

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

Sport Aviator

September 2019



Committee 2019/20

EXECUTIVE COMMITTEE

President: Gary Briggs

Vice President: Peter Armstrong

Secretary: Keith Weale

COMMITTEE MEMBERS

Bill Luther David Wilkinson

Gavin Magill David Campbell-Morrison
Treasurer

OPERATIONAL POSITIONS

Newsletter Editor Technical Library
Gavin Magill David Wilkinson

Safety Officer Airspace Users Group
Norm Bartlett Norm Bartlett

Tool Library Webmaster
Manfred Scherbuis Warren Sly

Catering
Don Wilkinson

TECHNICAL MENTORS

Wood & Fabric - Mike Tunnicliffe
Composites - Alistair McLachlan
Metal Skin - Kevin Paulsen
Avionics - Liviu Filimon

FRONT PAGE

Richard Hood got to test fly another Pitt's Special at Ardmore recently, this time at the controls of Matt Miller's Pitt's ZK-PUG. Seems like there is quite a revival of Pitt's Special taking to the air.

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Next Meeting

WHEN: Thursday 26th September 2019

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

WHAT: TBA



Hi All

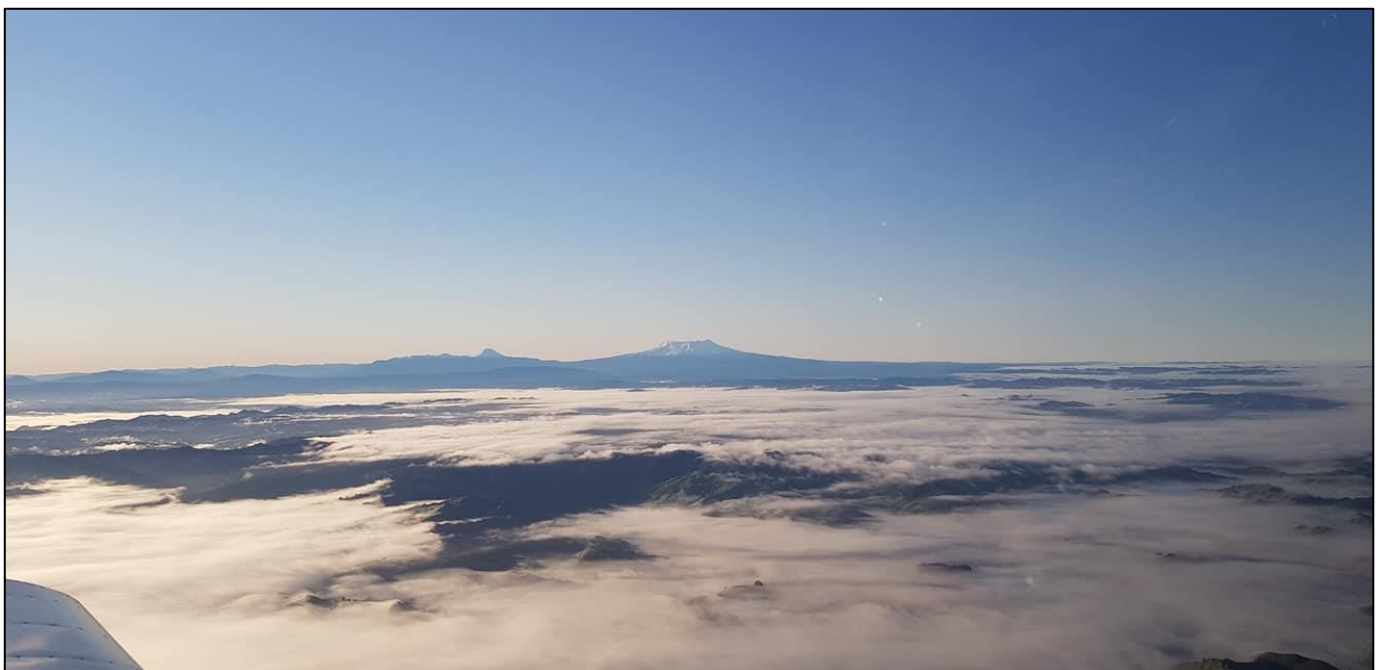
Spring is finally here, and the weather is starting to look a lot better.

I have completed all the necessary training and now have the Airbus A330 on my Maintenance Licence, then straight away was thrown in the deep end and signed my first A330 transit. Actually, it was not too tense as I already have that operators B737-800 on my licence so it's only the aeroplane that changed.

Sunday was the "Whanganui Aero Club Dawn Raid" which had a great turn out. I took off from Ardmore at 0600 with fog patches everywhere but not a breath of wind. The scenery was amazing on route with the snow on the mountains, what an epic flight. The event saw a few members from our Chapter. A big thanks to the Whanganui Aero Club for organising the fly in and wonderful breakfast.

See you all on Thursday.

Gary





Hi Everyone.

A very quick update from me this month as I am running behind schedule to get this months edition of

the newsletter out the door.

As Gary mentioned in the President's Report, the weather over the weekend just past was pretty near perfect. It almost felt like the beginnings of summer but then came the reality check this week with the weather being the usual Spring rubbish. Hopefully it will improve quickly.

Those of you who are a little more eagle eyed will notice I have removed contact phone numbers from the Committee and Operational Position's on page two of this month's newsletter. Sadly, Council members on the SAANZ Council have been targeted by scam callers from South East Asia after they got their contact details off the SAANZ Website. Given the SAANZ website has links to the SAA Auckland website and the newsletters are published there, I thought it best to remove contact details from the newsletter. To get contact details for members you can either use the Chapter membership directory that is distributed at regular intervals or give myself or Keith Weale a call and we should be able to help you out.

The Sopwith Camel project is moving forward. Delys and I have made progress on the Camel with the rudder construction now complete. We have set up a Facebook page called the "Coromandel Camel" which is open for anyone to follow. Feel free to search for it and like or follow for updates.

This weekend just past, while Delys and I were working in the hangar, an aircraft taking off from Whitianga, experienced a partial engine failure on takeoff at about 150 feet. The pilot managed to get the aircraft back on the ground by executing a low level right hand turn back on to the runway he took off from (22) to land downwind (04). I mention this as it is the first time I have personally witnessed a pilot experience an EFATO and also because this week I have received a link to an excellent video clip from the Flight Chops Youtube Channel which covers just this type of event . It is an excellent video and

well worth a look. The link can be found in the In The News & On The Web page of the newsletter.

The mystery aircraft for last month was successfully identified by a number of people as the Travel Air Model R. Keith Weale was first out of the gate and provide this great description of the aircraft.

Travel Air's big success was the Model R - commonly called the Mystery S, a racing ship designed by two of Travel Air's engineers in their spare time. By the time Beech asked for his racing plane, ten weeks time remained in which to design and build it. The engineers, Herb Rawdon and Walter Burnham, told him they might have just the thing.

The sleek little black and red Model-R mono-plane was flown to Cleveland from Wichita just before the National Air Races and was immediately placed in a hangar and covered with a canvas tarp. This secrecy resulted in the plane being nicknamed the "Mystery Ship".



Enjoy the newsletter.

Cheers
Gavin

MEMBER NEWS

Richard Hood

By Richard Hood

Another successful test flight after a long rebuild.

This original factory-built Pitts has quite a history in NZ and OZ.

Matt took on the rebuild and has returned this historic Pitts to the air.

Congratulations to Matt and all those involved.



MEMBER NEWS

Build Table & Wing Stands

By Brian Wigley / David Horton

Free to a good home.

Build Table 1.2 x 2.4.

Wing Stand - Wooden on Caster (built originally for Tecnam wings.)

Located at David Horton business premises in Mt Wellington.

Contact Brian Wigley to arrange viewing and or pickup.

From David Horton

Following the build of my Murphy Rebel some time ago, I have the build table approx 1.2 x 2.4 metres and a wing stand which was modified from a Tecnam rack and set up on castors for ease of movement are now surplus to requirement, The stand is useful for setting up the wings for assembly. Both are both in Mt Wellington.

Just to clarify- there would be no charge for the table and mobile wing stand and I can assist with transport when I get back to NZ.

MEMBER NEWS

Monnett Monex Kit – For Sale

By Jon Farmer

For Sale

Monnett Monex single seat racing microlight kit, flush rivet model, complete with specialized tools but no engine.

The owner has made a start on the tailplane but otherwise the kit is as received from the factory.

For sale at cost around \$15,000.

Also, a Limbach dual ignition VW type engine, 120 hrs since overhaul. Price negotiable.

Contact

Jon Farmer, 520 0641 or 027 349 0053.

PROJECT NEWS

Chris Wade – Vans RV-14

By Chris Wade



Canopy frame ready for installation



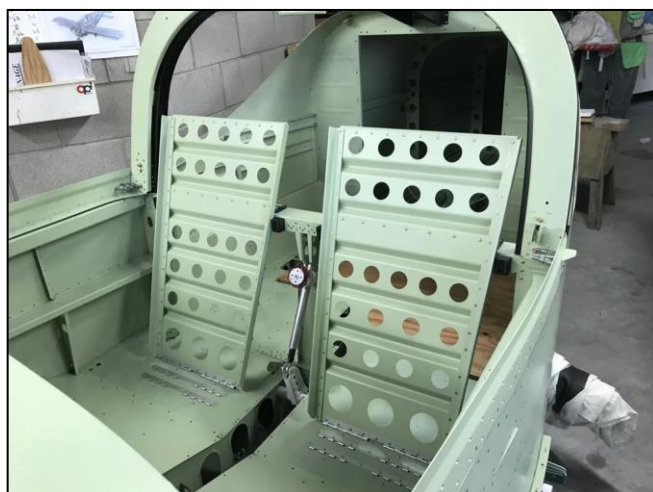
Ready to close.



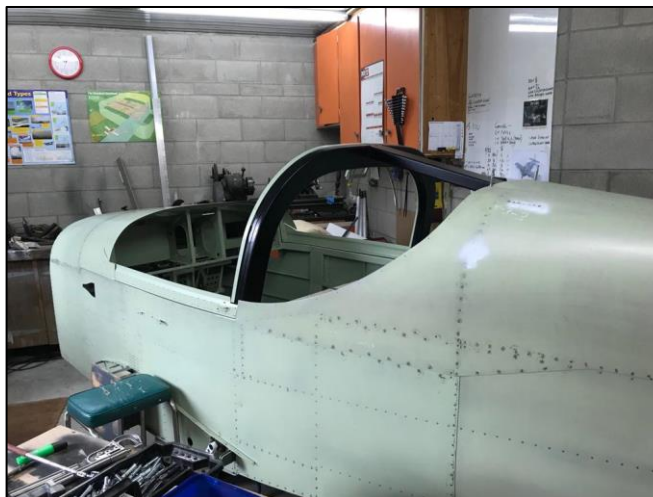
Wow it fits



A pleasing joint



Plenty of room for two big guys



Ready for screens but waiting for warmer weather

PROJECT NEWS

Don Wilkinson – Corby Starlet ZK-TOY

By Don Wilkinson

Just started an annual inspection of TOY by cleaning it all over. Horror of horrors. The tail wheel is about to be left behind.



I have been watching what looked like the start of separation down the back.



Bit of a wrench downwards on the spring and, well I'm glad there is a wedge effect causing it to stay in place – but it's far from right. So, having spent time getting the engine right, now the other end can't keep up.

So wee bit of woodwork to put it right.

Estimates tell me that 2400 hrs on the airframe probably equates to something like 8000 landing and they haven't all been pretty.



Pics tell the story. No glue failure but it had chewed out the bottom longerons requiring splicing new parts in.



The pic of the old block has glue on it, but I had to remove about 10 mm of stringer back to the glue to get the measurement. The replacement block is a bit of a "work of art". Bit of a clean up to make it fit. This week should see it done ready for another 8000 landings.

Cheers

Don

MEMBER NEWS

Pete Walton – US Trip

By Pete Walton

Hi Gavin, as my time in the US this year comes to an end, I thought I would visit one of the "Dawn Patrol" pilots in Alabama, Bert Sparrow.



Bert build his Fokker D7 over a couple of years and has been flying in for a couple of years as well.



As you can see it's a nicely built Aerodrome Aeroplanes kit with a stunning paint scheme.



Visits like this really get me enthusiastic to get my Dr1 finished and I look forward to watching your Sopwith Camel fly (through my gun sights)!

Pete

PROJECT NEWS

Lloyd & David's Big Day Out

By David Wilkinson

Lloyd and I met at Ardmore at 4:30am, left Lloyd's car there and headed to Te Puke where he has been quietly building his RV7.



Packed it in the 11 Ton truck and headed north again to Ardmore for the paint shop at Pioneer Aero.



Back at Ardmore by 11:30am and felt every bump on the road and wondering how the RV was handling it in the back.

Unloaded the RV (no damage) then loaded up my One Design wing and then headed to North Shore.



My wing was all tucked away in my hangar by 2pm, dropped the truck back in Mt Eden by 4pm and went home after nearly 600km at 80kph. My car felt like a go kart when I finally got back in it. A long day but a successful day with zero damage. It was one of those days that we will both remember for a long time.

PROJECT NEWS

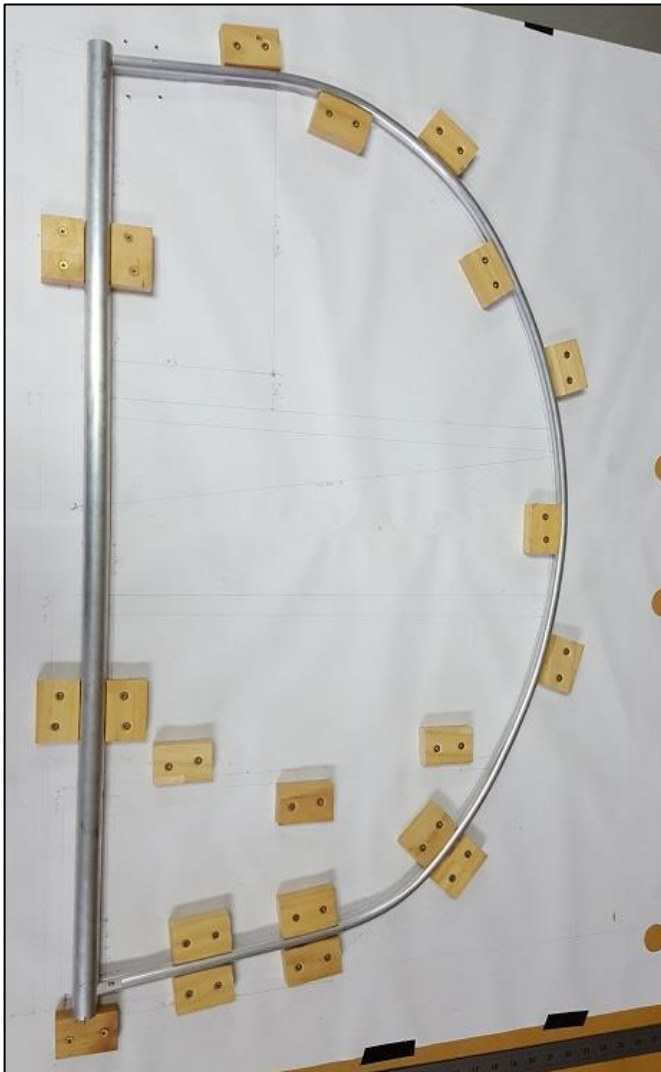
The Coromandel Camel

By Gavin Magill

As mentioned in my Editors blurb, Delys and I have made a start on our Aerodrome Aeroplanes Sopwith Camel kit. We have also set up a Facebook Page if you want to follow what we are doing. Just search for the Coromandel Camel on FB and like or follow.

The first part of the kit to build is the rudder and Delys and I managed to knock this out over a couple of Saturdays.

The instructions from Aerodrome Airplanes are a bit vague on some dimensions but once you wrap your head around the way they build their aircraft designs it all becomes pretty straightforward and easy to follow.



We drew up the design form the instructions and built a simple jig to hold the pieces together.



With all the pieces fabricated it was a simple process to cleco it all together prior to cleaning and etch priming.



The completed rudder after etch priming and assembly. Pretty happy with the result.

MEMBER NEWS

Emergency Rescue Tool

By Gordon Sanders

At the August meeting a member initiated a discussion of the potential difficulty of one's safety harness if it was under high tension, such as if one was hanging by it after a less-than-elegant landing. Because of the load on it the catch could be impossible to open, even if it could be reached. Carrying a seat belt cutter was a possible solution.



The Resqme seat belt cutter, shown in the photos, was designed for use in automobile crashes but would appear eminently suitable for aircraft use. It combines a belt cutter and an impact punch designed to break car side windows. The punch works the same as an automatic centre punch. Push it against the window until spring tension releases, driving a striker pin against the glass. Not sure how effective it would be on aircraft plastics.

To cut a seat belt the unit is detached from the safety pin and simply drawn across the belt, with no risk of cutting the user. It should work well on modern aircraft belts as the material used is similar, if not identical, to that used in road vehicles. It may well not work on earlier 'Sutton' type harnesses, if any are still in use, due to the thickness of the webbing straps.

Fitting a Resqme seat belt cutter to the aircraft's keyring or to a lanyard worn around the pilot's neck should keep it accessible in most situations. The item is available from several sources in NZ at prices from \$20 to over \$30, GST incl. On Amazon.com prices range from around \$US7.40, often in multi-packs, but adding shipping and GST can take the gloss off that price.

I will try to bring one to this Thursday's meeting.

Gordon Sanders

MEMBER NEWS

Cri-Cri Canopies – Free to good home

By Gavin Magill

Clive Whittfield was having a factory clean out and had four Cri-Cri canopies he was getting rid of for anyone who wants them at no charge.

I transferred the canopies to my hangar at Ardmore and they are available for inspection and or pickup from there.

These were made some years ago and for various reasons were not sold. They could perhaps be adapted for other projects. They are all in new condition but are now surplus. If no-one wants them, they will likely end up in the tip.

Note, these will need to be picked up from my hangar, I don't want to get involved with packaging or shipping.

NSAC NEWS

Pilots Night – Human Factors

By David Wilkinson

Pilots Night - Human Factors in a Nutshell



Gus Cabre arrived from the UK a year ago to take over as Officer Commanding of the RNZAF Aviation Medicine Unit at Whenuapai. During his time in the RAF as Chief Instructor in Aviation Medicine, he wondered how Icarus really died and analysed all possibilities finally working out that it was not true that he got close to the sun, the wax melted and he lost lift. With Icarus and his failing wings, Gus takes the opportunity to present Human Factors (or was it pilot error?) in a nutshell.

Where: NSAC Club Lounge

When: Wednesday, 16th October 2019

Time: 7:00pm

The Mystery Aircraft this month is a more modern aircraft than we have had for a while. If you can identify it in time for the meeting this week you will earn yourself a chocky fish.



ON THE WEB

Draco Crash

Gavin Magill

I saw this on Reddit and some of you may have seen it elsewhere. Unfortunate end to this aircraft.



https://www.reddit.com/r/aviation/comments/d55yim/draco_a_wilga_which_was_heavily_modified_for_stol

ON THE WEB

Flight Chops – BFR

Multiple Members

Excellent video with very relevant tips for anyone flying GA or Sport Aircraft. Well worth taking the time to watch.



https://www.youtube.com/watch?time_continue=8&v=m_tKShlf_gU

ON THE WEB

Modern Pioneers

David Wilkinson

Fantastic clip.

I think I can recognise some of our senior members in it



<https://www.nzonscreen.com/title/off-the-ground-3-the-modern-pioneers-1982>

ON THE WEB

A design only a mother could love.

Keith Weale

I think someone got not only their kits but also their animals mixed up.



https://youtu.be/_WsPqI5QhaM

<https://youtu.be/n9ERfeD-jCM>

Chapter Events

2019

Sep 26	Chapter Monthly Meeting Last Thursday of the month 7.30pm at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
Dec 07	Chapter Xmas BBQ North Shore Aero Club Tentatively booked for Saturday 7 th December.

Aviation Calendar 2019

2019

Every Sat	Dargaville Aero Club 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 http://dargavilleac.weebly.com/ . 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.
Sep 28	Tyres & Flyers Hot Rod & Classic Car Display Te Kowhai Airfield 9am – 4pm – Gold Coin Donation Static Aircraft Displays, "Unfinished Projects" Display, Food Truck, Coffee Cart,
Oct 16	Pilots Night Human Factors in a Nutshell North Shore Aero Club Club Lounge – 7pm Gus Cabre is Officer Commanding of the RNZAF Aviation Medicine Unit at Whenuapai. Gus takes this opportunity to present Human Factors in a nutshell.
Oct 18-20	Tiger Moth Club 50th Spring Fly-In Taumarunui Aerodrome Annual welcome to spring flying season and celebrating the club's 50 th anniversary of being founded at Taumarunui. Some competitions. Celebratory dinner. Contact Graeme Wood Ph: 027 293 2318. E: ruffchops@gmail.com
Nov 06-09	Black Sands Fly-In 2019 Raglan Airfield, Raglan Annual fly-in, air rally, fly around and socialising. Beach landings depending on conditions. Organised by SAA Waikato Chapter. Contact Bruce Cooke. Ph: 021 112 2364 E: bmcooke@waikato.ac.nz

Aviation Calendar 2020

2020

Jan 25	Thames Wings and Wheels Sir Keith Park Memorial Airfield Thames
Feb 6-9	SAANZ SportAvex, Hawera. Annual summer fly-in (North Island's turn), a full program is planned, including competitions, AGM, annual dinner, Wings awards presentation. Details being progressively posted at www.saa.org.nz/public_pages/events.php