

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

Sport Aviator

June 2017



Committee 2017/18

EXECUTIVE COMMITTEE

President: **David Wilkinson**
021 468 270

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

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

Treasurer: **Gordon Sanders**
09 534 2464
021 266 0585

COMMITTEE MEMBERS

Peter Armstrong **David Campbell-Morrison**
09 576 3676 09 817 4782
021 883 080 021 946 078

Scott Neill
09 826 5655
027 479 3280

OPERATIONAL POSITIONS

Safety Officer **Technical Library**
Norm Bartlett Rob Keith
09 528 0108 09 534 3845
027 611 2153

Tool Library **Newsletter Editor**
Manfred Scherbius Gavin Magill
09 298 0221 07 866 0625
021 0813 6503 027 291 0525

Catering **Airspace Users Group**
Carl Pudney Steve Chilcott
027 430 5303 09 376 3794
021 763 742

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

Richard Hood's Pitts S1 SS sporting its new colour scheme is taking shape in Richard's hangar at Ardmore. Photo courtesy of Richard Facebook page.

Contents

- 2 Committee 2017/18
- 3 Presidents Report
- 4 From the Editor
- 5 Chapter News
- 13 Mystery Aviation Quiz
- 14 In the News & On the Web
- 15 Upcoming Events

Next Meeting

WHEN: Thursday 29th June 2017

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

AGENDA: AGM

SPEAKER: Peter Bethune
Peter "Pete" Bethune is a New Zealander, founder of Earthrace Conservation and executive producer of The Operatives, a television show about wildlife crime which airs in over 85 countries. Pete holds the world record for circumnavigating the globe in a power boat, he has been arrested in the Southern Ocean while fighting the Japanese whalers and imprisoned in Japan for his efforts. He is now leading a team against illegal fishing in the Philippines.



3 President's Report



The shortest day has passed and we are on our way to summer.

Thank you to the members who made it to the AGM last month and especially to Keith Weale who has kindly volunteered to be our secretary.

This month we have Pete Buthune as guest speaker. Pete holds the world record for circumnavigating the globe in a power boat, he has been arrested in the Southern Ocean while fighting the Japanese whalers and imprisoned in Japan for his efforts. He is now leading a team against illegal fishing in the Philippines. Search for him a YouTube for more info. It should be a great talk. Feel free to bring friends and family along if you want.

DCM and I helped Keith Weale move his RV 12 fuselage last week. The standard of Keith's workmanship is absolutely amazing. He has even polished the brake reservoir. DCM and I both agreed that workmanship of this quality is unfair.

My One Design is making progress, I have sourced an AEIO 360 B1B from the USA. The engine has 4000 hours on it but I will strip it down and have it zero timed over the next 18 months. I'm looking forward to stripping the engine myself and seeing what makes these things tick. The plan is to rebuild it myself under supervision of Aviation Power Supply at Ardmore. I will install high compression pistons, cold air induction, electronic ignition, a light weight flywheel etc to squeeze as much HP out of it as possible without compromising reliability. From what I have heard it is possible to get 230-240 HP out of an AEIO 360.

I hope progress is being made on members projects during these winter months, I even hear a rumour that Gavin has been working on his KR2.

Thanks to all members that have contributed material for this Newsletter

Anyway, enough from me and I will see you all on Thursday

Cheers

David



Hi Everyone

It is definitely starting to get a bit chilly of an evening lately. And driving up through the Hauraki Plains and

the farmland south of the Bombay Hills is a bit of a challenge each Monday with the fog hanging around those parts. We still seem to be getting the odd nice flying day however and it is nice to make the most of them. Delys and I managed to fly up to Dargaville a couple of weekends ago but were a little late to make it in time for lunch. It is the second time we have flown in and missed out so we will need to plan to get away much earlier next time.

It was great to see the good turnout for the AGM. It certainly makes things much easier for the running of the Chapter. As David mentioned, Keith Weale has kindly put up his hand to take over the Secretarial duties from Ken Watters who is stepping down due to severe workload pressures. Apart from Keith however, everyone else remains in the same positions for another year. None of the committee positions with the Chapter are particularly onerous and if everyone chips in and does their bit the Chapter will chug along quite nicely.

Thanks also to everyone for their updates for the newsletter this month. I have had a great response and it is very much appreciated. I suspect most Chapter members are just as interested in what everyone else is up to as I am which is why I am happy to put the newsletter together each month.

From a personal perspective, this month has been a bit of a milestone for me in that I have finally got my workshop in a state where I am happy to restart work on my KR2S. I pulled the fuselage boat down from storage a couple of weekends back and mounted the tail feathers back on it. A bit of back reading on where I had got up to and what I had planned to do next and I am underway again. The hangar is now echoing to the sound of saws and sanding disks and the smell of freshly cut/sanded yellow cedar and West Systems glue. I have missed it and am glad to be able to get back to it. I have included a post in the project updates to show where I am up to.

The mystery aircraft for May was correctly identified by Steve Stride and Keith Weale. The aircraft was a Beechcraft Model 34 "Twin Quad".

"The Beechcraft Model 34 "Twin-Quad" was a prototype airliner designed and built by Beechcraft in the period between World War II and the Korean War. Wikipedia

Top speed: 370 km/h

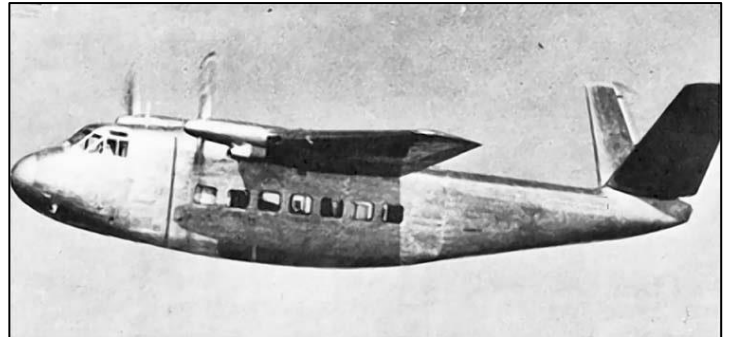
Wingspan: 21 m

Length: 16 m

Retired: 1949

First flight: October 1, 1947

Manufacturer: Beechcraft"



Enjoy the newsletter. See you Thursday night.

Cheers
Gavin

PROJECT UPDATE

Richard Hood – Pitts S1-SS

By Gavin Magill

I popped in to see Richard at Ardmore during the month and took a few photos of where he is up to with the Pitts build.

Richard has been painting the aircraft in the paint booth he has set up in his hangar.

He is using Stewart Systems paint.

He calls the colour Jaffa orange but it has another proper name but I forgot to write it down.

The image on the front cover I picked up from Richard's Facebook page and shows the result after the plastic removal.



PROJECT UPDATE

Gavin Magill – KR2S

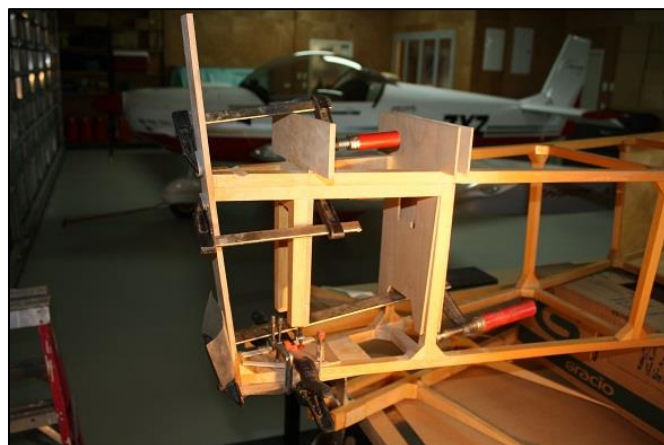
By Gavin Magill

After what seems like ages (5 years according to my build log) I am finally getting back to working on the KR.

With the help of my neighbour at Whitianga, I lifted the fuselage boat down from the storage rack and mounted the tail feathers on her. Still in very good nick thank goodness. Painting the wood with Everdure Epoxy sealant as recommended by Mike Tunnicliffe was one of the smarter things I have done.



After finally working out where I was up to and testing that the West Systems glue was still in good working order I proceeded to glue on the doubler plate for the rear vertical stabiliser spar. The vertical stabiliser spar gets bolted and glued to the doubler but that won't be happening for a bit. Need to start looking at buying some foam and fibreglass.



PROJECT UPDATE

Keith Weale – RV-12

By Keith Weale

The fuselage has descended from its birthplace on the workbench down to a more ergonomic height on a purpose-made dolly – just one step away from being on her own wheels. I should have done that ages ago and the wiring would have been much easier.



I have spent the past month neatening up the wiring, and installing the control pushrods to the flaperon torque tubes, but most of the time has been bending the canopy frame to shape. It was way out of alignment, but I am happy to report that I think I have it down to the millimetre now.



The photos show the initial fitment of the rear window in a cosy 28° C workshop to prevent dreaded Plexiglas cracks. My power bill is going to soar over the next couple of months. Programming Plexiglas work to coincide with the middle of winter is just the way the cookie crumbles I suppose.

PROJECT UPDATE

Gary Briggs – Sonex

By Gary Briggs

I have decided to add a fuel pressure gauge as my setup has a back-up electric fuel pump, and a mechanical engine driven pump. So, I cut another hole in the panel and mounted the sensor.



This little 2 and 1/4 inch MGL TP1 took quite a few attempts to calibrate.



I have also completed the cowl mods it just needs some paint now.

PROJECT UPDATE

David Wilkinson – DR107

By David Wilkinson

Currently Fitting carbon fuse skins.



I have completed the firewall and instrument panel, with 10" Dynon Skyview.



The skins are from Ashcraft Aero in the States. All fuse skins and both cowlings have a total weight of 10 kg. Very, very light.

Once all the skins are complete, the fuselage truss will go for final welding and painting.

PROJECT UPDATE

Paul Blackmore – Sonex

By Paul Blackmore

The Sonex Rotax install is progressing with the cowling modifications nearing completion. The big spinner and more conventional shape changes the character substantially.



PROJECT UPDATE

David Grove-Hills – RV-4

By David Grove-Hills

Nothing too exciting over the last couple of months. Flaps, ailerons, control rods and one wing tip finally in place, flap and aileron limit stops fitted. Ailerons: 30° up, 17° down. Flaps max extension 40°, although some builders exceed this by up to 10% during the build to compensate for the forces, while extended during flight, restricting a full 40°.

Finishing the other tip should see final wings removal (hopefully) over the next couple of weeks.

Lots of components to paint over the next few weeks, weather permitting!

Starting to plan instrument panel. Waiting with baited breath re the outcome of future ADS-B requirements. We're fortunate in having people like Peter Armstrong in our group to further our cause in relation to this."



Photo no.1 speaks for itself.

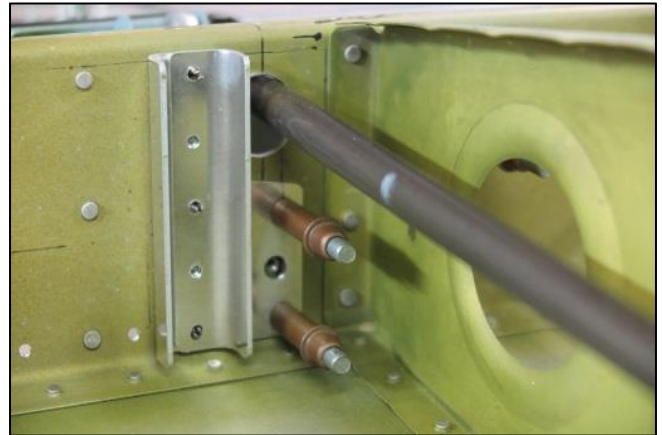


Photo no. 2 shows an aileron attach doubler, supplied by Vans as part of their Service Bulletin 16-03-28 after cracks were found in this area. In theory, this could affect all Vans models except the RV12. Bulletin states that "Inspect before further flight. If no cracks are detected, re-inspect at every annual condition inspection or until the modifications required by this bulletin have been completed."

MEMBER UPDATE

Mosquito ex TV959/ZK-FHC flies in US

By Keith Morris

The Flying Heritage Collection's DH 98 Mosquito T III that flew in New Zealand as ZK-FHC has been test flown at their base at Paine Field in Seattle, WA. An earlier post on it at Ardmore is at <http://nzcivair.blogspot.co.nz/2016/09/dh-98-t-iii-mosquito-zk-fhc-airborne.html>



The Mosquito has been repainted in the US as NS838 UP-J of 605 Squadron from 1944 which was a night intruder painted with black undersides. It was the aircraft of Alan Wagner and was named "Wags War Wagon".

UK CORRESPONDENT

Of Yew Hedges and Airlander Airships

By Steve Stride

Don, we've had 4 back to back days of good weather, today it's around 30 deg C. Been out with both Ilse's, on Saturday we visited a village called Brampton Bryan with an incredible Yew hedge. It struck me that the hedge had a good resemblance to my memory of the lush green but lumpy NZ landscape. It surrounds an ancient church and Manor House lived in for 700 years by a family named Harley. Thanks to Wikipedia it tells me this is where Harley street in London got its name. Some locals told us the hedge was left to overgrow at the time of WW1 when the gardeners of the manor went off to fight. Now it takes a team several days once per year to trim it and preserve its unique shape.



Sunday, I flew to have a look at a new airstrip near my brother's home in Hertfordshire, interesting aviation area. Route is around Old Warden - Shuttleworth Collection, flew in some time ago, then past the Cardington Airship Hangars. The new Airlander was out on the airfield. The pic I took last year the day before it had a very gentle but significant crash which put it out of action for almost a year -

www.hybridairvehicles.com/aircraft/airlander-10.



MEMBER UPDATE

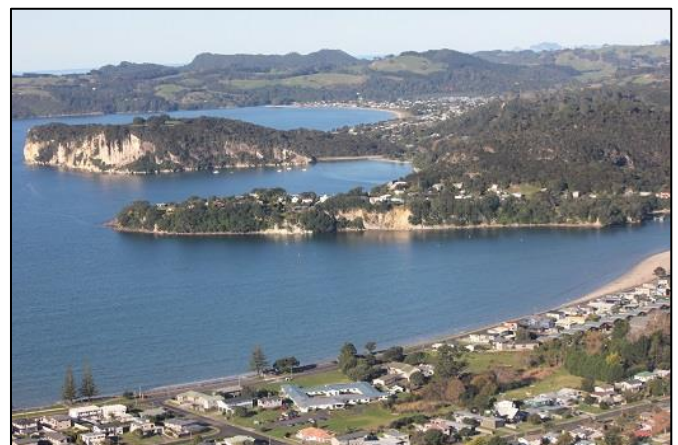
Taking my Secretary Out to Lunch

By Peter Jackson

My secretary was trembling with fear as she tied herself into the cockpit of my Foxbat. She had said she would never fly in a small aircraft. But over time as I would tell her of the places been and the sights seen there was a longing I could sense in her and a desire for the adventure. So, Monday 22nd of June 7am I phoned her and said bring your camera - I am going to fly you to Whitianga for lunch. "GULP OK" was the short reply. It was the perfect day, the take-off smooth and as we flew a u-turn out came the camera to take a photo of LaValla. She then forgot herself as she recognized places and enjoyed views as can only be seen from a small craft. 60 photos later and no bumps over the Coromandel range we had a smooth landing at Coromandel airfield and lunch beside the water.



Another perfect day in the Foxbat. Wished I had been flying years ago.



Oh, and by the way my wife knew I was taking my secretary out to lunch!

MEMBER UPDATE

Pete Walton Update from US

By Pete Walton

Well, don't know about you but I've been having a great aviation time! Here's a very abbreviated look at what I've been up to. Not sure if Lyn is having quite as much fun as me!

After arriving in LA on the 9th May and a two week cruise down the coast of Mexico then up into the Sea of Cortez, (Lyn's bit) we settled in to our motorhome and headed across the US.

We visited a couple of Titan T51 builders in Phoenix and another two in Tucson then headed north east for Aerodrome Aeroplanes at Holden, Missouri. This is a really interesting place with bits of "old" aircraft everywhere. Robert Baslee has been building these "WW1" aircraft since the 80s and each year for the last 20 odd has debuted a new model at Oshkosh.

One shed at his place seems to have every prototype still stored there.



I was there to visit and to get some training on the Steward Covering System that Robert uses on all the aircraft he builds, so quickly he finds a rudder and I'm into it. The job turned out pretty well considering so I'm looking forward to getting my DR1 to the stage where my training will be useful. From there we headed to Whiteman Airforce Base for Wings over Whiteman. Naturally being the US there were the usual top stuff including B1s and B2s, a whole range of fighters and interestingly a demonstration of loading munitions onto a A10 Warthog, then low passes etc.



MEMBER UPDATE

Pete Walton Update Continued

From there to Gardner for the "Dawn Patrol" of Kansas's annual fly in for World War One aircraft.



That's enough words for now, so just check out the pix and feel sorry for my wife having to endure.....

MEMBER UPDATE

Something to Ponder

By Keith Weale

Why No Women

Recently an erstwhile colleague and I were passengers in a work-related road trip from Hamilton to Awakino with another colleague of mine who was driving. As we passed by Hamilton airport I asked her if she was still flying: very definitely so. She's an active New Zealand Association of Women in Aviation member who had just taken part in the annual rally over the Queen's Birthday weekend. I had to tell her that I'm building a Van's Aircraft RV-12. For the next five hours, our poor driver had to switch off to our flying stories and vernacular. On the way, of course we saw top dressers in action, passed by Te Kuiti airfield, and even passed a light aircraft being towed on a trailer. Our driver didn't stand a hope.

Last night, as I was idling through YouTube in search of anything flying, I came across a 50-minute documentary titled Spitfire Sisters commemorating the women and men of the Air Transport Auxiliary who ferried aircraft during the Second World War. Although the documentary focuses on the Spit, I was amazed how many vastly different aircraft those brave women flew, often on the same day, with so little training on type and often in radio silence. If they could fly a bomber, they were deemed to be able to fly any bomber. Today I was in the Bunnings Aerospace department anticipating the need for glass fibre cutting and sanding abrasive equipment. The young lady next to me was wistfully holding an air ratchet wrench and sizing it up for weight and balance. I asked her if she was into racing. I just asked that because another of my lady colleagues is a drag racer. No, the young lady wasn't a racing driver, but she did have a current rebuild project as her hobby and would just love an air ratchet wrench; a tool junkie, just like me.

My cousin and his wife both have PPLs; and their son and daughter both fly, a very smart jet and a C130 respectively.

Now I have to ask, if Jean Batten and the Spitfire Sisters were women in aviation 70 or 80 years ago, and today many women are pilots and instructors and are interested in performance racing and air ratchet wrenches, why are so few women building their own aeroplanes?

MEMBER UPDATE

The Wilkinson Toy Box

By David Wilkinson



I received a very interesting photo from John King this month who suggested it might be a good candidate for a Mystery Aviation quiz. As such this month is not a mystery aircraft but a mystery airfield instead. If you can identify this NZ Aerodrome, email your answer to the editor at gavin.magill@gmail.com before the Chapter meeting and the first person to get the correct answer earns a chocky fish. Bonus chocky fish if you can identify what the unusual "alien" markings are on the ground.
(PS. My apologies to Steve Stride who may be at somewhat of a disadvantage trying to work this one out.)



14 In the News & On the Web

ON THE WEB

Rocket Launching Plane

From Nev Hay

This is a biggie.

It'll be interesting to see if it all works;

<https://arstechnica.com/science/2017/05/paul-allen-showed-off-his-new-rocket-launching-plane-today-it-is-big/>



ON THE WEB

Amelia Earhart Mystery

From Rob Keith

Will the Amelia Earhart mystery finally be solved?

Bone-sniffing dogs to search for remains.

<http://news.nationalgeographic.com/2017/06/amelia-earhart-island-dogs/>



ON THE WEB

Boeing Promotional Video

From Gavin Magill

Boeing can certainly put together great promotional videos. Well worth a look in high definition.

<http://www.chonday.com/Videos/borwjefl5>



ON THE WEB

Sea Vixen Wheels Up Landing

From Nev Hay

Hopefully it can be repaired.

<http://www.dailymail.co.uk/news/article-4549964/Last-Sea-Vixen-plane-does-emergency-landing-show.html>



Chapter Events

2017

Jun 29	Chapter Monthly Meeting Normal venue and time. 7.30 p.m. at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
---------------	---

Aviation Calendar 2017

2017

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.
3rd Sun Month	Turangi Aero Club Fly-In This regular event is closed for the winter, hopefully to return when (if?) the weather picks up later in the year.
Jul 24-30	EAA Airventure. Oshkosh USA. The world's largest GA event. www.eaa.org/en/airventure
Sep 09-10	100 Years of Brodie Family Flying. Rangitata Island. Four generations of the Brodie family have kept the aviation bug alive and well. Can the airfield fit 100 aircraft during the weekend? Ph: 03 693 8675, 027 276 0914 E: eca.fly@xtra.co.nz
Oct 13-15	Tiger Moth Club Spring Fly-in. Taumarunui. Annual optimistic welcome to decent flying weather and return to the club's roots 48 years ago at magnificent grass aerodrome. Some flying competitions. Contact secretary Graeme Wood Ph: 027 293 2318 E: woods@clear.net.nz
Oct 21-23	Taupo Gliding Club 50th Anniversary. Note change of date to Labour Weekend. A general fly-in is being planned for Saturday with dinner and party that evening. Demo and guest glider flights Sunday. More info and a request for RSVPs at: www.saa.org.nz/public_pages/events.php
Nov 04-05	Black Sands Fly-in. Raglan. Annual fly-in, air rally/fly-around, food, much socialising. Organised by SAANZ Waikato-Thames Valley Chapter. Contact Bruce Cooke Ph: 021-112 2364 E: bmcooke@waikato.ac.nz More info nearer the time at www.saa.org.nz
Nov 23-26	South Island Akro-Fest. Omaka. Aerobatic competition and fly-in. Contact Andrew Love for more information and to register. Ph: 021 818 816 E: Torque_Roll@hotmail.com

Aviation Calendar 2018

2018

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: woods@clear.net.nz
Mar 09-11	SAANZ SportAvex, Waipukurau. Annual summer fly-in (North Island's turn), competitions, AGM, annual dinner, Wings awards presentation. Details being progressively posted at 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 - gordon@sanders.gen.nz.