



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

Sport Aviator

April 2013



www.saaauckland.org.nz

Committee 2012

EXECUTIVE COMMITTEE

President:	Cyril Wright 09 372 9329
Vice President:	Evan Wheeler 09 238 6081
Secretary:	Gavin Magill 09 298 7174 027 291 0525
Treasurer:	Peter Hall 09 623 4243 021 893 109

COMMITTEE MEMBERS

Norm Bartlett 09 528 0108	Don Wilkinson 09 576 5009
Peter Armstrong 09 576 3676	David Campbell-Morrison 09 817 4782

OPERATIONAL POSITIONS

Safety Officer Norm Bartlett 09 528 0108	Technical Library Sandy Wilson 09 536 4018
Tool Library Manfred Scherbius 09 375 8392	Newsletter Editor Gavin Magill 027 291 0525
Catering Chris Groves	Airspace Users Group Steve Chilcott 09 625 5273

TECHNICAL MENTORS

Wood & Fabric	Mike Tunnicliffe	09 237 8173
Composites	Phil Richards	09 826 4150
Metal Skin	Kevin Paulsen	09 296 5125

FRONT PAGE

Jon Farmer's Cheetah based at Ardmore. Jon has placed the Cheetah up for sale (see advert later in newsletter) and provided this nice profile shot of CCB.

Contents

- 2 Committee 2012
- 3 President's Report
- 4 From the Editor
- 5 Chapter News
- 10 Last Meeting Summary
- 11 Classic Fighter 2013
- 12 Mystery Aircraft Quiz
- 13 Classifieds
- 14 In The News & On The Web
- 15 Upcoming Events

Next Meeting

WHEN: Thursday 2nd May 2013 -7:15pm

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

SPEAKER: Cyril Wright
Cyril will be speaking to us about his trip down the Colorado river.



Hi All

Well I'm sitting in front of my fire wondering where summer has gone.

Now that winter is on us, we also have our annual general meeting in a month.

I have really enjoyed being the vice president for two years and then president for two years. I have got to know the other members of our club in a much deeper way and have enjoyed learning first-hand how the club operates.

Thanks to all the members that have stepped up to help the club survive and be a worthwhile club to belong to.

Now is the time for some new blood to lead this club, as we have to step down after two years.

The club is very supportive of its elected members. So have a think about stepping up and taking on a role in the club. It's very rewarding and the pay is outstanding.

Look forward to seeing you all next Thursday.

Have fun flying or working on those projects that will fly one day.

Cyril



Hi Everyone

April has been and gone and the year seems to be sliding past very rapidly. As Cyril mentioned in his report, the Chapter AGM is due at the end of May and we are on the hunt

for a new President and Vice-President. Evan Wheeler has indicated he does not wish to stand for President in the coming year as he already has enough on his plate having taken on the organisation of the SportAvex Fly-In at Hastings in 2014. As such if you have an inclination to stand for one of these positions then please let myself or Cyril know so that we can get your name down as a nominee. Neither position is overly onerous with the President's two main administrative functions being running the monthly meetings and filing a monthly report for the newsletter. The Vice's role is purely to stand as backup for the President if he is absent. I intend to continue on as the newsletter editor for the coming year and have also offered to take up the secretary appointment again so whoever steps into the role of President won't have any worries with the administrative functions in the Chapter.

As I mentioned in last month's newsletter I was heading to Omaka for the Classic Fighters airshow at the end of March beginning of April. This show turned out to be an excellent event to wind up the 2012-1013 airshow calendar with the weather playing its part and those of us attending being treated to the amazing spectacle of seeing World War I, World War II and Post War Jet aircraft all being displayed at a single event. As was mentioned a number of times during the event, you would be hard pressed to find

anywhere else in the world where this array of aircraft could be found at the same event. I have included a small selection of photo's I took at the event in the newsletter.

Also during April the chapter visit to Composite Helicopters Limited took place and those who attended were given a excellent introduction to this impressive piece of locally designed and developed technology. Peter and Leanne Maloney were gracious hosts and were more than happy to explain their achievements to date. I have included some photos from the visit I the newsletter as well.

I was not present at last month's meeting but Bob Keith kindly took the minutes for me and I am indebted to him for undertaking this on my behalf. Unfortunately I will again not be able to attend this month's meeting as I am in Christchurch this week with work. Hopefully Bob or someone else will be able to take minutes for me again.

Last month's mystery aircraft was correctly identified by Warren Sly as the TDN-1 Assault Drone developed by the US Naval Factory.



This month's mystery aircraft can be found on page 12.

I hope you enjoy the newsletter.

Cheers Gavin

PROJECT NEWS

RV 8 Progress

By Dave Wilkinson

Currently working on Canopy and Windscreen fairings.



Propeller is a 2 bladed Hartzell composite 74 inch C/S unit. This is due at the end of April. Once the prop is on I can fit the cowling and finish the baffles. Cockpit and the panel are complete, including upholstery. Visitors welcome anytime



Christian inverted oil system completed

PROJECT NEWS

Kevin Moir's Taylor Monocraft

By Kevin Moir

Another job off the list - 2 x vents.

Chris Groves gave me a hand, 3 1/4 did the trick thanks for your advice Jon.



MEMBER NEWS

Jon Farmer's Cheetah For sale

By Jon Farmer

Jon has offered his Morgan Aeroworks Cheetah up for sale. See advert later in the newsletter for details.

PROJECT NEWS

Paul Blackmore's Sonex

By Gavin Magill

In March I had the opportunity to visit with Paul Blackmore to have a look at how he is progressing with his Sonex build.

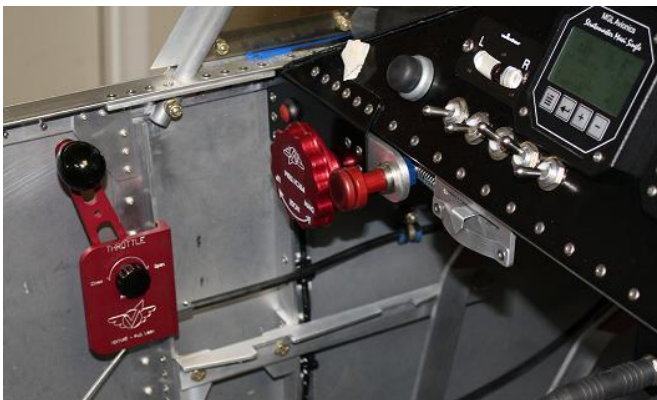
He has now completed much of the avionics fitout along with installation of a couple of enhancements to the standard Sonex fuel shutoff valve and Sonex trim system.

He has added a panel mounted push-pull fuel shutoff control to the fuel valve. The valve is normally located under the dash and is almost inaccessible when strapped in and flying the aircraft. This will provide a much easier method of shutting off the fuel in the event of an emergency.



Instrument panel with fuel shutoff centre red.

Paul has also fabricated a very useful trim indicator to go with the standard Sonex trim wheel. This gives a clear visual indication of where the trim is currently sitting.



Pauls trim indicator to the right of the mixture.

The primary flight instruments in the panel are MGL Avionics Stratomaster Maxi Singles. The left hand one giving the flight instrumentation and the right hand one the engine instrumentation.

Paul also now has his Aerovee installed and

is in the process of completing the firewall forward fitout.



He has fitted an oil separator which can be seen in the photo above as the black cylinder on the port rear side of the engine. He has also fitted a master solenoid on the firewall next to battery which will fully isolate the aircraft electrical system when the master switch is turned off. Paul reasons that the shorter the length of wiring carrying electrical current throughout the aircraft when the master switch is turned off the better.

Although reluctant to give an estimate for a completion time for the project, Paul says he would hope to have it ready for it's first flight in the summer of 2014. After some 7 years of building he is now very keen to see his project in the air.

And not content with just completing the Sonex, Paul is also already planning his next project. He has his eye on building a Super Cub and has already started collecting bits and pieces and storing them away for the day when the Sonex is no longer occupying his garage or time. The pair of ailerons of a cub sitting in his ceiling plus a cupboard full of various other spares are testament to this intention.



CHAPTER NEWS

Articles for Sport Flying and Newsletter

By Gordon Sanders

The editors of our publications, John King and Gavin Magill respectively, have endless difficulty extracting material for publication from members, which makes their job damn difficult, and they must at times seriously question why they bother.

We all appreciate the quality and content of the publications and are happy to express our thanks after publication. But surely this is scant solace when a little help would be much more useful and appreciated. At the Chapter AGM a couple of years back a motion was passed requiring all members to submit one article, no matter how short, per year. Unfortunately this was not followed through on by the committee chasing members up. The time would appear ripe for it to be activated.

Some (many?) claim that they can't write very well. OK, assuming you are not totally illiterate, i.e. you can read this, then you can write well enough to forward the basic facts or opinions, leaving it to the editor to tidy up the prose. After all that is what they are paid their munificent stipends for.

Very briefly, an article should cover as many as possible of the basics. These are What, Where, When, Who, Why, and How. The old saying that a picture is worth a thousand words is often pretty correct, and just a picture with a note including the WWWWWH's is often just what is required. If sending by email use jpg at approx. 1024*768 pixels is normally good.

For a good explanation of what is required by Aviation News, also edited by John, go to the following link:

<http://www.aviationnews.co.nz/contributions/>

Follow these guidelines and share your experiences with a bunch of like-minded Kiwis. We do it verbally every club night, so let's just broaden the conversation. And you get to see your name in print, recorded for posterity, or at least until the next recycle collection. The editors look forward to being inundated.

AVIATION NEWS

EX RNZAF Skyhawks Fly Again

By Gavin Magill

For those that haven't heard, former RNZAF Skyhawk NZ6252 flew again recently in Florida with its new owners, Draken International. Some photos below (and yes they are our old Macchi's formatting on it!).



CHAPTER NEWS

Composite Helicopter Visit

By Gavin Magill

The chapter visit to Composite Helicopters on Saturday 13th April was a fantastic opportunity to see this locally developed aircraft which is the world's first all-composite helicopter.

Leanne and Peter Maloney are the driving forces behind the project and the aircraft is being marketed as a direct competitor to the Robinson R44 and R66.

Powered by a Rolls Royce gas turbine of 240 to 400 hp, the 5-6 seat model (KC 518 Adventourer) is being offered at USD \$450,000.00. This is significantly cheaper than its competitors and has already attracted considerable attention and orders from overseas.

Peter says he based the design on a great white shark and used other features from nature in the design (eg the triple dorsal strakes seen on the prototype are modelled on those found on crocodiles).

He has plans to extend the design up to a 9 seater in the future but for the moment is offering the 5-6 seat model for sale as a kit until it receives US Certification at which time they will look to start selling built up aircraft.

The prototype had flown some 200 hours to date when we visited.



Leanne and Peter Maloney



Peter explains the workings of the soon to be completed blade manufacturing room to the Chapter members. The setup of the facility will see virtually every single part of the helicopter manufactured at the North Shore workshop.



Copyright Keith Morris 2013

A side view of the second non flying prototype which was displayed at Oshkosh last year. Photo is courtesy of Keith Morris. Keith has also written a summary of the visit on the NZ Civair blog which can be found at the following link. www.nzcivair.blogspot.co.nz



Copyright Keith Morris 2013

Side view of the flying prototype which has accumulated some 200 hours flight time to date. Photo courtesy of Keith Morris.

AVIATION NEWS

Landing Fees

By Norm Bartlett

Norm Bartlett sent in the following email which he received from Simon Lockie, Airfield Manager at Parakai Airfield. Simon was replying to an enquiry from Norm and in permitting publication of his reply he asked that we include the entire content of the email.

From: Simon Lockie - Parakai Airfield
[mailto:simon@parakaiairfield.co.nz]
Sent: Monday, 22 April 2013 9:48 a.m.
To: 'Norm and Jill'
Subject: RE: Norm Bartlett ZKMHS

Hi Norm,

Thanks for writing, I could talk about this subject all day long, but I'll try to keep it short.

The proposed new landing fee at Raglan is \$6.50 up from currently \$5.50. Last year it was raised from \$5.00 where it had been for a long time. The council actually received several recommendations to make the fee \$10, but have decided on \$6.50.

For our part we don't set the fees, although we certainly do provide statistics and information that are used in the setting of fees.

Unfortunately for Aimm, we are a symptom of a bigger problem and landing fee increases are a symptom of the same problem. Because of this, it's not unusual for Aimm to appear around the same time as fees increase. That problem is that the aerodrome is not making ends meet financially; common business solutions for this problem are: looking for ways to improve efficiencies and keep costs down, ie: Aimm, and looking to increase revenues, ie: increasing landing fees and hangar rents.

Though it's worth noting that only 3 of our 16 member aerodromes have actually raised fees around the same time as Aimm was introduced and yet several of the others who were considering landing fee increases have been able to hold off fee increases because of the efficiency of Aimm.

Landing fee increases are really just a reflection on what is happening all around us, real estate prices, inflation, petrol prices, etc. all impact directly on the economy of running an aerodrome. And the biggie for all of us (pilots, aircraft owners and aerodromes) is "compliance". All other increases aside, as you'll know the cost of keeping your pilots license keeps growing, lately with the huge increase in medical costs. Then there is the cost of

aircraft ownership, with the Cessna anti-corrosion standards being rigidly enforced from next year we'll see a lot of Cessna's grounded and/or in for expensive repairs – which will have to reflect in the hire costs. Most pilots are familiar with these things but are quite well insulated from the costs affecting aerodromes, but make no mistake we're getting hit with them too.

Aimm is one of the few practical methods by which a large amount of work for individual aerodromes can be streamlined through one bulk system offering an 'economy of scale' for all

I know there are some out there who want to vilify us and make us the scapegoat for fee increases, on the face of it it's understandable but it's just simply misguided.

The one positive thing that pilots could be doing right now for the sport would be to encourage new people to fly recreationally. Many clubs and schools have chosen to focus entirely on commercial training; this does nothing good for the sport of aviation.

When someone new walks into a club room, how often are they greeted with pilots complaining about the cost of flying and how it's not as much fun as it used to be? I can't be the only one who has experienced this. It hardly makes for a very encouraging introduction to the sport.

My personal advice for the sport:

- Devote some serious effort into finding ways to fly more cost effectively; there are many, dare I say Aimm is one. Fighting aerodromes over necessary fee increases won't have the desired effect.
- Devote some equally serious effort into finding ways to attract new people to the sport. More pilots = more aircraft = more aerodromes = cheaper flying.
- Cheer up a bit! We get to fly and others don't.

Again thanks for writing; we do appreciate the opportunity to address your concerns.

Regards,

Simon Lockie

Airfield Manager
Aerodrome IT Systems
Parakai Airfield Aimm - Aerodrome Management System

W: www.parakaiairfield.co.nz

www.AerodromeIT.co.nz

P: 09 420 8010

M: 021 354 458

LAST MEETING SUMMARY

Project Updates

Gary Briggs brought along a nose rib and a centre rib of his plans built Sonex to show members. He advised that all wing ribs have been formed. The main spars are also complete and have been riveted. The tail assembly is also complete. All this over approximately one year's construction time.

Don Wilkinson Don Wilkinson reported that David Wilkinson has had the instrument wiring completed by South Pacific Avionics and everything is working. The constant speed unit has been ordered and will be arriving in about three weeks. The seats are being upholstered.

Evan Wheeler reported that his Murphy Rebel and those belonging to David Horton and Graeme Weck have all been fitted with vortex generators on the wing. All aircraft have benefited from the modification with Evan's the most improved. Not only is the stall speed reduced but the change in lift at stall has resulted in better landings i.e. no bounce.

Barry Gillingwater reported he has had further contact with the local source of timber he mentioned in his 14 Nov 2012 email and with Mike Tunnicliffe. The timber being offered locally is either Sitka Spruce and Port Orford Cedar both were planted around 1881 so they are quite mature trees. Some timber from this source has apparently been sold to S&S in the USA.

His immediate problem is relocating to a new house in the Whitford area. It needs to be purpose built as one of the major design requirements is a workshop long enough to accommodate the Diamante wing which has a span of 32 ft. A further immediate complication before ordering timber is to arrange shipping of a part built Diamante project from the San Francisco area which he has just purchased.

AOPA Event

Evan Wheeler also reported that his aircraft and those of Peter Armstrong and Dave Phillip's were recently involved with other AOPA aircraft in providing flights for disadvantaged children to Raglan. This event was organised by AOPA in conjunction with the Papakura Branch of

Blue Light a Charitable organization with police involvement. An article on this event was requested by John King for the next Sport Flying Magazine.

Whenuapai Airspace Change

The recent proposed changes to Whenuapai airspace were discussed and the consensus of those at the meeting was that there would be no adverse effect on VFR aircraft. The proposed changes are detailed in the Attachment to Don Kirks e mail dated 26/3/13. Consultation closes 18 Apr 2013.

SAA National Fly-In 2014

Evan advised that the Committee for the next SAA National Fly In at Bridge Pa Hastings were looking for historical information about the early years of the then AACAA. Names such as Stan Smith and Robin Hickman were mentioned but there was no suitable person with that sort of information at the meeting. The 2014 event will be the 50th. Anniversary of SAANZ

Guest Speaker

John King provided some photos and a short talk on the carbon fibre helicopter designed and manufactured by Composite Helicopter International on North Shore Airfield. It is called the KC 518 Adventourer. The directors of the company are Peter and Leanne Maloney. This is truly a NZ design and manufactured aircraft as only the engine, hydraulic servos and avionics are purchased from America. It was first shown as a static exhibit at the Flair Expo at Te Kowhai. An in depth article on the project written by John King is in the March edition of Aviation News. The Prototype is presently undergoing hover testing and Don Wilkinson has arranged for a Chapter visit to the project at 10 AM on the 13th of April.

The talk by John K was followed by a short video provided by Don W of Corby's TOY and TNT accompanying Gary Mitchell's Dakota Hawk SOL on a flight over Auckland. The flight was for the benefit of a British visitor/Corby Starlet builder.

Formal meeting closed at 9,30 PM

FEATURE

Some Images from Classic Fighter 2013

By Gavin Magill



12 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. ☺



AIRCRAFT FOR SALE

Job Farmer's Cheetah

By Jon Farmer

For sale –

Morgan Aero works 'Cheetah' Microlight,
All metal, Rotax 912 80hp, inflight adjustable
propeller, Icom A210 radio, Gtx320
transponder, standard instruments.

Total time engine and airframe 25hrs but
there are a number of 'tweaking' jobs still to
be done. Recent Annual survey.

Wings and tailplane demount in about 15mins
for trailering.

Total cost of parts about \$70,000. Sell for
\$60,000 ONO.

Jon Farmer, 09 5200641,
jk.farmer@xtra.co.nz



HARDWARE FOR SALE

Aircraft VHF Comms Antenna

By Gordon Sanders

Rob Keith passed on to me an aircraft VHF
comms antenna which I have no use for.
Salvaged out of a dismantled aircraft,
repainted and believed serviceable but not
tested (there's not a lot to go wrong after all).

Antenna is a Dorne and Margolin model DM C
70-1/A which is TSO'd etc. Placarded weight
is 0.75 lbs (340g) but my scales read 204g.
It's possible that the labelled weight includes
the four mounting bolts and even a
reinforcing backplate for inside the aircraft
skin. To see it go to the link below.

<http://www.aircraftspruce.com/catalog/avpages/dmC70-1A.php>

HARDWARE AVAILABLE

Aircraft Wire

By Gordon Sanders

Aircraft Wire.

20awg single core stranded silver coated
copper conductor, 200°C to spec
M22759/1-20 conductor. This is too heavy
for most instrument wiring where lighter
and more flexible 22awg would be normal.
Suited to low current power applications.
The voltage drop at 5 Amps would be
approx. 0.5V (max allowable for a 12V
system) for 9 ft of wire.

Full specs at many web sites including the
link below.

<http://www.awcwire.com/Part.aspx?partname=M22759/1-20>

If this wire is suitable for your project
calculate the amount required, add an
allowance, and contact me. No charge for
reasonable quantity.

Gordon Sanders, 534 2464

EQUIPMENT AVAILABLE

Canon Printer Cartridges

By Gordon Sanders

Canon Inkjet Cartridges.

Free. As my replacement printer uses different
cartridges the following aftermarket inks are
available:

BCI21/24-BK – 3 new, 3 part used

BCI21/24-CMY – 2 new, 2 part used.

All are past their use-by date so the warranty
matches the price – zero.

Can deliver to this month's meeting.

Phone if interested.

Gordon Sanders, 534 2464

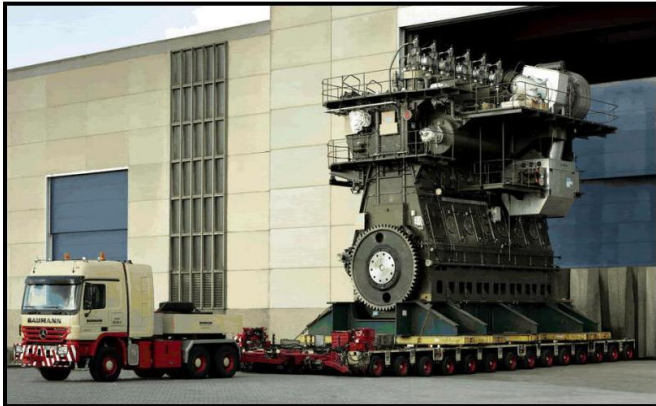
ON THE WEB

One Big Engine

From Barry Gillingwater

This is one BIG engine.

The link contains many more photos and details of the construction of this monster marine engine.



<http://www.vincelewis.net/bigengine.html>

ON THE WEB

Hovercraft Golf Cart

From Don Wilkinson

Golf carts haven't changed much over the years. They look and feel the same. What if there was a way to improve the traditional golf cart concept and take away some of the limitations? That is what Bubba Watson and Oakley set out to do ...



http://www.nzherald.co.nz/sport/news/article.cfm?c_id=4&objectid=10875067

ON THE WEB

The Joy Of Flight

From Chris Rarere

Check out this vid of a 6 year old girl going for her first flight. She expresses outwardly what we feel inwardly each time we take to the skies I think ... except maybe when we're doing a BFR!



<http://www.youtube.com/watch?v=w8JU-1ZrRag&list=FLu00autE28i61SvNZEaLgrA&index=1&ref=nf>

ON THE WEB

WWI Top Gun Revealed Documentary

From Gavin Magill

Not a bad documentary once you get past the top secret workshop rubbish. Shows just some of what is being developed at Hood Aerodrome in Masterton.



<http://fulldocumentary.com/history/default.asp?action=listing&id=2046>

Chapter Events

2013

May Chapter Monthly Meeting**02 Speaker:** Cyril Wright**Title:** US Trip

Aviation Calendar

2013

Every Dargaville Aero Club

Sat 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** All welcome for a BBQ lunch.**Month** Contact Tony on 027-453 3740**Jun Brass Monkey Fly-In****28-30 Lake Station Airfield, Nelson**

Local flying. Great food, accommodation, tall stories, all for the one fabulous all-inclusive price. Contact Kenin Allport Ph; 03-548 5387, 027-234 5961. Email allport@actrix.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 for the March issue. But don't rush as you could be the first, and only, person in the queue ☺

Aviation Calendar

2013 Continued