



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

Sport Aviator

March 2014



www.saauckland.org.nz

Committee 2013

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Composites	Alistair McLachlan	299 2775
Metal Skin	Kevin Paulsen	296 5125
Avionics	Liviu Filimon	268 1199

FRONT PAGE

Peter Walton in his T51 Mustang flies in close formation with the camera ship over the Hastings countryside at the SAA 50th Anniversary Fly-In. Photo Courtesy of John King.

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Next Meeting

WHEN: Thursday 27th Mar 2014 -7:15pm
WHERE: Auckland Society of Model Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington

SPEAKER: Ian Williams / Doug King
SUBJECT: Foxbat - the plane and towing gliders with it.

We watched an AeroPrakt Foxbat tow gliders at Hastings on the Sunday after the SAA Fly-In. This was remarkably and skilfully done by very experienced Tow Pilot, Ian Williams
Ian and Agent Doug King will combine to talk about this interesting wee plane and Ian's experience with the gliders behind it.

ALSO: Nev Hay
SUBJECT: Pilot Improvement Program
A follow up from Nev with us on his PIP ideas.

ALSO: Nev Hay
SUBJECT: Flight MH370
Is every airline pilot a fit and proper person?



Great weather and an excellent location at Bridge Pa Hastings saw the SAA 50th Anniversary fly in a success. We had in excess of 80 on site campers, many being able to set up under the wings of their aircraft. While any new location on a first show basis brings with it new challenges and issues that one cannot anticipate it was generally agreed by most I have spoken with as very good. Thank you to those who have helped with information and in contacting the surviving founding members. Our original guest speaker, Guy Clapshaw was unable to make the event after suffering a reasonably serious injury to one of his hands. I have to thank Keith Skilling for happily stepping in to the job and speaking from the heart with regards to his feelings in our world of flying. Keith was suitably impressed with his flight in Dave Wilkinson's gleaming RV.

The fly-away's provided interesting destinations. The cooperation of ATC with the Art Deco flight along the Napier waterfront and over the Napier airport enabled many of us to take part on the Friday. Saturday saw several other options. I along with three other rebels flew up to the Ruahine corner DOC strip and back round via the Boyd, Lake Waikarimoana and down to Wairoa for landing prior to heading back too Hastings. The variety of flying that is available from Bridge Pa is really something special and appreciated by all who participated.

I also have to thank the small team at Hastings who put in a lot of effort behind the scenes to make this all happen. They are keen to do it again and refine some of the arrangements regards to camping and transport in two year's time. In signing off thank you to all who were able to attend and for the positive feedback, it makes it seem all worthwhile now that the event is over.

See you on Thursday night.

Cheers Evan.



Hi Folks

The Hastings SAA 50th Anniversary fly-in has been and gone and I have to say it was, in my humble opinion, extraordinarily

successful. Many, many thanks have to go to Evan Wheeler and all the organising team at Hasting And East Coast Bays Aero club for hosting such an excellent event. This was my first SAA fly-in that I have been to and I am still buzzing from the experience. It was a great experience both to be a part of it all but also to meet so many like-minded people. Most excellent of all was being able to camp by our aircraft.



With luck we will be back at Hastings in 2016. Turn to page 8 for a sample of photos from the event.

Also in this month's newsletter is a great article sent to me by Huib Volker and written by Dave Brown who is CFI for NZ Warbirds. The article is a set of briefing notes for VFR pilots using the Ardmore airspace and is about the Ardmore IFR VNAV approaches and how they impact VFR pilots. It is well worth the read if you can spare a little time.

The other main article this month is a summary I put together of the matters discussed at the Auckland Airspace

Review that was held at Ardmore airfield on Wednesday the 19th of March. The airspace changes being proposed, while not radical, will impact all of us who fly in the Auckland region. Again it is worth reading the review and if you have any comments please direct them to CAA.

On to other matters. I think you would have to have been living under a rock if you have not heard anything about the disappearance of Malaysian Airlines Flight MH370. This really has been quite an extraordinary story as it has developed over the last couple of weeks. No doubt we can expect changes to the way commercial aircraft are tracked around the planet as a result of this event. As per the meeting agenda, Nev Hay will also be speaking on this matter on Thursday.

The mystery aircraft from the last newsletter was correctly identified by Don Wilkinson. The aircraft was a Gloster-Trent Meteor with RB50 Trent turboprop engines. Barry tells me this was probably the very first turbo prop powered aircraft ever to fly.



Hope you enjoy the newsletter. See you all on Thursday

Cheers

Gavin

PROJECT UPDATE

Paul Blackmore – Sonex

By Paul Blackmore

ZKPDB continues to progress. Panel is now complete with GPS and transponder and temporary placards.

Now down to finalising details before transporting to the airfield for assembly, testing and CAA checks.

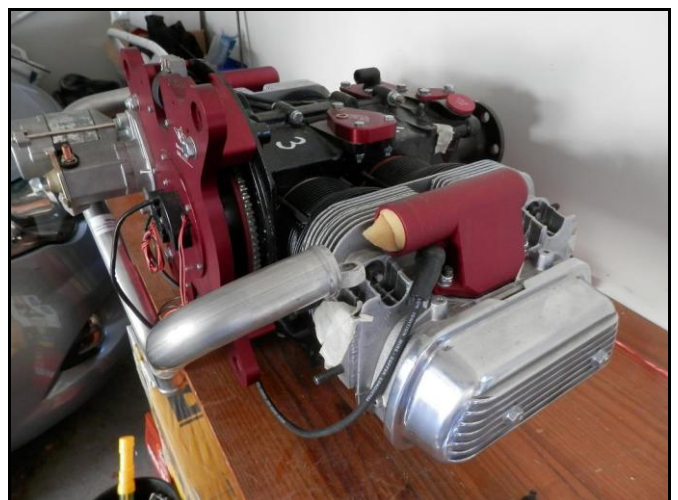


PROJECT UPDATE

Chris Wade – Sonex

By Chris Wade

Chris forwarded on the following photos of progress on the WaieX.



MEMBER NEWS

777 Simulator

By Norm Bartlett

This is what a 777 looks like.



I spent an hour in the left hand seat and an hour in the co-pilots seat.

Very easy to fly if you don't have to worry about all the systems.



In photo 2 note the three white lights the numbers on them – you dial up the speed-heading and altitude on them and the autopilot does the rest and will maintain those selections until changed or autopilot disengaged or runs out of fuel.

From memory the Transponder switch is not far from my right hand.

SAA 50TH NEWS

Many Thanks To Evan Wheeler

By Anonymous

The 50th Anniversary of AACA/SAA National Fly-in at Hastings is now behind us. Members of Auckland Chapter who attended, enjoyed the hospitality of the Hastings Chapter and the Hastings Aero Club, who combined to feed and water the visitors such that no one was ever hungry. Even the local ATC chipped in by cooking breakfast and offering the use of their ablution facilities. **Evan Wheeler**, who is not only our President of the Auckland Chapter but was 'lucky enough' to be in overall charge of the National fly-in arrangements, did a sterling job, not just from distant Auckland, but, at his own expense, flew down to Hastings on at least three occasions to oversee preparations. In his spare time, he ran his own business !!!

It was generally agreed that Hastings was an ideal venue for the bi-annual SAA National fly-in for the North Island, it having been generally agreed that Ashburton was the South Island venue. Just as Ashburton gained experience with each fly-in they hosted, Hastings will be a fantastic venue in 2016.

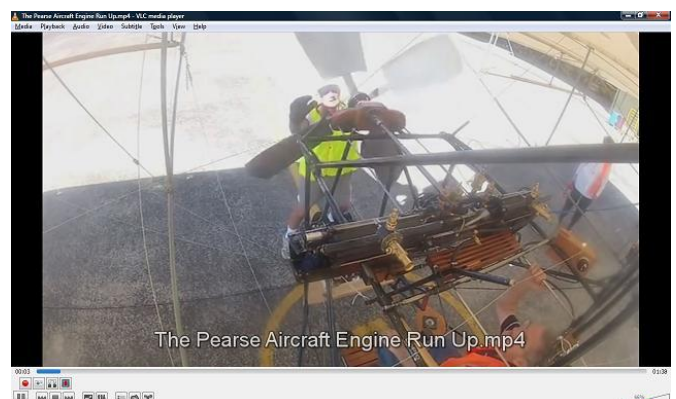
PROJECT NEWS

Pierce Replica

By Nev Hay

The engine is giving as much as it can and we have thrust in excess of drag so we will attempt flight in the last two weeks of March which will be 111 years after Pearce attempted flight.

<http://youtu.be/4SW-IZ8qEgU>



MEMBER NEWS

A Third Generation Wilkinson

By David Wilkinson

David sent me the following photos of his son James in the rear seat of WLK. Another Wilkinson generation in training.



INDUSTRY NEWS

Kannad ELT Battery Replacement

By SAANZ Administrator

Batteries on Kannad ELT's cannot be replaced by any engineer and although they can be bought off the internet, there are only seven companies throughout NZ that are authorised to fit [them]. This is because special software is required to reset the counters (tests / activations) and they need to be waterproof tested after battery change.

For further info, contact

kannad@aviationsafety.co.nz

www.aviationsafety.co.nz

Lloyd Klee

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8 SportAvex 2014 - Hastings

Some images from SportAvex 2014 at Hastings.



Thursday Afternoon Panorama



Friday Afternoon Panorama



Aerial Shot From Saturday – Courtesy Keith Morris

9 SportAvex 2014 - Hastings

Friday Morning



Saturday Fly-Away to Kowhai Airstrip



Pre-Dinner Saturday



Photos From Barry Gillingwater



Photos and comments from Robin Hickman

"Giddy Gavin. Some pix for you. Shows the dedicated campers, aeroplane being spoken and early Saturday morning. Hope John K won't mind his pic."



By Gavin Magill

On Wednesday last week (19th March) I attended a CAA consultation meeting for the proposed airspace changes to the Auckland region.

This was a very interesting meeting, hosted by Mike Haynes from CAA and presented by Paula Moore who is the sole person at CAA responsible for Airspace design changes.

It was fascinating to see the various interested parties in attendance and all defending their particular patches of airspace. The Drury Gliding club members were particularly vocal, as were Airways.

Paula covered each of the proposed changes which included MBZ's, Danger Areas, LFZ's, MOA's, GAA's, VFR Transit Lanes and a bit on the proposed National CFZ's.

The link to the proposal document is at http://www.caa.govt.nz/airspace/airspace_review.htm

Discussion points were as follows. Hopefully this will all make sense.

Cheers
Gavin

MBZs

New MBZ around Parakai - no comments or objections

NZB174 Great Barrier - boundary change out to Curvier Island - Agreement that it was a needed change.

NZB272 Ardmore - to be extended out to Clevedon. Extension will remain under Auckland CTR airspace. Airways not overly happy with change. Local Ardmore users think it's sensible.

NZB269 Mercer - retain MBZ due to mix of traffic. Lots of discussion but no objections. Discussion was mostly about high performance aerobatic aircraft being given a designated zone to practice south of Mercer danger area.

Danger Areas

NZD222 Mercer - Under review and maybe disestablished. Dee Bond from Mercer not overly happy with decision. Mercer looking to increase / reintroduce skydiving ops. Airways said they can accommodate skydiving ops with a phone call.

NZD223 Waitawa Bay - To be disestablished. Being converted to public reserve. (See note on NZL266 below)

NZD225 Drury (Not in airspace review but discussed anyway) Glider guys were bit disgruntled at powered aircraft continually charging through airspace. Was pointed out that Danger area doesn't stop fly through's, just warns pilots of danger. Drury guys asked for a note to be put on Ardmore AIP plates. Drury advised to publish an AIP plate of their own and then they can raise Notams. They will look to do this.

NZD130 Whangaparoa / NZD125 Tiritiri Matangi. Defence have asked for boundaries to be clarified on charts. NZD125 is inclusive of NZD130 space when active. NZD125 active by Notam. NZD130 permanently active 24/7, not by Notam as per 1:125000 maps.

Low Flying Zones

NZL168 Riverhead Forest - to be split along WP CTR boundary. - No comments or objections.

NZL266 Wairoa River - To be extended to other side of Pakihi Island. Note: Auckland Council have advised CAA that Waitawa Bay reserve is strictly not part of L266 and low flying over reserve will not be permitted.

14 Auckland Airspace Review

Military Operating Areas

NZM200 Papakura - Application from Army to create new extension to M200. Activated by NOTAM. Vertical dimensions 1700ft to 2300ft. Army representative spoke. Extension is required to allow for demolition operations. He said that the Army is mandated where they can work and that OSH now demands they have MOA's. Army between a rock and a hard place. Likely to be set up and Ardmore users will need to be aware of it. Army were asked to make airspace readily available when not in use.

NZM203 Bay Of Plenty - Navy have requested M203 be split into four quadrants and they will activate only the quadrant they require.

GAA's

New GAA Moir Hill - for Hang Gliders. Not comments or objections.

New GAA North of Whenuapai. Encompasses G151 North Shore, G158 Woodhill & G158 Whenuapai. 3500ft to 4500ft. Activated by ATC control. Awaiting Airways response. Airways did not seem to have any objections.

G275 Ardmore - no changes.

G276 Hunua - Gliders want it made permanent. Airways want it disestablished. CAA asked it be sorted out between users as if they have to arbitrate they will do what the Minister tells them which will favour business interests rather than recreation. Lots of discussion, some of it quite passionate about rights to use airspace etc. Airways offered olive branch to maintain the status quo for the time being but saying it will come up for review again.

VFR Transit Lanes

NZT156 Te Henga / NZT157 Whangaparoa - no change proposed. Some discussion on moving the northbound arrows on T156 further out to sea. Training folks asked it be left alone as low time pilots likely to follow it as gospel. Re-iterated that arrows were only put on the map to show high volume traffic moving in both directions in the lane.

New VFR lanes in AA CTR -

One across Auckland airport North to South at several thousand feet. Airways will strenuously oppose this. Unlikely to go ahead.

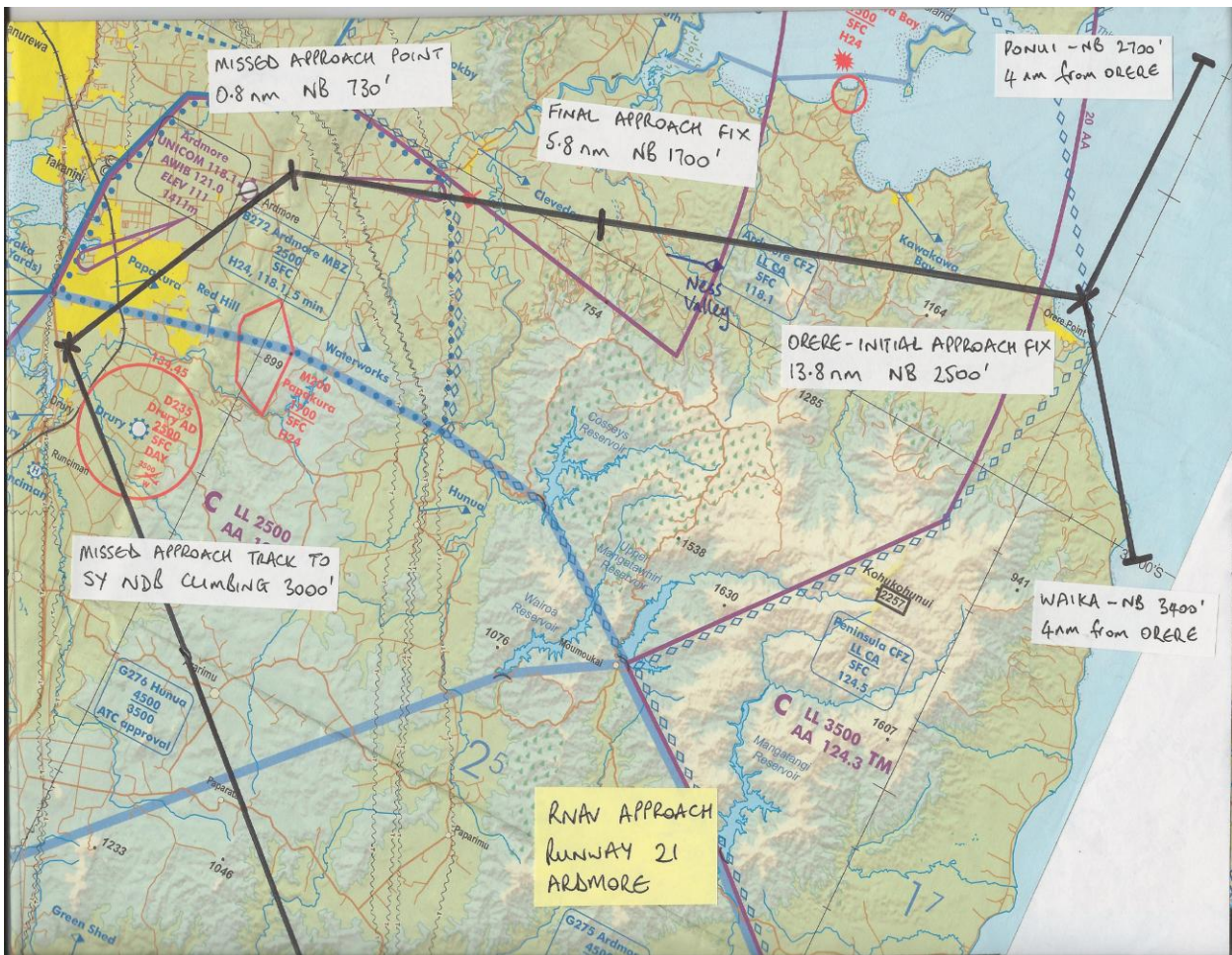
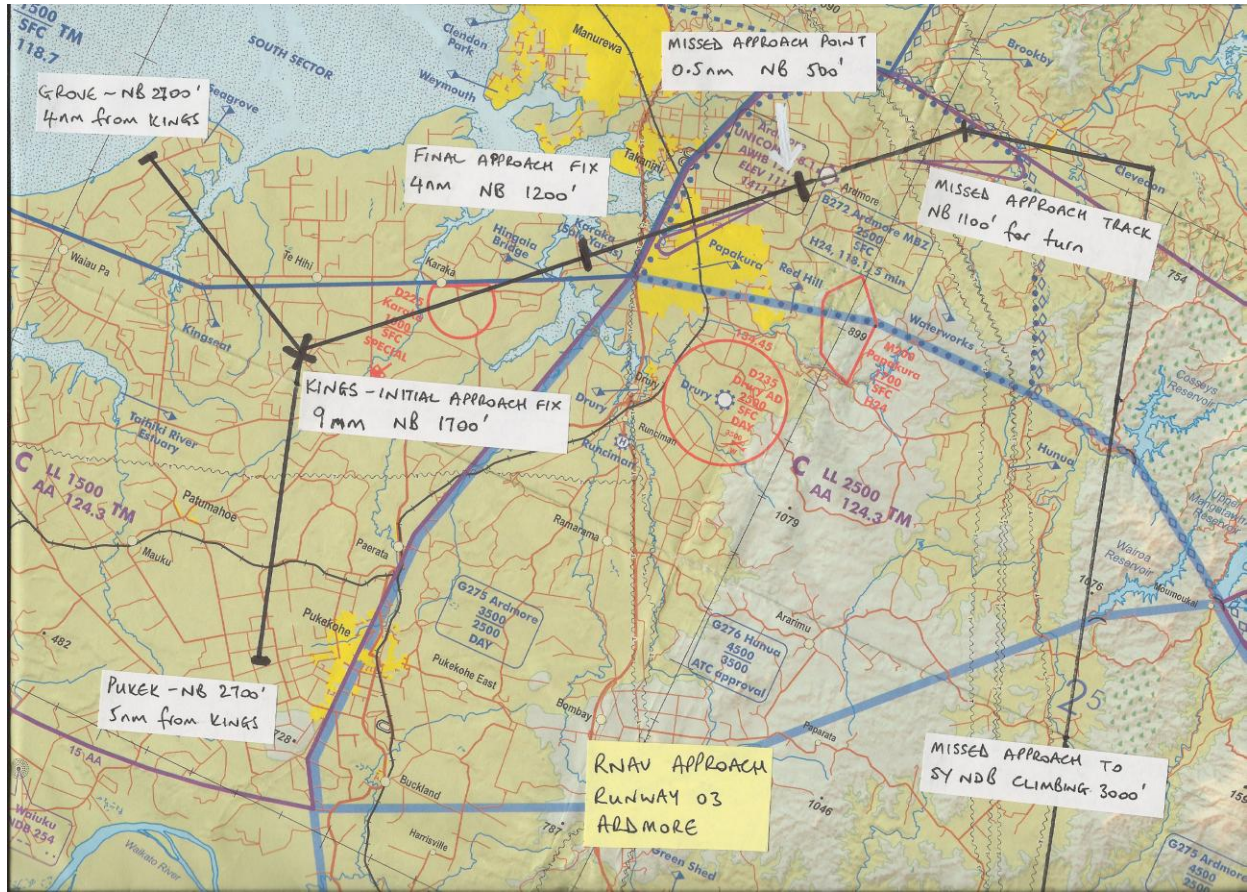
Another possibly in the southern boundary of AA CTR North of Glenbrook in an east/west direction. Maybe possible.

Control Zones

AA CTR - Airways looking to tweak the zone to reduce size in some areas. Area to the east of Pikes Point to be freed up slightly. Other tweaks are being looked at. Airways consulting with Auckland International Airport Ltd. AIAL of course won't want to give up anything. Nice cosy duopoly between Airways and AIAL.

National CFZ's - Proposed national CFZ boundaries for north of Taupo were shown. CAA extending implementation till 2015 to allow time for consultation. The close off for November 2014 charts is April 2014. Aiming for changes in time for April 2015 to be included in November 2015 charts. Still lots of decisions to be made. ie How to represent CFZ's on charts or whether to have them on another document. What to call them. CAA favours calling them Broadcast Areas to remind users to make calls. (semantics). They will not be mandatory. Only recommended. Watch this space.

15 Ardmore RNAV Approach Notes



16 Ardmore RNAV Approach Notes

Huib Volker forwarded on these RNAV approach notes by Dave Brown, CFI at NZ Warbirds. Well worth a read.

Ardmore RNAV Approaches. Essential Information for the VFR Pilot.

Ardmore is an uncontrolled airfield that has a large number of IFR, VFR and training flights every day, which often present challenges for pilots trying to integrate the vastly different types of movements into, out of and around the aerodrome circuit.

When conducting dual sorties around Ardmore and hearing an aircraft carrying out an RNAV approach, I always talk to my student about where the aircraft should be, what it's doing etc. However a recent incident in the circuit and its subsequent investigation has led me to the conclusion that we could be doing more to educate or inform our VFR pilots about some of what happens in that "IFR world" which should assist in integrating the various operations and ultimately enhance flight safety.

Attached are two sections of the Auckland Terminal VNC that have had the Ardmore RNAV approaches for runways 03 and 21 overlaid on them. If your eyes are already glazing over at the mention of IFR then just go and study the charts to see the geographical tracks and positions relevant to each approach and the points where position reports will be made. However if you're interested in learning more, read on!

When carrying out an RNAV approach to Ardmore a pilot **must** report their position prior to entering the MBZ which coincides with a "Final Approach Fix" (FAF) call and when either commencing a missed approach or on final to land. However if time/workload permits most pilots will also call at the "Initial Approach Fix" (IAF).

When making position reports on RNAV approaches, local operators will generally include a geographical position like "2 miles south of Clevedon" but there is actually no requirement to do so and visiting aircraft generally don't, so it is worthwhile knowing where some of these points are, even if you are a VFR pilot. It should also be understood that the FAF is a busy time on these approaches as apart from the actual instrument flying, the pilot is using two radios for Ardmore Traffic and Auckland Control.

Looking at the RNAV approach for runway 03, you can see that the approach normally commences at either GROVE or PUKEK and proceeds to the IAF, KINGS, which is approximately 2 nm east of Kingseat. An aircraft can be as low as 1700' when crossing KINGS but would normally be about 2800'. The pilot will be talking to Auckland control at this stage but will probably be listening out on Ardmore traffic. Descending on a 3 degree glidepath the aircraft should cross the FAF about 1350' but could be as low as 1200'. As can be seen, the FAF is about 1 nm west of the Karaka sale yards and so the aircraft will now be about 2 minutes away from a short final position for runway 03. If you've just entered the downwind leg or are just finishing your run-up at the holding point for 03, you have a potential conflict looming with this aircraft. As it descends through the circuit altitude it will be just crossing the motorway, and continuing descent to 500'. If the aircraft carries out a missed approach it will climb straight ahead towards Clevedon until approximately 2 nm northeast of the runway 21 threshold and to a minimum of 1100', then turn towards Ness Valley, and then to Surrey NDB climbing to 3000'. Now looking at the approach for runway 21, you can see that the approach normally commences at either PONUI or WAIKA and proceeds to the IAF, which

16 Ardmore RNAV Approach Notes

is just north of Orere Point. An aircraft can be as low as 2500' when crossing ORERE but would normally be about 4300'. The pilot will be talking to Auckland control at this stage but will probably also be listening out on Ardmore traffic. Descending on a 3 degree path the aircraft should cross the FAF about 1900' but could be as low as 1700'. As can be seen, the FAF is just past Ness Valley VRP or about 2 1/2 nm east of Clevedon and so the aircraft will now be about 3 minutes away from a short final position for runway 03, so if you're on the crosswind leg, joining early downwind or doing your run-up for a takeoff on 21, you have a potential conflict looming with this aircraft. Note that this final approach track is not aligned with the runway centreline but rather cuts through a wide base turn area. The minimum altitude for this approach is 730' and the missed approach point is just under 1 nm short of the runway threshold. If the aircraft carries out a missed approach it will turn left towards central Papakura climbing to 3000', and just prior to the motorway will turn left to Surrey NDB.

Whilst the Ardmore Arrival Procedures in the AIP state that aircraft on an RNAV approach must give way to circuit traffic, good airmanship must still prevail and we must all try to integrate as best we can in order to make the busy airspace around Ardmore as safe as possible. It's easy to ignore calls from IFR traffic as it "doesn't apply to me" but by listening to the calls, thinking about his probable position and where he will be in 2 or 3 minutes, will enhance your situational awareness, and possibly avoid surprises or conflicts.

Dave Brown
CFI NZWA

18 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

Have you flown a Ford lately?

From Karl Pudney

Did you know that FORD built bombers before Pearl Harbour? This was BEFORE Pearl Harbour ! Henry Ford was determined that he could mass produce bombers just as he had done with cars, so he built the Willow Run assembly plant in Mich. and proved it. It was the world's largest building under one roof at the time. One B-24 every 55 minutes.

<http://www.youtube.com/embed/iKlt6rNciTo?rel=0>



ON THE WEB

Yet Another Flying Car Concept

From Gavin Magill

Another Flying Car concept. Found this one on the Chonday website.

Looks quite nice when it is driving round. Not sure the flying qualities are that flash.

<http://www.chonday.com/Videos/aerocarplane2>



ON THE WEB

Lucky Skydiver and Pilot

From Chris Rarere

Amazing sequence of photographs and a couple of very lucky people!

<http://www.myfoxtampabay.com/story/24923080/2014/03/08/plane-collides-into-skydivers-parachute-mid-air>



ON THE WEB

Keeping Station With The Thunderbirds

From Nev hay

You the folks might be interested in this one. Note the 'throttle bashing' to stay on station, minor power change but constant changes-great job

http://www.youtube.com/watch?feature=player_embedded&v=hqIKRj68qQ



ON THE WEB

Warbirds and Sport Aircraft Don't Mix

From Nev Hay

This incident occurred July 30, 2006, at Oshkosh when a Grumman TBM-3, Avenger, taxied into the empennage and fuselage of an amateur-built Vans RV-6.

Both aircraft were taxiing for takeoff on the same taxiway, which parallels runway 18 at the Wittman Regional Airport (OSH), Oshkosh, Wisconsin.

The passenger seated in the right seat of the RV-6 received fatal injuries. The RV-6 pilot and the pilot and passenger of the Avenger were not injured.

<http://www.jouster.com/forums/s/howthread.php?43593-TBF-Avenger-Prop-Chop>



IN THE NEWS

The Last Two Flying Lancasters

From Bob Keith

The last two Lancaster bombers still flying in the world will come together in a series of events this summer, in a meeting unlikely to happen ever again.

The Canadian Lancaster will join the only other airworthy Lancaster in the world, owned and operated by the RAF BBMF, and participate in several events and activities while overseas. The CWHM Lancaster will depart from Hamilton, Ontario on August 4th with plans to arrive in England on August 8th. The North Atlantic crossing will include en-route stops at Goose Bay, Labrador, Canada, Narsarsuaq, Greenland, and Keflavik, Iceland, prior to arriving in the UK.

The Royal Air Force Battle of Britain Memorial Flight (RAF BBMF) based at RAF Coningsby in Lincolnshire will welcome the arrival of a very special guest during August 2014 when the Canadian Warplane Heritage Museum (CWHM) fly their prized Avro Lancaster to the UK for a month long visit.



Chapter Events

2014

Feb 27 Chapter Monthly Meeting
Speaker: Norm Bartlett
Title: Advanced Piloting Skills Program

Aviation Calendar

2014

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

Mar 26-30 Balloons Over Waikato
 Promises to be the biggest and brightest yet, celebrating Hamilton's 150th and Waikato Uni's 50th anniversaries. Admission free. Full info, including details of the nightglow and concert at: www.balloonoverwaikato.co.nz

Apr 05 Coastal Air Race/Rally Dargaville Airfield
 Start from Dargaville airfield at 1.30 p.m. A brand new fun event with some basic navigation and observation skills required. Course length approx. 40 miles. Results by afternoon tea time with prizes awarded by Bob Syron.

Apr 05 Tokoroa Aero Club Annual Fly-In Tokoroa Aerodrome
 10:00 a.m. to 5:00 p.m. All aircraft welcome, no landing fees. Light refreshments and drinks available for purchase. All hangars open for viewing.

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. WOW is actively seeking more Sport and Amateur Built Aircraft participation. Can you help?

Aviation Calendar

2014 Continued

Jul 11-13 AOPA NZ Winter Fly-In Omarama
 Take your thermals (underwear, not air currents) if attending, you'll need 'em. More info at www.aopa.co.nz.

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.