



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

# Sport Aviator

October 2014



[www.saaauckland.org.nz](http://www.saaauckland.org.nz)

# Committee 2014

## EXECUTIVE COMMITTEE

<b>President:</b>	<b>Evan Wheeler</b> 09 238 6081 027 924 807
<b>Vice President:</b>	<b>Warren Sly</b> 09 534 2364 021 266 0585
<b>Secretary:</b>	<b>Gavin Magill</b> 09 298 7174 027 291 0525
<b>Treasurer:</b>	<b>Gordon Sanders</b> 09 534 2364 021 266 0585

## COMMITTEE MEMBERS

<b>Nev Hay</b> 09 521 7077	<b>Don Wilkinson</b> 09 576 5009
<b>Peter Armstrong</b> 09 576 3676	<b>David Campbell-Morrison</b> 09 817 4782

## OPERATIONAL POSITIONS

<b>Safety Officer</b> Norm Bartlett 09 528 0108	<b>Technical Library</b> Sandy Wilson 09 536 4018
<b>Tool Library</b> Manfred Scherbius 09 298 0221 021 081 365 03	<b>Newsletter Editor</b> Gavin Magill 027 291 0525
<b>Catering</b> Carl Pudney 027 430 5303	<b>Airspace Users Group</b> Steve Chilcott 09 625 5273

## 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**

Pat Sheehan and Gary Briggs discuss progress on Pat's RV-9A in Pat's hangar at the recent Chapter visit to North Shore airfield.

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## Next Meeting

**WHEN:** Thursday 30th Oct 2014

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

**SPEAKER:** Regretfully Gary Allport cannot make it SO...

We will review Mountain Flying Film with next year's fly-in in view and Nev's programme on Personal Improvement. A Discussion to follow. Best I can think of. Also Liviu wants a few minutes.



Has been a quiet month on my front since last meeting at composite helicopters. Special thanks for the team on the Shore for making this happen.

Since this time I have been working on my annual 100 hour and by the end of today have it completed for hopefully a busy summer of flying. The whitebait have been calling so not a lot of hangar time been allocated.

Have the BFR due shortly so will need to brush up on those compass turns and the other exercises which one tends to not practise as often as we should.

From our last committee meeting a job carried forward is to arrange a fly around a number of strips in the North Waikato pre Xmas. With the amount of rain that we have had and the soft ground on many of the strips, this may be delayed until New Year. Small wheels and soft surface not a good mix. I hope to have a good choice and variety of strips to visit suitable to most of us.

November is just about here and Black Sands at Raglan is set for 8th and 9<sup>th</sup> November. Always a good event and again this year the tide is right for a Saturday beach landing. Gibson's beach north of Raglan is a safe and long stretch to put down on. Well worth the experience if you have not previously done so.

Being short on news this month I will sign off and see you Thursday night, same time same place.

Cheers

Evan



Hi Everyone

First up I wanted to say thanks to everyone who sent in updates after I put out the request on Saturday. Prior to Saturday I hadn't received much in the way of updates so the

pickings for this month's newsletter were going to be pretty slim. I really appreciate you guys helping me out. Please note that there is only one more edition of the newsletter due out this year (November) so could I ask those of you that have yet to send me an update for this year to do so. It would be very much appreciated.

From my perspective it has been a hectic few weeks in the lead up to taking over from Adrienne Fillery as SAANZ National Administrator. I had hoped to fly up to Kerikeri for another handover session with Adrienne the weekend before Labour weekend but the weather did not cooperate so I ended up driving. Must say it is a fair old haul from Papakura to Kaeo and back in a single day. I am driving up again this coming weekend to do the final handover and hopefully this will be the last trip.

One of the tasks I have been working on in the last couple of weeks is a PDF version of the SAANZ Membership List which includes the list of all SAA and AOPA Member airfields. I have spent quite some time validating the Latitude and Longitude of each of the airfields and including a Google Map link in the PDF. Now a click of a button will bring up Google Maps pointing to the airfield. Hopefully this will be of use to those members who are flying and would like to visit some of the airfields.

On the flying front I have only managed a couple of flights in the last month. One was a quick set of circuits at Ardmore in Sonex JQP to brush up my taildragger skills which had got a little rusty. I have to say the Sonex never ceases to amaze me how much of a delight it is to fly. It is nimble and quick and only powered by an 80hp Aerovee. Amazing.

The other flight was a much longer one in Zenith ZXZ. I went for a flight up to Kerikeri prior to the weekend I drove up to get a feel for the route I needed to take and because the flight up there only took an hour and twenty minutes I decided to carry on up to Cape Reinga as I had not flown up there previously. On the way up I was seeing ground speeds of 130 knots plus on the GPS at times due to a favourable tailwind. Of course turning around and coming back the same winds slowed me down somewhat but they eased later in the day and I was able to get back to Ardmore for a total flight time of 4.5hrs.

On to other newsletter matters. No one guessed the mystery aircraft last month (well no one sent me an email or spoke to me at the meeting) so no one gets the chocky fish this month. The aircraft in question was a Boeing Skyfox which was developed in the 1980's as a twin engine jet trainer and was based on a re-development of the venerable Lockheed T-33. The aircraft was never picked up by any service and was eventually cancelled after only one prototype flew.



This month's mystery aircraft is once again provided by Barry Gillingwater. Have a go at identifying it and let me know by email prior to the meeting.

Enjoy the newsletter and I will hopefully see you on Thursday evening at the Model Engineers Clubrooms.

Cheers

Gavin

## MEMBER NEWS

## DCM - Jack Foot Future Pilot

By David Campbell Morrison

Hi Gavin This is a photo taken on Sunday 12 October at the Whenuapai Airfield of a young future pilot Jack Foot with his instructor Ray Burns about to go up for a check ride in ZK-GMW a Crobio 3 (I think that is right) Jack will soon put me right, the amazing thing is that Jack has already gone solo just after his 14 birthday, a real feat in itself, and I hope to be able to bring him to our next meeting just for our members to recognize what he has done and to give him the encouragement for his future aims, some of you would have met him at the North Shore get together last month - PS he fell in love with the Corby Starlets... wonder why...

I myself started learning to fly (power) just after my 14th but was unable to solo until the day I was 16 back in 1961 so I can appreciate where he is at.



And this is Don working on TOY doing his 100hr check being supervised by Wags the dog. Both look very engrossed with the job in paw...



## PROJECT UPDATE

## Gary Briggs – Sonex #1531

By Gary Briggs

I have had little progress this month, the parts for the spar box are being made. Once these have been fitted I can start riveting the lower skin and the firewall onto the fuselage.

I have sourced some studs and nuts for my Rotax on Ebay as with the new casing these are different. I opened a "Youshop" account in the US (refer the last newsletter) as they would not ship the studs to a NZ address, and I am very happy with this service.

Gary



## MEMBER NEWS

## Jon Farmer - DH88 Comet Revisited

Hi All

Another really great newsletter - well done and thanks Gavin.

Nev's article on the DH 88 Comet reminded me that they are building a replica in the Croydon Aircraft Works, Mandeville, and a group of us spent a day there on our way home, the long way round, after Ashburton, 2005. Amongst the many photos I took of all the lovely old aircraft being restored are some of the Comet build.

In the shot of the fuselage nose, you can see in the bottom right a stack of spruce billets destined to become main spars, some of which have already been routed to 'I' section.



The photo of the engine overhaul workshop is mainly for your interest but there are a pair of engines which might be for the Comet project.



I next visited Mandeville in 2009 having just delivered an aircraft there, but traveling light, didn't have a camera.

The fuselage looked much as I remembered from 4 years before but the wing was up on trestles and being viewed by a rather glum couple of workers faced with 'un-picking' some of their handy work as Collin had just decided there wasn't enough washout.

Cheers, Jon

## PROJECT UPDATE

## Huib Volker – F1 Rocket

By Huib Volker

Hi Gavin,

Frustratingly slow progress on my Rocket project over the last 11 months, but having recently completed a substantial number of custom projects for various customers, things are beginning to move again on my own stuff!

While setting up the 'bones' of my fuselage on the jig, I discovered that the mix of RV-4 and F-1 kit parts down the back end didn't all want to 'play nicely' together, something that has resulted in a lot of unexpected, additional work. It has been (and continues to be) a learning process!

Also with my being tall + long in the leg, I decided I would do all things possible to make the aircraft a comfortable fit.

I'm hoping to get my hands on a Lycoming 540 engine core during the next few weeks - I'll use it to set up the cowls etc. while selling my body on the streets to save up the \$\$\$ for the overhaul later on!!

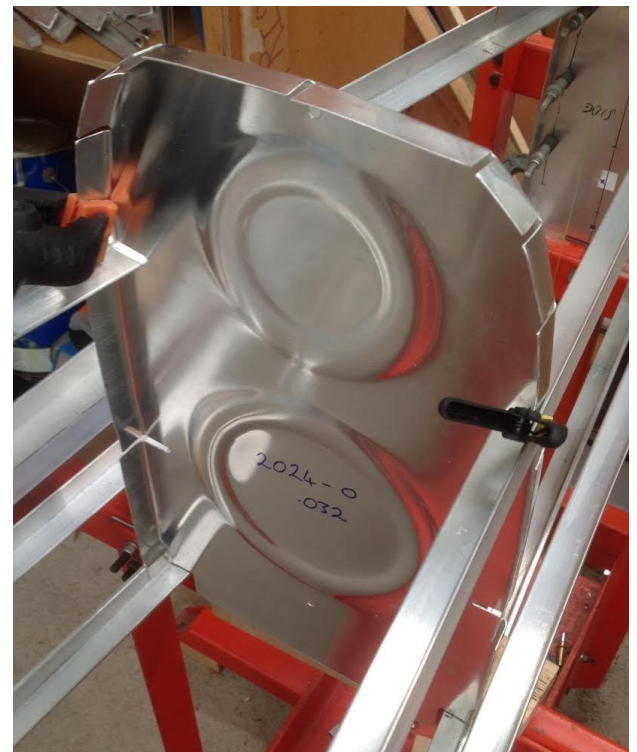


Above. Putting the required bends & twist into the main longerons - the latest generation Rockets were upgraded to 1" angle, tapered down to 3/4" at the tail end. Some of the smaller stringers are also extended, making it a very strong fuselage.

Below. A section of cockpit floor being trial assembled. The two diagonal straps are the pilot's seat belt anchors. The rear wing spar connects to the carry-through structure, which can be seen extending through the rib on the right.



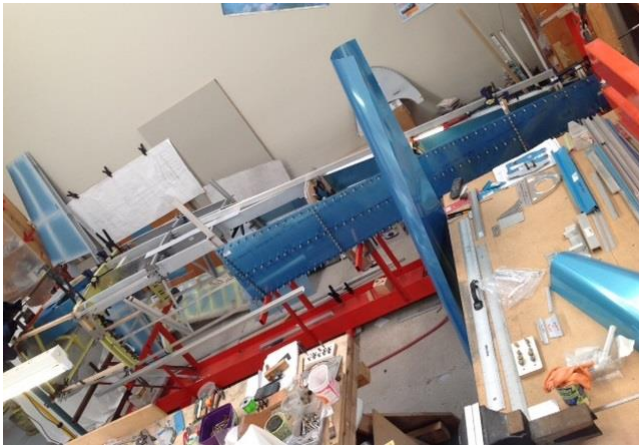
Above. You can never have too many clamps!! Frame #10 needed to be widened (as did #11)... With that stiffening bead, a splice was going to look ugly and the shape was not quite right...



.... So I made a new, custom frame / bulkhead #10, shown here being test fitted before heat treatment.

## PROJECT UPDATE

## Huib Volker – F1 Rocket Continued



Above. A slightly chaotic day in Rocket Corner, the first skins being drilled off - hundreds of holes to lay out & drill - none of the 'modern comforts' of pre-punched parts!

The wood clamped onto the frames / bulkheads helps to prevent twisting / misbehaving.

Tailplane and elevator can be seen in the background, temporarily removed from storage to check measurements for setup of the fuselage parts.



A 'tall-person-fit-check' / quick session of 'hangar flying' in John Baynes' F-1 in Wanaka.

John was super helpful and hospitable during my recent visit to check out construction details and mods on his F1.

## MEMBER NEWS

## 2015 CRC Speed Show

By Craig Thomas

Hi Gavin

Recently I have been appointed by Ross Pevette to organize the aviation aspect of the 2015 - CRC Speed Show at ASB show grounds

The goal is to promote Commercial and recreational aviation in NZ and our club.

This event would suit all manufacturers and importers of aviation related aircraft and components

This is a great show for our industry and we see an easy cross over from petrol heads to the aviation market

Currently the CRC Speed Show does not have an aviation presence, this is our chance to get in and promote the aviation industry and our sport. I personally exhibited my company's products at the 2014 show and found it to be very commercially attractive.

To date I have three confirmed manufacturers/ importers who will attend.

Costs? - It is my understanding that any non-profit organization (being clubs) will get floor space free, while commercial entities will pay for floor space

This is great chance for our club members to display their current projects etc.

For anyone interested in displaying their project or any commercial activity please contact myself.

Please circulate the advertisement attached to our members.

Best regards

Craig

*Please see advertisement at the end of the Newsletter or contact Craig for details. - Ed*



## MEMBER NEWS

## Te Kowhai Fly-In

By John Farmer

Hi Gavin,

Te Kowhai fly-in, BBQ and swap meet, Saturday 27th September.

This event clashed with the Auckland Branch meeting at North Shore Airfield and consequently I think I was the only Auckland member there. However, the event was well supported by Tauranga and Waikato members with some 20 aircraft and at least 50 people at the BBQ. The swap meet was announced at a rather late date and the rules were a bit loose. Some items didn't have a price and a scrap of paper I spotted just announced 'Citroen 2 CV' and the vendors name. I did pick up an electric AHI for \$700 which is now installed and working well.

The airfield was well mown and quite inviting but, contrary to various emails, the fence was still in place. When I called into Te Kowhai on the way back from Taumarunui the strip was virtually deserted but as we had a cup of coffee in the 'Board room//Pilots smoko room' a fellow came in and just said "hello" before rushing out again. I think he may have been Rob Clear. As we taxied to the Eastern threshold we waved to Sally Redman as she mowed their strip.

## FOR SALE

## Airspeed Indicator For Sale

By Jon Farmer

For Sale.

3 1/8" Airspeed Indicator,  
Dual scale, 0-140 kts and 0-160mph.  
Virtually new with only 80hrs use.  
Half price \$150.

Jon Farmer, [jk.farmer@extra.co.nz](mailto:jk.farmer@extra.co.nz)

## MEMBER NEWS

## Tiger Moth Fly-In Taumarunui

By Jon Farmer

As Peter Beer and I are both members of the Tiger Moth Club, we disguised our Foxbat as a 'de Havilland Foxbat' and flew down to Taumarunui in fine but overcast conditions. A comfort stop at Te Kuiti with change of pilot and Kit-Kat lunch then on the way again. We were the first to arrive Taumarunui and as we came to a halt at the clubrooms, the welcoming committee made it clear that our 'de Havilland' disguise hadn't fooled them and we were directed to park out of sight between the hangers!! By the end of the day there were at least 6 Tiger Moths, one Gipsy Moth, one Fox Moth, one Chipmunk, one Beaver, three Piper Cubs, a Diamond and a Tomahawk.

The Tiger Moth Club have a long standing arrangement with the local school who, for a donation, give access to the hostel facilities of bedrooms, BBQ, kitchen, dining room and the loan of a minibus.

Saturday was a bit wet but by mid-day it had dried up enough to have the bombing, spot landing and aerobatic competitions. In the evening there was a prize giving dinner in the golf club. The waitresses were senior girls from the High school earning money for a trip to Japan.

On Sunday the weather was on the improve and some fun flying was enjoyed. After lunch there was a mass fly-in to the 'Old Taumarunui Airstrip' before everyone departed for home.

## WANTED TO BUY

## Aircraft Wanted

Single seat aircraft, preferably microlight, for big 6'6" pilot, in the **\$25,000** range.

Phone Barry

Whangarei 09 4381395.

## MEMBER NEWS

## Aviation Heritage Centre Omaka

By Keith Morris

On a recent trip relocating a campervan from Christchurch to Auckland, a must-do stop was a visit to the Aviation Heritage Centre at Omaka aerodrome. This is a magnificent facility that was developed by the New Zealand Aviation Museum Trust, which has the support of many Marlborough businesses and the local Council who recognise aviation as a key driver of the Marlborough economy. But the Centre has really been boosted by Peter Jackson part of whose amazing personal collection of WW 1 aircraft and aviation memorabilia is on display.

Many of the aircraft are displayed as part of dioramas which tell actual stories that the aircraft have to tell, and these displays are magnificently done with realistic mannequins made by Weta Workshops and sets by Wingnut Films which are both Sir Peter Jackson's companies.

Several of the aircraft on display are originals such as the Caproni CA 22, the Glenn Curtis MF Flying Boat and the De Havilland DH 4. Other examples are flying replicas built overseas such as the Etrich Taube, Airco DH 2, Pfalz D III built for The Blue Max movie, Halberstadt D IV, Nieuport N 24 and the four resident Fokker Triplanes. And another group of aircraft are superbly accurate non flying replicas which have been built by The Vintage Aviator, often as pre-"production" aircraft before they went on to build flying replicas such as the SE 5A and RE 8.

One example of a great WW 1 story with a New Zealand connection is that of Kiwi pilot "Grid" Caldwell who was New Zealand's highest scoring fighter ace with 25 victories. The display shows an amazing true story in which he managed to regain control of his crippled SE 5A after it was damaged in a mid-air collision. He managed to control the stricken aircraft by placing himself half in and half out of the cockpit until he was over his own lines and then to jump clear just as it crashed. Grid Caldwell survived the war and was CO of RNZAF Base Woodbourne during the Second World War.

Attached is a photo of the story.



## PROJECT UPDATE

By Ken Watters

Hi Gavin

I wish I could report a whole lot more on my RV7.

I started again in earnest at the beginning of the month and was getting on famously fitting the stiffeners to the forward fuselage until my son in law managed to drill a large hole into my finger...

I have gone a bit more slowly since then having regard to the health and safety plan I should have put in place.... And am still battling along with the same stiffeners... hopefully I will complete them by the end of the month and then roll the canoe over to start on the top skins.

I shall hopefully have a good batch of progress for your next newsletter.

Regards,

Ken Watters

## FREE STUFF

## Free Cleaning Agent

By Gordon Sanders

While helping Rob Keith empty his house I inherited approx. 16 litres of slightly used Shell Cleanforce. This 97% hydrocarbon solution was used for cleaning aero engine components etc, by soaking, brush or kero gun. If you have a possible use for it, it's yours, free. Can bring to meeting.

Gordon Sanders, 534 2464

## FOOD FOR THOUGHT

## Fuel Use For Lancaster Bomber

By Rob Keith

You think you spend a lot on gasoline? Well, some figures are in, and the recently completed seven-week tour of the United Kingdom by Hamilton's Lancaster burned a whopping \$340,000 worth of fuel. Officials from the Canadian Warplane Heritage Museum knew the bomber nicknamed Vera would use a lot of petrol, but a tough headwind on the second leg of the return trip made things even worse than they predicted. It meant the plane, for the Iceland-to-Goose Bay Labrador portion of the journey, was burning far more than its usual 1,000 litres per hour — so much so that the plane had to make an unscheduled landing in Narsarsuaq, Greenland, for fuel, paying \$4.95 a litre, nearly four times what it would cost in Ontario. Total bill: \$20,000 (including landing fees and other charges and not even close to a fill-up.) On top of that, the plane logged an extra 45 minutes of airtime getting to the airport.

But museum CEO Dave Rohrer says even with the fuel costs, the unexpected expense of an engine failure, and some bad weather that cancelled events, the trip will end up in the black. Rohrer says it will take a couple of weeks to come up with a bottom line to figure out what the "final profit number is."

One positive was souvenir sales. A giant trailer full of Lancaster souvenirs was hauled from air show to air show, and 95 per cent of it sold. Final figures weren't available but Rohrer said at one event, the trailer sold \$48,000 worth of merchandise. Also helpful were three passenger/crew members who each paid about \$80,000 for the privilege of making the transatlantic voyage as part of the crew.

Fixing the blown engine in England is expected to cost \$180,000. But Rohrer notes the engine was due for a major overhaul, so maybe only \$100,000 of the cost should be applied to the trip's budget. "My overall assessment is that it was worth every ounce of effort and sweat and turmoil and long days and nights. We touched thousands of peoples' lives. We did something that no other organization in Canada could have done," Rohrer said.

## MEMBER NEWS

## Pit stop Time

By Don Wilkinson

Who's the "Old Bastard" in the pink shirt? Should be able to tell by the long legs

Don.



## MEMBER NEWS

## NZ Aircraft Register

By DCM

Found a good site worth looking at.

### New Zealand & Pacific Islands Civil Aircraft Registrations

compiled by David Wise

<http://www.flydw.org.uk/DWNZindex.htm>

# 12 Paul Blackmore's Sonex ZK-PDB

Following on from Paul receiving his Flight Permit for ZK-PDB I arranged with Paul to take some photos of Paul and his Sonex. Well done mate.



# 13 Chapter Visit To North Shore

In September the Chapter held its monthly meeting with a BBQ lunch at North Shore airfield.

Arrangements had been made for the Chapter to visit a number of hangars before and after the BBQ lunch and the weather also behaved itself enough to allow a number of members to fly in and for David Wilkinson and Des Barry to joy rides in their RV's as well.

The first hangar visited was a re-visit to **Composite Helicopters International** to catch up with progress on the KC 518 Adventourer helicopter. Our host was **Norbert Idelon** who joined CHI as a test pilot in August 2013 and who gave his talk with a distinctly French accent.



Following the CHI visit we got to visit **Stan Smith's** hangar known affectionately as "the Zoo" and which contains a fine collection of vintage and classic aircraft.

Stan is currently working on a conversion of a DH-82A Tiger Moth to a DH-60MIII Moth Major.

Stan says the DH-82A is based on the DH-60 M3 and says that when the DH-60MIII is complete it will have fully folding wings (enabling it to be stored in a virtually standard Skyline garage) and will also have better performance and aerobatic capability than a Tiger Moth.



Stan's update was very entertaining and he gave us a thorough update on the current status of the project and how it came to be (it apparently being undertaken after a bet was laid in a bar in 2006 on whether a Tiger Moth could be built from spares now-a-days). Some of the parts of the DH-60 have been sourced from Tiger Moth ZK-AQA and as such the re-built aircraft will use the same registration when it emerges from Stan's hangar.



# 14 Chapter Visit To North Shore

After visiting with Stan, we all made our way around the airfield for a BBQ lunch being prepared for us at the Wilkinson hangar. Many thanks to everyone who helped put the lunch together as it was greatly appreciated.



BBQ lunch at the Wilkinson hangar.

With lunch over David Wilkinson and Des Barry began giving anyone who was interested a chance to go for a ride in their RV's, ZK-WLK and ZK-DES.



These rides proved very popular and both aircraft were kept busy for most of the afternoon with lots of smiles on dial's on those returning from the flights.



And while the flights were going on, Pat Sheehan opened his hangar for visitors to see progress on his RV-9A. I have to say Pat's hangar/workshop would be the envy of many a builder throughout the country (and probably further afield as well I dear say) as it is immaculately clean and superbly laid out for the project build



# 15 Chapter Visit To North Shore



# 16 Chapter Visit To North Shore





# 17 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](mailto: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

## Avspecs Article

From Norm Bartlett

Norm found this article with some awesome pictures on Avspecs entitled "WWII Fighter Planes are Restored in New Zealand"

<http://www.ibtimes.co.uk/battle-britain-see-how-spitfire-wwii-fighter-planes-are-restored-new-zealand-1456094>



## ON THE WEB

## Beautiful Budapest

From Norm Bartlett

Check out the beautiful city of Budapest.

<http://www.flixxy.com/budapest-airshow-2014-highlights.htm>

Featuring Hungarian pilot Peter Besenyei taking off from Elisabeth Bridge, Zoltan Veres flying under the historic Chain Bridge, the Wizz Air A320 Airbus making a low pass above the river and the BO-105 back-flipping helicopter.



## ON THE WEB

## Lancasters

From Nev Hay

Good pics of a 'classic' event.

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/488/Thunder-and-Triumph.aspx>

<http://www.chch.com/cheering-crowd-greets-lancaster-home/>



## ON THE WEB

## Spectacular Hi-Def Flying

From Robin Hickman

Wonder what the Wright brothers' reaction would have been to this amazing video. Fantastic HD scenery!

<http://www.youtube.com/embed/L62faWn-sa8>



**Oct 30 Auckland Chapter Monthly Meeting**  
**Speaker: --**  
**Title: --**  
 Review of Mountain Flying Film with next year's fly-in in view and Nev's programme on Personal Improvement. Discussion to follow.

## Aviation Calendar

2014

**Every Sat Dargaville Aero Club**  
 The place is buzzing every Sat, wet or fine, windy or calm, and the \$12 lunch at 12.30 is good value. Club on the web at [http://www.flyingnz.co.nz/club\\_pages/dargaville.html](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.

**3<sup>rd</sup> Sun Turangi Aero Club Fly-In**  
**Each Month** All welcome for a BBQ lunch.  
 Contact Tony on 027-453 3740

**Nov 01 Secretary Shock Auckland**  
 Gavin adopts a stunned mullet expression wondering what he's let himself in for as the new Administrator for SAANZ. Adrienne meanwhile is seen full of joy, skipping and singing.

**Nov 07-09 Black Sands Fly-in Raglan Airfield**  
 10<sup>th</sup> anniversary of the regular 'start of season' fly-in at Raglan organised by the Waikato Thames Valley Chapter. Rental accommodation, camping and food on site. Always good. More details to follow on SAANZ web site [www.saa.org.nz](http://www.saa.org.nz).

**Nov 22 North Shore Aero Club Reunion North Shore Airfield**  
 50<sup>th</sup> anniversary reunion at NSAC, Albany. Full details at [www.nsac.co.nz/whats-on/2014-reunion/](http://www.nsac.co.nz/whats-on/2014-reunion/)

**Nov 23 Ardmore Open Day Ardmore Airfield**  
 NZ Warbirds open day at Ardmore Airfield.

**Dec 19-21 80<sup>th</sup> Anniversary of NZ's First Airline Hokitika**  
 Combined with 150<sup>th</sup> anniversary of the Hokitika gold field. More info at [www.saa.org.nz/public\\_pages/events.php](http://www.saa.org.nz/public_pages/events.php)

2015

**Jan 16-18 Wings Over Wairarapa Hood Aerodrome, Masterton**  
 A 4-day aviation event combining 3 flying display days, an adventure aviation rides day, a tradeshow, etc. Theme is 'Experience 100 years of aviation'. Over 70 aircraft expected.  
<http://www.wings.org.nz/>

**Jan 06-08 Healthy Bastards Bush Pilot Champs Omaka Airfield, Blenheim**  
 More info and registration at [www.marlboroughaeroclub.co.nz](http://www.marlboroughaeroclub.co.nz)

**Feb 06-08 Great Plains Fly-In 2015 Ashburton**  
 Ashburton Aviation Museum and Airfield. Includes SAANZ AGM, Wings Award Dinner, etc. Further details to be confirmed.

**Mar 18-21 National Aerobatic Championships Hood Aerodrome, Masterton**  
 (Note: moved from Waipukurau). New venue with many facilities, both for flying and accommodation. Unofficial practice day Wed 17<sup>th</sup>. More info at <http://www.aerobatics.co.nz/>

**Apr 03-05 Classic Fighters Omaka Airshow Omaka Airfield, Blenheim**  
 SAA Easter weekend. Friday is Practice Day, including the Marlborough Lines Twilight Extreme of sunset flying, concert and fireworks. Sat and Sun are the main airshow days with over 100 aircraft participating. Full info at: <http://www.classicfighters.co.nz/>

**Jun 20-26 AirVenture (Oshkosh) 2015 Oshkosh, Wisconsin**

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](mailto:gordon@sanders.gen.nz).

# Black Sands 2014

10<sup>th</sup>  
Anniversary!

The Waikato Thames Valley Chapter  
of the Sport Aircraft Association of NZ  
invites all recreational aviators to attend the annual  
“Black Sands Fly – In”

## Raglan Airfield November 8th and 9th

An Informal, fun get – together for flyers of all types

Barbeque lunches both days

Flying Activities

Plenty of fun for families and non – aviators

Accommodation on Site

Plenty of great dinner options

Some of New Zealand’s best flying scenery

What more could you want?...

More Information will be posted at [www.saa.org.nz](http://www.saa.org.nz) from late September.

Contact Bruce Cooke, [bmcooke@waikato.ac.nz](mailto:bmcooke@waikato.ac.nz),

Ph 021 1122364.

Book your accommodation now at

[www.raglanholidaypark.co.nz](http://www.raglanholidaypark.co.nz)

(please support our hosts)



\*\*\*remember to tell them you are attending the fly – in\*\*\*

Please read the information before flying in – important safety notices are included.



**NZ's Leading Aerospace  
Hardware Specialist.**

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Contact: Lianne Bergin

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The poster features three red vehicles: a Lotus Evija sports car in the bottom left, a red motorcycle in the bottom right, and a red CRC kart in the top right. The background is dark with motion blur effects.