; it was amazing that it ran as well and as long as it did with all of that crap in the carburettor.

On a very hot fall day, with a lot of help from fellow EAA members and Katrina, we removed the wings from the airplane and transported it to where work was completed to remedy the fuel system including new wing tank drains, rebuilding the carb, and replacing all of the rubber fuel lines with aviation-grade fuel lines.

Lessons learned: With the benefit of hindsight, I realize that one needs to consider the larger ramifications of a maintenance issue not only in terms of how to simply fix something but also to ask, "Is the airplane safe to fly?" Learning the hard way from a bad experience works out well if you're lucky enough to survive the experience to learn from it. I was fortunate enough to do that and benefit from all the help and good will of the folks who assisted me in getting the airplane out of the hayfield, properly repaired, and back into the air. There are a lot of good people out

there willing to help when you need it and I'm very grateful to have met some of them.

Every once in a while I fly back over that hayfield, waggle my wings just to say hello and remember that day.

(A shorter version of this story originally appeared in EAA's Sport Aviation.)

The mystery aircraft this month is provided by Barry Gillingwater. Let me know your guesses in time for the meeting to earn a chocky fish.



ON THE WEB

Flying car racing in Australia

Gavin Magill

Australian entrepreneur Matt Pearson figured that if there's one way of accelerating the development of flying cars, it's to race the things.

<https://newatlas.com/alauda-airspeeder-flying-car/52565/>



ON THE WEB

Big Silver Kite

Nev Hay

An interesting story Gavin. This was an aircraft that fascinated me as a child and I built at least three models of it from Airsail of Newmarket.

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/605/Big-Silver-Kite.aspx>



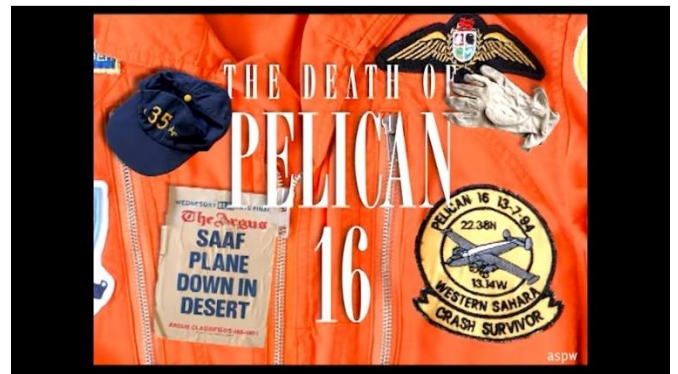
ON THE WEB

The Death of Pelican 16

Nev Hay

Those of us involved in large aircraft commercial ops train for moments like the subject crew, in the Youtube attached, had to deal with. Training became more and more complex as we moved into each new era. I give thanks that I never had to use the emergency skills I had been trained in during my 40 year career.

<https://www.youtube.com/watch?v=XCemSU7kAdc>
<https://www.youtube.com/watch?v=nkPC7JwfgH0>



ON THE WEB

The Spitfires – Flying Legends 2017

Keith Weale

Nine Spitfires in the air together. Quite a nice video. Lots of views of those elliptical wings.

<https://youtu.be/J7sisdvOgdc>



Chapter Events

2018

Jan 25	Chapter Monthly Meeting Last Thursday of the month 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
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Aviation Calendar 2018

2018

Every Sat	Dargaville Aero Club 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.
Jan 27	Thames Wings & Wheels. Thames Airfield. 10am – 4pm. Static displays showcasing a variety of vehicles and aircraft: \$5 per person or \$10 per family. Special Note: A SAA display is being organised by the Waikato-Thames Valley Chapter who would appreciate any assistance. See copy of email from Bruce Cooke elsewhere in this newsletter.
Feb 03	Healthy Bastards Bush Pilots Champs. Omaka Aerodrome, Blenheim. Contact Craig Anderson, 029-890 4910, craig@soundsaero.co.nz , www.marlboroughaeroclub.co.nz
Feb 10	Dargaville Fly-in & Open House. Focus on gyrocopters and trikes, but all aerial conveyances and everyone most welcome. Barbecue lunch, coffee/tea and the usual DA hospitality. Ph: 09 439 8024 E: dargavilleac@callplus.net.nz http://dargavilleac.weebly.com
Feb 10	Te Kowhai Market Day. A major market day for the area hosted by Te Kowhai Airfield. It doubles as a community relations exercise for the airfield. Not an 'official' fly-in but all members are invited to fly in, perhaps display aircraft, mix and mingle, while wives / partners browse the market. Caution, market days start early. More info from Bruce Cooke 021-112 2364.
Feb 16-18	RAANZ National Fly-in. Stratford Aerodrome. No landing charges, uncontrolled airspace. Stratford Aero Club Sport Flyers' new facilities. Contact Nick Furmage Ph: 020 404 28854 E: bigsky4394@gmail.com http://blogspotbigsky.blogspot.co.nz

Aviation Calendar 2018

2018 Continued

Feb 28 Mar 03	Flying NZ National Competitions. Richard Pearse Airport, Timaru. Info about this and other events and competitions at: www.flyingnz.co.nz
Mar 02-04	Tiger Moth Club AGM Fly-in. Whitianga. Annual summer fly-in, competitions, annual dinner, AGM. Contact secretary Graeme Wood Ph: 027 293 2318 E: woodsyclear.net.nz
Mar 09-11	SAANZ SportAvex, Waipukurau. 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 www.saa.org.nz/public_pages/events.php
Mar 21-25	Balloons over Waikato. Various locations around Hamilton. Night5glow at Waikato Uni on Sat 25 th . Admission free. Full info at balloonsoverwaikato.co.nz
Mar 30 Apr 01	Warbirds Over Wanaka International Airshow. Wanaka Airport. 30 th anniversary, 16 th airshow since 1988. RNZAF Black Falcons, aircraft from past shows returning for anniversary. Take an aircraft ride on Rides Day, Monday 2 nd April. Info and tickets at www.warbirdsoverwanaka.com Sport Aircraft owners are invited to display their aircraft. Info at http://www.saa.org.nz/public_pages/events.php

If members are aware of other events that could be of interest to others, please pass the details to Gordon Sanders - gsandersnz@gmail.com

Copy of email from Bruce Cooke 12/1/18 re Thames and Te Kowhai events

From: Bruce Cooke <bruce.cooke@waikato.ac.nz>

Date: 12 January 2018 at 2:07:37 pm NZDT

Cc: David Wilkinson <david@wilkinsoncivil.co.nz>, Trevor Parker <tl.mj-parker@xtra.co.nz>

Subject: SAA Display Thames 27 January (and Te Kowhai 10 Feb)

Hi Everyone,

Sadly the Summer Weather curse put paid to the MBAC open day at Whitianga last weekend. This meant we couldn't have our SAA static display as intended. We are fortunate however that the efforts aren't wasted as we can use our prepared items at the Thames Open day on Saturday 20th January – 2 weeks away.

Once again we are calling on enthusiastic volunteers to assist setting up and manning the display, plus items of interest to show (including aeroplanes!). If you have a piece of aircraft structure (wing ribs etc) that would look interesting on the display, let me know. We will be screen the SAA documentary video and have a number of other items to catch people's attention. We would like to park a few interesting homebuilts beside the Gazebo, and have some information boards to show pictures of them being built. If you can be at Thames early with a suitable aeroplane, and have some tech details and photos that can go on the boards, I need to know.

At this stage the plan is to set up our Gazebo and display early (8am) on the Saturday morning before the crowds arrive, and the event will run to mid afternoon-ish (depending on how many people turn up). I hope to travel up to Thames after work on the Friday with my little station wagon full of stuff! One thing I found when preparing to load for Whitianga is my mock-up wing section will not fit in the car with all the tables, display boards and Gazebo etc. If you are intending to drive up to Thames, and have space to carry something please let me know! (the wing section is 800 x 800 x 600 approx, but I can free up space if a number of other smaller items are taken...)

A couple of weeks after this we will do this all again at Te Kowhai (10 Feb) which is easier logistically, but we'll once again need assistance (including setup on Friday Evening) so please keep this in mind too.

I have copied this to David and Trevor to distribute to the Auckland and BoP chapters – we'd love to have you involved too!

Best regards,

Bruce Cooke

Chapter Secretary

Waikato Thames Valley Chapter

NZ Sport Aircraft Association

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SPORTAVEX 2018

SAANZ National Fly-In

Waipukurau Aerodrome
9th 10th & 11th MARCH 2018



Visit the Events page at
www.saa.org.nz
or email admin@saa.org.nz



SPORT AIRCRAFT ASSOCIATION
NZ Inc.