



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

# Sport Aviator

October 2022



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

# Committee 2022/23

## EXECUTIVE COMMITTEE

**President:** Peter Armstrong  
(Acting)

**Vice President:** Graham Smith

**Secretary:** Keith Weale

## COMMITTEE MEMBERS

**Bill Luther** Tony Payne

**Gavin Magill** David Campbell-  
**Treasurer** Morrison

## OPERATIONAL POSITIONS

**Newsletter Editor** Technical Library  
Gavin Magill TBA

**Safety Officer** Airspace Users Group  
John Ashman Bill Luther

**Tool Library** Webmaster  
Manfred Scherbuis Warren Sly

### **Catering**

All members to share this role.

## TECHNICAL MENTORS

Wood & Fabric - Steve Chilcott  
Composites - Alistair McLachlan  
Metal Skin - Kevin Paulsen  
Avionics - Liviu Filimon

### **FRONT PAGE**

David Wilkinson and his daughter Pippa at Milford Sound after their flight down with John Lamont. See story in the newsletter.

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## Next Meeting

**WHEN:** October 27<sup>th</sup> 2022

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

**WHAT:** Building the Sling TSi

**Who:** Arjen Visser

This month Arjen Visser will be speaking to us about the build of his Sling TSi which will be very similar to ZK-SLN seen below.

A teaser video by Mike Blythe, the founder of Sling Aircraft, can be seen here.

<https://www.youtube.com/watch?v=xIk2nWxIrBo>





# 3 President's Corner

Hi Everyone

I apologise in advance for my absence for this meeting. All things being equal on the weather front I will be flying to Kaikoura in PSA trying to lose some money at the Kaikoura Trotting Cup that weekend.

John Ashman a fellow member has asked if our Chapter will be supporting the proposed VRP at Ardmore "Glasshouse". Bill Luther is our representative on the Ardmore Flight Operations Group (AFOG) and is supportive of this application. If any other person wishes to submit comment regarding this proposal, submissions close 18th November. A PDF is available <https://www.aviation.govt.nz/assets/airspace-and-aerodromes/Proposed-VRP-Airspace-User-Consultation.pdf>



One Day Fly-ins (ODF) are starting to abound this time of year, be it the Ardmore Dudes, Northern Aviators Club as per their newsletter, AOPA ODF for New Plymouth and Stratford weekend 5th November plus our very own Black Sands weekend event 4-6th November. Further information available on [saa.org.nz](http://saa.org.nz) site.

The club has purchased its own laptop with Office 365 to complement our existing data projector, hopefully the days of being caught short for a laptop or data projector are now gone.

Finally, our scales – they are missing, they are a valuable and well used asset of the club. Please put your thinking cap on and tell our secretary Keith Weale if you used them or had them within the last 4 months. That way we may be able to track them down, an item of this size just does not go walk about by itself. We have always been relaxed about use of our club tools; we do not wish to get a little more prescriptive regarding our club tools but might have to if we are unable to locate them.

As usual fly safe, enjoy the many fly-ins around.

Thanks Peter

Peter Armstrong  
(Still Acting) President  
SAA Auckland Chapter.

Hi Everyone

Hopefully everyone got to enjoy the recent long Labour Day weekend and either got out to fly or progress your respective projects.

I managed to put in a good amount of time on the Camel fussing over the install of the replica Vickers machines guns.

The fine weather was very welcome and brought many visiting aircraft to Whitianga but one thing that was not welcome however was the serious lack of airmanship displayed by some of the visiting pilots.

While I realise Whitianga is not an easy airfield to navigate currently, with the various earthworks and runway closures in progress, all these works are listed in the Notams.

One visiting pilot decided to land his aircraft on the new grass strip and then proceeded to take off on the same strip. While I know the crosses marking the closed part of the strip can be difficult to see from the air, they are clear on the ground so the pilot in question should not have departed from the new grass.

A second pilot arriving at the airfield decided to fly a left-hand downwind circuit for runway 04 when the airfield plate clearly indicates the circuit is right hand for 04. I realise we can all make mistakes, however a little preparation goes a long way to preventing this sort of mistake.

The last incident, and probably the most serious, was an arriving Cessna 172 who decided to land in the drainage strip immediately in front of the houses to the south of 04/22 strip. This piece of land is not even remotely part of the runway and is also currently covered in very long grass and the ground is very soft. The aircraft touched down and came very close to nosing over due to the extreme deceleration it experienced. The pilot made any number of excuses as we pulled his plane out of the long grass but why he decided to land where he did is beyond me

All three of these incidents reflect very poorly on the pilot community in general and I hope by writing about them here, everyone can learn from them. If nothing else, please read your Notams and Vol 4 airfield plate of the airfield you are flying to, particularly if you are unfamiliar with the airfield.

On to other matters. As Peter has already alluded to, the Chapter scales have yet to be located. Can I ask that has anyone who has used the scales in the last twelve months to please search your respective hangars and contact any other builders and/or aircraft owners you know who might have used them to see if we can locate them. The scales are a very expensive piece of kit and the Chapter does not carry insurance to cover their loss. Any assistance you can give would be greatly appreciated.

Enough of my rantings and ramblings. I hope you enjoy the newsletter.

Cheers

Gavin



## MEMBER NEWS

## David Wilkinson – Milford Flight

**By David Wilkinson**

Had a fantastic 3 nights away in Wanaka last week. Nikki suggested I take Pippa, our eldest daughter, to Wanaka to see her cousins for the holidays, she didn't need to suggest it again.

We left Tuesday morning and climbed to 12500 feet to get over a weather front on a direct track to Motueka. After getting past the front we landed in Motueka in clear blue skies and this is how it remained for the next 3 days.

We departed Motueka after a coffee and sandwich and headed for the west coast. The coast was clear all the way to Haast. The Haast pass looked a little grey and misty so on went the coal and we climbed over the top of the alps into clear blue skies by the time we reached the top of Lake Wanaka.

John Lamont was kind enough to find us a hangar space for a few nights next to his RV7.

On the Wednesday we headed to Queenstown for Jet boating, luge racing and even a parachute jump off the top of the Gondola.

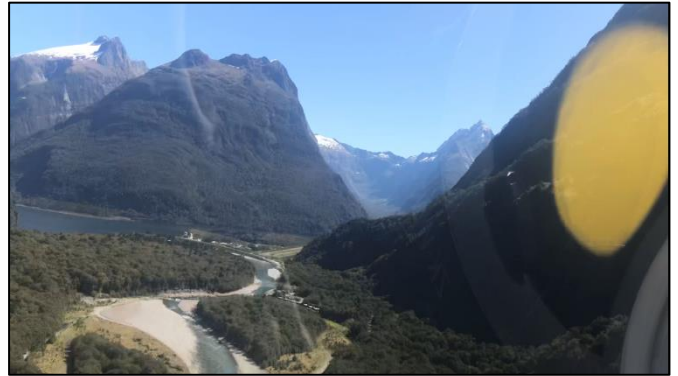
I had in the back of my mind a possible trip into Milford Sound the next day, something I have been trying to arrange for the last 20 years, but the weather has never lined up. I suggested it to John, and he said meet me at the airport at midday.

With a thorough briefing from John and some local pilots we headed off via Mt Aspiring and Martin's Bay.



We entered Milford sound as per the procedures and flew the profiles as required in the AIP.

To my great delight Runway 29 was in use so we joined into the downwind and flew up into the valley and performed a tight left hand turn back into finals.

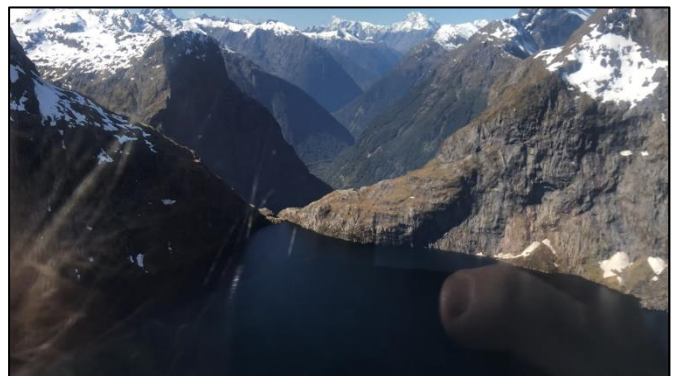


We were in formation the entire way until mid-downwind where I dropped back to allow John room to land.

Milford wants you to land and get off the runway at the apron, no backtracking as this will upset the traffic pattern. If you land long the procedure is to go around and have another go at it. We both landed short and taxied off without any issues.



After a coffee and a good look around, we departed to Lake Quill. This lake is approx. 1000m in diameter and you enter over the waterfall and exit via the same waterfall, there is nowhere else to go. What an absolute buzz.



We then made a direct track back to Wanaka via Glenorchy. The country down there is massive and it's hard to gauge the scale of the landscape. There is actually a lot more room than you think. We didn't have a breath of wind or any turbulence the entire flight. It's not a place that you would want to be in high winds.

The trip back to Ardmore was also just as spectacular, heading north via Mt Cook and the spine of the Southern Alps at 10,000 feet.



After a quick coffee stop in Omaka we were heading North into familiar territory.

This trip would have to be a top five aviation experience for me along with my aircraft's maiden flights and the trip to Australia in 2016. A highly recommended flight but do your homework and even better follow a local, thanks John.

## MEMBER NEWS

DCM – 77<sup>th</sup> Birthday Flight

## By DCM

Just had to go for a fly on my 77th birthday. My birthday was the 17th October and it was 61 years from the day I went solo at Thames 1961 under the instructor of the late Barry Hinton, on my 16th birthday.



Roger was on hand to take a photo after my flight this time.





## MEMBER NEWS

## Mike Penny – Taumarunui

## By Mike Penny

Good day at the Tiger Moth fly in Taumarunui.



## MEMBER NEWS

## John Ashman – Safety Report

## By John Ashman

Last month I sought the help of our SAA members to email me (pilotashman@gmail.com) their own golden safety tips which might have helped them minimise flying risks.

I have only received ideas from just 5 members! A big thank you.

These included "Lookout", "checklists", "analysing risks", "personal minimums", "managing distractions" .....etc.....

I'd appreciate more responses please before I list these tips in the November newsletter.

On another note.....

Some information from the Ardmore Users Group meetings:

1) When the airport is closed due to an emergency, it should be noted that all runways, taxiways, aprons are closed.

An example of the wrong thing to do is to decide to refuel your aircraft when the aerodrome is closed.

2) There is a (proposed) Visual Reporting Point, ("Glasshouses") about 1nm South East of Clevedon, between Clevedon and Waterworks.

Pilots joining from Clevedon for downwind 03 are advised to track to the glass houses before joining downwind.

This will ensure you are wide of the circuit for better separation.

## MEMBER NEWS

## Catastrophic Engine Failure – CAZ

By Clive Whittfield

I know this could well be considered a non-event to the more experienced out there, but for me a low time recreational pilot who is resurrecting a long-lapsed PPL while learning the ropes in a new RV6 (no previous taildragger time), an event that occurred a couple of weeks ago 'focused my attention' rather intensely!

Ardmore that weekend was busy in the circuit, I was practicing take-offs and landings, trying to master that elusive (to me) perfect three pointer and impress everyone with my superior piloting skills. Note. 'trying' is very much the operative word here. 'Succeeding' is still a work in progress! On the upside I am currently getting two or three landings in for every circuit so value for money in my book!

The event that focused my attention was a loud, rapid knocking/tapping sound that suddenly started from the engine shortly after I was airborne and crossing the airport fence line on take-off. It was loud, it was rapid, and my heart rate was suddenly matching it pound for pound! To my old school mechanical ear, it sounded very much like a failed tappet, broken valve spring or soon to happen dropped valve, disintegrating piston, blown engine, crash and burn event! (Note how quickly the mind assumes the worst-case scenario!).

The climb out to circuit height while listening to the racket from up front was agonising, slotting into line behind two or three other aircraft doing slow, wide, long circuits was even more so but gave me time to think. Fly the plane!!

Easing back on the throttle lowered the noise level. The engine was still making power and I was busy looking for flat grassy bits to land on if I couldn't make the runway. I even remembered my down-wind checks and radio call! I thought about a Pan call but for some reason (pride, nervousness, uncertainty, stupidity...) I chose not to. In retrospect perhaps I should have.

It seemed to take a long time but finally the other aircraft ahead of me had landed and I was now on finals and knew I could make the runway. With regained composure and more by good luck than good management I was

able to complete a halfway decent landing, although the engine was all the while making some very expensive sounding noises. This noise continued even as I taxied back the hanger and shut it down.

So, my learning takeaways from this experience?

First up when things go wrong, fly the plane, fly the plane, fly the plane!!!

Secondly, sort out a potential landing spot early.

Thirdly, perhaps I should have made that Pan call and made directly for the airfield. It was literally right there within gliding distance if the engine died!

No doubt there will be other things readers can add to the list but these were good lessons for me nonetheless.

Oh, and by the way, the source of the engine noise? A broken exhaust pipe at the flange weld on No.4 cylinder! It turns out the drama of the life-or-death emergency was fuelled more by my imagination than anything else...

And from Clive's Instructor...

Nicely written introspective, Clive – thanks for sharing.

I suspect you have learnt a great deal in your 4 minutes of consternation, particularly in regard to managing yourself (the thoughts and processes in your head).

You correctly prioritised 'Fly the plane'. This happened to me in my Corby Starlet (ZK-JAM) once upon a time, for different reasons but almost in exactly the same place – airborne just of the end of 03 at Ardmore. Back then we had runway 25/07 too, so I did a quick 220° turn and landed back on 25, heart pounding but intact.

My thoughts on low-level mechanical issues:

- Keep the plane flying, at a sensible speed and power setting. 5-10 knots above best glide speed would be enough, to minimise power required but also to provide a margin for distractions/mishandling.
- Minimise the damage to the engine (to keep it going), by powering back and cutting corners. Do you need to climb to 500' before turning? NO! Do you need to get to normal circuit height? NO! The higher you go, the longer the engine has to keep running – you only have one.



- Keep your options open – a runway, ideally, but any big flat area will do. And it doesn't have to be the runway you departed from. Maybe a crossing taxiway will be the best you can manage. And while into wind would be nice, it is not essential, especially if it all goes quiet. An on-airport landing/'arrival' is much better than an off-field landing, but not at the expense of stretching the glide or turning-in too tight and stalling/spinning.
- Request or take priority in the circuit. A Pan or Mayday call should scatter the traffic in front of you – Unicom will probably help too, once they hear you are in trouble. But after you have made a call, don't get distracted or engaged in further conversation – get on with YOUR job of flying the plane. Keep the comm clear and succinct – "Mayday Mayday, RV Charlie Alpha Zulu early downwind low-level with engine problems, for priority landing on 03". If somebody gets in your way, go around them. If somebody is holding on the end of the runway, land on the grass or the taxiway, or land over the top of them. Don't be courteous or polite – barge your way though if needed. Your life may depend on it.
- FMI – fuel, mixture, ignition. Once you have capacity, quickly rattle through these basic checks – one of them may improve your situation. But don't stop flying the plane and keeping your mental and physical eye on your landing spot.
- Be flexible to changing your plan – things could get better or worse. Assume worse!
- After you have landed, be ready for the mental shock and adrenaline surge to kick-in. Put what has just happened behind you for a moment and focus on securing yourself and plane, even if it just a normal taxi back to the hangar. Now would be a bad time to taxi down a drain, into an object, or get flipped over in the wind.
- Post-flight you have calls to make (to Unicom, at the least) and paperwork to do (CAA Form 005)

I am very happy and glad this event was ultimately inconsequential for Clive - except for a weld repair to an exhaust flange – and that he was able to learn and willing to share these learnings with us.

## Warbirds Hangar Talk Series

**By David Wilkinson**

The latest in the Hangar Talk series is on Sunday 13 November, and is all about the Mighty P51-D Mustang!

Graham Bethell, who has owned ZK-TAF since Noah was a wee lad, will be presenting the history of the "TAF".

He'll also give you an insight on what it's like to both FLY a Mustang, and OWN a Mustang!

Once the talk has concluded, we have organised an airfield closure to let Graham and TAF do what they do best: DISPLAY

Then it's off to Mac's Bar to hear stories of when Mustangs flew lower and higher and faster...

This is a talk not to be missed.

Tell your friends, family, neighbours, work colleagues, class-mates...

Members: \$20

Non-Members: \$40

Pay directly to

NZ Warbirds 03-1509-0105256-00.

EMAIL THE OFFICE WHEN YOU HAVE PAID SO WE CAN EMAIL YOUR TICKET!

## PROJECT NEWS

## Chris Wade – Sonex ZK-VDB

By Chris Wade

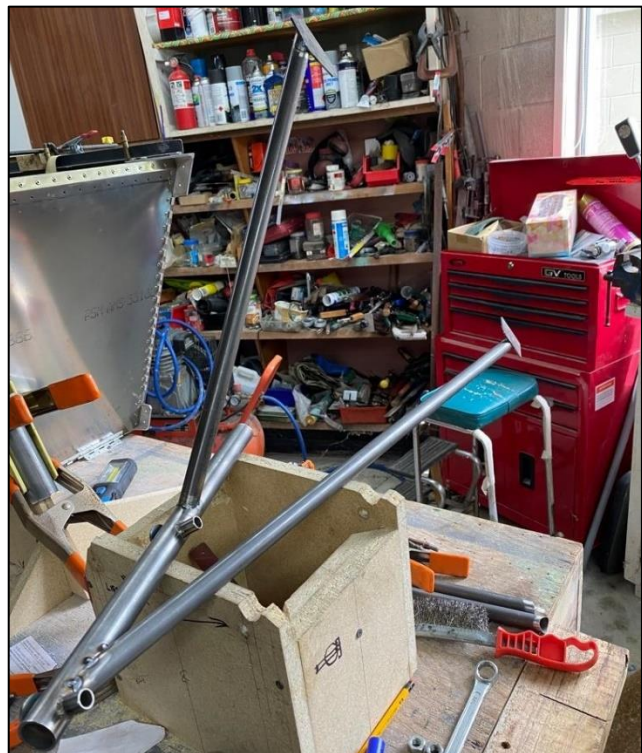
VDB engine mount in progress thanks to Chris Groves who is welding it all up.



Mount fittings



4130 washers fabricated

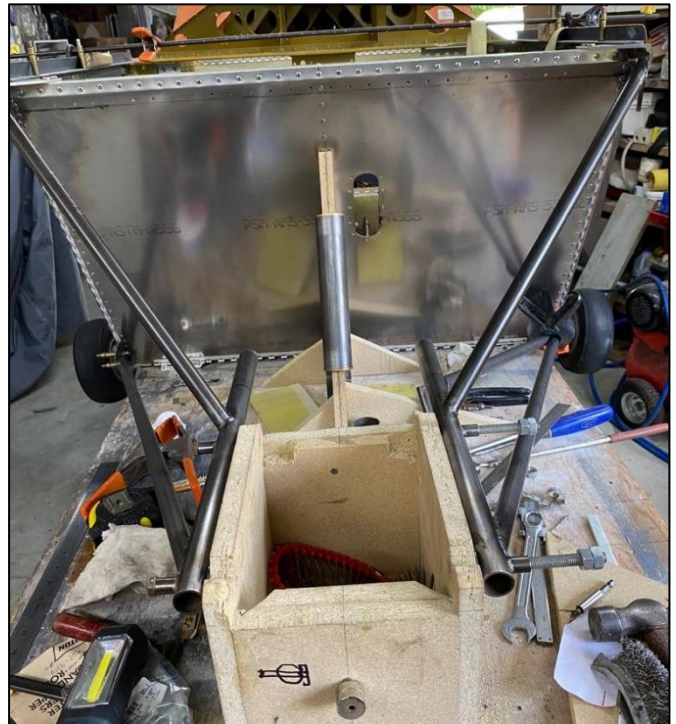


Tacked in position

Fitting tubes requires a lot of patience. Hoping I can complete as much as possible before I'm away for a few months.



Mr Groves inspecting his welds



Fitting next set of tubes



Bolt mounts to engine



# 11 In the News & On the Web

## ON THE WEB

### Crosswind Landing from Hell

**Robin Hickman**

Heart in mouth stuff



[https://www.youtube.com/watch?v=O55Rzr7\\_OWc](https://www.youtube.com/watch?v=O55Rzr7_OWc)

## ON THE WEB

### Sounds Air – Electric Aircraft

**Rob Keith**

Sounds Air intend to still go electric apparently but with a larger aircraft. Now looking at Heart Aerospace's (Sweden) electric aircraft, the ES-30.



## ON THE WEB

### Blackfly

**Nev Hay**

An interesting concept at Oshkosh. Nev



<https://www.aerosociety.com/news/electrify-your-commute>

## ON THE WEB

### Spitfire Builder

**Don King**

Here's one for the news. Quite a build. Cheers Don



<https://www.dailymail.co.uk/news/article-11274395/amp/Pilot-spent-16-years-building-exact-replica-Spitfire-ready-flight.html>

## ON THE WEB

### Top Gun Darkstar at Edwards Airshow

**Gavin Magill**

Avgeekery Gets Up Close And Personal With Top Gun's Darkstar Hypersonic Jet



<https://avgeekery.com/darkstar-video-top-gun-maverick>

## Chapter Events

2022

<b>Oct 27</b>	<b>Chapter Monthly Meeting</b> 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

2022

<b>Every Sat</b>	<b>Dargaville Aero Club – Catered Lunch</b> 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 <a href="http://dargavilleac.weebly.com/">http://dargavilleac.weebly.com/</a> . 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. <b>The Dargaville Aero Club has advised that their famous catered lunches are back on from this Saturday 23 April. The lunch starts at 12.30 and the cost is \$12 per person.</b>
<b>Every Sun</b>	<b>Whangarei Flying Club Sunday Lunch</b> Penny burgers every Sunday \$5. Contact Rusty 021 173 8942 <b>Penny burgers are now back on!</b>
<b>Nov 04-06</b>	<b>Black Sands Fly-In Te Kowhai</b> A full weekend event. Raglan Beach Landing. On-Site camping. Saturday Evening BBQ. Teams Quiz Night. Seminars. Food trucks on site. Avgas available on site.
<b>Dec 01-03</b>	<b>South Island Akro Fest Ashburton Airfield Thu 1st to Sat 3rd Dec 2022</b> Friday is the 'known sequence' competition. Saturday is the 'Unknown Sequence' and 4 Minute Free Style, which is great for spectators. We would love to see any fellow aviators fly-in and join in with the fun and we are always happy to have volunteers. There is a BBQ at the Mid Canterbury Aero Club on the Friday evening at \$10 head (approx). RSVP required. If you have any questions, please feel free to get in touch with either myself - Lachlan Falconer (021) 258 1454 or Andy Love (021) 217 9170

## Aviation Calendar

2023

<b>Feb 03-06</b>	<b>Great Plains Fly-In 2023 Ashburton Airfield</b> Watch this space for details
<b>Feb 04</b>	<b>Healthy Bastards Bush Pilot Champs Omaka Airfield, Blenheim</b> <a href="https://marlboroughaeroclub.co.nz/pages/healthy-bastards">https://marlboroughaeroclub.co.nz/pages/healthy-bastards</a>
<b>Feb 24-26</b>	<b>Wings over Wairarapa Air Festival 2023 Hood Aerodrome, Masterton</b>
<b>Mar 03-05</b>	<b>Australian International Airshow 2023 Avalon Airport Geelong, Victoria</b> Experience the awesome power of military aviation... The boom and zoom of vintage warbirds and the roar of attack helicopters... Be thrilled by the high flying antics and precision manoeuvres of the best aerobatic daredevils ever to be gathered together for an Australian air show.