



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

Sport Aviator

September 2013



www.saaauckland.org.nz

Committee 2012

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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Catering Carl Pudney 027 430 5303	Airspace Users Group Steve Chilcott 09 625 5273
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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

Steve Chilcott's Menestrel project took a giant leap towards completion recently with the wing being fitted to the fuselage. The Menestrel stands on her wheels for the first time outside Steve's Ardmore hangar.

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Next Meeting

WHEN: Thursday 27th Aug 2013 -7:15pm

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

SPEAKER: Peter Armstrong
Peter will be presenting his
thoughts on Oshkosh 2013.



Hi Gavin

Currently in China. On my way to France. Been a quiet month from my perspective. Back in NZ 18/10/2013.

Cheers
Evan



Hi Everyone

Spring has most definitely sprung if the changeable weather patterns we have been seeing for the last few weeks are anything to go by. When we get violent thunderstorms

one day and clear blue skies with light winds the next you know it is spring time.

I was fortunate enough to be able to attend the SAANZ Microlight Maintenance Course that was run by Bruce Cooke and Alistair McLachlan at Waikato University at the end of August. I had been unsure as to whether or not to attend as the course was targeted at microlight owners who had factory built aircraft rather than homebuilders. But I have to say the course content was, I thought, equally relevant to homebuilders as well. This is especially the case where a homebuilder intends to register their aircraft as a Microlight rather than as a Special Category – Amateur Built. I would like to thank Bruce and Alistair for their efforts in putting together the course and taking the time to present it to those that attended. For those of you who are not intending to undertake or don't meet the criteria for the SAANZ Maintenance Approval Training Course, I would highly recommend attending the next one of these courses that SAANZ run.

The other item of interest that I wanted to mention this month is that I have recently invested in a set of Quiet Technologies Halo In-Ear headphones. I purchased these for myself and they arrived a week or so ago after a bit of a delay from the supplier. (I think they sold out at Oshkosh and had to get a new lot made.)

Anyway after having flown with the headset twice now I can honestly say these are the best set of headphones I have ever used. I have used numerous headsets, including a set of Bose ANR's which came with Zenith ZXZ, and these are by far and away the most comfortable and quiet I have ever used. They have small rollup earplugs which fit in your ear and work exactly like the earplugs we have all used for hearing protection. I have found them especially comfortable given I wear glasses. With normal headphones I find that after an hour or so the pads begin to press the legs of my glasses into the boney area behind my ears and this starts to become quite uncomfortable after a while. The Halo headset eliminates this completely. They are light and comfortable and I would highly recommend them.

On to last month's mystery aircraft. Bob Keith correctly identified the aircraft as a Savoia Marchetti SM55's so a chocky fish is coming his way. Bob also passed on an interesting snippet of history about the SM55 which he found recently. I have included this snippet in the Chapter news section of the newsletter.



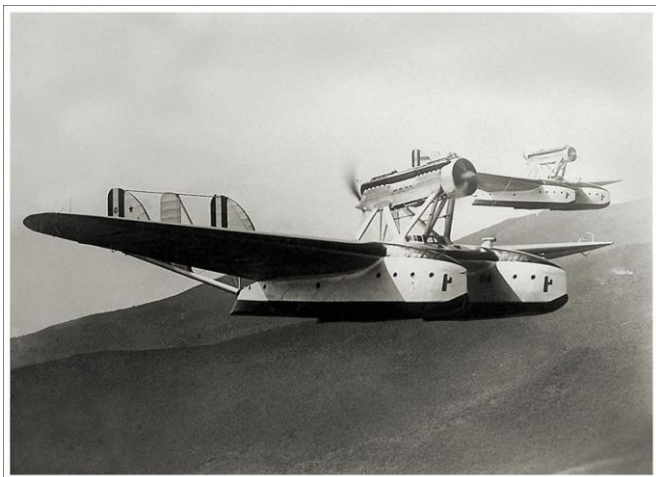
Anyway I had better stop rambling and get this month's newsletter out the door. Hope to see you all on Thursday evening. Cheers Gavin

MYSTERY AIRCRAFT

August Mystery Aircraft - Update

By Bob Keith

Gavin, I was returning some library books yesterday (Thursday) and just happened to pick up an Aeroplane magazine to read about the Mosquito raid on the Amiens Prison. When I opened it the first article I noted was about General Italo Balbo who as responsible for the organization and training of large groups of Italian aircraft on long distance flights. The aircraft used being mostly SM 55's. There was a similar photo to the one in the newsletter indicating it is the Ortabelle training base they used near Rome.



There is apparently a granite column in Chicago commemorating his exploits as he brought 24 SM 55's to the opening of the Chicago Century of Progress Fair when it opened on July 15 1933. The Route to Chicago was via Amsterdam, Londonderry, Reykjavic, Montreal. They started out with 25 aircraft but crashed one at Amsterdam on the way over and lost another in the Azores on the way home.

MEMBER REQUEST

Assistance Required

By David Grove-Hills

Hello Gavin,

Just got back from overseas and was hoping to get an ad into the September Newsletter, although I suspect I'm too late. Basically I am looking for somebody to repair the wing (after minor accident at Kaikoura in 2011) on the Taylor Monoplane and recover both. Wood and fabric is not my forte and I am trying to put time on the RV4.

Regards David Grove-Hills.

INDUSTRY NEWS

GAA Survey

By Huib Volker

This survey may be of interest to the group...

From Des Lines - GAA

Issues that we have addressed during the year - notably, the funding of the CAA, fees and charges, the Part 61 submission on D Cats, MBZ v FISCOM, and more recently the "aeroplane pilot" ESID list - have demonstrated that we needed to develop an online survey mechanism that could rapidly give us feedback on your opinions.

Myles Brown, a fellow pilot with the necessary IT knowledge has volunteered his help to run these online surveys for us. The first survey has been designed to get information from our readers to use in a rebuttal to the Ministry of Transport submission, which has to be filed by close of business on Thursday 3 October.

We need a maximum and prompt response to this, so please promulgate the link below to fellow pilots.

Many of you are connected by social media such as Facebook and it would help if you were to post the link to the survey on the Facebook page that you use to keep in touch with fellow pilots. Details of the first survey can be found on the link below.

https://www.surveymonkey.com/s/CAANZ_Consultation_process

PROJECT UPDATE

Ken Watters - RV7

By Ken Watters

My RV7 has challenged me quite seriously over the last couple of months and I have to report a tale of woe. In trying to finish the right wing I have struggled with a leaky fuel tank which I eventually traced to the sender gasket. Thank goodness it wasn't in the riveting because then I don't know what I would have done.

Once I had sorted the tank I turned to fitting a stall warning micro switch in the wing which I wanted to do before finishing the bottom wing skins. This supposedly small job has turned me gray overnight. Van's aircraft instructions call for it to be fitted into the left wing, but because I had already finished the left wing I emailed them and asked if I could put it in the right wing – which seemed like a reasonable approach – their response was “there is no reason why it can't go into the right wing but Van's can't support you if you have problems” I now realize that was code for “DON'T EVEN THINK ABOUT DOING IT” because I have struggled for weeks to get it to fit. Ultimately I had to modify the bracket to get it to fit. It now works nicely after some 6 weeks of stress.



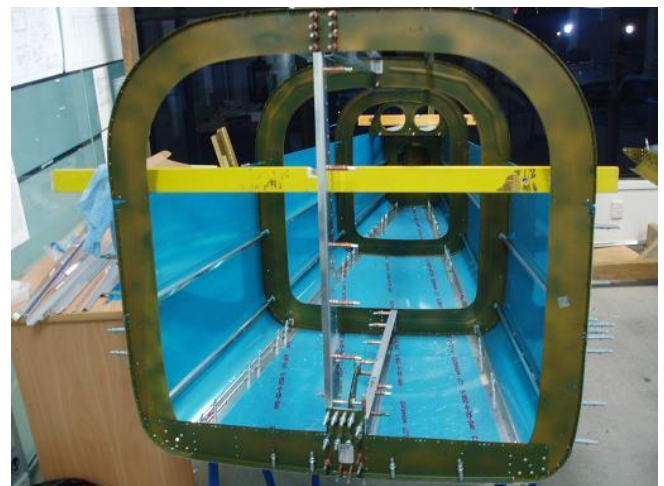
I had left the fuel tank off for better access to the Stall warning switch and once the micro switch was sorted I bolted on the fuel tank and started riveting the final wing skins on to the framework.

When I had finished the inboard skin I did a quality check with my mirror to verify all the rivets were good only to discover I had left out 7 rivets through the main spar into

the wing ribs. This meant I had to take the fuel tank off because the rivets had to be installed under the tank skin. A tough job but it had to be done. Once the rivets were installed I tried to put the tank back but it decided it was not going to go back without a battle. One of the bolts would just not go in. It had to be either alignment or a faulty nut plate. I didn't think it would be alignment because the tank had been bolted on previously. So off the tank came again and I checked the nut plate to find that it was ok. So back went the tank and again no luck with the bolt. So I took the tank off for the third time, drilled out the nut plate and riveted a new nut plate on with a slightly different alignment. And thank goodness at last the tank bolts went in and I was able to torque them all up. Anyone who has built an RV will know the challenges in fitting a tank. The bruises to arms and chest are there to prove it.



With that done I riveted on the outboard skin and the wing is now pretty much finished after some 6 months of very frustrating work. Now to return to the rear fuselage which I had started in early May and make some real progress.



PROJECT UPDATE

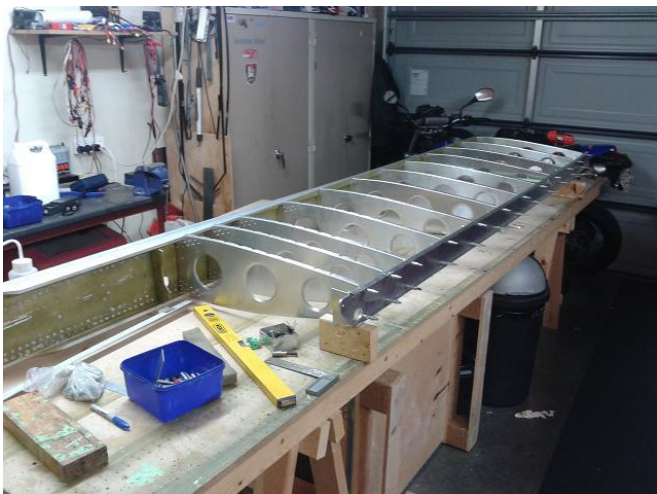
Gary Briggs – Sonex #1531

By Gary Briggs

The last few weeks I have been quite busy working on my Sonex.

I cast the aileron counter weights and completed the ailerons. They still have to be balanced after being painted.

I have not yet decided on a colour scheme yet. That's still a way away.



I have started to assemble the left wing as you can see in the pics. I hope to complete the wings by the end of the year.



My garage is now getting too small. Hopefully I will be able to hang the wings from the ceiling when they are complete.



MEMBER NEWS

Aircraft For Sale

By Jon Farmer

Hi Gavin,

Had a chat with my good friend Bill Bennett of W(h)anganui and he tells me he is selling his Pelican PL. High wing, composite fuselage, all metal wings, Rotax 912 and inflight adjustable prop. Aircraft is about 17 yrs old and the engine has done 700 hrs. Bill is asking \$52,000.

Contact Bill on 06 3454320.

Bill's son, Mike is selling his Turbulent for \$15,000. Also a pretty good buy.

Cheers, Jon.

PROJECT UPDATE

Steve Chilcott - Menestrel

By Gavin Magill

As per the front cover of this month's newsletter, Steve Chilcott has fitted the wing to his Menestrel project. This milestone was accomplished over the weekend of the 31st Aug / 01st Sept with the help of a couple of lifting devices plus the assistance of his two sons and Sandy Wilson. The pictures tell the story.



MEMBER NEWS

Supplier Recommendation

By Clive Whittfield

Hi Gavin

Do you know if the membership is familiar with the services of Tom Swaengen? He is an RV7 builder in the USA who has a business producing hydraulic and fuel lines for homebuilders, racers etc. Website is www.tsflightlines.com.

I have just had a fuel line and two brakes lines made up by him and they are of a very high quality and at a price that is pretty competitive with anything I could find locally, including buying the bits and making them myself. He uses stainless steel braided Teflon with stainless fittings and firesleeved where required. He also pressure tests everything to 3000psi, irrespective of whether it is for high or low pressure use.

I had a problem with one of the hoses caused by a local well known firm attempting a slight mod I wanted done. They made a mess of it (that's a story in itself). Tom took it upon himself to fix it for me free of charge and he also threw in the fittings for the brake lines for nothing as well. Very quick service too, turnaround time from the states was about a week after my email.

Would recommend this guy for top quality workmanship. Just a pity he isn't local.

Cheers

Clive Whittfield

PROJECT UPDATE

Mike Tunncliffe- Steam Engine

By Mike Tunncliffe

I noticed in the last newsletter that there was a query regarding the progress of my project, here is an update.

I have the boiler coils welded and the outer boiler casing part constructed. As for the engine, I may not use the one I originally built, as I decided to build a single cylinder scale model to test some ideas, it performs well but needs to rev much higher than the original 3 cylinder radial was designed to run. I have attached a couple of pictures of the test bed for the model test engine.



It displaces 20 cc and runs at 3800 rpm on 100 psi, it is designed to run on 600 psi at which it should do 7-8000 rpm. The boiler will produce steam in 15 seconds from cold, and is at full pressure in 25 seconds. There are a couple of leaks to attend to, and several fine tuning adjustments to make in the boiler control system, before it can be run properly.

As you can imagine the test bed has taken more work than initially intended with such luxuries as a whistle and homemade carbide lamp. And yes the engine needs a silencer as it sounds like a two stroke IC engine without a muffler. The red tank is for water, the pump on the side of the tank is to pressurise the fuel tank. The fuel is in the round tank by the back wheel, the round cylinder on the other side of the wheel with the label HOT is the boiler. With the burner facing out the front of the boiler, the vertical item where the burner joins the boiler casing is a pilot lamp. The square aluminium box beneath the seat is to lubricate the bottom end of the engine, beneath it is the boiler feed water pump. The round brass container beneath the red

tank is to lubricate the top end of the engine. On the other side of the bike the golden coloured assembly is the boiler control system which monitors the temperature and pressure of the boiler, then regulates the water flow into the boiler and adjusts the burner to suit (hopefully).



These things take time and experimentation as very few people have delved into the regions of extreme steam, consequently there is much trial and error.

INDUSTRY NEWS

Jerry Yagens Collection For Sale

By Nev Hay

One wonders at the impact on construction of the Mosquito at Glyn's and Warren's!!

Nev

<http://www.flyingmag.com/pilots-places/pilots-adventures-more/massive-warbird-collection-goes-block>

Warbird Collection Goes on the Block
By Mark Phelps / Published: Jul 01, 2013

Gerry Yagen's 44 warbirds were just too much of a financial burden, he said. So the entire collection is up for sale. Long financed by Yagen's string of vocational tech schools, the Military Aviation Museum in Virginia Beach, Virginia, includes a Boeing B-17 Flying Fortress, a Focke Wulf Fw-190 and a de Havilland Dragon Rapide painted in the colors of the King's Guard, recalling the example owned and flown by England's Prince Edward in the 1930s.

Four of Yagen's schools have been sold, and the museum may close next. To date, several of Yagen's aircraft have reportedly already found new homes, including the Tillamook Air Museum in Oregon (the B-17 and Fw-190).

Recently completed by a warbird restoration shop in New Zealand, the de Havilland Mosquito fighter-bomber, powered by a pair of Rolls-Royce Merlin engines, was slated to appear in a number of airshows this summer. It remains to be seen if the new owner will be able to fulfill the schedule as planned.

AIR PARKS TRUST

Airparks Trust Annual Report

By Gordon Sanders

Auckland Recreational Airparks Trust, formed in 2005 around the time the axe fell on Pikes Point, held its 2013 AGM on August 20th. Chairman Brian Wigley presented his report, summarising the Trust's recent activities and financial position while endeavouring to look into a possibly bleak future. In response to interest expressed in the Trust's activities and finances, especially from ex-Pikes Point members, Brian's report is published below.

Questions, feedback and offers of assistance from Chapter members are always welcome.

Gordon Sanders
Secretary
Auckland Recreational Airparks Trust

Chairman's Report 2013

This year has been notable for the total lack of prospective airpark sites for the Trust to consider. The pressure on land resources in the greater Auckland region is such that recreational aviation, as a minority interest, has been forced out by Councils, especially the previous Regional Council, being captured by the commercial sector, to the detriment of quality of life.

It is evident that the uphill battles we have endured for the past few years are becoming steeper. Most Local Bodies are under increasing budgeting pressure and the Government is determined to put the onus on them to find ways and means to 'balance the books'. With the downturn in the real estate sector, reserve contributions from developers are not being realised and Councils are only interested in projects which will give them maximum return in votes.

The quality of Council projects is largely determined by the amount of publicity which can be generated in the media. It is noticeable that charitable grants and sponsorships for community projects are becoming much harder to glean. A number of regular events have been cancelled due to lack of funding from the previous sponsors.

As a minority group, aviators are being

touted by a number of people in high profile positions as being very affluent and contributing little to the wellbeing of the community at large. It is fascinating that recently the airline industry has realised that there is a grave shortage of prospective candidates for aircrew and engineers. We, as part of the aviation fraternity, have been doing our best to create interest in the industry as well as the recreational aspect of flying but, like the others, have been largely ignored in our endeavours. I wonder how our political leaders will feel when our airline services are largely crewed by those from foreign shores, many of whom may well have been trained in this country.

To achieve our aims to have our own airfield where we are able to demonstrate our commitment to aviation, we need to consider several factors.

- 1 We are unlikely to ever secure public land for our use. Rather we will probably have to purchase it at market rates.
- 2 Politicos, even those who have flown themselves, are most unlikely to support our cause.
- 3 Australia has started to develop specialist 'aviation schools' in recognition of the needs of the industry, while the NZ Government and Local Bodies seem more intent on obstructing constructive ventures.
- 4 Any available land large enough to accommodate an airpark will not be in central location, rather being well North or South, thus being reasonably accessible to only half the people who previously made Pikes Point their second home.
- 5 In parallel with its efforts to establish an airpark the Trust is exploring the possibility of establishing a meeting, educational and workshop centre in a reasonably central location. While not a replacement for an airfield it could at least be a centre for activity supporting flying.

From time to time previous occupants of Pikes Point enquire about the amount of funds held by the Trust and what use can be made of them, so a brief summary may answer some of the questions.

AIR PARKS TRUST

Airparks Trust Annual Report Cont.

The inauguration of the Trust and the phasing out of Pikes Point Airpark Board (PPAB) was somewhat blurred and involved the Trust in operating Pikes Point in its final stages. The current assets involved (figures slightly rounded) were:

Current Assets:	\$ 46,729
Trust establishment costs (Trust Deed, final fly-in etc)	\$ 9,070
Net establishment Trust Fund	\$ 37,659

There were also fixed assets, including a tractor, mower, generator, fuel tank, submersible pump, etc. with a book value of \$16,429 total. These were either returned to the organisations that had originally gifted them to Pikes Point, gifted to airfields where aviators had dispersed to, or loaned to airfield operations prior to being sold. Regrettably only a small percentage of the book value could be recovered.

During its seven and a half years of operation the Trust has established Highbrook Model Airpark at minimal cost, amended the Trust Deed to facilitate administration of Highbrook, and reconditioned the suspension of SAA's mobile communications van (aka popemobile) at a cost of \$1,283 to improve towing safety.

After paying regular operational costs, including establishment and hosting of our web site, the Trust has grown its funds to \$42,450 as at 31st March 2013. These funds are not available for general distribution but must be used in accordance with the Trust Deed for charitable purposes relating to recreational aviation. This includes facility development for general use, safety equipment and improvements, etc.

Regrettably the time is approaching when the Trust, with input from the wider recreational aviation community, will need to consider its future options, including whether or not we have run our course. Input is invited from individuals and organisations in this regard.

B. H. Wigley
Chairman

USEFUL INFO

EGT / CHT Articles

By Gavin Magill

One of the mailing groups I belong to is the KRNet and from time to time an email comes through which has some interesting information and/or links.

The following is one such email that came through a week or so ago. The links are well worth the read.

KRNetters

I wanted to pass along this excellent article on EGT and CHT (link below). I learned a lot from it and thought someone else could too.

Also, there is a very good in depth article on Avweb about compression that goes into great detail about everything that can affect your compression as well as how the cylinders are made (link below). Both articles were eye openers for me.

EGT Article:

http://www.gami.com/articles/egt_myths.pdf

Or an alternate link to the same article

<https://www.savvyanalysis.com/articles/egt-myths-debunked>

Compression Article:

www.avweb.com/news/maint/182902-1.html?

Craig

www.kr2seafury.com

ARTICLE

Transcontinental Air Mail Route

Link Provided By Nev Hay

We all used to laugh when guys would refer to IFR nav as "I follow roads"...but I guess these guys Navigated by IFA....."I follow arrows".

A little piece of American history that I had never heard of before.

This Really Exists: Giant Concrete Arrows That Point Your Way Across America...



Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a large concrete arrow, as much as seventy feet in length, sitting in the middle of scrub-covered nowhere.

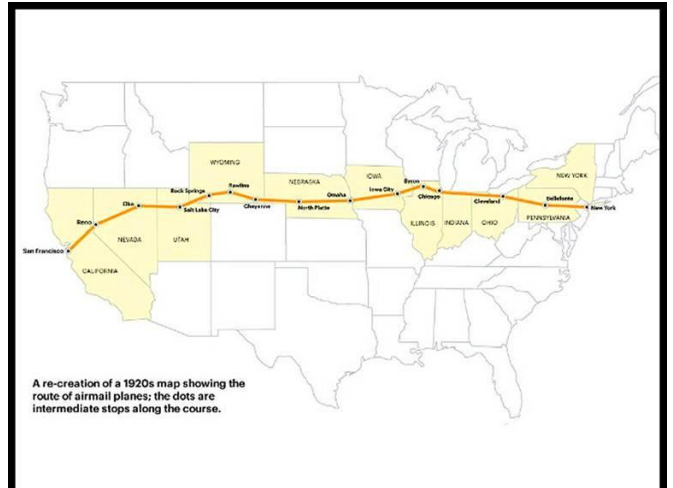


What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth's turn signals?



No, it's...

The Transcontinental Air Mail Route.

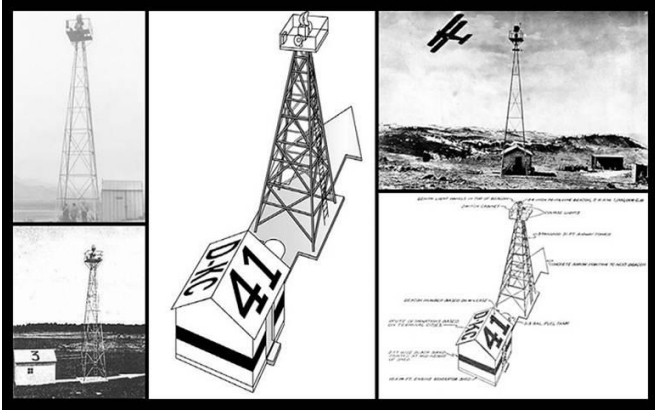


On August 20, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop.

There were no, good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks. This meant that flying in bad weather was difficult, and night flying was just about impossible.

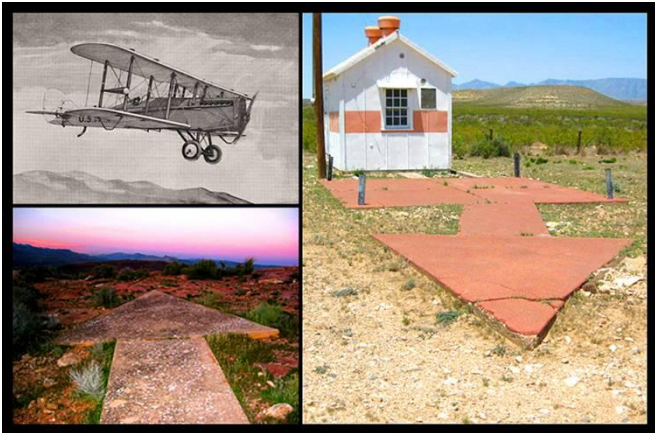
The Postal Service solved the problem with the world's first ground-based civilian navigation system: a series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow. Each arrow would be surmounted by a 51-foot steel tower and lit by a million-candlepower rotating beacon.

(A generator shed at the tail of each arrow powered the beacon.)



Now mail could get from the Atlantic to the Pacific not in a matter of weeks, but in just 30 hours or so.

Even the dumbest of air mail pilots, it seems, could follow a series of bright yellow arrows straight out of a Tex Avery cartoon. By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.



Radio and radar are, of course, infinitely less cool than a concrete Yellow Brick Road from sea to shining sea, but I think we all know how this story ends. New advances in communication and navigation technology made the big arrows obsolete, and the Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort.

But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds.

But they're still out there.

By Barry Gillingwater

Gavin,
 Here's a selection of pics showing how Piper Cubs were modified to 'warlike' status during WW II. Mostly rockets and Bazookas by the look of it.



An improvised bomb shackle on an L-4 airplane flying in support of the 158th Infantry. The bombs are bazooka shells. January 1945



Bazooka Charlie



Bazooka Charlie



Piper Cub used by US Ground forces as an artillery liaison plane is shown in flight after its conversion into a rocket firing craft by installing bazookas.



Piper L-4 Grasshopper.

15 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

A Challenging Strip

From **Airline Flying Club Newsletter**
The picture speaks for itself.



ON THE WEB

Airshow Disaster

From **Sandy Wilson**

This is tough to watch. It just shows the dangers of attending these events. Amazing photo below shows great detail. The pilot at low level had no control over his aircraft. It narrowly misses a crowd gathered for the air show and slams into four buildings. One can only imagine the horror of the occupants inside those buildings.



ON THE WEB

Textbook Forced Landing

From **Nev Hay**

A young Aussie flight instructor and his student carry out a textbook forced landing in a Jabiru J-170 after an engine failure.

<http://www.abc.net.au/news/2013-09-03/pilot-makes-emergency-landing-in-light-aircraft/4931182>



ON THE WEB

Osprey Film

From **Robin Hickman**

This is truly an incredible video. Hard to believe this Osprey gets 5-6 fish at a time and then a flounder under 3 feet of water and makes off with what looks to be a 5lb + steelhead.

Have you ever seen a bird shake water off like a dog does?!!!

Wouldn't want to get in its way when its eyes are locked onto you and his talons in the "load" position! Its talons are amazing!

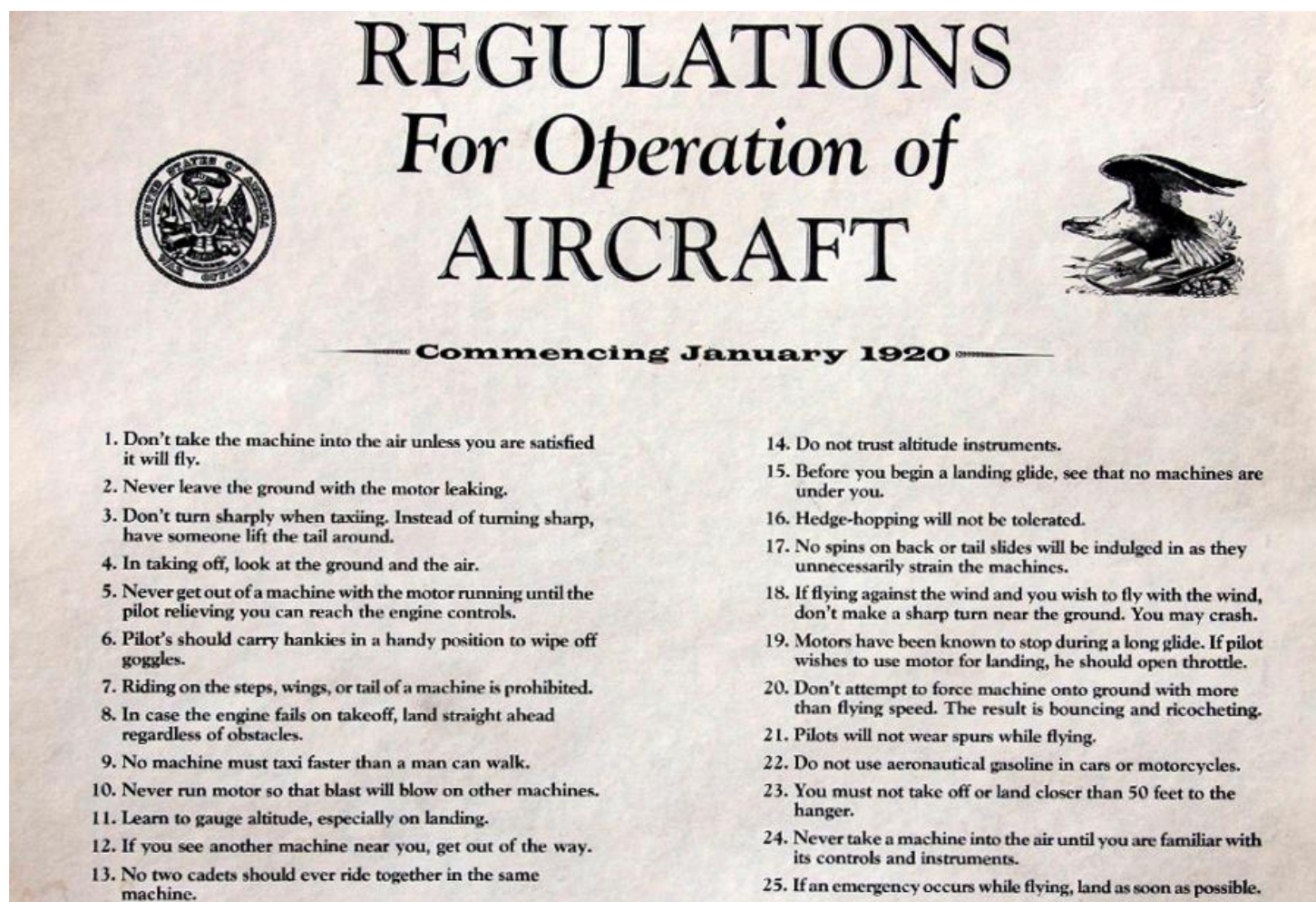
http://www.youtube.com/embed/nA3LtXnNito?feature=player_embedded



From Nev Hay

#21 is probably the only one out of date now

(Sorry folks the font is a bit small. You will need to zoom in to read them easily. – Ed)



REGULATIONS
For Operation of
AIRCRAFT

Commencing January 1920

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hanger.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

Chapter Events

2013

Sep 26 Chapter Monthly Meeting
Speaker: Peter Armstrong
Title: Oshkosh 2013

Don has twisted Peter's arm to present to us his take on Oshkosh 2013.

Aviation Calendar

2013

Every Sat Dargaville Aero Club

The place is buzzing every Sat, wet or fine, windy or calm, and the \$10 lunch at 12.30 is good value. Club is on the web at http://www.flyingnz.co.nz/club_pages/dargaville.html. If going as a group please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

3rd Sun Turangi Aero Club Fly-In

Each Month All welcome for a BBQ lunch.
 Contact Tony on 027-453 3740

Oct 18-20 Tiger Moth Spring Fly-In
Taumaranui Airfield

For more info contact Graeme Wood on 09-418 3044 or 027-293 2318.

Nov 02-03 Black Sands Fly-In
Raglan Airfield

The regular season opener at Raglan Airfield, organised by the Waikato Thames Valley Chapter. Full page advert in the latest *Sport Flying*. Contact is Bruce Cooke at bmcooke@waikato.ac.nz or 021-112 2364. Accommodation on site at www.raglanholidaypark.co.nz

2014

Jan 04-05 Whitianga Warbirds and Wheels
Whitianga

Mercury Bay Aero Club is combining with NZ Warbirds to stage a major event on the weekend of Jan 4-5. More details as they come to hand.

Jan 18-24 AOPA Northern NI Safari
North Island NZ

Starts in Taupo on 18th with the final event on 24th at River Lodge, Reporoa. More info at www.flyingdates.co.nz or the AOPA website (for members only).

Aviation Calendar

2014 Cont.

Jan 25-26 Classics Of The Sky TG City Airshow
Tauranga Airfield

Now to be one day event on 26th (Akl Anniversary Weekend). SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Bob Byal is coordinating the SAA participation.

Feb 01 Healthy Bastards Bush Pilot Champs
Omaka Airfield, Blenheim

More info to come at www.marlboroughaeroclub.co.nz

Feb 22-23 Tiger Moth AGM & Fly-in
TBA

For more info contact Maeva Smith on 03-208 9755 or croyair@ispnz.co.nz

Mar 7-9 SAA SportAvex and Golden Jubilee
Bridge Pa Airfield Hastings

50th Anniversary of AACCA/SAA at Bridge Pa aerodrome, Hastings. Start planning to be there as it will be a big one. No airshow, just a celebration fly-in. Includes AGM and Wings dinner. Evan Wheeler is coordinating the event so all offers of assistance to him please.

Mar 15 AOPA NZ AGM
Trailways Hotel, Nelson

Seminars, meeting dinner etc. More info at www.flyingdates.co.nz or the AOPA website (for members only).

Apr 18-20 Warbirds Over Wanaka
Wanaka Airfield, Wanaka

As for the Tauranga event, SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Graham Taylor is coordinating the SAA participation.

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. But don't rush as you could be the first, and only, person in the queue ☺

FDL Aviation

45 Trigg Rd., Huapai 0810
09 4122960, 021 772351
warren.sly@prepress.co.nz



AV004 4 Cell Lithium Iron Phosphate Experimental Battery with balance charging port

Price \$192.15 inc GST

Dimensions (Metric): 61MM (L) x 61MM (W) x 112MM (H)
Dimensions (Standard): 2.5" (L) x 2.5" (W) x 4.25" (H)
Negative Terminal Location: Right
Weight: 444 grams (.979 lb)
Voltage (Charged): 13.6V
Amperage: 8 A/H at 10 A/H rating
Pulse Cranking Amps: 135 CCA
Operating Environment: -18°C (0°F) to 60°C (140°F)

Applications for up to 100 amp starter draw

- Small single cylinder two or four stroke engines under 200cc
- Back up power source for avionics or lights
- Great Scooter battery for airport vehicle.
- Will start up to 600cc four stroke with 4 cylinders.



AV008 8 Cell Lithium Iron Phosphate Experimental Battery with balance charging port

Price \$274.18 inc GST

Dimensions (Metric): 114MM (L) x 61MM (W) x 112MM (H)
Dimensions (Standard): 4.5" (L) x 2.5" (W) x 4.25" (H)
Negative Terminal Location: Right
Weight: 768 grams (1.7 lb)
Voltage (Charged): 13.6V
Lead Acid Equivalent Amperage: 15 A/H @ 10 A/H Rating
Pulse Cranking Amps: 275 CCA
Operating Environment: -18°C (0°F) to 60°C (140°F)

Applications for 100 amp to 200 amp starter draw

- Rotax twin cylinder two strokes up to 600cc
- Hirth twin cylinder two strokes up to the 3503 70HP Series
- HKS-700E series two cylinder four stroke engines



AV012 12 Cell Lithium Iron Phosphate Experimental Battery with balance charging port

Price \$316.44 inc GST

Dimensions (Metric): 114mm (L) x 87mm (W) x 112m (H)
Dimensions (Standard): 4.5" (L) x 3.5" (W) x 4.25" (H)
12 Cell EVO2 Negative Terminal Location: Right
12 Cell EVO2 L Negative Terminal Location: Left
Weight: 1106 grams (2.44 lbs.)
Voltage (Charged): 13.6V
Lead Acid Equivalent Amperage: 20 A/H @ 10 A/H Rating
Pulse Cranking Amps: 410 amps
Operating Environment: -18°C (0°F) to 60°C (140°F)

Applications for 200 amp to 300 amp draw

- Jabiru 2200 and 3200 series engines
- Rotax 912 and 914 series engines
- Lycoming Low Compression 4 cylinders
- Continental Low Compression 4 cylinders



AV016 16 Cell Lithium Iron Phosphate Experimental Battery with balance charge port

Price \$421.17 inc GST

Dimensions (Metric): 114mm (L) x 114mm (W) x 112mm (H)
 Dimensions (Standard): 4.5" (L) x 4.5" (W) x 4.25" (H)
 Negative Terminal Location: Left
 Weight: 1611 grams (3.5 lbs.)
 Voltage (Charged): 13.6V
 Amperage: 9.2Amp/Hour
 Lead Acid Equivalent Amperage: 28 A/H @ 10 A/H Rating
 Pulse Cranking Amps: 500 amps
 Operating Environment: -18°C (0°F) to 60°C (140°F)

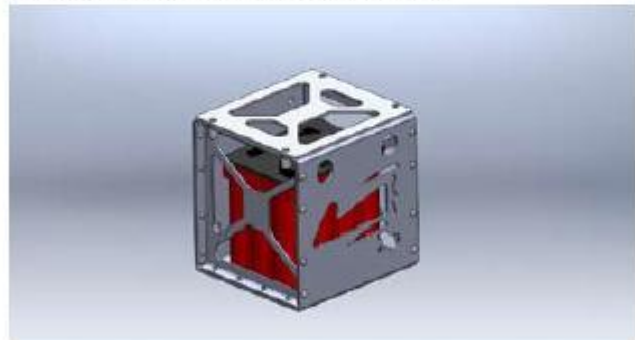
Applications for 300 amp to 500 amp draw

- Jabiru 2200 and 3200 series engines
- Rotax 912 and 914 series engines
- VW and Corvair Engines
- Lycoming IO 360 200 HP series
- Lycoming OI 540 engines
- Continental 470 and 550 series engines

AVVAULT Aerovoltz Battery Vault holds up to the AV016 battery. Mounts on the bottom or back. All holes predrilled comes assembled



AVVAULTLW Aerovoltz Light Weight Battery Box. Fits up to AV016 battery. Comes assembled and drilled.



AVCHARG240 220-240V Balance Charger

Price \$118.81 inc GST

Chargers are pre-programmed and ready for use. Will also charge other forms of batteries from various forms of Lithium, NiCad, PB, and more.

Supplied with power supply, balance charging cable, and terminal leads with clips.

