

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

# Sport Aviator

January 2019



# Committee 2018/19

## EXECUTIVE COMMITTEE

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

**Vice President:** **Scott Neill**  
09 826 5655  
027 479 3280

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

## COMMITTEE MEMBERS

**David Wilkinson** **Gordon Lindsay**  
021 468 270 09 534 2499  
021 265 4705

**Bill Luther**  
021 790 276

## OPERATIONAL POSITIONS

**Treasurer** **Newsletter Editor**  
Gordon Sanders Gavin Magill  
09 534 2464 07 866 0625  
021 266 0585 027 291 0525

**Safety Officer** **Technical Library**  
Norm Bartlett Rob Keith  
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027 611 2153

**Tool Library** **Airspace Users Group**  
Manfred Scherbius Steve Chilcott  
09 298 0221 09 376 3794  
021 0813 6503 021 763 742

**Catering** **Webmaster**  
Carl Pudney Warren Sly  
027 430 5303 021 772 351

## TECHNICAL MENTORS

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

### **FRONT PAGE**

A swarm of Sonex's at Whitianga. Chapter members Paul Blackmore in Sonex ZK-PDB, Sandy Wilson in Sonex ZJ-JQP and Gary Briggs in Sonex ZK-SXR all flew in to Whitianga to meet up with Bruce Turner in his Waix ZK-WYX for a gathering of the Sonex's on December 20<sup>th</sup>. A nice photo opportunity.

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## Next Meeting

**WHEN:** Thursday 31<sup>st</sup> January 2019

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

**SPEAKER:** Peter Beer  
Jon Farmer has twisted Peter Beer's arm and he has agreed to speak on the 13 aircraft syndicates he has belonged to also some of his escapades in his near 3,000 hours flight time.

Jon Farmer will also speak for 15 minutes and show photos and a short video of the tandem skydive he recently completed.



Happy New Year to you all.

I hope everybody had a great festive season. The Christmas BBQ in December was a great success thanks to David, Don and all the others that helped out. I unfortunately could not make it as I had to attend a "Boeing 737 Max" training course in Fiji with "Fiji Airways" over that week.

Now with the test phase in my Sonex over, I have done 33 hours to date and loving it. My wife Susan, and the kids have all been for a ride. Susan and I flew down to Raglan for lunch last week and what a great way to travel.

I also attended the Wings and Wheels day at Thames. What a great turnout and a big thank you to all that made it happen.

Next week is "Great Plains Fly-In" in Ashburton which I will be attending with my Sonex. Hopefully the weather God's are looking out for us. A group of us are planning to leave on the Wednesday and returning on the following Sunday. It should be an interesting flight down which is going to be done in three days, down the West Coast of the South Island, crossing through Arthur's Pass and on to Ashburton, something I am really looking forward to.

See you all on Thursday night at our meeting.

Cheers

Gary



Hi Everyone.

Welcome to another year. I hope you all had a good break and managed to either make progress on

your projects and/or do some flying.

Thanks to everyone for their input to this newsletter. There were many updates received. It is much appreciated.

Delys and I flew into the Chapter BBQ in December and I have included some photos from the day. It was another great day at the North Shore airfield made all the more interesting by the arrival of Squadron Leader Chris Pote in the RAF 100 GB-NZ Expedition Eurofox. With Chris was Officer Cadet Amy McGill who had accompanied him on the Australia to NZ leg of his journey from the UK. Chris graciously gave an impromptu talk about his flight and some of the highs and lows of the journey. Many thanks to the crew at the North Shore enclave for organising another very successful Chapter event.

I was also able to get to the Thames Wings and Wheels day this weekend just past. The Hauraki Aero Club put on a great event and Bruce Cooke did a sterling job running the SAANZ display on the day. There was an excellent turn out of aircraft with over 60 aircraft movements recorded. I counted 45 Amateur Built and/or Microlight aircraft when I went for a wander to take photos about 11am. I have included some photos of this event in the newsletter as well.

Delys and I are flat out at the moment preparing for the Great Plains fly-in at Ashburton. We are very fortunate that the Ashburton Aviation Museum take on the job of taking registrations for the fly-in but there is still a considerable amount of work involved preparing for everything else. Delys is flying down commercially on Sunday the 3<sup>rd</sup> with a large quantity of extra baggage for all the SAANZ stuff we need to take with us. I am leaving the same day but flying ZK-ZXZ down this year. I didn't fly down for the last Great Plains fly-in and missed having the opportunity to fly out of Ashburton and visit the many interesting strips around the region.

The mystery aircraft for November was again provided by Barry Gillingwater and successfully identified by Warren Sly as a Beech AT-11 Kansan.



The Army Air Force AT-11 and the U.S. Navy SNB-1 Kansan were advanced twin engine trainers that were used to train Bombardiers, Gunners and Navigators during and after WWII. Over 90% of all of the Bombardiers in WWII trained in this glass-nosed version of the famous Twin Beech

Enjoy the newsletter.

Cheers  
Gavin

## PROJECT NEWS

## Pete Walton –T51 Mustang

By Pete Walton

Hot off the press. The T.51 flew today (Wednesday 30<sup>th</sup> January) with its new engine. Congratulation Pete. Great to see her flying.



## MEMBER NEWS

## Jon Farmer Tandem Skydive

By David Wilkinson

Jon taking up a new sport.

Jon Farmer skydiving over Mercer with GoSkyDive.



## FUNNY

## Control Tower Humour

By Bruce Cooke on FaceBook

"Xtown tower, N123AB cleared to enter the zone 1200ft or below, QNH 1013"

"N123 AB (American Voice) Can we have that in inches please?"

"N123AB Cleared into the zone 14,400 inches or below...." 😊

## MEMBER NEWS

## David Wilkinson – GBNZ Crew

By David Wilkinson

Last flight of their adventure to NZ.



Squadron Leader Chris Pote



University Officer Cadet Amy McGill

## PROJECT NEWS

Chris Wade / Pete Walton – RV-14

By Chris Wade

Chris sent through the following photos of progress on the RV-14.



## MEMBER NEWS

Nev Hay – Fans for sale

By Nev Hay

**Fans –Paint Booth or Workshop.**

2 x Rita 230V Ventilating Fans have been in storage since 1989 and are going on TradeMe with no reserve but I will give them to any Chapter member who could use them. The larger is 390mm (15") and has a separate variable speed control unit. The smaller is 240mm (9.5"). Contact me if interested.



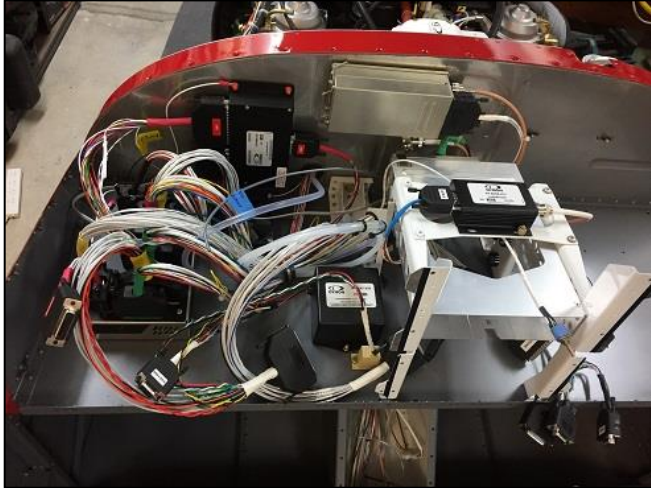
Nev Hay [Nev@hay.co.nz](mailto:Nev@hay.co.nz) 0211244006

## PROJECT NEWS

## Keith Weale – Vans RV-12

**By Keith Weale**

The avionics bay is slowly taking on some semblance of order.



I gave up trying to fill the thousands of pinholes with resin and microspheres when after the first coat of surfacer there were still hundreds that I had missed or sanded out. I eventually resorted to spot putty. This seems to have done the trick, even though the cowling looked as though it had contracted a rash. The rash disappeared after many hours of further sanding. I have just finished painting a second coat of surface and it looks good - finally.



Same deal with the canopy.



## PROJECT NEWS

## Ardmore Mosquito

**By Don Wilkinson**

Another DH Mossie has successfully flown at Ardmore. No 3 I think.



Two more due to start in due course. This one is going to Texas.



Pic showing the instigator Glyn Powell second from right with the hat on. Outstanding achievement by all of Warren Denholm's team

Congratulations

## PROJECT NEWS

## Don Wilkinson – Corby Starlet

## By Don Wilkinson

TOY has a full recon motor and is running nicely but needs a new in ignition harness for the Mag and just a bit of cowl work before annual sign off.



Very satisfying to have built the motor up myself.



This second pic is a bit more about the rebuild. Checking the Deck height for the Compression Ratio

## PROJECT NEWS

## Don Wilkinson – Corby Starlet

## By Don Wilkinson

Poor man's priming pump.

From Bunnings Aviation division \$9.95

The Don Wilk Oil primer



Pumped 3.6 litres in backwards through the PSI take off in 45 mins while I set the timing and checked it all over.



Quite effortless and fully primed before start. Oil PSI in about 2 – 3 secs after start.



Good tip. Works well.



## PROJECT NEWS

## Huib Volker – F1 Rocket

By Huib Volker

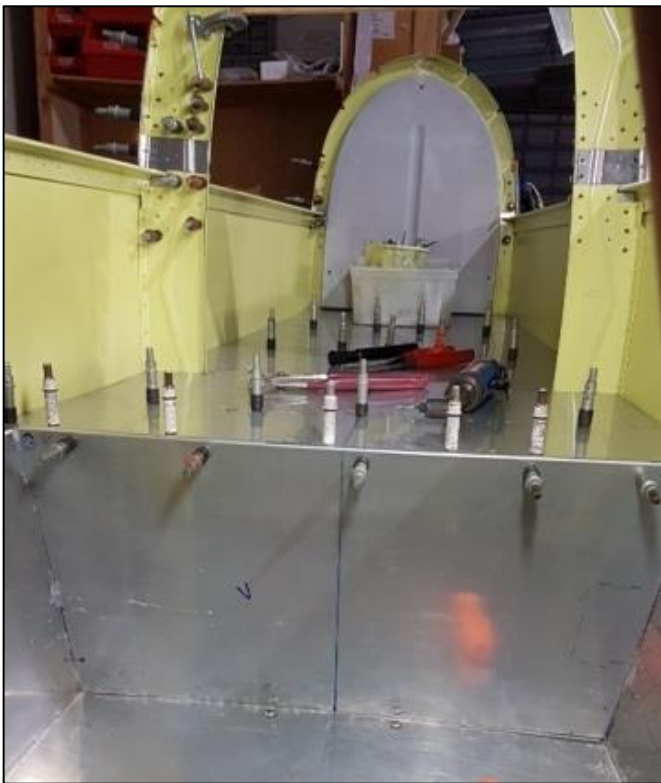
A brief Rocket project update.

Having been unexpectedly felled by an injury for a few months, I'm picking up where I left off and slowly making progress again.

Presently making seat parts, smoke tank, luggage locker parts, rear deck, installing the static system etc in the aft fuselage, sorting pax. harness mounts and rollover protection for the rear.



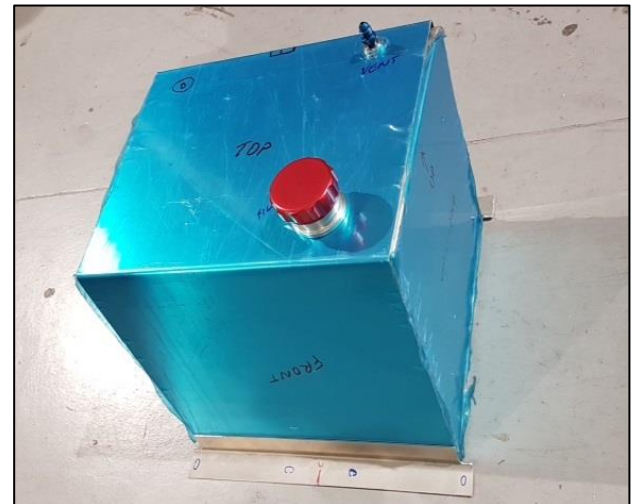
Instrument panel planning



Luggage locker in progress. Frame extensions caused by the raised turtledeck can be seen here. Cleco fasteners show the various stiffeners and supports under the floor.



#2 Battery mount, ELT mounting plate, bellcrank mount.



Making a removable smoke fluid tank out of commercial aluminium sheet - the tank will be mounted in the front part of the luggage locker when required.



Slide rails, boot cowl nearly done. Windscreen support being positioned.

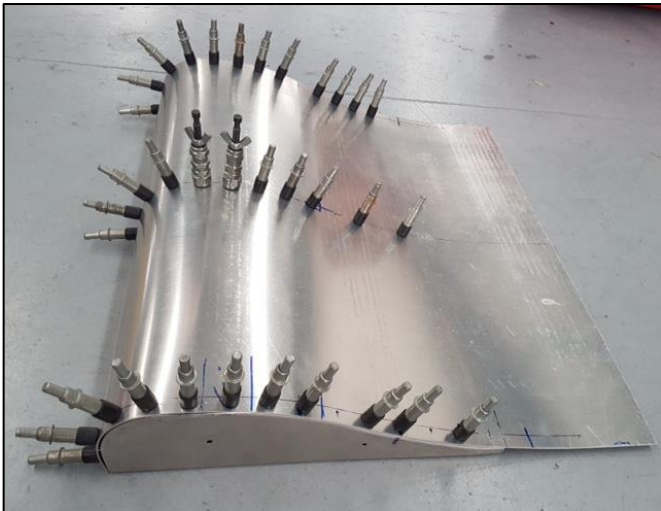
## PROJECT NEWS

## Huib Volker – F1 Rocket Cont.

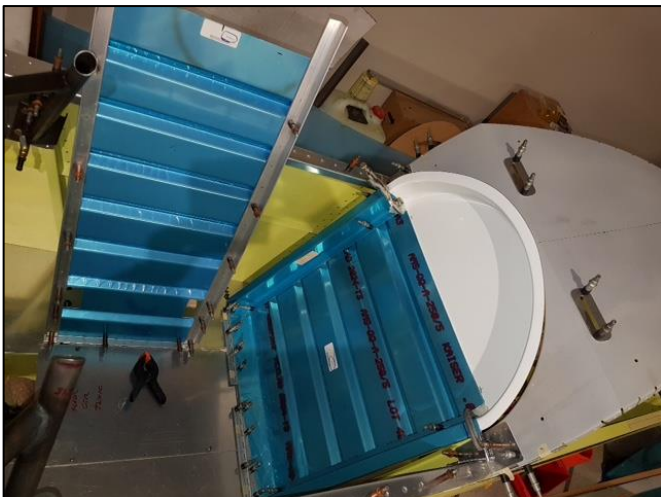
By Huib Volker



Test fit of the upper cowl. Suddenly the aircraft grows significantly!



Making a seat base - larger, rear seat shown here. An anatomically tuned shape should hopefully allow for less foam and therefore more headroom, without compromising on comfort. Stiffeners will be riveted across the seat base to take the 'point load' of standing on the seat while getting in & out of the aircraft.



Seat backs underway.

## MEMBER NEWS

## DCM at the Walsh

By DCM

Photo taken at the Walsh training camp on Sunday last after Susan found two rings had come off her finger. They were left to her by her late mother. Some of the students rallied in for a grid search but to no avail.



David, Susan and Scott (our son) made a trip back to Matamata the following Tuesday with a borrowed metal detector. When we got there we learned one ring had been found the day before so this narrowed the area to be searched considerably and with the use of the detector the other one was found. A happy ending and the Walsh will this year have a story to remember us by.

Scott also was able to arrange a visit by the police helicopter on the Sunday (family day) which was well received, next year he hopes the visit, if it can be arranged, in their new Bell 429.



## MEMBER NEWS

## Caught out once again by the obvious.

By Steve Chilcott

I had been slightly concerned that the quantity of fuel I was measuring in the tanks of my Archer was not matching up with the tank markings. I generally just fill the tanks to the step markers in the tank which are at 68 litres useable fuel. I made the assumption that the well-worn dip stick that came with the aircraft, a certified aircraft, when I purchased it would be correct and as there was no unit measurement on the stick I assumed, again, that the numbers on the stick represented U.S. gallons. Why would you not assume that when the marking on the tanks were in US gallons and litres and the flight manual was in US gallons. I made a copy of the dip stick and using the original marks made a two-sided dip stick and marked it in US gallons and litres.

The gallon marks were not too far off what I was expecting in half full tanks so I thought that they must just be a little bit off the mark so worked with it. The tank was also marked "useable fuel" so I also thought the difference may have been between total and useable fuel. I saw Aircraft Spruce were selling a dip stick that suited all 25 US gallon PA28 tanks so purchased it as I figured it would be easier that calibrating one myself. The stick arrived and the mystery deepened but the new dip stick did seem to agree with the tank markings a lot more closely. After sitting down and staring at the two sticks it became obvious the original dip stick had been calibrated in Imperial gallons.

I have been around aircraft for some while now but can't remember ever seeing a pump dispensing fuel in Imperial gallons and a quick google says that the metric system was adopted in NZ in 1976 a year before the aircraft arrived in NZ. I can only assume that this dip stick has been around for some while and it is strange that as our pumps dispense fuel in litres and the tank markings are in US gallons and litres that you would continue to use a poorly marked dip stick in mysterious units.

Fortunately, this time, the error was on my side but it does explain why my fuel consumption measured with the old stick was so good. Pictured are the first incorrectly marked replacement I made, the Aircraft Spruce stick and my new correct copy.

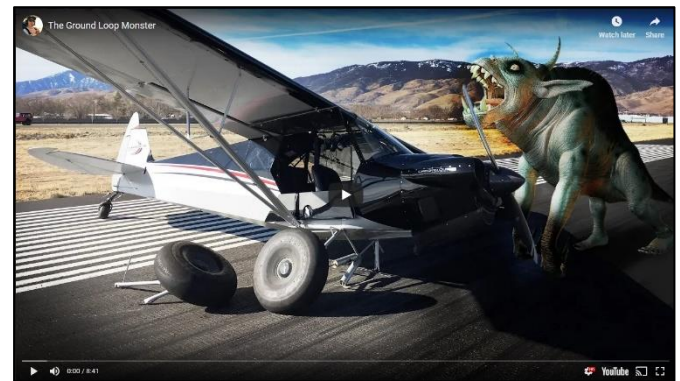


## MEMBER NEWS

## The Ground Loop Monster

By David Wilkinson

A great explanation. Well worth a watch.

<https://youtu.be/APcpp3wFZjU>


## NAC NEWS

## Northern Aviators Club

**By Keith Morris**

Hi Gavin

As you may know I am now the Secretary and Newsletter Editor for the Northern Aviators Club and you are a member. We have held several successful flying events this summer helped by great weather each time. The latest event was a Pancake Breakfast at Kaipara Flats on Saturday 19 January. David Wilkinson and Gary Briggs and Roger Coleclough and Peter Armstrong were there and David, Gary and Roger have joined the club. David mentioned to tell you to maybe put a plug in for joining NAC in the next SAA newsletter. It only costs \$10 per year and you get 12 newsletters, and it is a good flying club that can follow on from SAA when people finish building their planes.

I did a couple of flights from the Pancake Breakfast with Roger Coleclough and Peter Armstrong and posted about them on the NZ Civair blog at

<http://nzcivair.blogspot.com/2019/01/a-dash-of-splash-at-nac-pancake.html> and <http://nzcivair.blogspot.com/2019/01/another-dargaville-lunch-run-19-1-2019.html>. You can use this material in the newsletter if you want.



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## PROJECT NEWS

## Keith Morris – Jodel D9

**By Keith Morris**

I have now flown my Jodel D9 at Stratford after a lengthy VW engine rebuild (new twin spark single port heads, refurbished Lucas SR 4 mags and refurbished Solex side draft carburetor the came from a Carman Ghia car I think).



We have also fitted a tailwheel and while I was skeptical at first about how I was going to stop with 3 wheels and no brakes, it didn't prove to be a problem on grass and especially as you land at around 30 knots. I found it very good and much better than the fixed tail skid. Of course, it is also much easier to taxi and turn.



I intend to fly the plane North as soon as possible and base it at Kaipara Flats airfield. Attached are a few photos for the newsletter with Wayne Richmond doing the test flying.



## MEMBER NEWS

## Jon Farmer

## By Jon Farmer

The 'Catalina Hanger' at Mercer is HUGE. Each of the uprights is 8 to 10 m high.



When you are 87 and your co-pilot is 91, getting a 20 lt petrol container up onto the wing and into the tank becomes a logistical problem.

Solution - purchase a 12volt fuel pump, certified for petrol, and capable of 20 gallons per minute, mount it on a handcart with car battery and problem solved.

The pump was expensive at a bit under \$700 but came complete with suction hose, delivery hose and nozzle which operates just as the standard gas station bowser shutting off the motor as you hang it up.

The vane pump really shifts fuel and empties 20lt containers in 10 to 20 seconds, in fact, it fills the tank faster than air can get out which can cause a spray of petrol over the wing as the tank is near full.



A handy tip from Steve Stride for finishing SCAT hose ends. David W.

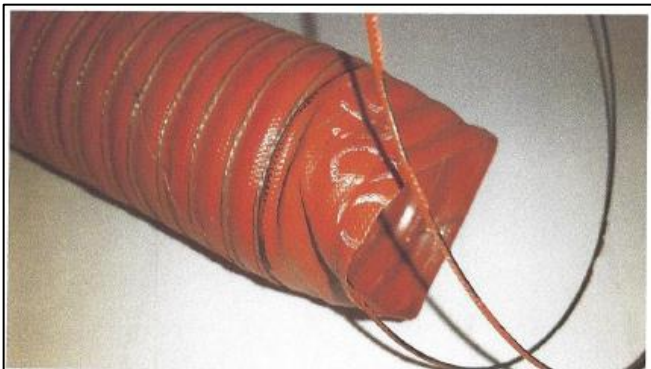
Peter McCarty added - Instead of tape others suggest using Red High Temp Silicone smeared over the end and left to set. The glue tape gets 'tired' and the tape ends flop whereas the silicone hangs on longer in the environment.



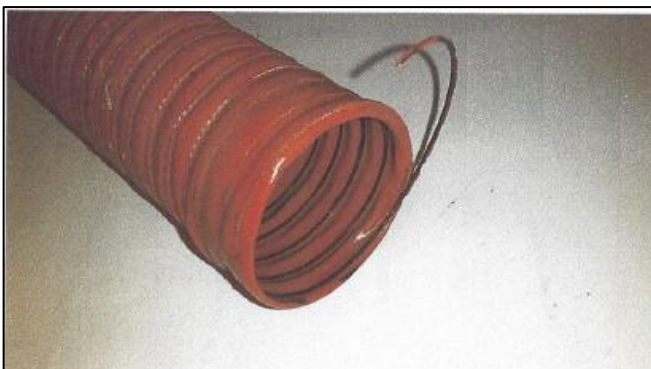
1. Normal SCAT hose end.



2. Mark required end - allow 20mm for fold back. Unwind Fibreglass thread to Mark and cut off.



3. Pull out internal wire to 20mm Mark



4. Cut off excess wire and fold back hose material.



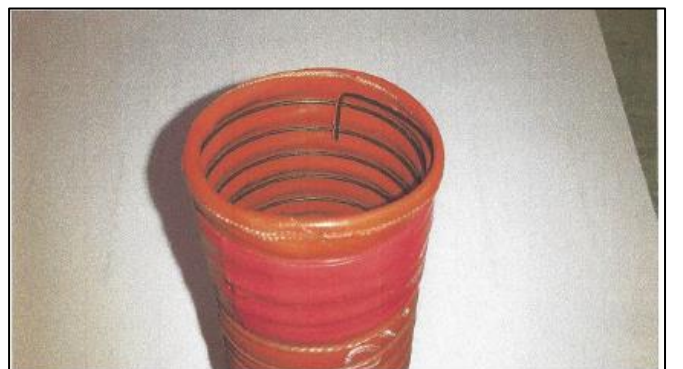
5. Cut back wire, bend 90 deg and tuck back into hose.



6. Side view - folded back hose material.



7. Wrap with self-amalgamating tape for protection against hose clamp pressure.



8. Finished SCAT hose end - allows easier refitting onto the mounting spigot.

Some photos from the Auckland Chapter BBQ





Chris Pote and Amy McGill arriving in the EuroFox.



Chris Pote speaking to the attendees.



Amy McGill and Chris Pote.



Don charming the girls again. (With Amy McGill)





Some photos from Thames Wings & Wheels Day



The SAAZ display.



Bruce Cooke at the SAAZ display



Good weather brought good crowds.



Some of the line up of visiting aircraft.



More of the aircraft parking area.



The vintage aircraft are always popular.



Two Stratford Sonerai's and a T51 came to visit.

The mystery aircraft this month was provided by Barry Gillingwater. If you can identify it in time for the meeting this week you will earn yourself a chocky fish.



## ON THE WEB

## Bristol Freighters

## Norm Bartlett &amp; DCM

Norm and DCM have a soft spot for the Bristol Freightner. 40 thousand rivets flying in close formation.



<https://www.flickr.com/photos/gcdnz/sets/72157680803398046/>

## ON THE WEB

## P39 AiraCobra

## Keith Weale

A link to a video for the newsletter.



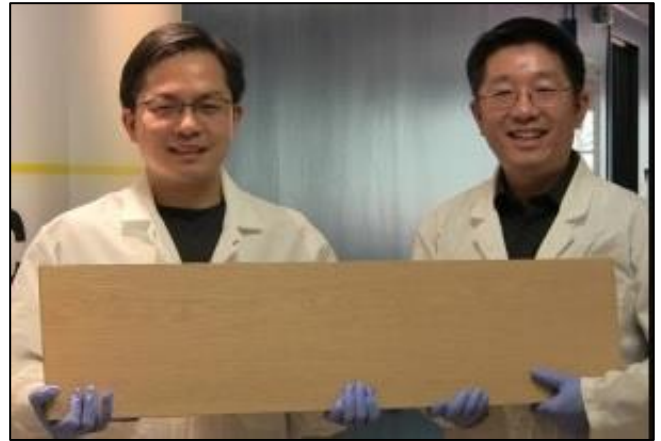
<https://youtu.be/SpTmQU0nHuA>

## ON THE WEB

## Superwood

## Alfred Hirzel &amp; DCM

Time to make a new aircraft out of SUPER WOOD!



<https://www.elektormagazine.com/news/new-process-endows-wood-with-super-properties>

## ON THE WEB

## How not to fly a car

## Jon Farmer

Nasty crash of a Skyrunner in February 2018.



<https://www.youtube.com/watch?v=P3THxtOrvos>

Details of the Skyrunner can be found here.

<https://www.flyskyrunner.com/>

## Chapter Events

2019

<b>Jan 31</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
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## 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>Feb 02</b>	<b>Healthy Bastards Bush Pilot Champs</b> Omaka Aerodrome, Blenheim. THE PREMIER STOL AND PRECISION LANDING COMPETITION IN NEW ZEALAND.
<b>Feb 8-10</b>	<b>Great Plains Fly-In</b> Ashburton Aerodrome, Ashburton. Annual SAANZ summer fly-in (South Islands turn). SAA AGM, Wings Awards and Annual Dinner. Contact SAANZ Administrator Gavin Magill Ph. 027 291 0525. Email. admin@saa.org.nz
<b>Feb 22-24</b>	<b>Wings over Wairarapa Air Festival</b> Hood Aerodrome, Masterton. Welcome to Wings over Wairarapa (WOW) 2019! We look forward to celebrating our 20th year of operating Air Festivals with you. Wings Over Wairarapa Air Festival will feature WWI, WWII aircraft, agricultural, helicopters, military and civil aircraft on display and in the skies. The Royal New Zealand Air Force display team 'The Black Falcons' will be a key feature of the weekend. We also have, for the first time, a stunning Saturday Night Show featuring the UK 'Airborne Pyrotechnics' gliding team. <a href="http://www.wings.org.nz/">http://www.wings.org.nz/</a>
<b>Apr 19-21</b>	<b>Classic Fighters Omaka 2019</b> Omaka Aerodrome, Blenheim YEALANDS CLASSIC FIGHTERS AIRSHOW The Classic Fighters Airshow has a proud history of entertaining large numbers of visitors with cleverly themed airshows dating back nearly two decades. In this year of the 125th Anniversary of New Zealand women's suffrage, the organisers are proud to be 'Saluting Women in Aviation' at our next three-day aviation-based entertainment spectacular!

## Aviation Calendar 2019

2019 Continued
