

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

Sport Aviator

March 2021



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

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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
Chris Wade

TECHNICAL MENTORS

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

FRONT PAGE

Another first flight for an Auckland Chapter Member. Stephen Taylor RV-12 ZK-TSP had its first flight on February 8th and is now well into its test program. Congratulations Stephen

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Next Meeting

WHEN: Thursday 25th March 2021

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

WHO: Anton Rutkowski
Ardmore Aircraft Services Ltd



WHAT: Many of our members will know Anton and his very cheerful and helpful service. Anton has worked on the field at Ardmore for some years before setting out on his own very successfully about 2 years ago.

Anton was chief engineer for a very large South African flight training organisation so is very conversant with our aircraft. I'm sure you will enjoy this evening and come armed with any compliance questions you may have.



Another month gone with the America's Cup now successfully over and their dedicated control areas can now revert to normal use. Seems funny without the ADS-B or DL9 PPL noise that these issues generated, one area we should be advocating on, is for the inequality that we have in that some of our aircraft are authorised to fly over congested areas whereas others cannot. Some of us that do not have this ability have written to the CAA requesting permission to be able to do so, only to be advised that this matter is on hold for the time-being. It would be nice for all of us to be treated equally in this regard and for all of us to be legal in what we do.

I along with several of our chapter members had the opportunity to fly to Springhill for their open day, a good morning tea and lunch BBQ was enjoyed by all. Nice to see that the field is now in good hands and is being used.

This month's meeting will be in the hands of Gary Briggs, I am taking the opportunity to travel by train and InterIslander Ferry from Auckland to Christchurch over two days next week and then onto Timaru with the Flying Rotarians.

On the local Ardmore scene, it is nice to see additional hangars being built that will house planes (the RV and Starlet squadron is expanding) rather than being a home for motor vehicles – long may this reign.

Safe flying

Cheers Peter.



Hi everyone.

Another month and another first flight for a Chapter member.

Congratulations to Stephen Taylor on

the first flight of his Van's RV-14. It is inspiring to see Chapter members building and flying their own aircraft after years of effort. Being the newsletter editor, I have the privilege of being able to watch the aircraft slowly (in some cases not so slowly) take shape and make it through to the certification stage and first flight. We are indeed fortunate to have one of the most active Chapters in the country with many members actively building and flying their aircraft. Long may it remain so.

As some of you may know I put my name forward for a position on the SAANZ Council at the recent SAANZ AGM and the Council had its first meeting earlier this month. One of the matters discussed was the possibility of introducing the concept of grass roots flyin's where an airfield is selected and members pack a tent in their aircraft and fly to the airfield for an overnight stay. While the details have yet to be fully worked out, I would think that this would be a great opportunity to reintroduce some of the adventure back into the Sport Flying community and build up the camaraderie between Chapters. While there will be some logistics to work out like availability of toilets etc, the concept sounds like a lot of fun. Have a think about any airfields you think might be a good place to host such an event. Some of them may be quite short notice and will obviously be weather dependant but if you have any ideas please let myself or one of the other Council members know your thoughts.

Some sad news this past week was the passing of Keith Trillo on Monday last week. Keith was one of the earlier homebuilders in this country having constructed Pitt's S-1 Special ZK-EEU. He was a long-standing member of the AACA & SAANZ organisations plus a well known and respected member of the greater aviation community having flown for both NAC and AirNZ. Keith was 81.

On the home front, progress on my Camel has been a little slow due to my being a bit laid up

this past month following gastric surgery but I have come out the other end of the recovery curve feeling much better and already considerably lighter. I thought it best to front foot this and let everyone know I had had the surgery so when you see me and I have lost weight, you will know that the weight loss isn't due to anything untoward.

The downside to the surgery is an enforced layoff from flying but the long-term benefits outweigh the short-term inconvenience.

Enjoy the newsletter. See you on Thursday.

Cheers

Gavin

FIRST FLIGHT

Stephen Taylor – First Flight
Vans RV-12 ZK-TSP

By Stephen Taylor



I have been beavering away for 3.5 years to complete my RV12, ZK-TSP (Taylor Steve & Pam). After some frustrating days/months, programming the Garmin GX3, we managed to sort the issues, with the last one being the fuel pressure. By the way, I have 2 spare fuel pressure senders, should anyone need one.

A big thanks goes out to Gary Briggs, for the visits and guidance on the build, and the all-important paperwork.

The RV was a delight to put together, with nearly all instructions and details provided. In a few areas, the sequencing could be improved to avoid completing a section, only to remove it again, so that the next section could be built. (2 steps forward, 1 step back).

After a 2 hour CAA inspection (including the creation of a couple of additional placards, made these on the spot), CAA issued the Flight Permit and we were good to go. It then took a day to put all covers on and then the test flight day of February 8th had arrived.

With a healthy dose of trepidation, we took to the skies, only to perform lots and lots of tight circles before landing (smooth as) and having a well-deserved cup of tea and an odd GPS track.

After adjusting the Stall warning, (it was going off a little early), it was back into the test program with another flight.

With the GX3 we have a Sim card that records all of the AC parameters each second, so upon download, you have a full flight recording that you can review in a spreadsheet that plots the AC performance, very high tech indeed.

I would recommend to anyone interested in building an Aircraft (all Aluminium) to take a good look at the RV range.

One thing I would do next time, would be to have two MFD's, as to train in the aircraft with only one, leaves someone without any instrumentation.

We have completed 5 Hours of the 10 hours required, with absolutely no issues to report, apart for the somewhat expected pilot handling issues.



PROJECT NEWS

DCM – Van's RV-12

By David Campbell Morrison

She finally left on Friday, the most perfect day weather wise from our home in Laingholm to North Shore airfield.



It's taken just under six years and have had ups and downs especially with the painting, I used a light paint to keep weight off rather than looks, so will see how it weathers.



Big thanks to Keith Weale for the many hours on the phone comparing notes as he also builds an RV12, also Alfred Hirzel (builder of TNT). Can't not mention the Wilkinson's for the colour scheme 😊.



I intend to do my own flight testing next month, can't rush it 😊 DCM

PROJECT NEWS

David Wilkinson – North Shore Seaplane Base

By David Wilkinson

The Coot and the Shearwater are now based at North Shore. Both will be airborne again in the future.



The 200hp Franklin from the Shearwater is going into the Coot and the Shearwater has a 300hp Continental already installed.



MEMBER NEWS

Keith Morris – Jodel D9

By Keith Morris

I have done several flights recently in the early evening in magical conditions. Last Sunday March 14th I stayed local around Kaipara Flats airfield and climbed up to 3,500 feet where I could see both coasts and up to the Whangarei Heads in the North and Rangitoto Island in the South. Depending on when ECT is I have taken off around 7 pm for a 30 minute flight. The long shadows make for lovely views. The photo is over Kaipara Flats Village and you can see the airfield in the distance in the middle of the photo (look for the earthworks for which there is a NOTAM).



Below is a photo of Honey Bebe in the golden light after our adventure.



It is really neat to be able to approach and see yourself landing on your own shadow!

PROJECT NEWS

Pete Walton– Vans RV-14

By Chris Wade

Before and after photos of the painting of Pete Walton's RV-14.



Avionics are 90% complete. Screens have been removed for transport back to Chris'.



MEMBER NEWS

Jon Farmer – Omaka Aviation Museum

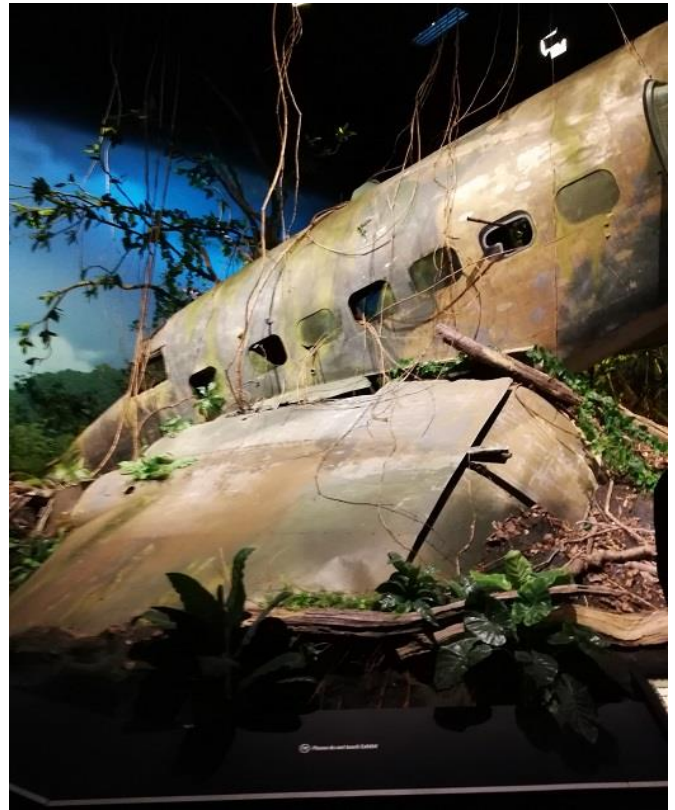
By Jon Farmer

Two weeks ago I visited the Omaka Aviation Museum for the fourth time and was surprised to be asked if I wanted to tour the 'World War One' or 'World War Two' exhibition first. Having seen the WW1 three times before, I opted for WW2 which is a guided tour and starts with a walk outside the main building to an 'add on building' where the guide unlocked the door and let us in.



The first diorama was of a lady offering an airman a glass of champagne. The story tells how this pilot had quite a record of bailouts and crashes, he had shot down the odd enemy aircraft also. On this occasion he was flying a Hurricane which, if you looked up, was hanging inverted above. He had landed in the middle of a garden party which was being held to raise funds for the war effort. The figures were uncannily realistic and the detail (if you excuse the fact that the pilot was still in his parachute harness having had his head bandaged and starting in on the champers - rather bad form for an English officer !!!), yes, the detail, note the pitchfork, favourite weapon for English country folk. Also, the first aid kit on the garden seat and a rabbit peeping out of a bush to right of the seat.

Next is a Hudson bomber crashed in the jungle. I'm sorry the photo is in two parts but there wasn't room to move away because a German fighter was in the way.



The fighter wasn't an ME109 but better and only a few built. I lost concentration on the guide's commentary whilst musing over the

MEMBER NEWS

Jon Farmer Omaka Museum – Cont.

By Jon Farmer

massive four blade propeller and how the two wing mounted machine guns had to fire through it! No wonder only a few were built as they couldn't keep up with replacement props!

A very sinister black Stuka dive bomber was next and the thing of interest there was that under each wing, where the dihedral changed from negative to positive there was a small propeller driven siren that produced the characteristic 'scream' of these aircraft.

After a quick look at various items in display cabinets we were ushered into a darkened hemispherical space with the comment "don't be frightened by the aircraft coming straight at you". It was a most realistic scene of a city under air attack, projected round 180*, and the audience were actually sheltering under a bridge in the middle.

Several buildings had been hit and there were very realistic flames flickering from them. Several bombers could be seen overhead then came the 'whistle' of a falling bomb and an almighty explosion that must have sorely tried the diaphragms of the speakers. After a few more bombs, the huge black outline of an aircraft roared across the screen and crashed into a building with a mighty explosion, flames and debris flying into the air. Things quietened down a bit then with clips of various WW2 battles followed by statistics on the number of people killed from each country involved in the war. Displayed graphically it became painfully obvious that the Russians had suffered far and away the worst.

A somewhat stunned audience was ushered out into the bright sunlight to walk round to the main entrance and into the WW1 exhibition. On the way round I noted that there is a motor car museum nearby which I don't remember seeing before. Without going into details of the WW1 exhibits I'll just assure those who have been before that the British 'Tommy' is still trying to pull the flying boots off the dead Red Baron.

PROJECT NEWS

Gavin Magill– Sopwith Camel

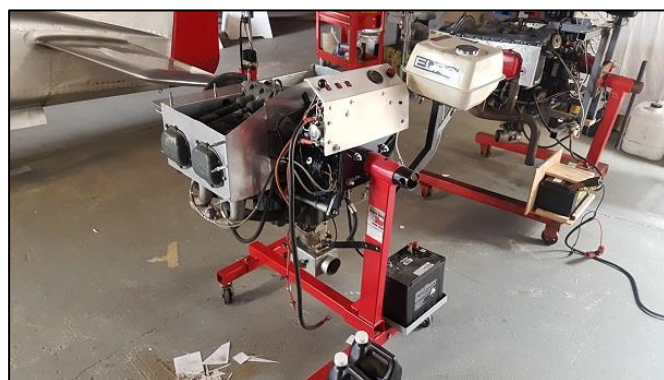
By Gavin Magill

Not much to report on progress of the Camel build however Pete Walton and my neighbour Martin Little have been making good progress on getting the engine up and running after it was removed from the Coot.

Pete now has the engine sitting on an engine stand and connected up to a fuel tank and battery and is in the progress of building a set of baffles for the engine similar to the ones he has installed on his Fokker Triplane.



Martin supplied the old car battery from somewhere and build a neat little control panel so the engine can be wheeled out once a month or so and started to get the engine oil moving through the engine. Still quite a bit of work required to tidy up and replace wiring, plugs etc but it does at least go.



10 In the News & On the Web

ON THE WEB

Flying Gig in NZ

Gavin Magill

Interesting articles from a US pilot flying in NZ.

Gary Schank is a recently retired Boeing 737 captain with Delta Airlines. For over 29 years, he has flown Boeing, McDonnell-Douglas, and Airbus airliners all over the world. Type ratings: Boeing 737, Airbus A-330, DC-9, EMB-145, CE-500, SA-227. Captain Schank was an instructor and line check airman for the airlines and is also a Certified Flight Instructor (CFII-MEI), a FAAsteam Representative, an owner of a Bonanza A-36, a member of Flying Musicians Association, and is a practicing attorney.



<https://airfactsjournal.com/2021/02/a-flying-gig-in-new-zealand/>

ON THE WEB

Flight of the Phoenix Movie

Keith Weale

For all of us aircraft builders, especially those who built or rebuilt their own engines

(Ed. Interestingly, I own the remake of this movie from 2004 starring Denis Quaid and had no idea there was an original version from 1965 starring Jimmy Stewart. Thanks Keith.)



<https://youtu.be/IACjOvyx5hs>

Chapter Events

2020

March 25	Chapter Monthly Meeting Last Thursday of the month 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
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Aviation Calendar

2021

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.
Every Sun	Whangarei Flying Club Sunday Lunch Penny burgers every Sunday \$5. Contact Rusty 021 173 8942
Mar 27	North Shore Aero Club Open Day North Shore Airfield 10am – 4pm Wet weather alternate 4 th April 2021
Mar 27	Ruatoria Aero Club Fly-In Ruatoria Aerodrome 10am – 5pm Check details on Facebook or https://www.nzrr.nz/
Mar 28	Tokoroa Aero Club Annual Fly-In Tokoroa Aerodrome 10am onwards – rain or shine All aircraft welcome. Hangars open for viewing. Note: Fuel not available at NZTO. www.facebook.com/TokAeroClub

Aviation Calendar

2021