

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

Sport Aviator

January 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 Scherbuis Warren Sly

Catering
Chris Wade

TECHNICAL MENTORS

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

FRONT PAGE

David Wilkinson congratulates Keith Weale after the successful first flight of Keith's RV-12 ZK-VLF on Saturday December 18th 2021.

Contents

- 2 Committee 2021/22
- 3 Presidents Corner
- 4 From the Editor
- 5 Chapter News
- 10 In the News & On the Web
- 11 Upcoming Events

Next Meeting

- WHEN:** January 27th2022
- WHERE:** Auckland Society of Model
Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington
- WHAT:** Meeting
- WHO:** General Catchup

3 President's Corner



I write this on Sunday afternoon after learning that New Zealand has gone back into red light level restrictions due to the Covid Omicron variant beginning to surface in our community. We just need to live with it and get on with our lives. To this end our meeting is still going ahead as planned on Thursday as permitted under the red-light rules. This means everyone attending is required to have a vaccination certificate as the premises are owned by the Auckland City Council and it is their requirement for use of the building that all attendees must have a vaccination certificate. We would greatly appreciate it if everyone attending complies with this requirement as we do not want or need arguments with enforcing this rule.

After that sombre first paragraph, welcome to 2022, I look forward to aviating to the best of our abilities in the coming year. Raglan is still generating noise, but the local Iwi have stepped forward and put their position of support (for the flyers) on the table. Any trespass action is now being dealt with by the CAA and the police.

I attended, via a Microsoft Teams meeting, the ADSB working group meeting during this past week. Gliding NZ now have a solution and a rule is being generated for those aircraft unable to fit ADSB because of age and/or electrical power capability (think old aircraft). Subsequent to this meeting, I have become aware of the enforcement unit within the CAA contacting one of our members regarding their height and location. The process of the conversation was conducted poorly and is contrary to all that has been promised during the meetings of this working group by the CAA. I will be following this matter up.

Picture shows two planes parked in front of my hangar at Pauanui with ZK-PSA inside sheltering from Cyclone Cody. What was potentially going to be a damaging storm ended up being a whimper however it is better to be safe than being sorry. During my stay at Pauanui, I had the privilege of watching 8 x Yak 52's practice for Tauranga however I suspect that this event scheduled for next weekend may now be in jeopardy.

Thanks to all and let's see how much we can do in 2022.

Cheers Peter



Happy New Year to everyone. I hope you all managed to have a good break over the Christmas, New Year period and are feeling somewhat

refreshed going in to 2022.

We start off the year in the best possible way by celebrating the successful first flight of another aircraft for the Auckland Chapter membership. Keith Weale's Van's RV-12 had its first flight on Saturday December 18th with David Wilkinson at the controls. After a five-year build this was a great Christmas present for Keith. Those who have followed Keith's build through this newsletter and who attended his talk last year will know the time and effort Keith has put into the build, so congratulations are definitely in order.

And as one project finishes another one gets under way. Chris Wade is now the proud owner of the Sonex ZK-VDB, having won the TradeMe auction for this aircraft last year. ZK-VDB was damaged in a forced landing a couple of years back and Chris will now be spending his time over the next couple of years rebuilding her. With the experience he has built up constructing Waiex ZK-WYX and Van's RV-14 ZK-LCW, this should not prove too difficult. Chris has already started on the rebuild and has provided an update for this newsletter. He is also on the hunt for parts for the rebuild, especially a nose wheel conversion kit for the Sonex.

With a couple of months still to run for the summer flying season, there will still hopefully be a number of flying events which will provide opportunities for the Sport Aviation community to get together.

Black Sands is scheduled for the weekend of the 12-13 February and will provide a great opportunity to get together.

The Northern Aviators Club is also holding regular get togethers as per their schedule so there always the opportunity of a pancake breakfast, or BBQ lunch over the next couple of months.

SAANZ is holding its SportAvex flyin on the 18th-20th March at Hood Aerodrome in Masterton. Hood Aerodrome is home to the Vintage Aviator aircraft collection so this will be an interesting venue to visit.

The Christmas break has seen a large increase in the number of aircraft movements at Whitianga this summer. The twice daily services by Barrier Air plus an uptick in flights by Sunair and Air Auckland, has seen the airfield getting hammered pretty hard. This combined with the spell of dry weather we have been having since the middle of December has meant the main runway (04/22) is starting to break up quite badly. If you are flying in to visit Whitianga anytime soon, can I strongly recommend that if the winds favour it, to use the cross runway. If this is not possible then try to use the western end of 04/22, if at all possible, and avoid using the centre and eastern end of this vector.

On the home front, I organised to take four weeks off over Xmas and managed to put a good amount of time into the Camel build. Zenair ZXZ was due her annual service at the beginning of December but unfortunately, I left it too late to book her in at Solo Wings for her service before Christmas, as such she ended up being a hangar queen for the whole Christmas break. This wasn't such a bad thing as it meant I spent the time working on the Camel instead and I made some good progress. I have included an update later in the newsletter.

I wanted to thank everyone who made contributions to the newsletter this month. Without the regular updates, links and stories you all send me, I would not be able to produce this newsletter each month.

Enjoy the newsletter and I hope to see you all on Thursday evening this week.

Cheers

Gavin

PROJECT NEWS

Keith Weale – Vanes RV-12 ZK-VLF

By Keith Weale

Keith Weale's Vans RV-12 ZK-VLF took to the skies for the first time on Saturday 18th December 2021 at Ardmore Airport.

Keith gave the following update on progress to date. "David Wilkinson and Grant Benns have done about 10 of the 40 hours so far. Many thanks to them both for their assistance.

Teething problems.

The radio locking pall hadn't engaged properly and was allowing the radio to work loose in the tray resulting in intermittent transmission. That problem has now been solved.

The stall warning horn was going off at about 65 kts and was ear-piercingly loud. Stall speed is about 43 kts clean. The stall warning airspeed horn has now been adjusted to sound at about 52 kts, which is when the buffeting starts as well. The volume has been adjusted so as not to cause instant deafness.

The electric fuel sender earth via screws through tank sealant wasn't reliable and that has now been supplemented with a dedicated earth lead. The RV-12 has a calibrated mechanical fuel gauge as a backup as the tank cannot be dipped. Cross-checking electronic and mechanical fuel gauges regularly during flight has become as normal as checking temperatures and pressures.

She uses no oil and the belly is spotless. David and Grant assure me that she flies beautifully and the engine just sings along. They also remark how comfortable the cockpit width and seating is."



David preparing to start up and taxi out.



Air under the wings for the first time.



Happy to see his baby flying at last.



David taxi's in after the flight.



Discussing the flight.

PROJECT NEWS

Chris Wade – Sonex ZK-VDB

By Chris Wade

In October I purchased the wreck of Victor Delta Bravo which suffered engine failure a few years ago west of Whangarei. I managed to get a travel permit to collect it and travelled up north with a friend to retrieve it and bring it back to my workshop. In discussions with Gary Briggs, we decided it would be best split at the junction of the rear bulkhead, then work on in separate parts.

I require a SONEX engine mount and cowling if anyone knows of one going spare. I'm also looking for about a 1m length of 2.5 x 2.5 x 1/8th T6 angle.



The purchase.



The damaged fuselage



Cockpit and tail cone split



The project arrives.

PROJECT NEWS CONTINUED

Chris Wade – Sonex ZK-VDB

By Chris Wade



Damaged tail cone



Tail cone ready for repair

SAFETY NEWS

Pilot Fatigue - When to say no to flying.

By John Ashman

Experienced and professional pilots in our group may excuse me for saying that one of the factors which has always attracted much attention in aviation is the effect of fatigue on pilot performance.

Most of us will acknowledge that symptoms associated with fatigue include slower reaction times, difficulty concentrating on tasks resulting in procedural mistakes, lapses in attention, inability to anticipate events, higher toleration for risk, forgetfulness, and reduced decision-making ability.

However, how many readily admit to being fatigued, or more importantly, have a process to alert oneself that extra vigilance may be required?

Fatigue can be the result of shift work, change of time zones, a very long or challenging flight, a strenuous aerobatic flight, bad sleep, a big night, recuperating from illness.....

But admitting to being fatigued is difficult, and ignoring it is easy.

It may help to have an honest personal fatigue check, and to listen to any doubts in your mind; and at least be aware of the possibility that you might be fatigued.

Sometimes the risks associated with a particular flight are more than the perceived reward.

Happy Flying
John Ashman

MEMBER NEWS

Paul Blackmore – Bolkow ZK-CJF

By Paul Blackmore

Bolkow Junior CJF in her new home in Tauranga. I purchased CJF from Richard Hood in December. I've since done over 12 hours for my PPL. She is performing flawlessly. Thanks Richard for your help.



MEMBER NEWS

David Wilkinson – Back Seat Driver

By David Wilkinson

David with Don in the back of the RV-8 on their way to Stratford last weekend.



MEMBER NEWS

Peter Jackson – Beach Landing

By Peter Jackson

At last my new aircraft ZK-LAX has arrived - and it's not from Los Angeles. It is a Foxbat A22 which was the same as my previous aircraft except differences of long range tanks, glass panel (Dynon SV-D1000), auto pilot, central joystick and hinged outside compartment door. It is a joy to fly.

The only place I have landed (which has been several times) is on a beach between Port Waikato and Raglan. The most recent time the wind was easterly gusting 11 to 18 knots and it lifted off in 60 metres up hill.

As we passed over Port Waikato there was only a little turbulence but when we turned south alongside the hills the turbulence increased. Pointing out to sea I moved about a mile out and descended to 200 ft where the air was calmer.

Arriving off the landing beach I pointed the nose at the southern end because the screen was telling me the wind was slightly north of east. As we came over the point where water and sand met, the wind was quite disturbed causing my wife to make a couple of yelps. First time for that! The landing was easy.



The interesting part was when we walked up the beach, the southern end had a northerly wind while the northern end had a southerly and above was easterly.

I took off in a northerly direction from the south and stayed out to sea at 100 feet back to Port Waikato.

MEMBER NEWS

John King – Them Bugs

By John King

Attached are a couple of photos I took of David Wilkinson's ZK-EZG at the Have a Go at Aeros weekend at Mercer, 8 January.

It would seem that David still has a way to go at debugging his aeroplane.



PROJECT NEWS

Ken Watters – Vans RV-6

By Ken Watters

I thought I would just give you a quick update on my whereabouts seeing as I have been silent for a while.

I am still building but it is going very slowly. Largely due to the lockdowns (my plane is at Mercer in the Waikato and I am on the North Shore) and have also had some fairly challenging health issues in the recent past.

I have had some generous help from Gary Briggs and David Wilkinson but there is still a bit to go. I am aiming to finish by mid-March and should be able to report on progress next month.

Kind Regards,
Ken Watters

PROJECT NEWS

Gavin Magill – Sopwith Camel Replica

By Gavin Magill

A busy four weeks over Christmas has allowed me to fit all the wing ribs to the Camel as well as to re-arrange the project in the hangar. I can now get both cars, ZXZ and the Camel into the hangar and access them although it is a little tight between the port wing of ZXZ and the starboard lower wing of the Camel.



With the wing ribs now on, the next step is fitting the aileron wing spars and sub ribs then cutting these out. You can see the lower port aileron spar sitting in place in the photo below.



MEMBER NEWS

Rob Keith – Headsets on offer

By Rob Keith

I did try to offer my old headsets free to anyone interested on the chapter email but don't think it worked. No replies anyway. They are not noise cancelling and are Telex DBM 1010. From memory one had a fault but they should get one good one out of the pair.

Regards
Rob Keith

ON THE WEB

You can always go round

Jason Drake

A nice little ditty to remind us all that "you can always go round".



https://www.youtube.com/watch?v=opMdtzhg5_Q

ON THE WEB

Mark Schaible Buys Sonex

Sonex Aircraft

Long-time Sonex employee and general manager Mark Schaible has purchased the assets of Sonex Aircraft, LLC and Sonex Aerospace, LLC and will continue their operations as owner and president of the newly formed Sonex, LLC.



https://www.sonexaircraft.com/sonex-llc_press_release-0103122/?fbclid=IwAR1Xbp_DotXulyVZqU5RX470D8CsZIpt_uBJdHcQFPptY1hC72fnCzbnEkHw

ON THE WEB

Hills HX50 Helicopter

Hills Helicopters

Aimed squarely at non-commercial private owners, the new Hills Helicopter looks amazing.

The HX50 will be type-approved for private use first, and will have owners come in to the factory for two weeks to build 51 percent of it themselves, using Hill's own tooling, production equipment and assembly jigs under the supervision of production experts.

Price tag is £495,000 (US\$665,000) for a gorgeous, high-tech, next-level helicopter that comes with a blissful two-week construction holiday nerding out on your new toy with the factory techs.



<https://newatlas.com/aircraft/hill-hx50-helicopter-luxury/>

ON THE WEB

New Internal Combustion Engine

Gavin Magill

The Internal Combustion Engine is not dead just yet. This interesting new design promises to be interesting and is built by an aerospace company.



<https://www.autoevolution.com/news/omega-1-is-a-game-changing-internal-combustion-engine-too-good-to-be-true-179507.html>

BLACK SANDS 2022

To SAA Members and all interested aviators,

The rescheduled Black Sands Fly-In at Te Kowhai will be held over the weekend of 12 - 13 February and it's going to be a great weekend. With the amazing cooperation of Te Kowhai Airfield Limited, this event will feature:

CAA Seminar on ADS-B and Subsidies.
The famous Beach landing workshop
Food Truck lunches
Saturday Evening Barbecue - With drinks supplied!
General Knowledge Teams Quiz Night
General fly-arounds exploring the area.

We would invite all aviators to come and enjoy this weekend at a very "Recreational Aircraft-Friendly" rural airfield. Camping is available "under the wing" or in the Motorhome park. You are welcome to arrive on Friday afternoon. Avgas is available on site.

Note that this event is held in accordance with the current Covid Protection framework and vaccine Passports are required.

Please see the attached information pack for more details - it will shortly be posted on the SAA web page and Facebook page if you wish to invite others. The info pack includes important operational details.

To help the organisers plan and to advise if there are any changes or cancellations, we encourage people to complete the pre-registration online form here: <https://forms.gle/L36uN7wHwpZrgAkE8>

We look forward to welcoming all aviators to Te Kowhai!

Best regards,
Bruce Cooke
Secretary
SAA Waikato Chapter



The Sport Aircraft Association of New Zealand

SportAvex 2022 Fly-In

Hood Aerodrome, Masterton
18-20 March 2022

* Depending upon COVID-19 conditions at the time

The image shows a yellow and black experimental aircraft with 'DKL' on the tail and 'EXPERIMENTAL' on the fuselage, parked on a runway. The background is a sunset sky with orange and yellow clouds over a field.