



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

Sport Aviator

May 2014



www.saaauckland.org.nz

Committee 2013

EXECUTIVE COMMITTEE

President:	Evan Wheeler 09 238 6081 027 924 807
Vice President:	Gordon Sanders 09 534 2364 021 266 0585
Secretary:	Gavin Magill 09 298 7174 027 291 0525
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OPERATIONAL POSITIONS

Safety Officer Norm Bartlett 09 528 0108	Technical Library Sandy Wilson 09 536 4018
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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

Jon Farmer returning from the first flight of his Morgan Aero Works Cheetah ZK-CCB after fourteen months of downtime for maintenance and mods. Jon reported he is very pleased with the performance.

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Next Meeting

WHEN: Thursday 29th May 2014 -7:15pm

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

SUBJECT: Chapter AGM

AFTER AGM:

SPEAKER: Nev Hay

SUBJECT 1: Pearce Replica Test Flying
Progress with the Pearce Test Flying.

SUBJECT 2: MH 370 and Diego Garcia

3 President's Report



Being a keen duck shooter I was up on Thursday 1st May doing a survey of the Hauraki plains ponds and swamp areas checking out where and what the ducks were doing. With the lack of rain to fill many of the shooting areas down in the Awaiti Swamp around where I shoot, our pond was smothered in ducks and Saturday saw the freezer well stocked for the next 12 months with the fruits of our pursuits.

Its great flying during mid-week and hearing on the radio fellow aviators also not contributing to the GDP apart from GST

on gas, and on this occasion the two yellow fellows from North Shore going to Pauanui for an ice cream.

It's Sunday night and what a great day for flying with a high over the north island and no wind. Turangi beckoned with its last BBQ lunch for 2014 summer. Biggest turnout ever for them with over 55 aircraft.

Due to thick fog in Pukekohe hanging around until lunchtime I was number 54 arriving 2.30 to share the last couple of sausages with Jerry Chisholm from Hastings. The word was to call into Te Kuiti for scones and coffee after 3pm on the way home, so along with a dozen or so other aircraft it was back in the air and over the hill to Colin meads country.

4.00 clock and back in the air heading home to Patumahoe in a thick haze and in beautiful cool still air.

That is in contrast to Saturday's experience when I had to fly to Whitianga for a meeting. At 3500 feet over the ranges heading east I had a great tail wind and just after crossing the main ridge had an increase in groundspeed of 20 knots and just so smooth conditions I was thinking how great life was until I entered the rotor on its downward journey to earth. While it tossed us about and brought me back to reality, it reminded me that it was another one of those things you can never be taught in the classroom. One of the local guys flying the Tecnam CFC from Coromandel got walloped and lost his headset as he flew west from Whitianga at the same height.

Local knowledge for the return trip was climb to cloud base and be above the rotor effect. It worked and saved me having to go through the puckering of certain muscles on a functional orifice as I punched into 30 knot headwind.

The 2014 summer is now behind us and winter on the doorstep. Met service seems to think an El Niño is brewing which time will tell and if it comes will bring plenty of wind and rain and disrupt our flying.

The chapter AGM is due at our next meeting and with all positions sorted for next year and finances well under the control of Colonel Sanders this should not take up too much time.

See you there.

Evan Wheeler



Hi Folks

Another year for the Chapter has come and gone and it is time for the Chapter AGM. We have members standing for all the executive positions so the AGM

should be relatively quick and painless again this year. I would encourage everyone to come along as we need the numbers for a quorum on the night to pass the financial accounts and elect the incoming committee.

Following the AGM, Nev Hay will be giving us an update on progress with the Pearce Replica testing. He will also be potentially speaking about one of the possible theories on the interweb about what happened to flight MH307.

Last week I was able to get along to the annual CAA safety seminar at the Auckland Aero Club. These seminars are run each year by the CAA around the country and are well worth attending. This year's seminar was called "Personal Preflight" and covered off the subject of making sure you as Pilot In Command are physically and mentally fit enough to take command of the aircraft before you get in the cockpit.

On the personal front, my own flying is somewhat curtailed at the moment with ZXZ due her annual inspection and a couple of maintenance items needing attention in the firewall forward area.

I hope to have these sorted within the next few weeks but given we are coming into Winter I am not overly stressed about not being able to fly just at the moment.

The mystery aircraft from last month was correctly identified by Warren Sly as the mockup of the tail gunner's position on the Boeing B43. Barry says. "A factory mock-up of the experimental Boeing B54 bomber (the tail end). The Air Force cancelled the project when the B36 and B47 came on stream."



This month's mystery aircraft is a real doozy. Go have a look and let me know if you know the answer.

Enjoy the newsletter. See you all on Thursday

Cheers

Gavin

NEW MEMBER

New Member – Patrick Sheehan

By Patrick Sheehan

Thanks for the introduction. Dave Wilkinson reckons you won't lend me the aircraft scales unless I join!

My name is Patrick Sheehan, 62, live on the North Shore and utilise North Shore Airfield as my base.

[I am] self-employed in Program and Project management - method engineering - that's why I have such a messy hangar!

Started with the car building / racing thing then moved on to boats as you do - so what next?

All you do is pick up the phone and say can I have one of those kits please - easy?

My two year completion date has just gone and I don't have anywhere to sit yet but I can see progress. Found a cosy spot on the airfield and built a small hangar (somewhere to put all my car parts).



Small box - can't be that hard!



Built these and the empennage at home.



Finally somewhere to sit



Doesn't quite look like a plane yet



My wife, Betty. Son Brendon (better pilot than me) and my Daughter Courtney

Haven't been able to make any meetings as yet - working on that one.

Cheers

Patrick Sheehan

PROJECT UPDATE

Gary Briggs – Sonex

By Gary Briggs

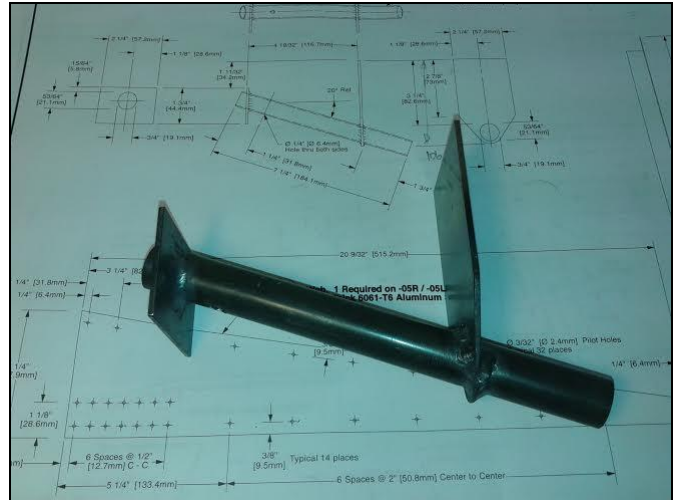
Sonex #1531 Progress Update

Well I am starting to see a little light at the end of the tunnel. My build has been a little slow this year due to some other commitments, but I have managed to get a lot done in the last 2 weeks.

I have completed the right fuselage side and assembled the left which has to be stripped de-burred and riveted.



Also I managed to make the tail wheel bracket which I surprised myself by doing some excellent welds.



I can't wait to actually sit in the fuselage.

I have also put a large scale model Extra 260 together which runs on a 60cc petrol engine and has unlimited vertical performance.



MEMBER NEWS

Barry Gillingwater Workshop

By Barry Gillingwater

Sadly no work has started yet on my aircraft. On a positive side my new workshop has been taking shape nicely in the 7 months since my move to the Bay of Plenty. Here is a 'before' shot plus a couple of more recent photos.



Next week we have scheduled to clad the exterior in weatherboard to match our house and to fit new sectional garage doors.



Hopefully this counts towards "project progress".



Cheers Barry.

PROJECT UPDATE

Ken Watters RV

By Ken Watters

Gavin,

Progress is a little slower than I would like but I suppose any progress is good progress.

I have joined the centre and rear fuselages and am busy bending and drilling the main longerons.



I have elected to keep going upstairs in my office as it will be more cost effective to pay to remove the windows eventually than to rent space for the next 12 or so months.

Photo of window to be removed included.



Regards,
Ken Watters

PROJECT UPDATE

Steve Chilcott - Menestrel

By Gavin Magill

Steve Chilcott gave me the following update on his Menestrel build.

The Menestrel is progressing slowly. Steve has been living in Cambridge for the past few months with his new house build taking priority. Steve was due to move in to the new house on Sunday 25th May but the usual last minute hiccups with a new house build were happening as usual.

Steve has managed to get the registration painted on the Menestrel (ZK-TBS) and has also trimmed the fiberglass around the canopy frame to improve the view out.



He has also ditched the motorcycle brake cylinders he was intending to use after much grief with bleeding them and gone with purpose build aircraft brake cylinders. Steve has been fabricating the mounts for the new cylinders and will be fitting these shortly.

MEMBER NEWS

David Rose

By Jon Farmer

Had a 45 min. chat with David this afternoon. After some 10 weeks in hospital following surgery he was allowed home for the day today but the main worry is that he is able to take enough food by mouth. He has to check back into hospital on Friday but might be allowed home for the weekend. Our conversation was mainly about aircraft wheels and oil coolers all of which he discussed like the David of old. Cheers Jon

MEMBER NEWS

Three Thirsty Girls

By Don Wilkinson

Last Saturday (3rd May) at North shore En-route to Reglan for lunch



MEMBER NEWS

Flotsam and jetsam

By Don Wilkinson

Pouti beach south head. Look what I found washed up. Good lookin' flotsam. Waggs missed out. Can just see his feet

Cheers Don



(Surprise 2 up, in the Corby so no room for Waggs. Rgds Alistair)

PROJECT UPDATE

Manfred Scherbius – ZK-ORN

By Manfred Scherbius

A short update on progress on rebuild of Jabiru ORN.

As anybody will be aware we had a failed take off from Martins Bay Beach on 10.1.14. Damage sustained was extensive, but in hindsight the airframe stood up to the punishment remarkably well. Many other microlights would have rolled into a ball. We had to send the engine back to Ian Bent of CAE (<http://camitaeroengines.myshopify.com/>) Even though we did not have a prop strike as such, the sudden encounter of a denser medium like water caused a sudden engine stop. And the engine had only done 1h50min, and Ian wanted to be on the safe side. So we decided on a new crankshaft. We bought the engine as a core-engine and put most of our accessories on. As Ian has a lot of intellectual property in this new engine, he didn't want anybody else to open it. And the doweled flywheels are real pain in the bum to take off again.

The whole story of Jabiru engines and CAMIT -Ian Bent is worth another article, or maybe a speech at club night.

We had to buy 2 new "raw" wings from Jabiru. Opening the old ones up would have induced more damage. Naturally and not unexpected from Jabiru, nothing fitted. The wings are Mk4 types, the old ones were Mk1. Same profile and span, but many subtle changes. And we had 3 different manuals that all told a slightly different story. And help from Jabiru is not easy to get. So we had to come to our own conclusions as what we wanted to achieve. The final outcome will be way better than original, with even a small reduction in weight. The tanks are larger and longer and the fittings different. The tank vent and drain systems are different. But that is a blessing in disguise. Now we can optimize this system to our own design, including 2 proper gascolators for the first time in any Jabiru airplane. And where they should be at the lowest point of the fuel system.

The fuselage repair is done, with a lot of input, help and advice from composite experts and Alistair McLachlan. Thanks to all of them.

The Ballistic Parachute System has got a re-design of the exit hatch. We did a pull-out test on the MK1 version and measured the forces required. Way too much. The new system is better.

The ailerons and flap hinges are fitted but need a lot more laminations to secure. Next come aileron control cables. And because the wing tips are now separate items and not part of the upper and lower wing skins, we have the golden opportunity to install proper landing lights (to be seen, not for night flying) in the outer leading edge. High power LED this time.

We haven't set our self a fixed time frame, it takes as long as it takes. But we hope to be flying again this year.

Cheers,

Manfred

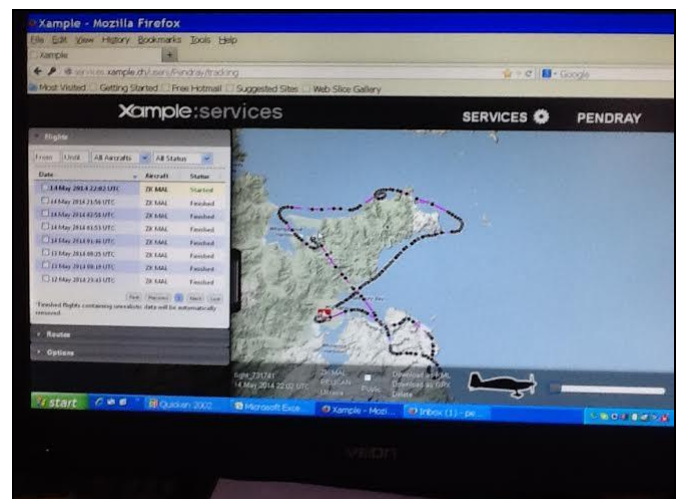
PRODUCT NEWS

Air Nav Pro

By Bruce Turner

Not sure whether this is of interest? Wally Pendray is a good lad who now lives on the Whitianga airpark and enjoys grass roots flying of his Pelican more than his Qantas captain's job. - Bruce

G'day fellow aviators. Here is the proof of Air Nav Pro with tracking in action. Is this not the most unbelievable safety device you have ever seen for us [pilots].



AVIATION NEWS

BRS Parachute Landing

By Peter Armstrong

The video might be useful, just hope that if I need to use a chute it works just like this. Though I have to admit that in the area that he appears to have taken this option I suspect that there may have been plenty of forced landing options which is always the preferred choice. Clearly the pilot and reporters do not know about other aircraft being fitted with them.



<http://www.smh.com.au/national/plane-parachute-gives-near-disaster-a-soft-landing-20140510-zr8uc.html>

Cheers

Peter

AVIATION NEWS

Airways Survey

By Des Lines at GAA

Fellow aviators,

It has just come to our notice, that Airways are conducting a General Aviation (GA) survey and would like to know the thoughts of GA pilots on a range of topics, including Airways service performance, the IFIS website, aviation apps etc.

The survey is relatively short and should take around 5 minutes to complete. The link to the survey is:

<https://www.surveymonkey.com/s/558SZTP>

This survey is only open until the 5th of June, so there is a relatively short period of time to forward this email notification to other pilots who may wish to respond to it.

Kind regards,

Des

AVIATION NEWS

Backcountry Pilots Association

By Nigel Griffiths

To SAANZ members - on behalf of the Recreational Backcountry Pilots Association

Calling all backcountry pilots.

The Recreational Backcountry Pilots Association (RBPA) has been formed and DOC has granted us a NZ wide Concession.

On behalf of the RBPA we would like to thank the 180/185 Group and the AOPA for their support and financial contribution. SAA supported this application with a submission. After 22 months of negotiation with DoC we are open for business.

Anyone interested in becoming a member, please email Nigel at nzrbpa@gmail.com. You will then receive an information / application pack. (or you can join on line).

Once you are a member you will no longer have to contact DoC to access your favourite back country strips.

Regards

Nigel Griffiths
 Recreational Backcountry Pilots Association
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HINTS AND TIPS

When To Use Shielded Wiring

By Peter Armstrong

A thought provoking response, to the original question in italics. In my case I wonder if my situation of no problems with shielding would have equally applied with no shielding – if so what weight would I have saved. Food for thought.

Cheers Peter

I am getting ready to purchase the wire for my project and need to know what wire to purchase. I have read Bob's articles and plan to purchase 18 and 22 gauge wire. I have an EFIS, Garmin 430, PS Engineering Audio Panel, and a KT76 transponder. I will have electronic ignition and LED lights. My question is what wire needs to be shielded and what wire doesn't need shielding? Is it better to just use shielded wire on everything? Seems like extra weight. Is it better to use shielded wire with numerous separate wires inside? or shielded wire with a single wire inside the shielding?

Shielding of wires is the weakest of prophylactics against propagation of noise . . . and then effective on a very narrow range of antagonists.

If you run two wires side-by-side in the same bundle wherein one wire carries something like millivolt levels of audio from one box to the other (potential victim wire) and the other wire carries some form of electronic violence (potential antagonist wire) then there is a potential for undesirable coupling of energy from the former into the later.

Coupling in wire bundles predominates in two forms. Magnetic and electro-static. If the electronic violence is in the form of a high current where the antagonist wire presents a strong local magnetic field, then the effects of that field will be impressed upon the victim wire "longitudinally".

The fix for this propagation mode is to break the common longitudinal path (read ground loop) by means of techniques like running potential victim signals on twisted pairs . . . perhaps even transformer coupled at one end. In other words, this propagation mode is best broken by judicious architecture of the victim's i/o ports.

If the electronic violence is in the form of high voltage, fast rise-time wave-forms (like magneto p-leads and strobe trigger pulses) then the propagation mode becomes electro-static. The insulation around antagonist and victim wires become 'dielectric' components of a capacitor. Albeit a tiny capacitor, effects of the signals on one wire can be impressed on top of the tiny signals in the other.

This propagation mode can be broken by shielding one or the other of the two wires. It's best to shield the single antagonist (like the p-lead) so that you don't have to shield a hand-full of potential victims.

MIL-STD-704/DO-160 design goals dictate that a product intended for installation on airplanes demonstrate minimum levels of immunity to external stresses along with limits to emitted violence. Products qualified to these design goals are expected to function in communal harmony WITHOUT special attention from the designers or installers of the system. I.e. no automatic inclusion of EXTERNAL prophylactics against propagation of noise.

In some few cases (like p-leads and strobe wiring) electronic violence in the wires is a fundamental component of that system's functionality. I.e. it cannot be avoided. Hence, the learned designers and installers of such systems will take judicious steps to contain the noise. I.e. shielded wires and/or p-lead filters installed at the magnetos.

Outside these special cases the system integrator. YOU, is held harmless from the need to worry about piling on more prophylactics against noise.

The numbers and brutishness of such systems has been declining. "P-leads" from electronic ignitions don't carry magneto-like trash. LED strobes don't utilize fast-rise, HV trigger pulses. Given these advances in system features, I'd venture an assertion that the value of shielding of any wires in an airplane is minimal if not zero.

The short answer to your question is: Unless called out on the installation drawings for a device, you don't need to shield the wires. Legacy practices for shielding wires in the communication and navigation systems is a hedge against poor practice in the design or wiring of a potentially antagonistic system that shares the wire bundle.

If it's not on the drawing, don't shield it.

Bob . . .



NZ Warbirds PROUDLY PRESENT

1944-2014 70th Anniversary of D-DAY



OPEN DAY Sunday 1st June 2014
10am-4pm Ardmore Airport
(HAMLIN ROAD ENTRANCE ONLY)

PROUDLY SPONSORED BY



ENTRY \$15 Children Under 14 FREE
Entry includes a chance to win a flight in a Warbird
and free parking

● Food and Refreshments ● Scenic Flights

STATIC DISPLAYS and PRACTICE FLYING DISPLAYS 10.30am, 12.30pm & 2.30pm

FULL COMMENTARY ON 'WARBIRDS 88.2 FM'



Open Day environmental services provided by SuperLoo and Solo Tailbot



13 Flight MH370 & Diego Garcia

This email was sent to me during the month by Don. While I am not condoning speculation into the MH370 crash, this theory does make one wonder. Have a read and decide for yourself.

=====
Apparently this popped up on Facebook the other night and it lasted all of a couple of minutes before it was removed. It makes you wonder!

=====
If it wasn't such a tragic event we could all freely laugh with great gusto at the mainstream media regarding the disappearance of Malaysian flight 370. Every single source, substantiated or not, has been taken as a great revelation. It was and continues to be a sad circus of events.

Of those following the serious clues left available there is only one question to ask. Why does no one mention the Indian Oceans most advanced and secure air base, the stationary Aircraft Carrier located south of the southern tip of India called Diego Garcia?

Not a peep. Not even an indication of a US managed military installation that monitors everything in this war region. In fact the best old metaphor regarding the lack of reference to this location is "The Silence Is Deafening."

So here it is. As CNN, Fox, MSNBC, CBC, BBC, CTV and all the rest are prepared to spout off theories without any solid confirmation, here is one from a source who wishes to remain unidentified from Northwest BC Canada. This individual comes from a three decade long background of exposing the secrets the military forces would rather have remained secret. He has recently revealed what happened to flight 370. 'Film at Eleven'.

Captain Zaharie Ahmad Shah prepared and practised with his home flight simulator and had determined the maximum speed and angle of descent the Boeing 777 could withstand.

As soon as the flight reached the extent of the Malaysian radar capability, when he knew they would no longer expect to see his radar signal, he wished the ground crews good night. He then turned off one tracking device, waited to see if anyone responded or raised alarm for 15 minutes, then turned off all communication devices.

He locked the cabin door to prevent anyone from entering after asking his co-pilot to get him a drink or check on a system outside of the cockpit.

The Captain then immediately turned the plane southwest into a known flight path and climbed to over 40,000 ft, the maximum structural capability of the Boeing 777. He put on the pilot supplied air mask and kept the plane at over 40,000 ft until he was certain all the passengers and crew, including his co-pilot, were asphyxiated.

From his flight simulator experimentation he had already determined the precise coordinates where he would initiate his next action. To bring the plane down at the maximum speed and maximum angle of descent to make a direct hit on the fuel storage tanks at Diego Garcia.

As he initiated this direct course of action the American Military had not been concerned with the radar blip of this flight at 40,000 plus feet. They monitor vessels and flights which appear to be a threat or are invading their space. However they were suddenly brought to complete attention as their warning systems set off alarms.

The base at Diego Garcia attempted to make radio contact and immediately dispatched interceptors. Knowing full well this was an imminent threat, having no time to debate the issue and recognizing the aircraft was operating in what was basically 'stealth' mode, uncommunicative, the plane was shot out of the sky.

Becoming aware of which flight it was with the political and potential military repercussions, the US military ordered a complete lock down on all communications regarding the event and began dispatching crews to locate and pick up all the debris.

When the rest of the world became aware the flight was missing the US Navy offered all their resource to help them look for it in the South China Sea, then the Gulf of Thailand, Bay of Bengal and the Strait of Malacca. This kept the world's attention focused away from the location they were cleaning up.

US 7th Fleet Commander William Marks told CNN "We wait for the Malaysians to tell us where to search and we go there."

This is the most telling statement of all. Since when does the US take directions from Malaysia unless they are simply providing the rope to let them hang themselves.

The most powerful radar systems in the region are at Diego Garcia. A perfect target for such an attack, one the USA stopped and one they simply cannot reveal to the world due to the nationality of the passengers on board. They will continue to assist in the search while doing everything to ensure no one even mentions Diego Garcia in the mainstream media.

14 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

Aircraft and Bikes

From Gavin Magill

Nice combo. Aircraft and bikes

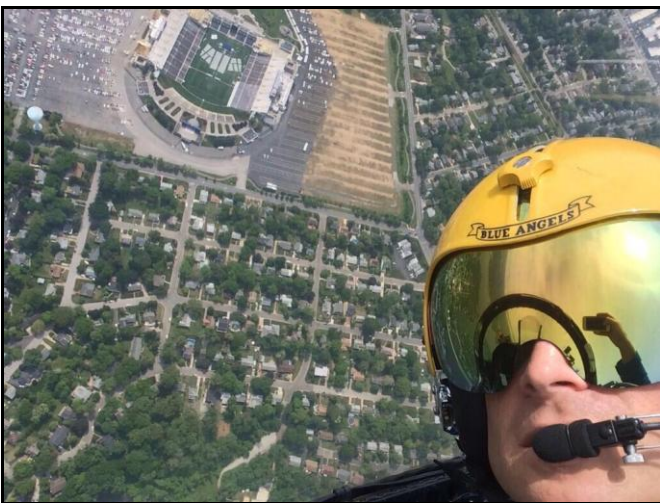


ON THE WEB

Blue Angels Selfie

From Gavin Magill

The title says it all.



ON THE WEB

C17 in HD

From Gavin Magill

The first of three excellent HD videos.

https://www.youtube.com/watch?v=fX_uBvn35Ew



ON THE WEB

Jets in HD

From Gavin Magill

https://www.youtube.com/watch?annotation_id=annotation_346899&feature=iv&src_vid=uaM9aryUGUs&v=PH6MjB_ii1o



ON THE WEB

Aerobatics in HD

From Gavin Magill

https://www.youtube.com/watch?annotation_id=annotation_649556&feature=iv&src_vid=PH6MjB_ii1o&v=uaM9aryUGUs



ON THE WEB

Duxford Promo

From Don Wilkinson and Bob Keith

Warbird heaven--Duxford 2014 promo

<http://player.vimeo.com/video/93587997>



ON THE WEB

Ekranoplan Video

From Gavin Magill

This video is of Soviet era ground effect aircraft and has more footage and detail than others I have seen previously,

The Ekranoplan was envisaged to be able to transport large numbers of Soviet troops and equipment at speed across oceans.

From memory the issue they weren't able to overcome in operational use was coping with large oceanic swells.

http://www.chonday.com/Videos/planehydr_o2



ON THE WEB

Hand-Propping Oops

From Nev Hay

What not to do hand-prop starting a plane

<http://youtu.be/RDiiMJn9xuo>



ON THE WEB

Why You Should Use Tie-Downs

From Nev Hay

Why you should always use tie-downs.

<http://youtu.be/IPotDPHjW-Y>



ON THE WEB

Nice Reddit Photo

From Gavin Magill

Just a nice picture I found on Reddit.



ON THE WEB

Brussels Air Museum

From Nev Hay

A look into a fantastic museum of Aviation History. Enjoy.....

<http://www.sbap.be/museum/brussels/brussels.htm>



ON THE WEB

Surveillance Drones

From Norm Bartlett

Watch this short video and see what a drone can 'see' from high altitude.

If you are one who is prone to tinkle in the back yard – be forewarned that you just might have been 'seen'. Anyone still think that Obama, or others in a position to do so, didn't watch this as the action in Benghazi unfolded?

This is cutting edge, and then some photography. The size of the area being covered and the high quality of the imagery are beyond incredible! This imagery is being taken from 17,500 feet up (That is roughly equal to 3-1/2 miles.) Objects as small as 6" can be seen. Impressive. It's also almost 50% higher than Mt Cook!!

<http://www.youtube.com/v/AHrZgS-Gvi4>



ON THE WEB

Electric Plane Makes First Flight

From David Wilkinson

Airbus Group Innovations made the first flight of its prototype E-Fan electric training aircraft on Friday, April 25, in Bordeaux, France. The all-composite aircraft's twin-ducted, variable-pitch fans are powered by two 30-kilowatt electric motors powered by lithium-ion polymer batteries that the company says will provide up to an hour of flight time.

https://www.youtube.com/watch?v=l_vOVO Tgl4&feature=youtu.be



ON THE WEB

Cool Garage Door

From Chris Groves

Would love to have a garage door with this image on it.

http://www.penceland.com/garage_door.html



Chapter Events

2014

May 24 Chapter Meeting Annual General Meeting
Speaker: Nev Hay
Title: AirNZ Boeing 787-9 Dreamliner

Jun 29 Auckland Chapter
Speaker: Gary Allport
Title: 737 Pilot with Jet connect
 Talk on his career back flying Caribous for the UD in the depths of Africa

Jul 31 Auckland Chapter
Speaker: Grant Benns (tentative)
Title: Aerobatics
 The NZ Aerobatic Club getting started, how it is judged and the skills and disciplines involved.

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 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

Jun 01 NZ Warbirds D-Day 70th Anniversary Open Day. Ardmore
 10:00am to 4:00pm. Entry \$15, children under 14 free.

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.

Jul 27 EAA Airventure
Aug 3 Oshkosh Wisconsin
 Full info at www.airventure.org.

Aviation Calendar

2014 Continued

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.