

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

Sport Aviator

June 2020



www.saaauckland.org.nz

Committee 2020/21

EXECUTIVE COMMITTEE

President: Peter Armstrong

Vice President: Gary Briggs

Secretary: Keith Weale

COMMITTEE MEMBERS

Bill Luther David Wilkinson

Gavin Magill David Campbell-
Treasurer Morrison

OPERATIONAL POSITIONS

Newsletter Editor Technical Library
Gavin Magill David Wilkinson

Safety Officer Airspace Users Group
Norm Bartlett Norm Bartlett

Tool Library Webmaster
Manfred Scherbius Warren Sly

Catering
Don Wilkinson

TECHNICAL MENTORS

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

FRONT PAGE

Pete Walton comes to grips with WACO ZK-CFL at Whitianga last week. Pete found the Waco really lovely to fly although this particular model is a little short of legroom for Pete.

Contents

- 2 Committee 2020/21
- 3 Presidents Report
- 4 From the Editor
- 5 Chapter News
- 9 In the News & On the Web
- 10 Upcoming Events

Next Meeting

WHEN: Thursday 25th June

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

WHO: Mike Ross

WHAT: Mike Ross, an auto electrician when bored, get his adrenalin fix behind the wheel of a fast and noisy water ski tow boat.

An experienced ski competitor, and now internationally renowned tow driver, he will explain the skills required to ensure consistency when driving for different competing skiers from various countries.

There is a lot more to it at this level and the sport has taken him to many places including Australia, the USA, Russia, and many others.

I asked him what ski tow driving is all about. Because he drives boats for competing skiers from various countries, he has to be extremely consistent with speed, directional control and ski ramp approach accuracy. This to prevent favouritism. It is all electronically monitored and verifiable to be within extreme limits of accuracy. He is respected worldwide for his proficiency.

Mike, I am guessing, is approaching 60, does not ski so much now but stays with the challenge of driving in the competitions. His story is an interesting one and he is willing to share it. He has presented before.

I imagine there will be some interesting video taken on and off the courses.

Don



Hi Everyone

As the new President of the SAA Auckland Chapter I thank Garry Briggs for his excellent stewardship during his past term and look forward to continuing the same fellowship.

This will be our first meeting since lockdown, much has changed, specifically with respect to our regulator, the CAA. I have read the 84-page report, produced by consultancy RDC Group, stating that its overall finding was that "the current and past culture within the CAA does not support a safe and respectful workplace, and in some areas, it is below the standard that meets bottom line standards for health, safety and wellbeing." If you get the chance read it, it is on the web.

As a consequence, the Director has taken early retirement and now we once again have a bunch of new folk at the helm of the CAA (with very little aviation expertise) as noted by Des Lines in his recent GAA web newsletter.

In the ADS-B arena the working group now called the Action Group has a new person – Lorcan Byrne (Programme Coordinator New Southern Sky) who has replaced Tom Gormley. We have a virtual meeting scheduled Wednesday 29th July where hopefully the matters regarding lower cost GPS positional devices (Dynon 2020, Trig TN82, MGL-SP12) can be advanced.

One hopes that this is not just another exercise in re-arranging the Titanic's deckchairs.

Just prior to lockdown I was part of the AOPA fly around for 6 days early March, an enjoyable time with several fellow SAA members taking part.

Where able please make the most of the recent great flying weather we have been experiencing and as always fly safely.

Cheers Peter



This month will be the Chapter's first meeting since the Covid 19 shutdown. I am looking forward to catching up with everyone on Thursday to

hear what everyone has been up to.

David asked me to let everyone know that John King will be receiving his SAANZ Life Membership at this month's meeting so it would be great to see a good turn out to congratulate John on this award.

We also have an excellent speaker lined up in Mike Ross who is a world renown jet boat driver in international water skiing events. I am looking forward to hearing this talk. The picture below shows Mike in action.



In other Chapter news, just a reminder that Chapter subscriptions are now due. Many thanks to all those who have already paid. I put out a reminder email last week to ask those still outstanding if they could get these paid as soon as possible. It would be great to get these out of the way by the end of June so I don't have to chase people up. I will be at the meeting on Thursday and can take cash payments if you wish to pay by cash.

There were not a lot of updates this month for the newsletter so I would ask that everyone try to provide a small update next month. Fortunately, I had a fair bit of news on the Camel front so managed to fill a couple of pages with that news.

In general news, those Member's operating and/or building RV-12's will hopefully have seen the Safety Directive issued by Van's Aircraft that David emailed via the Chapter email list earlier this month. This Directive requires owners/builders to check the fuel

return line is not blocked caused by a recently discovered manufacturing problem. I have included a link to the Directive later in the newsletter.

That is all from me this month. Enjoy the newsletter. See you on Thursday.

Cheers
Gavin

PROJECT NEWS

Gavin Magill – Sopwith Camel

By Gavin Magill

In last month's newsletter some will recall that I included a note saying I was looking for an engine for my Sopwith Camel, ideally a Lycoming O-290 or O-320. Well at the end of May, Auckland Chapter Member Peter Hall called me to say he had an O-320 I could have if I was interested. I said I was definitely interested, and he then informed me that the only draw back was that the engine came attached to an aeroplane, namely Taylor Coot ZK-JST. JST was built by Alistair McLachlan and Peter had bought the aircraft with the intention of restoring her. Peter explained that he was not able to give JST the TLC required to restore her and she needed a new home so JST was mine if I wanted. After speaking with Delys, she agreed it would be ok for me to take delivery of the Coot and we could then figure out what to do with the airframe after the fact. Peter duly arrived on Monday the following week with the Coot on its trailer and the trailer was parked on our very understanding next door neighbour's lawn.

The following Saturday I moved JST off her trailer and onto the concrete pad in front of my hangar. I made a start on taking the engine out and had got to the point of having removed the canopy and rear cockpit bowl when Richard Hood wandered over to ask how I was doing and mentioned did I know there was a severe weather warning in place for the Coromandel for the rest of the weekend. (I did not know).



An immediate change of plans was required and Delys and I spend the next couple of hours playing real life Tetris to squeeze the Coot and her wings into the hangar, so we were able to close the doors. Delys posted the photo opposite on Facebook to celebrate our success.

About an hour later David Wilkinson called me to ask what I intended to do with JST after I had the engine out. I said that if he wanted her, he could have her. David mumbled something about he would love to, but Nicki would kill him if he took on another aircraft project.

Another hour went past, and I received yet another call from David saying he had been speaking with Martin Farrand and they had agreed they would take the Coot off my hands and would look at putting together a syndicate to restore the aircraft. Martin had a 220Hp Franklin engine that would fit JST perfectly.

So, it seems the Camel now has an engine, albeit one in need of an overhaul, and JST has a new home and will be restored to her former glory. A win/win if ever I saw one.

I spent the following weekend working out how to get the engine out and ended up purchasing an engine crane to do the job. It took a bit of adaptation, but I managed to get the crane to reach over the engine and last weekend David flew over on Sunday to help with the extraction. I took a bit of persuasion with a cutting wheel to remove the front engine bolts, but the engine is now out of JST and looking in fairly good nick for 55 years of age. (Almost as old as me.) Many thanks to Peter Hall for making this possible.



PROJECT NEWS

'The Old Coot'

By Gavin Magill

As detailed on the previously page, David Wilkinson and Martin Farrand are teaming up to restore Alistair McLachlan's Taylor Coot ZK-JST.

The photo below was provided by Martin and shows JST in her heyday as she appeared on the front cover of NZ Sport Flying Magazine.



Martin has provided a Franklin 220Hp engine which is currently in David hangar.



JST is still in fairly good condition after spending a couple of years outdoors. David reckons a bit of TLC and she could be flying by the Black Sands flyin in 2021.



JST comes complete with the trailer Alistair built to transport her around on. Even the trailer passed her WOF on the first go without any work required. A testament to Alistair's engineering skills.



We can hopefully look forward to updates from David and Martin on progress with getting JST airworthy once again.

PROJECT NEWS

Chris Wade – RV-14

By Chris Wade

Chris Wade provided the following photos of progress on Pete Walton's RV-14.



Wing tips ready for lights.



Control rods assembled.



Wiggle wobblers wired.



Tanks primed and ready for installation.



Tanks being fitted

MEMBER NEWS

Gary Briggs – Sonex

By Mike Penny

Mike Penny and Gary Briggs made a day of it on Wednesday last week travelling to Matamata and Tokoroa from Ardmore. A nice day out for the two Sonex's.



MAINTENANCE HINT

Updates to Garmin GPSMAP 296

By Stuart Wards

Hi Stuart,

Thanks for contacting Garmin Aviation Product Support.

The GPSMAP 296's were designed decades ago – at a time when the communication speed between the computer and the devices was slower. With the advent of USB ports, the transfer rate is much faster than what the GPSMAP 296 can handle.

A workable solution I have found is to buy a USB Hub (must be USB version 2.0) which you will then plug into your computer and then plug the 296 into it. This is what a typical USB hub looks like...

<image004.jpg>

Remember the important thing is you find a ver 2.0 hub.

Plugging this between the 296 and the computer has the affect of slowing the communications down and in most cases resolves the issue. Please let me know how you get on.

Best regards,

Tony Vaccarella

Aviation Product Support Specialist

INDUSTRY NEWS

RV-12 – Safety Directive

By David Wilkinson

<https://www.vansaircraft.com/wp-content/uploads/2020/06/SD-00017-RV-12-Fuel-Return-Line-Fitting.pdf>

SAFETY DIRECTIVE 00017

Date Released: June 5th, 2020

Date Effective: June 5th, 2020

Subject: Fuel return line test

Affected Models: RV-12

SLSA Serial Numbers 12002 – 12074

ELSA All RV-12 aircraft

Required Action:

Verify that fuel return line is not blocked

Time of Compliance:

Before further flight

Labour Required / SLSA Warranty Allowance:

5 minutes if fuel return line is not blocked.

2.5 hours, followed by a 2-day cure, if AN832-4D bulkhead fitting requires replacement.

Level of Certification:

Steps 1, 2, and 8: ELSA:

Owner (certification not required)

Steps 3 through 7: ELSA:

LSA Repairman Maintenance or A&P

Synopsis:

An RV-12 aircraft was recently found to have a blocked fuel return line, due to a manufacturing problem with the AN832-4D bulkhead fitting. This could cause interruptions of the fuel flow into the engine. A test should be run to verify that the return fuel line is not blocked.

9 In the News & On the Web

ON THE WEB

Carbon Fibre Testing

Nev Hay

I have been following Mike Patey in his design of a Super Cub to compete in the short take-off and landing competitions. He calls it scrappy as it's made of bits and pieces of scrap –yeah right but here's a guy with ADHD who loves engineering and is good at it.

The series has been fascinating and the one here is #17 and latest. There is a lot of good learning in this.



<https://youtu.be/o5iu0-IYHqs>

ON THE WEB

World First Certified Electric Aircraft

Gavin Magill

World-first type certification awarded to Pipistrel electric plane



<https://newatlas.com/aircraft/world-first-type-certification-pipistrel-velis-electro-electric-plane/>

ON THE WEB

Red Baron Film

Keith Morris

Although everyone interested in WW1 aviation has seen this footage before, I've never seen this in such great condition and resolution before. It includes footage of Manfred and Lt. Algernon Frederick Bird (taken prisoner after his "meet and greet" with Manfred), he was Manfred's 61st victory, they're seen inspecting the bullet holes in Algernon's crashed Sopwith Pup, on September 3rd, 1917. Manfred was flying a Fokker F.I, a pre-production later triplane prototype, which later became the Dr.I. Also seen in the video, Wolf, Göring, Loerzer, Manfred's father, Antony Fokker, and emperor Wilhelm II. Anthony Fokker at 5:18-5:44, talking to von Richthofen while inspecting bullet damage. Manfred's brother, Lothar von Richthofen 7:18-7:19 (last man in group). The Baron's father, Major Albrecht von Richthofen, is at 0:45 - 1:07.



https://www.youtube.com/watch?v=WENuH7DWXPE&fbclid=IwAR3LzunFLBQaA2rHZwNNWg90bIV6ewWyXPeGLoeknTI93k4qQhkOS_A4k-M

Chapter Events

2020

June 25	Chapter Monthly Meeting First meeting back for the Chapter after the Covid 19 lockdown.
----------------	---

Aviation Calendar

2020

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.
------------------	---

Jun 27-28	2020 North Island Akro Fest Mercer Airport, Mercer Postponed to June 27 th -28 th . Goodbye Covid-19 (we hope), Hello to the first annual North Island Akro Fest, awarding the Langley Marshall Trophy in memory of Brian Langley and Paul Marshall, passionate Northshore Aero Club aerobatic instructors and stalwarts. (See attached flyer.) Register (pilots and helpers) online at www.aerobatics.nz ASAP. Entries close June 7th (late entry fee of \$50 after that). Contact Contest Director, Grant Benns, for more details - grantbenns2014@gmail.com 021 0629929
------------------	--

Oct 16-18	Tiger Moth Club Spring Fly-In Taumarunui Airfield Annual salute to the allegedly warmer seasons flying. Contact Graeme Wood Ph: 027 293 2318. Email: ruffchops@gmail.com
------------------	---

Aviation Calendar

2021

Feb 19-21	Wings Over Wairarapa Hood Aerodrome, Masterton This event is back again in 2021. www.wingsoverwairarapa.co.nz
------------------	--