



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

# Sport Aviator

September 2014



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

# Committee 2014

## EXECUTIVE COMMITTEE

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<b>Secretary:</b>	<b>Gavin Magill</b> 09 298 7174 027 291 0525
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## 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 Tunncliffe	09 237 8173
Composites	Alistair McLachlan	299 2775
Metal Skin	Kevin Paulsen	296 5125
Avionics	Liviu Filimon	268 1199

### **FRONT PAGE**

Paul Blackmore's Sonex Tri-Gear ZK-PDB is now complete and legal and awaiting its first flight. Paul is looking forward to flying his aircraft after seven years of hard work building it from scratch. Well done Paul.

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## Next Meeting

**WHEN:** Saturday 27th Sept 2014

**WHERE:** North Shore Airfield

### **PROGRAM:**

0930	Arrivals by car and Air - Coffee at Aero Club
1030	Composite Helicopters Visit
1100	Des Barry hanger visit
1200	BBQ Lunch at Wilkinson Hangers
After Lunch	Pat Sheehan hangar visit
After Lunch	RV8 flights weather permitting
1600	Departures

# 3 President's Report



Sixty to eighty kph wind, torrential rain and heater on high, 1ZB Leighton Smith dissecting Saturdays election as I sit here Monday morning contemplating this month's report. A soggy airstrip and generally unsuitable weather has not allowed for much flying this month so not a lot to report on that front. Instead I can leave you with a few facts and figures to ponder.

I attended a Ministry of Transport meeting two weeks ago on a review of Airport Authority and Civil Aviation Acts. This really relates to the commercial sector with the recreational sector being locked in through the fit and proper person process, reporting of accidents and medicals. Entry into the

CAA system is only via the issuing of an aviation document and to obtain this document be it PPL or any other licence issued under the Act, one has to complete the Fit and proper person application and relevant medical class for the licence sought. The reasons given being predominately to protect the travelling public.

As at March 2014, there were 14984 aviation document holders in NZ. Of these, 10207 were pilots and 2640 AMES. 65 % of these pilots are in the private and sport recreational sector.

Since 2005, an average of 1388 people are issued pilot licences each year. There were 4852 aircraft registered to operate in our airspace of which 44% are for private and recreational use. It is interesting also that the Director of the CAA recently pointed out that over 1000 pilots had not renewed class 2 medicals this last year. Not sure how many have taken on the RPL instead.

Interesting statistics and really showing a good case for our sector to be set to one side into a more relevant class of its own. The big question is how and while CAA staff at the meeting and MOT people who actually write the rules agree that that would make sense, it all goes into the "too hard basket".

It was interesting to hear of some of the issues Air New Zealand and other operators have with the requirement to have to carry extra ELTs on certain aircraft and such just due to the way the rules are written and for no other logical reason. Some of these issues dating back to 1990 and not yet rectified. The real challenge in getting any of these rules changed is that due to parliamentary business programme being overloaded there are only 5 or 6 rules per year that they have time to consider and change. Depending on the issue of the day priority is the order and that is it.

The document under consideration consisted of 170 pages so there was a quick overview of much of it.

I must say I had to smile at one of four points the Courts have confirmed in considering fit and proper persons after an event is that, " due recognition must be given to the circumstance of youth where errors may have occurred as a result of immaturity".

Well the wind has abated and the rain ceased with a clear blue sky out the office window. The macadamia Tree has been blown in half so I guess that is this afternoon sorted out.

Saturday looks well sorted at North Shore thanks to Dave and Don and team on the shore. Avoid the grass under all circumstances by whatever means of travel you are using. Trust we will have a great turnout and look forward to catching up there.

PLEASE REMEMBER THIS IS IN LIEU OF USUAL THURSDAY NIGHT MEETING SO NO MEETING THIS THURSDAY 25<sup>th</sup> SEPT.

Cheers

Evan



Hi Everyone

First up a reminder that there is no Thursday night meeting this month. As per the emails which you will hopefully have seen we are instead meeting on Saturday the 27<sup>th</sup> at North Shore airfield. Sadly there is a conflict with the Waikato-Thames Valley Chapter's Fly-In at Te Kowhai but unfortunately we had already arranged for the visit with Composite Helicopters so we decided to press on with the Chapter event. Fingers crossed now that the weather will hold out for those flying in. I won't be holding my breath however given the fickle weather we normally get at this time of year.

I would like to pass on my congratulations to Paul Blackmore who has successfully negotiated his way through the CAA certification process for his Sonex Tri-gear and is now the proud owner of a Flight Permit for ZK-PDB. It has taken Paul seven years of effort to scratch build his Sonex and the quality of the finish is testament to Paul's attention to detail. Now all he needs to do is get the 25 hour test flying period out of the way and he will be good to go. Paul has asked Steve Chilcott to do the initial test flights and then Paul will hopefully be able to take over and get to fly his labour of love. Paul and I have not been able to get PDB outside for a decent photo due to the recent weather so the front cover photo is all I have to present until we can sort out a nice fine day.

With regards Sonex ZK-JQP, Paul and Chris Wade are currently working through fitting the new canopy to the aircraft to get her back in flying condition. Steve Chilcott wants to get some time on JQP before jumping into the left hand seat of PDB and Paul is also keen to refresh his skills in JQP before taking to the skies in PDB.

While I am on the subject of the new canopy for JQP, I have a huge thank-you I need to pass on to Lianne Bergin from Aviation &

Performance Parts who assisted me with getting the new canopy from the United States to New Zealand. Lianne and her US counterpart, Rhea Perez, made importing the canopy an almost painless exercise and I would strongly encourage those of you who need to purchase parts and materials for your projects to utilise Lianne's services. By way of thanks for helping me out, I will be carrying a full page advert in the newsletter for Aviation & Performance Parts for the rest of the year. See the back page for details.

On another matter. I have to say that the number of project updates I received for the newsletter this month was pretty dismal (1). I am getting plenty of interesting articles sent to me (thanks everyone) but very few project updates. While I appreciate those of you building you may not think you have achieved very much on your project, it is still of interest particularly if you haven't sent in an update for a long time. As such can I please ask those actively building and/or restoring aircraft that you hop out to your workshops, take some photos and send me an update for October. Remember I just collate the material I am sent, so without material I'm a bit bugged. I need your help guys. Over to you.

The mystery aircraft last month was correctly identified by David Wilkinson as the Abrams P1 Explorer. Please feel free to have a go at identifying this month's mystery aircraft.



Enjoy the newsletter.

See you at the weekend.

Cheers

Gavin

## MEMBER NEWS

## New Member – John Cooney

## By Gavin Magill

Last month I included an introduction to John Cooney in the newsletter. You will recall that John has recently purchased a Tiger Moth rebuild project from Nelson and is in the process of arranging for delivery to Auckland.

John turned up to the regular monthly meeting in September and I managed to corner him for a photo for the newsletter.

So next time you see John at one of the Chapter meetings please make him welcome.

Cheers

Gavin



**John Cooney**

## PROJECT UPDATE

## Sonex JQP Ltd – Sonex JQP

## By Gavin Magill

As mentioned in the intro the new canopy for JQP arrived a couple of weeks ago and Paul Blackmore and Chris Wade made a concerted effort over the weekend just gone to fit the canopy to the aircraft. Thanks also to Gary Briggs who lent a hand and to Chris' young helping hand from work Haden Starrenburg.

The canopy frame took a fair bit of fitting as when it was blown open and broken, the canopy bows were quite badly knocked about. Chris and Paul had to apply a fair bit of elbow grease to get them into a reasonable state so the canopy could be fitted.

The photo's below show some of the steps take to cutting and fitting the canopy.



**Chris Wade cutting the new canopy with his band saw.**



**Trial fit of the canopy.**

## PROJECT UPDATE

## Sonex JQP Canopy Continued



A bit of adjusting with a belt sander.



Finer adjustments with a smaller belt sander.



Getting close.

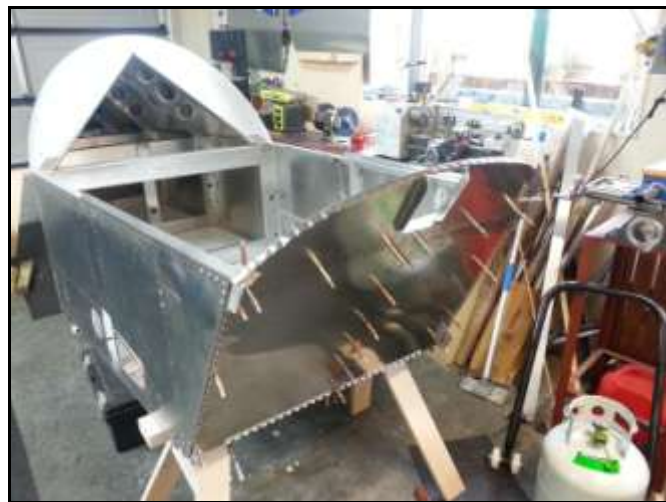
At the moment the tasks remaining include easing the holes drilled in the canopy with a Dremel grinding bit, counter sinking the holes which screw into the canopy bows and then once the canopy is mounted cutting the canopy latch hole. Paul estimates about 5-6 hours of work are required to complete.

## PROJECT UPDATE

## Gary Briggs – Sonex #1531 Update

**By Gary Briggs**

I have been pretty busy fitting the fwd fuselage these last few weeks, the firewall has been a bit of a headache as it is stainless steel and has depleted my stash of drill bits. It's also difficult to form. I am busy with the spar box at the moment and hope to have that complete in the next week or so.



I have also been talking to Steve Chilcott about making a wooden prop for my Sonex. He has been a great help with all the information. I think it will be a great achievement to accomplish but I will probably end up making a few until I get the right one.

Regards Gary

## PROJECT UPDATE

## Richard Hood – Pitts Special

By Gavin Magill

I visited Richard Hood's hangar recently and got an update on where he is at with his Pitt's build. Richard is currently completing the build of the Pitt's Special S1-SS originally started by Stuart McCreath. He has previously rebuilt Pitt's Special ZK-EES with Tony Antonovich so has plenty of experience with this type. Richard says the S1-SS differs from the standard S1 in that it has a bigger rudder and a different belly profile.

When Richard purchased the project the fuselage was basically complete and the wings (Raven kitset) had been assembled but not covered.



The lower set of Raven wings.

After inspecting the work previously completed, Richard was not happy with some things so decided to take everything back to the basic airframe and start building it back up again. He stripped the fuselage and removed all installed components then had the fuselage bead blasted and checked for correct alignment.

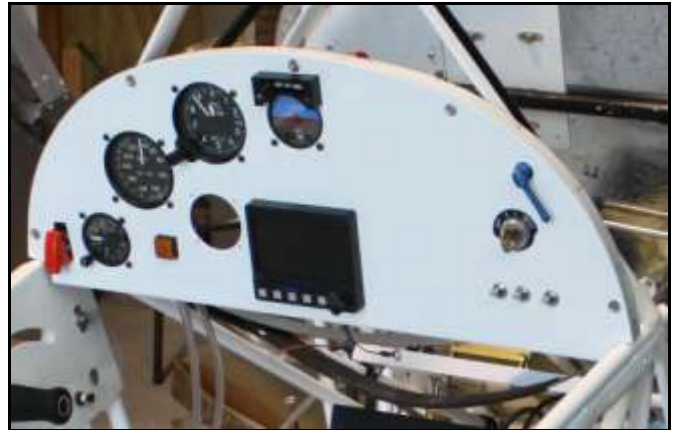


The fuselage stripped and repainted.

It turned out to be absolutely true and Richard says this is probably due to the welder who put it together being a very competent ex-RNZAF welder.

Since that time he has been slowly re-assembling the aircraft, making various mods along the way utilising the knowledge he gained during the rebuild of ZK-EES and applying these mods to the S1-SS.

Some of the mods include, rebuilding and simplifying the instrument panel. Stuart had a highly instrumented panel and Richard has removed a large proportion of the instruments and wiring (he estimates 3 kg of wiring) to leave a basic panel which is all that is required for an aerobatic aircraft and keeps the weight as low as possible which is extremely important for Pitt's aircraft.



The simplified panel.

The engine, a Lycoming O360, has been re-worked by Gary Blythe. When bench tested it was producing 212hp but with the addition of 10:1 pistons, cold air induction, tuned exhaust and dual electronic ignition, Richard believes it will now producing in the order of 250hp.



The Lycoming O360

## PROJECT UPDATE

## Richard Hood – Pitts Special Continued

Richard has purchased Wolf Cowsls for the Pitts. These are made from light weight carbon fibre and use annular airflow technology to help with engine cooling. The engine will be driving a 3-bladed wooden prop.



**The Carbon Fibre cowls with the annular airflow moldings.**

As mentioned the aircraft will use Raven Wings which Stuart McCreath had already assembled. Richard tells me the Stuart worked closely with the Raven company to put together a complete set of CAD drawings for the Raven wings and these now only require covering.

Richard has reserved the registration ZK-LOL for the Pitt's and is looking forward to getting the aircraft in the air. With the power being produced by the engine and the airframe and wing configuration used he is expecting the aircraft to have a roll rate in the order of 300 to 350 degrees per second.

It will be great to see this aircraft completed and participating in the airshows and aerobatic competitions throughout NZ.

## CONSTRUCTOR TIPS

## Welding Aluminium

**By Gavin Magill**

*The tip below came to me via the KRNet group. I monitor from this group on a daily basis for the emails which get posted and I thought this particular email might be of interest to members.*

"Kent White used to come to Oshkosh and give aluminum gas welding forums and gas welding and english wheel demonstrations. He was very entertaining and didn't mind making fun of anyone who asked what he considered silly or stupid questions. During his demonstrations he would occasionally use his welding torch to heat up his cup of coffee or tea he always seemed to have sitting there. Gas welding aluminum fuel tanks was the norm many years ago according to what I believe he said in forums I attended. I haven't noticed or even looked to see if he was at Oshkosh in the last few years. I've thought about him and wondered if he was still coming at times but haven't thought to check while I was at Oshkosh. I found this YouTube video of Kent gas welding two pieces of aluminum together today while thinking about how I'm going to make my fuel tank.

If you are interested in gas welding at all then you may enjoy watching this."

<http://m.youtube.com/watch?v=8H45-vdnxi4>





## INDUSTRY NEWS

## Importing from USA or UK

By Gordon Sanders

Purchasing specialised items, including widgets for your project, used to be a headache as numerous smaller suppliers were either unwilling or unable to handle exports, or they despatched only by FedEx which cost an arm and a leg. But those days are gone, thankfully.

NZ Post are now operating a warehouse and forwarding service in the USA and another in UK. So now you can be a 'local' customer in either country and have your goods shipped with minimal hassle and cost. Some members are already aware of this service, but for those who are not here's the details.

The service is called YouShop. To use it you join YouShop (it's free) and are given an individual address at their warehouse. For their Portland, USA, warehouse it's a suite number (NZxxxxxxx). This of course is nothing more than a few data bytes in a computer, you can't holiday there - tough. When purchasing goods this address is used as your delivery address. Being in the contiguous 48 means that documentation and shipping is easy for the supplier and that you can purchase goods which suppliers (such as Amazon) may not be allowed to export to NZ. You may also qualify for free shipping.

When your shipment is received at the YouShop warehouse you are contacted by email requesting the value and type of goods (if not already advised by the supplier), the NZ delivery address (which can be changed from your default one), and for payment, normally by credit card. From the time you reply to this email you can expect to receive your consignment by courier in about 8 to 10 days.

What does this cost? Full details, including how to calculate volumetric weight for those light but bulky items, are on the YouShop web site (below) but the basic cost is \$NZ17.25 for up to 500g plus \$4.75 per additional 500g. If consolidating shipments of two or more parcels a \$6 discount is applied for the second and subsequent parcels.

A note on making payments to overseas suppliers. It is wise to have a second means of payment available as sometimes, especially at smaller operations which don't do much exporting, your credit card may not be accepted. This could be particularly true for ANZ credit cards as I have seen a blog from a person having repeated difficulties shopping personally in USA and my own ANZ card was recently rejected by a smaller exporter. Fortunately I also have a PayPal account and that worked fine. As it's another no-cost service I'd suggest setting up a PayPal account if you don't already have one. For more details and to sign up go to the web sites below.

YouShop forwarding service, USA and UK:  
[www.nzpost.co.nz/youshop](http://www.nzpost.co.nz/youshop)

PayPal payment service:

<https://www.paypal.com/nz/webapps/mpp/how-paypal-works>

or just Google 'Paypal nz'.

## FOR SALE

## Instrument For Sale

By Nev Hay

**For Sale - WESTAC DA8-2 Dual CHT & 2X 712-4WK Thermocouples**

Gauge 2.1/4" 25-375deg C

Thermocouples 48" Type J



**Deg 'F' 2DA8 Model shown**

As new. Used only during initial test flying of CriCri.

Offers Contact Nev Hay [nev@hay.co.nz](mailto:nev@hay.co.nz) 09 521 7077

## FOOD FOR THOUGHT

## How Airplanes Fly

By Nev Hay

Hopefully Grant's talk last month whet your appetite for improving your flight safety through our Pilot Improvement Programme. If so you might find going back to the basics of flight, in the website below, interesting. If nothing else it may challenge your thinking.

You have no doubt noticed that with birds nature, mostly, has the problem of flight sorted and they will always land 'into wind' unless natural instinct cannot be followed. During my apprentice days we would sit outside along the 'break water' at Mechanics Bay on fine days, and be hassled by the Seagulls for a share of our lunch. They became easy prey to our weird sense of humour to get them 'pissed' on bread soaked in old Compass Alcohol. It was quick acting and that is the only time I saw 'Jonathon Livingston' doing 3 point landings on feet and beak and not into wind.

Some of you may have heard me talk of flying the CriCri and what it must feel like to be a bird. That wee aircraft was so manoeuvrable and responsive, the pilot and it were as one. In my 1000's of hours of flying nothing else has come close to that feeling.

Man has tried to imitate the bird flight from the earliest time and today we think we have a good handle on what keeps us 'up-there' and what will not keep us 'up-there'. But the theory of what lift is, is still controversial and there seems to be no one explanation that is universally accepted.

What I learned about lift was that required to pass the CAA exam curriculum and it was not until I read Stick and Rudder (1944) by Wolfgang Langewiesche, in the 1960's, that I found another explanation. Noel Kruse's books (2009) also take the theory further.

So who's right? If your mind is made up you need go no further but if you would like to explore and expand your understanding of flight go to: <http://mb-soft.com/public2/lift.html>

If that has got your juices flowing you might like to look at Noel Kruse's 'Fly Better' books at <http://flybetter.com.au/>

## INDUSTRY NEWS

## Electric Aircraft Update

By Rob Keith / Gavin Magill

For those of you who are interested in electric powered aircraft

David Wilkinson provided a web address for a video of the first flight of an Airbus Industries Commissioned prototype of a 2 seat electric powered in the May newsletter. Here is some further information on that aircraft and on another aircraft design from NASA which has a rather different design philosophy.

Daher Socata have been commissioned by the Airbus Group to design and manufacture 2 seat and 4 seat prototype aircraft called the E Fan 2.0 and 4.0. These aircraft will then be manufactured by a new company set up by Airbus called VoltAir, and are targeted for sale to the general aviation market in 2017 and 2019 respectively. Longer term the Airbus vision is to produce a 80/90 seat regional airliner with possible entry into the market in the 2030s.

The photo below is of the first prototype which is powered by 2 30 kw electric motors driving 8 bladed shrouded fans. It first flew in April of this year. Endurance of this first aircraft is 1 hour with 15 minutes reserve.



The E Fan 2.0 and 4.0 will have an endurance of 2 hours to start with but this will be increased to 3.5 hours with a Range Extender (a kerosene powered generator)

The batteries in the prototype are lithium iron polymer made by the South Korean Company Kokam, and for the E Fan 4.0 would weigh 130kg. They are working with another company called Salt on lighter batteries either Lithium Air or Sodium.

## INDUSTRY NEWS

## Electric Aircraft Update Continued

By Rob Keith / Gavin Magill

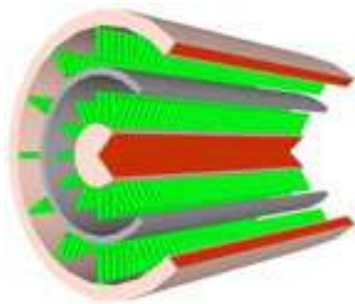
An unusual feature of the aircraft is a 6kw electric motor which is used to drive the wheels for taxiing. It is capable of accelerating the aircraft up to 32kts.

There are some video clips on the net of the prototype flying and I believe the aircraft was at Farnborough this year. Try searching on Airbus Group Innovations, E Fan, You Tube.

## Footnote

Batteries are not the only means of storing electrical energy. Check this out:

Unique Copper Wire That Can Store Electricity



<http://www.worldindustrialreporter.com/breakthrough-energy-storage-realized-single-lightweight-copper-wire/>

Eliminating space-consuming batteries and storing their energy elsewhere could lead to smaller electronics and lighter and less-costly electric vehicles. In fact, researchers at the University of Central Florida have created a new copper wire that uses nanotechnology to both transmit and store energy. In effect, they created a super capacitor on the outside of a single wire by growing "nanowhiskers" and then treating them with an alloy that transforms them into an electrode.

And just to show the Americans can do better, here is another electric powered aircraft design from NASA in co operation with Joby Aviation ( Santa Cruz California) and ESAero another California company located at Pismo Beach.

Joby Aviation produce the high performance electric motors and ESAero is a design group with the ESA short for Empirical Systems Aerospace.



This aircraft concept is called LEAPtechDEP which stands for Leading Edge Asynchronous Propellor Technology and Distributed Electric Propulsion. (now you know). It is a multi engine design as there are sum 20 electric motors with only the wing tip mounted ones operating in the cruise. Notice also the very narrow chord of the wing. The design is actually derived from a 4 seat Techam P2006T with a redesigned wing. The inboard propellers are designed to achieve maximum induced airflow velocity so it is really a distributed blown wing design with the inboard nacelle propellers designed to maximise the airflow over the wing.

Individual motors can be run at different speeds. For T/O the inboard ones would be going the fastest as that gives the best lift distribution. Running the outboard ones fastest on approach would ensure no possibility of a wing tip stall.

You might think all those nacelles would add up to a lot of drag but they are very streamlined and total wetted area is only 40 sq. ft as apposed to the normal engine nacelles which have a wetted area of 50 sq. ft. "each".

Wing loading is a high 55 lb/sq ft, stall however is only 61kts. (C/L max is predicted to be greater than 5.0). Cruise speed is 200mph and range 200nm or 400 with a range extender which will produce 40KW and weigh 50lbs.

The range is based on 400 watt hour/kg batteries which are not yet available but they expect they will be in the next 5-6 years. They quote battery energy efficiency has been increasing by 8% a year for the last thirty years. (Panasonic already produce 280 Whr/kg batteries.)

# 12 Original DH. 88 Comet Flies Again

FLYIG HISTORY

## DH 88 Comet Flies

By Nev Hay

Here's neat footage from last Sunday (Sept 8<sup>th</sup> 2014) of the DH.88 at the at the Shuttleworth Pageant airshow!

[http://youtu.be/tn\\_yt1mkVc0](http://youtu.be/tn_yt1mkVc0)

First flight of de Havilland DH.88 Comet, twin-engined British aircraft, Designed for the 1934 Victorian Centenary Air Race

In 1934 Sir MacPherson Robertson offered a prize of £10,000 for the winner of an air race from England to Australia to mark the centenary of the foundation of the State of Victoria. Most entrants for the race were in existing aircraft designs, however de Havillands wanted to win the race and so designed an aircraft for this purpose, work starting in February.

The DH88 was designed, built and flown in a total time of nine months to enter and win the MacRobertson Air Race in October of 1934. Three orders for DH88s were received: G-ACSR was painted green and raced by Owen Cathcart-Jones and Ken Waller on behalf of Bernard Rubin; G-ACSP was painted black and gold and was named 'Black Magic', it was owned and raced by Jim and Amy Mollinson; the third Comet to be entered was G-ACSS painted scarlet and named 'Grosvenor House' it was entered by the hotel's managing director A. Edwards.

For the race the pilots of G-ACSS were C.W.A. Scott and Tom Campbell-Black. In the race G-ACSS arrived first in Australia and qualified for both prizes, one for fastest speed and one for the handicap race; however the race rules prevented both prizes being awarded to the same aircraft and so G-ACSS only received the main speed prize. Of the other Comets G-ACSR finished fourth and left for England as soon as it arrived carrying news-reels of the event. On its return it had set a new out-and-back record arriving back at Mildenhall thirteen and a half days after it left at the start of the race. G-ACSP retired from the race with engine trouble.

After the DH88's success, G-ACSS was evaluated by the RAF as K5084 and appeared as such in the 1936 Hendon Pageant, however it suffered several accidents in the

hands of the RAF and was sold as scrap. However, it was bought by F. Tasker and restored at Essex Aero Ltd at Gravesend, it was renamed 'The Orphan' and gained fourth place in the England-Damascus Air Race of 1937. After this G-ACSS was renamed 'The Burberry' and set a new record for the out-and-back times to the Cape, and also set a record when it travelled from England-New Zealand and home again in only ten days, twenty-one hours and twenty-two minutes. After these record breaking flights G-ACSS was abandoned at Gravesend and spent WW2 stored there. De Havilland apprentices statically restored the last surviving Comet Racer for the 1951 Festival of Great Britain, where it was displayed hanging from the roof.

The Shuttleworth Collection acquired "Grosvenor House" in 1965, and spent the next two decades slowly restoring her back to health with significant help from British Aerospace, deHavilland's successor company. She emerged from the restoration to make her first flight on May 17<sup>th</sup>, 1987, taking off from her original factory aerodrome at Hatfield for the first time in 49 years. The Shuttleworth Collection based the Comet at Hatfield until British Aerospace closed the airfield in 1994. The aircraft had to make the journey back to Old Warden by road, where it remained in taxiable condition for several years. She flew just once during that time, on October 28<sup>th</sup>, 2002, in the hands of George Ellis before a landing incident damaged the undercarriage. Since then, the Shuttleworth engineers have repaired the Comet and have been modifying the undercarriage to rectify some design issues, which necessitated gaining the required CAA approvals.

Images below:

1. Comet in Sydney Nov 12, 1934
2. Photo taken Sunday 8<sup>th</sup> Sept 2014

# 13 DH. 88 Comet Flies Again



# 14 Chapter Visit To North Shore

## Program

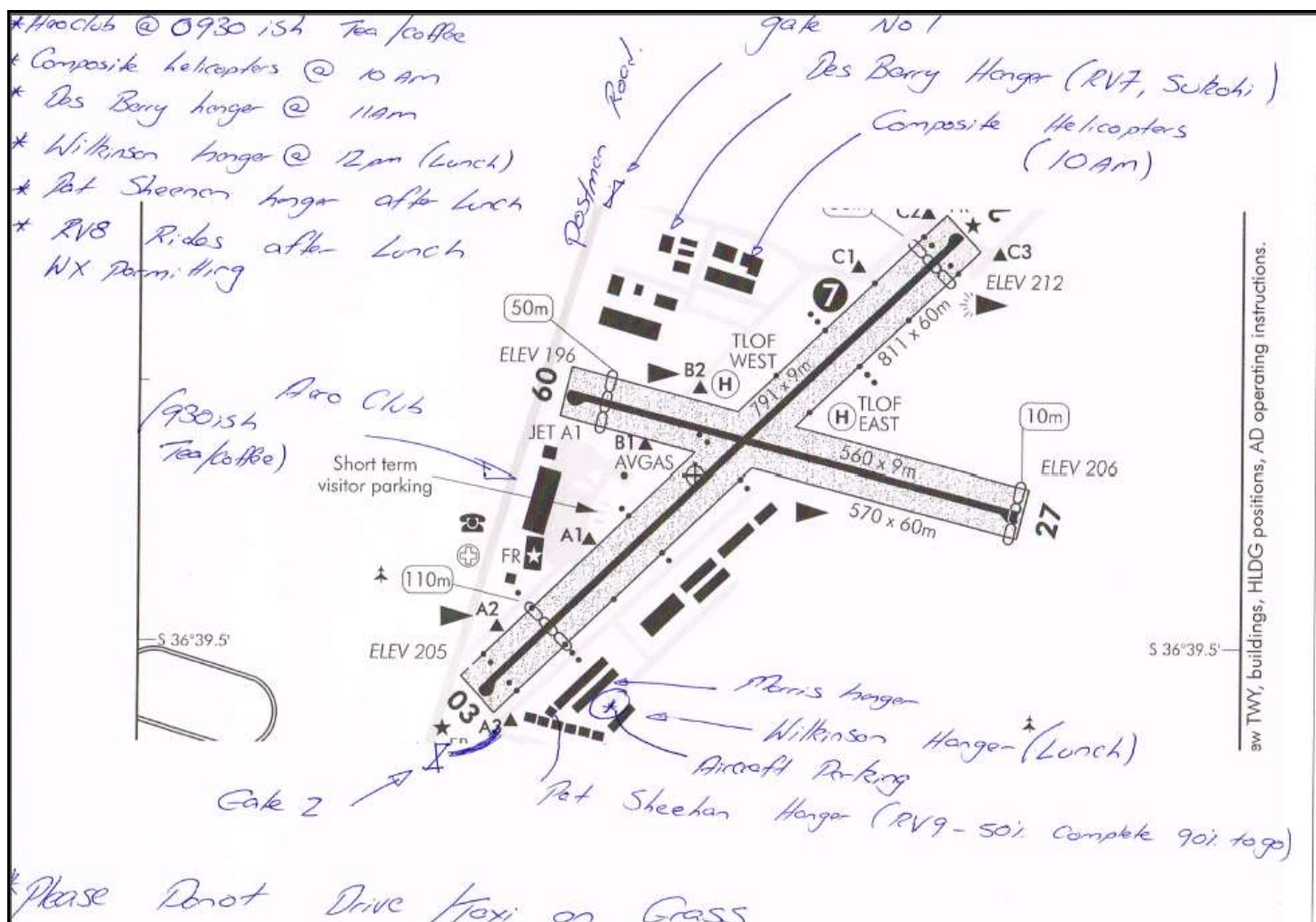
- 0930 - Arrivals by car and air - Coffee at Aero Club
- 1000 - Composite Helicopters
- 1100 - Des Barry hanger
- 1200 - BBQ Lunch at Wilkinson Hanger
- After Lunch - Pat Sheehan Hangar
- RV8 rides after lunch weather permitting.

## Other Important Info

If you are flying in please check notams or ring Dave Wilkinson on 021468270 for operational details. ALL GRASS IS CLOSED!

Club comps are also being flown on Saturday so there will be some traffic about. NE Radio frequency is 118.0

Join overhead at 1700 feet (amsl) is preferred via Oakura River mouth if coming from the east. Park outside my hanger or Lloyd Morris' hanger. We can pull aircraft onto the grass by hand if needs be.



# 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](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

## Airflow Over The Wing

From Dave Wilkinson

One for the piloty people here. Airflow during a stall and spin

<https://www.youtube.com/watch?v=6SLNGXTSxUk>



## ON THE WEB

## Most Versatile Plane

From Gavin Magill

Found this on Chonday website. Very cool.

<https://www.youtube.com/watch?v=Xz-UW8Vfw6Y>



## ON THE WEB

## Blue Angels

From Gavin Magill

Bit of a naff beginning but the flying is pretty amazing.

<https://www.youtube.com/watch?v=u4D0yx4DvBk>



## ON THE WEB

## Pilot Pay

From Gavin Magill

Also from Chonday website. Very interesting video on the very low pay on new pilots.

<http://www.chonday.com/Videos/pilomakdfg2>



## ON THE WEB

## Boeing 737-800 Build

From Delys Magill

Delys was sent this video on Facebook

[https://www.youtube.com/watch?v=GPN1ze\\_nR8k](https://www.youtube.com/watch?v=GPN1ze_nR8k)



## ON THE WEB

## Animated Red Baron Video

From Norm Bartlett

If you haven't already seen this, I'm sure you will enjoy it: Really well done.

<https://www.youtube.com/watch?v=ywug11nLFfg>





## ON THE WEB

## Rocky Mountain Dreaming

From Nev Hay

A bit 'cheesy' but I understand the dream.

<http://vimeo.com/41425441>



## ON THE WEB

## Sea Fury Crash

From Chris Rarere

Recent forced landing at UK airshow.

[https://www.youtube.com/watch?v=x\\_sf9OK8P6k](https://www.youtube.com/watch?v=x_sf9OK8P6k)



## ON THE WEB

## Why do Navy need tailhooks

From Gordon Sanders

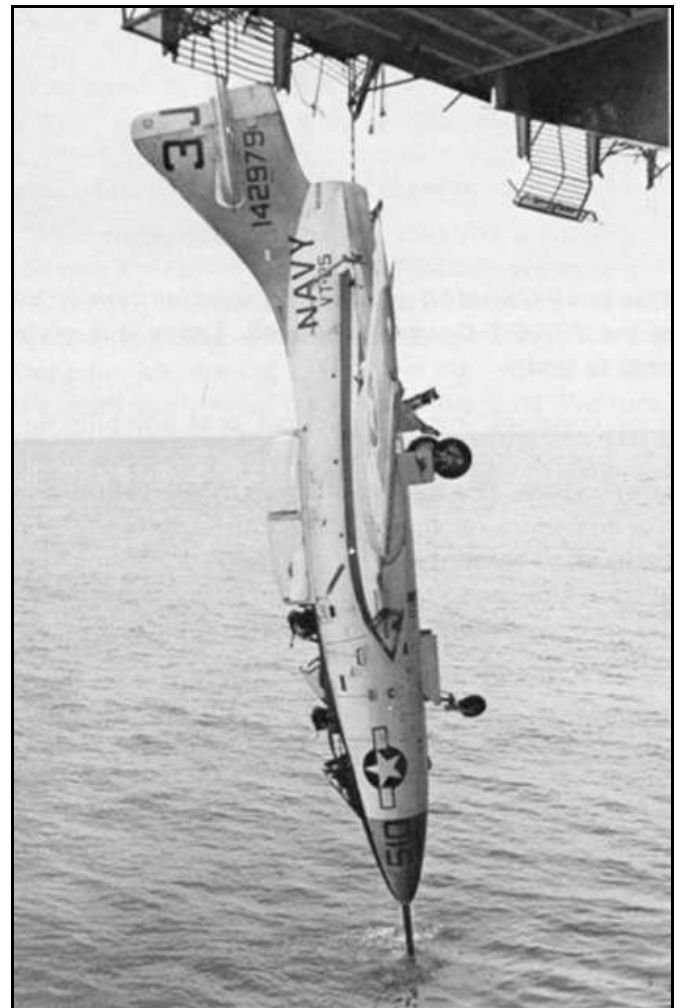
The Air Force always wonders why the Navy needs tail hooks.

Well, here's the answer.

After a tough day of flying on an aircraft carrier, the planes are always washed, and they use the hooks to hang the planes over the side to dry.

Now you know. ..

Gordon



**Sep 27** **Auckland Chapter Monthly Meeting**  
**Venue: North Shore Airfield**  
**North Shore & Composite Heli's visit.**  
 In lieu of monthly Chapter meeting visit Composite Helicopters, North Shore Aero Club, builders hangars etc.

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

**Sep 27** **End of NZST Fly-in and BBQ**  
**Te Kowhai Airfield**  
 Organised by Waikato Thames Valley Chapter at Te Kowhai airfield (NZTE) to celebrate the change from NZST to NZDST. Fly-in starts 10:00. \$5 landing fees for all day, \$5 BBQ lunch. Uel (BP) on field. If attending please contact Bruce MacDonald <waikuku7@xtra.co.nz> or 07-872 2886.

**Oct 18-19** **Tiger Moth Club Spring Fly-In**  
**Taumarunui**  
 Annual return to club roots 45 years ago at this magnificent aerodrome. Some competitions. Contact Secretary Graeme Wood. Ph 09 418 3044, 027 293 2318 woodsy@clear.net.nz

**Nov 08-09** **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) .

### 2014 Cont

**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 Say**  
**Ardmore Airfield**  
 NZ Warbirds open day at Ardmore Airfield.

### 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/>

**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.

**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/>

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).



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