



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

Sport Aviator

July 2013



www.saaauckland.org.nz

Committee 2012

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Composites	Alistair McLachlan	299 2775
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Avionics	Liviu Filimon	268 1199

FRONT PAGE

Zenair Zenith CH601 XL ZK-ZXZ seen outside its hangar recently on a particularly frosty and fine mid-winters day at Ardmore.

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Next Meeting

WHEN: Thursday 25th July 2013 -7:15pm

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

SPEAKER: Simon Lockie

Simon Lockie will be speaking to us about the Landing Charges service he operates which was originally called Greasr.

The idea, like insurance brokers, has merit.

There has been mixed response to this enterprise but if successful it could even reduce the individual cost per landing in a "catch all" simple administration and management system. More importantly, it could contribute to the continuing viability of some marginal airfields. Those who resist Greasr should come to a good debate.

Alistair McLachlan

Alistair recently completed a trip (AOPA) round the SI with Graeme Weck in the Murphy Rebel. He has a great story and will tell us about it just before Simon Lockie talks.



No update from Evan this month.



Hi Everyone

With Winter well and truly upon us we have certainly had a mixed bag of weather this past month. That said there have still been a few clear days for flying and I have been

fortunate to have been able to get out flying on a few of them. I hope others have also been making the most of them.

At last month's meeting I reported the shipping container used for storing the Chapter's materials from Pike's Point had been placed on TradeMe for sale. I can report that the container sold for a smidge over three thousand dollars and the proceeds of the sale have been deposited with the containers owner, Phil Richards.

This past month has also seen the crash of the Asiana Airlines Boeing 777 at San Francisco airport on a seemingly perfect day. I have received a number of email articles about the crash and much of the feedback seems to be pointing to the crew and their handling of the aircraft. I have included links to the articles in the "On the Web" section and will leave it to each reader to make your own decisions.

Last month's mystery aircraft was not identified. Barry tells me the aircraft that he provided was called the McDonnell XP67 Moonbat. Given there were no replies received so we can only assume that everyone was stumped. The Moonbat was a prototype US Army Air Force twin-engine, long range, single-seat interceptor which first flew January 1944. Although conceptually advanced, it was beset by problems and never approached its anticipated performance. The project was cancelled after the prototype was destroyed by an engine fire.



The Moonbat

As for the other aircraft which Barry asked Warren to identify, well unfortunately even Barry doesn't know what this aircraft is so if anyone out there can identify it, Barry would certainly appreciate it.



Unidentified Aircraft

That is probably enough from me. I hope you enjoy the newsletter. Look forward to catching up with everyone on Thursday evening.

Cheers

Gavin

MEMBER NEWS

New Member – Clive Whittfield

By Gavin Magill



Clive Whittfield is currently building an RV6. He lives west of Mercer on a 10 acre block and works as General Manager of Composites International in Papakura. He describes his interests as aviation and the NZ Fire Service.

Clive sent through the photos below with the following commentary.

"The attached photos give you an idea of where I am with the build, altho' I have actually moved on a bit from when these were taken. Very much a slow build that started about eight years ago. Finances and life in general have kept progress slow but relatively steady, but it's getting closer now."



90% done, 90% to go!



Canopy Rear Skirt



General view of Clive's man cave.



Modified Cowl.



Close up of the engine plenum.

MEMBER NEWS

New Member – Alan Butler

By Gavin Magill



Alan Butler is currently rebuilding two ex-RNZAF MkII Harvards, one of which (NZ1100) he owns, and the other (NZ977) owned by his employer, Greg Ryan. He sent me the following about himself.

"I joined the SAA as I love the mix of builders and pilots all in one organisation.

I am rebuilding two ex RNZAF North American Harvards. These two are very rare Mark 2 models that served as trainers during the second world war. All of the Harvards we see flying today in NZ never actually saw any war time service and are later models that replaced the Mark 2's at wars end. One of these Harvard's crashed during WWII while on a training mission practicing tail chasing in the Kaikoura ranges. This aircraft remained there until it was recovered in the 1970's. The second Harvard survived WWII only to end up in a kid's playground in Takapau for 40 years.

I am 22 and am finishing off a Bachelor in Mechanical Engineering [at AUT] and work at Aero Technology at Ardmore. I am also a PPL and fly a Piper Cub at Ardmore.

My brother in law Kevin Paulsen urged me to join the SAA as there are really no other organisations in NZ that blend a mix of pilots and builders. I would be keen to get in touch with more builders around the region. Nothing much has ever been published on these two aircraft and most people don't know they exist."



Rear fuselage of NZ1100



Horizontal Stabiliser from NZ1100



Rear Fuselage of NZ977.



Cockpit and Instrument panel of NZ977

SPEAKER FOLLOWUP 1

June Speaker

By Dale Nichols

Dale Nichols was our speaker at the June meeting and he passed on all the web links he mentioned during his talk.

The web based CAD application I used was TinkerCAD, <https://tinkercad.com/> which is a free online based package.

For the scanning I used ReconstructMeQt, <http://reconstructme.net/>. Another interesting one is Skanect, <http://skanect.manctl.com/>. Both of these programs use the Xbox Kinect Camera for the scanning or Asus Xtion Pro Live.

Boeing using 3D printing, <http://www.3ders.org/articles/20120916-3d-printing-coming-to-boeing.html>

General 3D news, www.3ders.org

3D design sharing site.

<http://www.thingiverse.com/>

SPEAKER FOLLOWUP 2

Mini Me

By Don Wilkinson

After the last meeting. This is sized to go in TOT. Will give "him" a bit of colour, he looks like he's been through an English winter. Hope "He" doesn't get motion sick with David's flying.



Don

I was sorry to miss the 3D presentation. Did they scan you to produce you bust image? Anyway, it looked so good I thought you might appreciate a bit of colour.

Warren



PROJECT NEWS

David Wilkinson's RV8

By Don Wilkinson

David, Gary Allport and I shifted David's RV 8 to Ardmore for prep and painting. David departed for London Tuesday 16th July to join his family so it was decided not to allow this break to interrupt progress on his "Mistress" probably to be named ZK-WLK.



PROJECT NEWS

Don Wilkinson's ZK-TOY

By Don Wilkinson

ZK TOY is still resident, at time of writing, on Paul Hopper's strip, Silverdale after a total engine failure.

Inspection by the Pilot and DCM revealed particles from internal carburettor corrosion in the float bowl.

The carburettor, a Tillotson from HAPI 30 years ago, similar to an outboard motor, has been regularly inspected but never serviced fully.

By the time of publication it should be fully serviced with all new kit and TOY should be back "in its own bed".

A very fortunate outcome from what could have been a nasty incident.

I think Paul is due for a bottle of Single Malt for having a hanger on his strip in the right location.

And yes I did thank the Lord.

CHAPTER NEWS

Shipping Container Sale

By Gavin Magill

For those that might have been unaware the container in which the Chapter stored it's materials ex-Pikes Point was cleaned out and put up for sale on TradeMe at the beginning of June for a \$1 reserve. The container subsequently sold to a farmer out Aka Aka way (out past Tuakau apparently) for some 3 \$3010.00. The proceeds from the sale were returned to the containers original owner Phil Richards after costs were deducted.

MEMBER NEWS

Project For Sale

By Jon Farmer

As I mentioned in a previous newsletter, Tony Bicycle aka Tony Woodroffe is selling his 'Own Design' single seat microlight and has now put a price of \$5,000 on it. This price is about the value of the lovely 4 cylinder, radial, Konig engine. The aircraft has taxied but not flown - could be a great project for someone wanting a cheap microlight. Ph. 2961413.

SAANZ NEWS

Microlight Maintenance Course

By Adrienne Fillery

SAA is holding a two day Microlight Maintenance Training Course on Saturday 31 August & Sunday 1 September 2013

Venue: Waikato University, Hamilton

Time: 9am - 5pm each day

Cost: \$50 per person for SAANZ members and \$70 per person for non-members

Lunch can be purchased on site

Transport can be arranged from Te Kowhai or Hamilton airport.

The course will cover basic aircraft practice, maintenance planning, documentation and legislation.

The difference from the maintenance approval training course is that this will be less focused on legislation and CAA requirements and more on aircraft technical practice.

It will tend to be focused towards those who have a factory built microlight rather than those who have constructed their own aircraft.

Please direct any questions regarding course content to Alistair McLachlan, email jan.alistair@xtra.co.nz Ph. 09 299 2775

Please register your interest as soon as possible to admin@saa.org.nz. An invoice will then be emailed to you, which will need to be paid prior to commencing the course.

CHAPTER NEWS

Membership Details survey

By Gordon Sanders

As of 2110hrs on Sunday 21st 47 members had responded to the survey, updating their membership details.

Gordon is very appreciative of the response while urging those who have not yet responded to go on line at the link below.

Completing the survey will greatly assist with the production of an up-to-date membership list to be distributed to all members.

<https://docs.google.com/forms/d/1032MsdO5ivXhcvDWeGmgkKHqLezIE86J6bf90ijYqY/viewform>

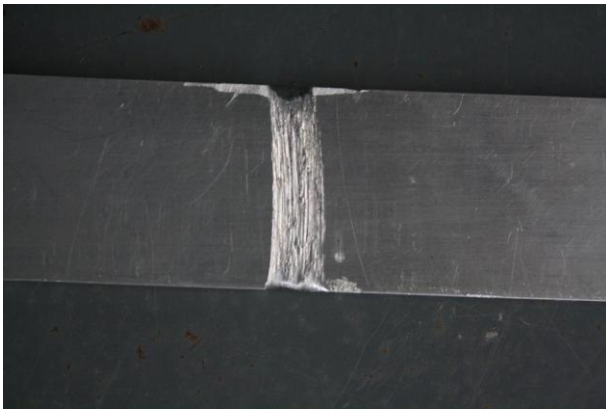
MEMBER NEWS

SONEX JQP 100hr/Annual

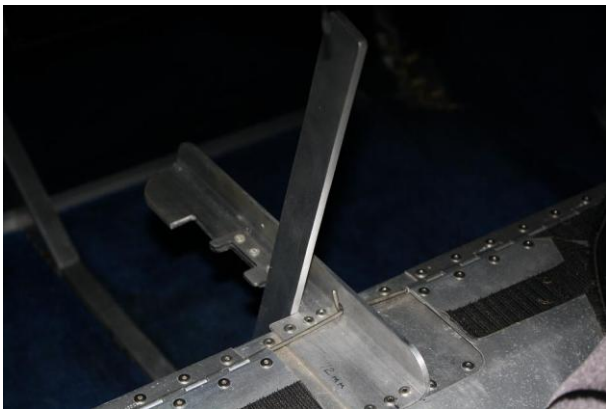
By Gavin Magill

Sonex ZK-JQP owned by Chapter members Paul Blackmore, Sandy Wilson, Bruce Turner, Chris Wade and Gavin Magill, has been out of the air for the last few months undergoing much work for her 100hr/annual inspection. The list of work completed includes.

- Fabrication and fitting of a new steel flap handle and detent block after the original aluminium handle became badly worn.



Close up of worn flap handle.



New steel flap handle fitted.

- Replacement of the engine mount rubbers which I can assure readers is no easy task on a fitted engine.
- Removal of both wheel hubs to fit nut plates to each hub to secure the spats. This was needed as the threaded holes in the hubs had stripped out in some cases.
- Removal of the undercarriage legs and drilling of another hole in each leg to secure the u/c stubs to the gear legs as the original holes had started to elongate. Then shimming the u/c stubs back onto the gear legs once the holes were drilled and of course refitting the legs to the aircraft.

- Also shimming the tailwheel assembly onto the tailwheel mount as it had started to loosen.
- Replacement of two damaged CHT leads with new leads and fitting of heat shrink to all the CHT leads for the length where the leads are close to the heads and inlet manifolds and then wrapping the leads with cable wrap for the length where they run behind the engine. I have now discovered the joys of dealing with aircraft wiring in confined spaces.
- Finally the regular oil, oil screen and spark plug change, plus tappet adjustments and regular inspection and lubrication of all joints as per the SAA Maintenance program.

All in all a great deal of work but very satisfying. We hope to have JQP back in the air in the coming week.

MEMBER NEWS

A blast from the past

By Jon Farmer

A few months ago Barry Gillingwater asked for advice on shipping a jumped up Emeraude from the States. I am happy to show him how the first part of the journey may be accomplished although we only had to move the Auckland Aero Club's Emeraude wing from Manurewa to Ardmore. The photo is circa 1968 and the handsome young man is yours truly. The young lady is Nola McKenzie, later to become Mrs Picard and, a year or two later, tragically she and her husband were killed when their Tiger Moth crashed at Taumaranui. Not sure who the happy chappy on the cab is.



TIP AND TECHNIQUES

Ghost Imaging

By Gavin Magill

The following tip came through on the KRNet as a method of how to image how much clearance you have between your engine and cowling. I think it is a very clever idea.

"I am about to finish up a few FWF details and needed to see what I had for space. I need to put the oil cooler and baffling someplace in there and also design the cooling baffles.

Using the ghost images is almost like having x-ray vision!

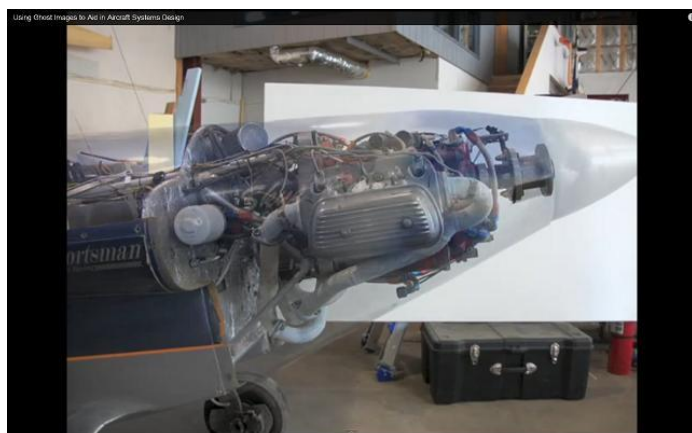
Sam Hoskins showed me this trick (thanks Sam!). Using a tripod, take pictures of the plane with the cowl on and off in various positions. The camera cannot move between the cowl on and off pictures and its best to use a camera that has a timer on it so you are not bumping anything when the shutter fires.

From there [the images are] put into iMovie and cross dissolve transitions added between the pictures. Pretty easy.

You will be able to find a more detailed description of the process in the next "To Fly" magazine available to Sport Aviation Association members.

Take a look at the video at the following link. It's quite useful to pause it during a transition. That is where you can really get a look at how things fit together.

<http://schmleff.blogspot.co.nz/2013/06/using-ghost-images-to-aid-in-aircraft.html>



CHAPTER NEWS

Will It Fly Documentary

By Nev Hay

Hi Gavin

Could you fit this into the newsletter please.

I have reported to our meetings from time to time on the project to build, and test for flight ability, a Pearse replica.

This project has been documented from the beginning and documentary, up to flight testing at Whenuapai, will be shown from 1st Aug in the Rialto Theatre, New Market.

It is worth a trip to New Market to view the 119min effort of Wayne Johnson. He has achieved a great record of one man's dream and another's determination.

We will be returning to Whenuapai next month to continue the testing. If you want to see where we have got to you will have to see the movie.

For a preview got to www.willitflymovie.com



Thanks

Nev

Editor's Note

See PDF advert on next page.

Will It Fly?

Two men separated by over a century in time with the same dream of being able to fly

A documentary by award winning cameraman, Wayne Johnson

New Zealand's greatest historical aviation mystery is that of Richard Pearse and his early 1900's flying machine.

There were many eyewitness accounts that say they saw Pearse flying his aircraft as early as 1903.

110 years on, Ivan Mudrovich a retired automotive engineer has embarked on an epic journey, following in the footsteps of Pearse, to rebuild his aircraft and to fly it.

The **Will It Fly?** documentary was shot over a five year period, and follows Ivan and his family on their tireless quest to rebuild the Pearse aircraft in his back yard shed.

Every human emotion is tested to the limit which makes for compelling viewing of that human spirit and determination of never giving up even against all the odds. The question remains, Will It Fly?



Richard Pearse



Ivan Mudrovich



Find us on
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Facebook - Will It Fly?

Will It Fly?

A feature Documentary

Run time 119 minutes

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www.willitflymovie.com



NOTICE
Low level offensive language



email eyeonu.co.nz
wayne@eyeonu.co.nz

New Members

Clive Whittfield. Clive is currently building an RV6 and lives out towards Mercer west of the river on a 10 acre block. He works as General Manager for Composites International in Papakura.

Alan Butler. Alan is currently rebuilding two ex-RNZAF MkII Harvards one of which he owns, the other his boss, Greg Ryan owns. Alan is in the process of attaining a Bachelor of Engineering from AUT and has one semester of studies remaining. He works for Aero Technologies at Ardmore.

Project Updates

Don Wilkinson reported it has been 12 months since Dave Wilkinson received his RV-8 quick build. The canopy and cowling have been fitted and they just have the fin and hori stab tips to finish before the aircraft will be ready for painting.

Gary Briggs reported he has completed assembly of his Sonex ailerons and has the wings completed ready for assembly.

Don Wilkinson – Engine Failure on TOY

Don Wilkinson reported his Corby Starlet ZK-TOY suffered a partial engine failure on Wednesday 26th June. The engine started losing power after some aerobatics and with North Shore airfield to far away but Hopper's Field close by, Don forced landed at that field. The landing was uneventful and the aircraft suffered no damage. Testing on the ground showed that using the primer the engine could be made to develop almost full power but as soon as priming was stopped the engine died. Don suspects there is something stuck in the main carburetor jet. The Corby will likely remain at Hopper Field for the winter until the field dries out for Don to fly TOY out.

National Exec Meeting

Meeting With Transport Minister

Evan reported the Exec finally met with **Gerry Brownlee** on Tuesday 25th June. Matters discussed included charging for Metflight weather. Mr Brownlee said part of the reason boaties got their weather for free was because the tax on the fuel they used helped pay for it. It was pointed out that many prop aircraft in NZ use Mogas instead of avgas. Mr Brownlee accepted this

and said he would have a decision within the month.

RPL Medicals

Also discussed was the matter of RPL medicals. This matter appears to have been resolved by **Graham Harris** of the CAA and RPL's will no longer have a medical expiry and so long as you can pass a truck/bus drivers medical with you own doctor then you will be able to fly under an RPL.

SportAvex 2014

Evan reported **Nev Hay** suggested at the recent committee meeting of using the Autumn 2014 issue of Sport Flying as the 50th Anniversary issue for SportAvex. Evan will be following up the suggestion and items for inclusion could include lists of past grand champions. Evan said he has also asked **Alistair McLachlan** to organise the judging for the Fly-In. The SAA ground display will be organised by **Bruce Cooke**. Bruce is organising a ground display for TG airshow and will look to transport the same display to Hastings. **Norm Bartlett** is organising the mass fly past. And Evan said he had also been in contact with **Jim Rankin** and the RNZAF are looking to provide a display of some sort.

Light Strips

Norm Bartlett made a short presentation about some LED light strips he picked up from his local hobby shop and which he has been experimenting with. He says the light strips run off a 9v battery and could be used as cockpit lighting. There are 60 lights per meter with a strip costing \$14.00.

Chapter Accounts

Gordon Sanders reported that he had received the Chapter accounts from Peter Hall but that they were still not ready for presenting to the Chapter. He will be working through these over the coming month with a view to having them ready for presenting at the next meeting.

Shipping Container Sale

Gavin Magill mentioned that the container which held the Chapter's ex-Pikes Point material was now up for sale on Trademe.

A BIT OF A YARN

How The Cessna O-2s Got To Vietnam

Provided by Nev Hay

A good story of how the O-2s [Cessna Skymasters] really got to Vietnam.



It's 1967 or maybe early 1968, I forget, and the Air Force has bought a mess of Cessna Super Skymasters and called them O-2s. The Cessna factory at Wichita, Kansas is pumping them out at a pretty good clip and your problem is to figure out how to get them to Vietnam where they are needed. Your choices are:

1. Fly them to the West coast and turn them over to the Army for transport by cargo ship.
2. Take the wings off them and stuff them three at a time into the belly of C-124s and fly them over.
3. Fly them over under their own power with no C-124 attached.

Question: Which method was used? Right! Every single one of those puppies was hand-flown across the Big Pond to Vietnam. That sounds like it might have been a Mickey Mouse operation. Believe me, it wasn't that good.

Air Force Systems Command (AFSC) was running that show and their knowledge stopped somewhat short of knowing anything about ferrying airplanes. The Air Force had a perfectly good organization called the 44th Aircraft Delivery Group which operated worldwide and managed the ferrying of all aircraft; except the O-2s. AFSC contracted with some outfit in San Francisco to deliver the planes to Saigon . The contractor hired a bunch of civilian pilots who couldn't find honest work elsewhere. Since the O-2s were technically "public" aircraft (as opposed to civil or military aircraft) no pilot's license was necessary to fly one, and I'm not sure that

all of the pilots had licenses. Some of them were pretty good, but the rest of them were the most god-awful collection of unqualified scruffy-looking alcoholics you ever saw. The dregs of the flying profession.

The deal worked like this. The pilots were given a plane ticket to Wichita , where they got a quickie checkout in the O-2 if they needed one. Then they launched in bunches of four and headed for Hamilton AFB on the west coast of California . Enroute, they were instructed to carefully monitor and record their oil consumption, which, of course, they did not do. That type of pilot does not monitor and record oil consumption.

At Hamilton , the Air Force removed all the seats except the left front one. The seats were shipped to Vietnam by air, which is what should have happened to the rest of the plane, too. Extra fuel tanks were installed in the vacant floor space followed by the pilot himself. He had to crawl over the co-pilot tank to get to the left seat. Next, they installed an oil tank on top of the co-pilot tank followed by a small emergency HF radio on top of that. Now, the pilot was truly locked in. To get out, he could either wait for someone to remove the radio and oil tank or crawl out the emergency escape window on the left side. Takeoff must have been something to watch. With all that fuel, the planes were way over max gross weight. They had no single engine capability at all for about the first five hours of flight. If either engine hiccupped, the pilot went swimming.

The route was Hawaii (Hickam), Midway, Wake Island, Guam (Anderson), Philippines (Clark) and Saigon (Tan Son Nhut.) The Hamilton-Hickam leg was by far the longest; nominally about thirteen hours. The O-2s were carrying fuel for about fourteen and a half hours of flight.

Navigation was strictly dead reckoning. The pilots took up a heading based on wind calculations and flew out their ETA hoping to be lost within range of a Hawaiian radio station. They had no long range navigation equipment.

The fuel tanks were disposable and were dropped off as they were no longer needed.

The fuel pumps were not disposable and pilots were instructed to bring them back along with their dirty underwear and the HF radio. The trip was supposed to take about a week and each pilot carried an airline ticket from Saigon to Wichita to go back and pick up another plane. For this, the pilots were paid \$800 per trip with the flight leader getting \$1,000. They planned on averaging three trips a month and getting rich doing it.

How come I know so much about this? Well, I was the Director of Safety at Hickam AFB and every single one of over 300 O-2s passed through my domain and created almost constant headaches. Before this all started, I had no idea what an O-2 even looked like much less any knowledge of the overall ferrying scheme.

The trouble started with the very first flight and began with the extra oil tank. The reason for determining oil consumption on the Wichita-Hamilton leg was to know how much oil to add during the really long legs. There were no oil quantity gages. Shortly after takeoff from Hamilton, boredom set in and the pilots would give the oil tank wobble pump a jab or two and squirt some more oil into the engines.

The O-2 didn't need that much oil. All this did was over service the engines which resulted in fluctuating oil pressure. The pilots didn't like that at all, so they added more oil which led to more pressure fluctuation. Meanwhile, they were totally lost and not getting much closer to Hawaii.

Time for the old MAYDAY call on the HF radio.

When that call came in, the Coast Guard in Hawaii was running a very interesting seminar on sea rescue in downtown Honolulu. I was attending which is how I found out that we had an O-2 problem. The Coast Guard shut down the seminar and launched their C-130 and a pair of cutters to find the O-2s; which they did.

They herded them to the nearest runway which happened to be the Marine Corps Air Station at Kaneohe on the Northeast side of Oahu. I drove over the mountains to Kaneohe to find out what the hell this was all about. That's when I saw my first O-2; actually my first four O-2s.

Aside from being ugly, they were all soaked with oil overflowing from both engines and they didn't have ten gallons of gas among them. One had flamed out taxiing in from landing. They had been airborne for 14 hours and 45 minutes. The Coast Guard was really pissed when they learned the full story and was making noises about sending someone a bill for the rescue effort. I must say, I agreed with them.

That silliness continued for three or four weeks with every single flight of O-2s getting into some sort of trouble. At Hickam, the O-2 pilots were fairly easy to find. Most of the time they were draped over the bar at the O-Club; a situation which was attracting the attention of the Officers Wives Club; always a dangerous thing to do.

I went to PACAF Headquarters and told them what was going on and they were absolutely appalled. Civilian misfits ferrying Air Force airplanes across the Pacific to a combat zone? No way!



Cessna O-2A aircraft at Hickam Air Force Base, 1967.

Between us, we began firing off messages to get this idiocy stopped. AFSC couldn't understand what the problem was and probably still doesn't. Hamilton AFB was taking a lot of heat for participating and allowing them to launch at all. I was agitating about the stupidity of this through all the safety channels. I think I may have mentioned that when the inevitable accident occurred, they better hope it was out of my area. If I had to investigate it, they were definitely not going to like the report. I was prepared to write most of the report right then before the accident even

happened.

AFSC backed down and agreed to let the 44th Aircraft Delivery Group run the operation. The 44th wasn't too happy about that because the civilian pilots didn't seem to take instructions very well.

Nevertheless, that brought some organization to the festivities which included things like mission planning, briefings, weather analysis, flight following and escort. The O-2s weren't allowed to fly unless accompanied by a C-47 or C-7 Caribou who could fly at their speed and handle the navigation. That wasn't much of a problem as there were two or three of those planes being ferried each week to Vietnam.

That procedure eliminated most of my problems and things settled down to a routine. The delivery rate to Vietnam was slowed somewhat, but I think more total planes actually got there because of it. During the entire process, only two planes were lost. One ditched due to engine failure on the Wake-Guam leg. The pilot managed to get out of the plane and bobbed around in his life jacket until picked up by a Japanese cargo ship. The other crashed in the Philippines killing the pilot. I never knew the circumstances.

We had, of course, the occasional problem at Hickam. I remember one pilot who landed nose gear first and managed to snap the gear off completely and ding the front propeller. I went out to see what had happened and got a load of bull**** and a strong whiff of gin from the pilot. The plane (he claimed) was nose heavy on landing and the elevator trim was inoperative. He couldn't get the nose up. Furthermore, his transmitter was out and he couldn't tell anyone about his problems. I checked the plane and found the elevator trimmed full nose down, but the trim switch and trim tab worked just fine. Just to the left of the trim switch, I noticed that the microphone toggle switch was actually bent backwards. After several hours of martinis, the pilot was trying to trim using the mic switch. He trimmed the plane full nose down while trying to talk to the control tower on the trim switch. Case closed.

None of these accidents consumed any of

my time. I had learned another quirk in the AFSC way of doing business. Appearances aside, the aircraft were not Air Force aircraft and wouldn't be until they arrived in Saigon and were formally delivered and accepted. Since they weren't, technically, Air Force aircraft; they couldn't have an Air Force accident. The planes weren't registered as civil aircraft, so they couldn't have a civil accident either. They were in regulatory limbo and any accidents were non-events. Nobody cared.

That suited me just fine. I had other things to do and I couldn't see how an investigation of stupidity would contribute anything to the Air Force safety program.

Incidentally, how do you suppose they got the O-2s out of Vietnam and back to the United States? They took the wings off, stuffed them three at a time into the belly of C-124s and flew them back. AFSC was not involved which, I later learned, tended to improve almost any operation.

Author contact Info:

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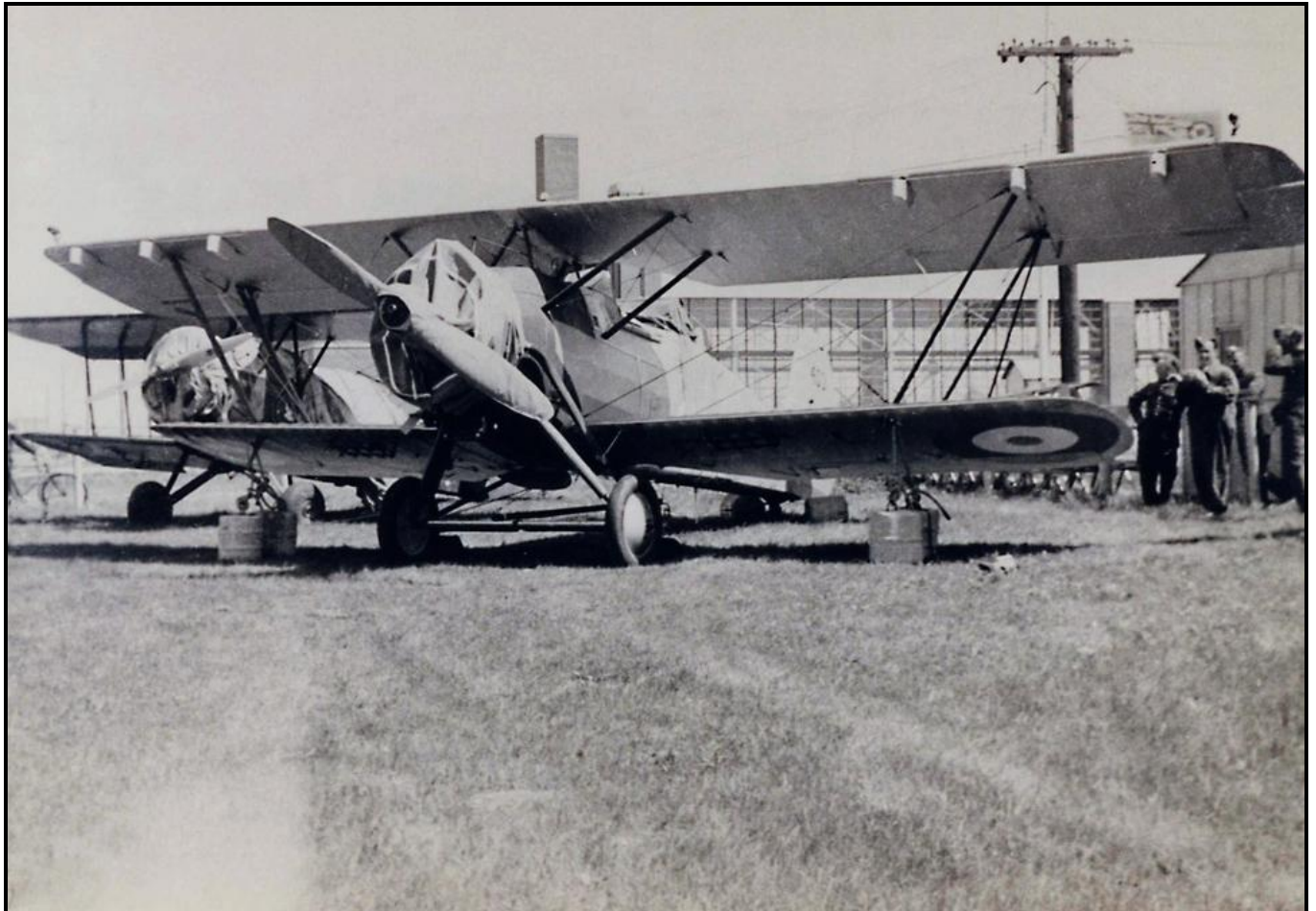
Bellingham, WA 98226

16 Mystery Aircraft Quiz by Barry Gillingwater

A test for all those plane spotters out there.

Identify the mystery aircraft in the picture below and email your answer to the editor at gavin.magill@gmail.com before the next Chapter meeting and the first person to correctly identify the aircraft will earn themselves a chocolate fish prize.

Note you will need to turn up to the meeting to collect your prize. ☺



ON THE WEB

Asiana 777 Crash

From Various

The following links provide some insight into the background of the Asiana crash. Well worth the read.

Commentary by an ex-Asiana Standards Captain

<http://www.freerepublic.com/focus/f-news/3041469/posts>

Asiana crash to reopen sensitive questions on etiquette, automation.

<http://www.flightglobal.com/news/articles/asiana-crash-to-reopen-sensitive-questions-on-etiquette-automation-388157/>

Summary of final NTSB Briefings

<http://www.airsafenews.com/2013/07/summary-of-final-two-ntsb-briefings-on.html>

ON THE WEB

Aircam Throttles

From Gavin Magill

Found this great image on one of the sites I track. This one is for Cyril.

(Note: If you can't read the writing on the throttle quadrant, expand the document until you can.☺)



ON THE WEB

Hybrid Airliner

From Gavin Magill

This link came out on the Wired.Com website. A great read about a possible future for the world's airline fleets.

<http://www.wired.com/autopia/2013/07/eads-ethrust-hybrid-airliner/>



ON THE WEB

Diesel Cessna 182

From Nev Hay

Hi Gavin

Thought you might be interested in this article of a 'diesel' type C182 for a Newsletter filler.

Also in the RAeS Mag I read " The USA FAA has invited proposals from world fuel producers for new sustainable fuels to replace 100LL in the general aviation fleet by 2018." Maybe Cessna is ahead of the game.

<http://www.cessna.com/single-engine/turbo-skylane-jt>

Nev



ON THE WEB

747 Takeoff...just.

From Gavin Magill

EVA Air Boeing 747-45EM taking off from runway 36L at Amsterdam-Schiphol, Netherlands. The great timing and angle just make this shot and the size of the 747, look surreal seeing the distance to the fence was a mere 145 metres (475ft)!



ON THE WEB

Lost Plane Website

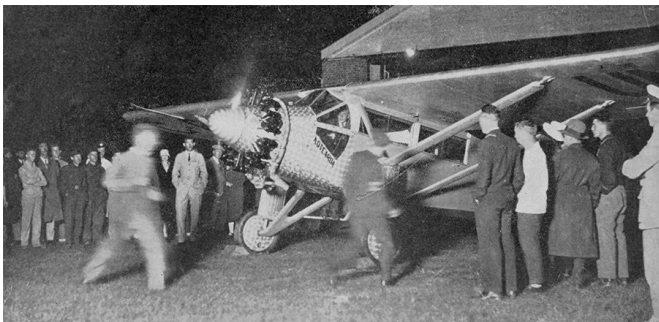
From Gavin Magill

I spotted this article and link on the Stuff web site recently. This is a great New Zealand aviation history story that I had never heard before. Well worth the read of the Stuff article which is a summary of the info on the lostplane actual site.

<http://www.stuff.co.nz/the-press/news/8917003/An-85-year-old-aviation-mystery>

<http://www.lostplane.co.nz/main.html>

(Note to navigating the site you need to scroll down to see more than the intro page.)



ON THE WEB

Starter Motors Are Overrated

From Gavin Magill

Can honestly say I would never ever have thought of doing this.

<http://www.youtube.com/watch?v=82-1FqeCDqo>



ON THE WEB

For The Spitfire Buffs

From Gavin Magill

Chris Rarere and I are both pretty smitten by the Spitfire and we have been finding some great documentaries on the Spitfire since a recent article came out on the Stuff website about a Spitfire versus Range Rover race.

<http://www.stuff.co.nz/motoring/videos/8895226/Head-to-head-Spitfire-v-Range-Rover>

To see the making of video go here.

<http://fortyonesix.com/news/1116/range-rover-sport-vs-spitfire>

Chris then found the following documentary on YouTube. Chris comments "It has superb air to air footage of a Mark 9. Some of the most atmospheric filming I've seen of the Spitfire."

<http://www.youtube.com/watch?v=N5GnUf71IMU>

Lastly I found this 1976 documentary which is also very good. Contains interviews with Douglas Bader and Robert Stanford Tuck.

<http://www.youtube.com/watch?v=vDzZnCbXqS>

Chapter Events

2013

Jul 25 Chapter Monthly Meeting
Speaker: Simon Lockie
Title: Airfield Landing Charges
 Simon Lockie will be speaking to us about the Landing Charges service he operates which was originally called Greasr.

Aviation Calendar

2013

Every Sat Dargaville Aero Club
 The place is buzzing every Sat, wet or fine, windy or calm, and the \$10 lunch at 12.30 is good value. Club is on the web at http://www.flyingnz.co.nz/club_pages/dargaville.html. If going as a group please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

3rd Sun Turangi Aero Club Fly-In
Each All welcome for a BBQ lunch.
Month Contact Tony on 027-453 3740

Aviation Calendar

2014

Jan 25-26 Tauranga City Airshow
Tauranga Airfield
 SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Bob Byal is coordinating the SAA participation.

Mar 7-9 SportAvex
Bridge Pa Airfield Hastings
 50th Anniversary of AACCA/SAA at Bridge Pa aerodrome, Hastings. Start planning to be there as it will be a big one. No airshow, just a celebration fly-in. Includes AGM and Wings dinner. Evan Wheeler is coordinating the event so all offers of assistance to him please.

Apr 18-20 Warbirds Over Wanaka
Wanaka Airfield, Wanaka
 As for the Tauranga event, SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Graham Taylor is coordinating the SAA participation.

If members are aware of other events that could be of interest to others please pass the details to Gordon Sanders - gordon@sanders.gen.nz. But don't rush as you could be the first, and only, person in the queue ☺