



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

Sport Aviator

January 2012

In This Issue:

- SportAvex 2012 Update
- Member Profile – Steve Chilcott

www.saauckland.org.nz

Committee 2012

EXECUTIVE COMMITTEE

President:	Cyril Wright 09 372 9329
Vice President:	Evan Wheeler 09 238 6081
Secretary:	Paul Blackmore 09 910 0119
Treasurer:	Bruce Turner 09 889 0780

COMMITTEE MEMBERS

Norm Bartlett 09 528 0108	Don Wilkinson 09 576 5009
Peter Armstrong 09 576 3676	Gavin Magill 09 298 7174

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 09 298 7174
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

Steve Chilcott's Jodel D18 ZK-SCJ photographed outside his hangar at Ardmore airfield. January 2012.

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Next Meeting

Note: The January Chapter meeting has been cancelled due to a conflict with the opening day of SportAvex 2012. The first meeting of 2012 will be Feb 23rd.

WHEN: Thursday 23rd Feb 2012 -7:15pm

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

SPEAKER: Paul Morrison

SUBJECT: 'The Plane the Kids Built'

The subject for the next meeting is the building of a Piper Cub replica by a group of school students led by their Head of Technology, Paul Morrison at Otamatea High School.

Paul was suggested as a speaker by Nev Hay and on enquiring it turned out Warren Sly knew Paul.

Thanks to Nev for alerting us and Warren for jacking it up. This should be an excellent talk.



Hi Guys

Unfortunately I haven't received an update from Cyril Wright for this month's newsletter as yet.

I am sure Cyril would like to welcome everyone back from your respective holiday breaks and will no doubt be looking forward to catching up with as many of you as he can at SportAvex 2012.

Cheers
Gavin



Welcome everyone to another year. Hopefully you all had a festive Christmas and New Years break and Santa was kind enough to leave you something in your stocking.

Like a number of Chapter members I spent a week of the Christmas stand down period in the Coromandel. Delys and I were staying with friends at their bach in Tairua. Sadly like most folks who visited Coromandel during this period I was beginning to wonder why I had bothered to take the time off work to sit and watch the rain fall. It seems these days it is more and more the norm for a Kiwi Christmas to be raining and wet. I am beginning to seriously think it may be time to consider moving the New Zealand summer holiday from the traditional Christmas/New Year stand down period to the more weather appropriate Auckland anniversary and Waitangi weekend period. I for one will certainly be considering it for 2013. Fortunately however the weather is beginning to look like it is going to clear for the end of January so hopefully we will be in for a clear Anniversary weekend for SportAvex.

I suspect that for many members, the main focus this month will be the upcoming SportAvex event in Tauranga. I have heard from a number of members that they intend to fly in to the event and I will be among that list. Myself and the other members of the Sonex JQP syndicate have been spending time getting JQP ready for the fly-in. We gave JQP a 25 hour check a couple of weeks ago and she is now ready to go.

Given I will be flying JQP into Tauranga for the event I have also been studying up on the arrival procedures for the day. For those of you intending to fly in to SportAvex can I strongly recommend you beg, steal or borrow a copy of the latest issue of the CAA AIP Supplement Effective 12 Jan 2012 as there is a large section on the event on pages 36 through 40.

The information in the supplement includes changes to the Tauranga airspace for SportAvex, airshow activity timings and changes to the airfield layout including the SAA aircraft parking area, general aircraft parking area, a new temporary taxiway and holding point (G7) as well as arrival and departure instructions. Well worth the read.

Elsewhere in the newsletter this month you will find a profile on Steve Chilcott who is the Chapter's representative on the Airspace Users Group. Steve modestly describes his duties as very minimal but I think most members would agree he does an excellent job of keeping abreast of the NOTAMS and other changes which affect the areas we generally fly in. Steve kindly took time out of one of his days off to speak with me while working on his current project which is an all wood Menestrel HN-700. Given I am also building a wooden aircraft I found Steve's project hugely interesting and the quality of his workmanship clearly shows.

Anyway I better let you get on with reading the newsletter. Please note that the next Chapter meeting is now scheduled for Thursday Feb 23rd as January 26th is the first day of SportAvex.

Happy building and/or flying

Cheers
Gavin

5 Summary Of Last Meeting

The major points from the last Chapter meeting held November 24th 2011.

Visitors for the evening were Ken Buckley, Tony Whitehead (a former member) and Kevin Moir's son.

New member Peter John Hay has joined the chapter. Peter has purchased Alistair McLachlan's Coot Amphibian.

General business included:

An update from Alistair McLachlan about the recent meeting between the SAA and CAA in Wellington. Items discussed included:

- **RPL** - Alistair advised that 253 RPLs have been issued to date. There are still some medical issues to address. One point of contention is that there is no provision for a pilot declaration on the Road Transport medical form.
- **SAANZ Maintenance Training Course** - Alistair advised the next Maintenance Training Course would be next March in Tauranga and the fee would be \$250 pp.
- **BFR Type Ratings** - Some A Cat Instructors were not aware that they can self rate on a new type sport aircraft to then enable them to give the owner a rating. (Peter Armstrong noted that he had completed his 40hr test schedule but the CFI of the Auckland Aero Club had not given him a rating as he had not understood that he had the ability to self rate.)
- **Flight Tracking Devices/406 Beacons** - the use of flight tracking devices possibly as an alternative to ELB's was discussed.
- **Airspace** - the need to retain a flying environment that encompasses all types of aircraft-including NORDO and those with no electrical systems.
- **Notams & weather on one website** - the inclusion of Notams with weather information are still being discussed with CAA.

- **Paraparaumu Airspace** - It was agreed that airspace in the vicinity of Paraparaumu could be non transponder mandatory below 1500 ft.
- **Part 115 Adventure Aviation Rule** - Alistair advised that the new rule Part 115 Adventure Aviation initial issue was published on the 10th November and that the maximum weight for microlight aircraft is to be increased.

Peter Armstrong advised he has spoken with Airways Corp. about being unable to obtain current VNC charts electronically.

Peter Armstrong also requested that the Newsletter details for elected committee positions have just name and phone number and exclude the email address to stop spam emails being received. Peter also suggested that the newsletter be sent to other chapters. Both requests were agreed informally although Bob Keith indicated he wasn't in favour of the later request given the newsletters could already be read via the Auckland SAANZ website and was not really necessary. Gordon Sanders suggested an e mail advising the latest newsletter was available could be an alternative to actually sending it to all members as an attachment.

Don Wilkinson suggested a Chapter meeting in the new MOTAT Aviation Hangar. Discussion indicated a weekend visit would be preferable and should be considered for early next year.

Don also earlier advised that he had used a Spot tracking device and was favourably impressed with it.

Guest speakers for the evening were Manfred Scherbius and John King. Their subject being the recent advances in digital cameras and using them for optimum results.

PROJECT NEWS

Peter Armstrong Completes Flight Testing On His DynAero ZK-PSA

By Gavin Magill

Peter Armstrong has reported that he has completed the flight testing phase on his DynAero ZK-PSA.

I caught up with Peter during the Xmas break as he was working on his aircraft at his hangar at Ardmore. Peter says that the aircraft now has 47 hours on the airframe and has its general C of A.

When I spoke with Peter he was working through the 100 hour check for PSA and only had the oil change left to complete under the supervision of Kevin Paulsen.



Peter Armstrong buttons up the cowl on PSA

MEMBER NEWS

Jon Farmer Goes Exploring

By Jon Farmer

Jon emailed me the following news.

"Just before Christmas I delivered a Pelican from Patumahoe to Fielding, which is a bit of a story on its own, but whilst in the new owner's hanger and having a bit of a nosey, I noticed a Minicab fuselage framework complete with a pile of ribs. It seems the owner bought the whole project mainly for the ply and timber and he might be willing to sell said fuse at a 'reasonable price'.

Also, in the same space, among a pile of gear boxes, mowers etc, was a Gipsy Major, very dusty, minus magnetos and, to add insult to injury, upside down with the cylinders upwards!!!

At the moment I am trying to trace the Gipsy Major's owner, on behalf of the Tiger Moth Club. If any one is interested, I will get more info on the Minicab fuselage. Regards, Jon."

PROJECT NEWS

Kevin Moir's Taylor Monoplane

By Kevin Moir

Kevin Moir sent through the photo's below of the door and fuel access flap he has fitted to the foredeck of his Taylor monoplane.



PROJECT NEWS

Steve Chilcotts Menestrel

By Gavin Magill

Over the Christmas break I caught up with Steve Chilcott and he updated me on the current state of his project.

Steve has recently fitted the undercarriage legs to the wings and is in the process of adding wing skins around these frames.



The Starboard leg partially enclosed. He had started fitting the skin around the starboard gear leg and is applying this as two pieces as it would have been too difficult to slide the ply over the leg and maintain a tight fit round the leg.



The Port leg not yet started. Steve also showed me the new Revmaster engine he has taken delivery of for his Menestrel. This is an R23 model which produces 83 hp. The engine arrived fully built up and tested from the US.



Steve's Revmaster R23 engine awaits installation.

PROJECT NEWS

Atec Zephyr Repaired and Flying

By Chris Groves

Some great news re the Atec Zephyr that had the sad landing at the Black Sands Fly-in last year.

The photos show a much happier plane and pilot as Kevin Hartley test flew the plane with the new undercarriage and latest 3 blade prop. Kevin and I have spent considerable time on repairs but she looks the part again.



SAA Pre Build Course

By Bruce Cooke

Bruce Cooke sent out the following notification regarding the Pre-Build course being offered by the SAA.

Hello Everyone,

In 2012 the Sport Aircraft Association will be offering a new training course to provide a useful starting point for those intending to build homebuilt aircraft. We are calling it the "Pre-Build Course". To help plan the logistics of the course, we are inviting registrations of interest from those who may wish to attend.

What the Course is about:

The course is an introduction to "Aviation Best Practice", to introduce those without aviation experience to the principles used within the aviation industry. It will briefly cover the legislative environment (what you can and can't do) and also provide some good practical information on hardware, building practices and common aircraft systems. Preparing for certification and ongoing operation and maintenance will be covered, but not to the same level as our Maintenance Approvals courses.

The course will be very practically - orientated, with the aim to helping those who have decided to build a project, but are not sure where to start. Special modules lead by experienced constructors will cover specific skills for common methods of construction, and there will be hands-on exercises throughout the course. Be warned - you may get an enthusiasm boost and have to start building!

Who can attend:

The course is open to anyone who is involved in the construction of an amateur-built or microlight aircraft. Although we encourage membership of the SAA national body, we have decided to open the invitation to attend to anyone else working with sport aircraft, such as the microlight, Amateur rotorcraft and gliding fraternity - please pass this invitation around!

We suggest that at the time of attending you have a fairly firm idea of the type of

aircraft you wish to build, so that you may attend the appropriate construction method sessions.

When / Where:

At this stage the plan is for the course to run over 2 days, during a weekend. The actual date has not been confirmed but will be approx April may 2012 to avoid clashing with the Maintenance Approvals Courses. The venue will depend on the registrations of interest - the first course will be held in the North Island, but may be repeated in the South Island if there is sufficient interest. To help us plan the logistics. Please contact the SAA Administrator (admin@saa.org.nz) to register your interest in the "Pre-build " Course. Please also advise your location and the type of aircraft you are interested in building.

We will advise the cost once we have the logistics details confirmed. We invite sponsorship of this course to reduce costs - if you are interested please let the Administrator know.

If you have any questions, please let me know

Best regards,

Bruce Cooke
National Council
NZ Sport Aircraft Association
www.saa.org.nz

Chapter Projects

Make/Model	Rego	Member	Status
Auster J5F	BDY	Les Wilson	Restoring
Bede BD5	ZIP	David Rose	Building
Cessna 150L		Craig Thomas	Repairing
DeHavilland DH-83C	AQB	John Eaton	Restoring
Europa XS Tri-gear	ROB	Rob Waters	Building
Fisher R80 Tiger Moth	CCC	Jon Farmer	Rebuild
Jack Thompson 1		Kevin Moir	Building
Lancair 235		Rod Sullivan	Building
Menestrel HN-700		Steve Chilcott	Building
Osprey 2 Amphibian	XRT	Richard Thompson	Restoring
Pietenpol Aircamper		Mike Tunnicliffe	Building
Pitts S1-SS	MPH	Stuart Mackereth	Building
Rand KR-2	CCK	Walter Reinauer	Repairing
Rand KR2S		Gavin Magill	Building
Rearwin Sportster(37)	ALX	Tony Payne	Rebuild
Rutan Long Ez		Wayne Cunningham	Building
Sonex Tri Gear	PDB	Paul Blackmore	Building
Taylor Monoplane		Kevin Moir	Building
Titan T51 Mustang		Gary Mitchell	Building
Titan T51 Mustang	FDL	Warren Sly	Building
Van's RV-4		David Grove-Hills	Building
Van's RV-6		Ian Chapman	Building
Waix		Bruce Turner & Chris Wade	Building

Other Projects

Make/Model	Rego	Member	Status
Nexus Mustang	NEX	Stuart Wards	Plans
Rand KR2S		Karl Pudney	Plans
Pazmany PL2		Frank Ciochetto	Stored
Helicycle		Allan Cameron	Unknown
Murphy Rebel		Eric Breetvelt	Unknown
Safari Helicopter		Dick Ussher	Unknown
Witman W-10	RET	Cliff Bellingham	Active
ATEC Zephyr 2000S	ZFR	Kevin Hartley	Arrived

Updates

If Chapter members are aware of any changes to or aircraft missing from the lists on this page please forward an update email to the editor at gavin.magill@gmail.com

Chapter Aircraft

Make/Model	Rego	Member
Aerosport Kahu Gyroplane	RCP	Chris Wade
Aircam	SUN	Cyril Wright
Airtrainer CT4 (Syndicate)	DGY	Norm Bartlett
Avid	PCM	Graham Smith
Bolkow Junior BO 208	CJF	Keith Trillo
Brantley B2B	INK	Nick Koreneff
Cessna 172	DKH	David Horton
Cessna 172D	CCI	Graeme Weck
Cessna C182	WKK	Brian Wigley
CFM Shadow C2	FSG	John Granger
Corby Starlet	TOY	David & Don Wilkinson
Corby Starlet CJI	TNT	Alfred Hirzel
CRICRI Cricket MC15	LBW	Neville Hay
Druine Turbulent D31	CFY	Kevin Paulsen
DynAero MCR 4S	PSA	Peter Armstrong
Europa XS	EPA	Gavin Lee
Falco F8L	TBD	Giovani Nustrini
Falco F8L	SMR	George Richards
Falcomposite Furio LN27RG	LLG	Giovani Nustrini
Fisher Dakota Hawk	SOL	Gary Mitchell
Grumman AA-IC Lynx	EFV	Brian Wigley
Grumman Cheetah AA-5A	ERJ	Chris Watkins
Isaacs Fury II	JHR	Rex Carswell
Jabiru J200	CHW	Chris Watkins
Jodel D18	OWL	Mike Tunnicliffe
Jodel D18	SCJ	Stephen Chilcott
Lancair 360	MHS	Norm Bartlett
Micro Aviation Bantam B20	XIE	Bob Syron
Mike Whitaker MW6S	MWS	Grant Sandiford
Morgan Aero Works Cheetah	CCB	Jon Sandiford
Murphy Rebel	DKZ	David Horton
Murphy Rebel	WEM	Evan Wheeler
Murphy Rebel	WEC	Graeme Weck
Petrel Amphibian	JAQ	John Eaton
Piper Cherokee Archer I	DQX	Leo Johns
Piper PA38 112 Tomahawk	VBM	John Eaton
Piper Pacer PA-22/20	PAT	David Wilkinson
Pitts S12	PTS	John Eaton
Pitts	MPM	Paul McGruer
Ragwing Special	MIK	Bob Syron
Rans S6ES Coyote II	TNA	John Struthers
Rans Sacota S10	CLT	Craig Thomas
Safari Helicopter	IJE	John Eaton
Sequoia Falco F8L	TBD	Giovani Nustrini
Socata Tobago TB10	JIE	Stuart Wards
Sonex (Syndicate)	JQP	Paul B, Sandy W, Bruce T, Chris W, Gavin M
Taylor Coot A	JST	Alistair McLachlan
Taylor Monoplane	CRS	David Grove-Hills
Thorp S-18T	MBY	Mike Boyles
Titan T51 Mustang	WSV	Peter Walton
TL2000 Carbonsting	PLR	Phil Richards
Ultravia Super Pelican	JDI	Jon Farmer
Van's RV-6	PRV	Kevin Paulsen
Van's RV-7A	MIS	Dave Cogan
Van's RV-12	YRV	Alan Coubray
Zenair CH 601 B	ZXZ	David Rose
Zenair CH601	JFN	Peter Herrick

SPORTAVEX 2012

Pre-Registration

By Adrienne Fillery



If you haven't already done so, please send your registration form in NOW if you want to take advantage of the free landing fees and the lower advance registration fees. Not only will you miss out on free landing fees, it will cost more to register on the day.

If you register and for any reason you are unable to attend, your registration will be refunded less \$5.00 administration fee. Requests for refunds must be received no later than 31st January 2012. If you have recently sent in your registration form, it will be processed shortly and a confirmation email sent to you.

Whitianga Economy Run details (sponsored by Air BP) can be downloaded [at this link](#).

Mogas will be available to purchase from SAA however please note that SAA does not have an Eftpos facility (although Eftpos will be available at the Air Show) so you will need to pay with cash or cheque, whether it be for fuel, registrations or merchandise.

Regards
Adrienne Fillery

SPORTAVEX 2012

Judging

By Neville Hay

The National Body SAA has appointed the Auckland Chapter SAA to be responsible for judging the Prestige and Builders Awards.

Alistair McLachlan had undertaken that role but now cannot attend and asked if I would take over the task of judging the aircraft on Sat 28th.

Trevor Parker has kindly offered to help but I desperately need assistance from Chapter members and would appreciate you contacting me if you can help.

Neither Trevor nor I have organised this process before so we are novices. Any help would be appreciated and we'll learn as we go.

Your Chapter Needs Your Help

Nev Hay
09 521 7077
021 12 44 006

MEMBER NEWS

SportAvex Accomodation

By Peter Armstrong

Peter reckons the accommodation shown in the photo below should be compulsory for all AKL Chapter members. - LOL



11 SportAvex Update Continued

SPORTAVEX 2012

Display Programme

By Norm Barlett

Saturday 28th January

Time On	Title	Call Sign	Pilot
10:00	Preparation		
11:00	Roaring Forties	Harvards	Frank Parker
11:12	Glasair III	MKP	Buster Persson
11:17	T51	MPC	Phil Hooker
11:21	BD5	XBD	Grant Nicholls
11:26	Spitfire	SPI	Sean Perret
11:34	Dominie	AKU	Bruce Chapman
11:39	Gliders	Gliders	
11:44	Parachutes	DAC	Geoff Cooper
12:00	ANZ 101 Dep		
12:04	RNZAF	RNZAF	
12:30	DC3	DAC	Geoff Cooper
12:36	Hunter	Hunter	
12:46	Stearman	Stearman	
12:53	Corsair	COR	Keith Skilling
13:00	Air New Zealand		
13:04	MX2	MX2	
13:12	Jets	Jets	
13:27	Furio	??	Phil Hooker
13:31	Pipistrel Mo-Glider	??	Colin Alexander
13:35	Harmon Rocket II	RMD	Dave Simpson
13:40	Gyro's	Gyros	Various
13:44	Car Race/P40	Car Race	
13:50	P40	CAG	Liz Needham
13:57	Pits S12	PTS	Richard Hood
14:03	Yak's	Yak Formation	Various
14:14	Mock Attack	Mock Attack	
14:30	Air New Zealand		
14:34	Spitfire	Spitfire 67	Doug Brooker
14:42	P40	RMH	Stu Goldspinks

Sunday 29th January - Continued

Time On	Title	Call Sign	Pilot
10:00	Startup		
10:30	Hawker Hunter Jet	Hunter	David Phillips
10:40	Hatz CB2	PEC	John Martin
10:50	AirNZ		
10:54	Harvards	Harvards	
11:06	Gyros	Gyros	Various
11:11	RV6	RVF	Nick Rowe
11:17	Pit P12	PTS	
11:26	Thunder Mustang	TMG	Simon Gault
11:35	Air NZ		
11:39	Models	Models	Models
11:49	DH82		Dave Phillips
11:51	T51 Formation	T51	Various
11:55	DH82	BEN	David Philips
12:02	Harmon Rocket II	RMD	Dave Simpson
12:06	Europa	EPA	Gavin Lee
12:11	Cessna 152		Phil Hooker
12:18	Yak Team		Yak Team
12:30	Spitfire's	SPI / 67	Sean Perret/ Doug Brooker
12:45	AirNZ		
12:49	Strikemaster		Dave Brown
13:05	AirNZ		
13:09	Car/Jet Race		
13:15	P40	CAG	Liz Needham / Stu Goldspinks
13:25	Chopper Car Drop	H??	
13:35	Glasair III	MKP	Buster Persson
13:39	BD5	XBD	Grant Nicholls
13:43	Technam Twin	MYT	Phil Hooker
13:47	Corby Starlets	TOY/	Don/Dave Wilkinson
13:51	RNZAF		Various
14:16	Jets		
14:32	MX2	MXT	Doug Brooker
14:50	Air NZ		
14:54	Gliders		
15:04	DC3	DC3	Geoff Cooper
15:10	Trike	LUV	Colin Alexander
15:14	Cri Cri	LBW/CRI	Nev Hay / Wayne Butt
15:18	Furio	LLG	Phil Hooker
15:23	Corsair		Keith Skilling
15:35	Air NZ		
15:39	Fletcher	JAA	Derek Williams
15:45	Stearman		
15:55	Pitts S1	RTP	Dave Monds
15:59	Longeze Jet	LET	Grant Nicholls
16:03	T51	MPC	Phil Hooker
16:08	Mock Attack		

IN THE NEWS

Cirrus SR-22 Pilot Deploys Parachute

From Wired Magazine

The article at the link below describes a recent incident where the owner/pilot of a Cirrus SR22 resorted to deploying his aircraft parachute after his engine failed on a flight from Florida to the Bahama's.

As the photo shows the pilot and his daughter were able to escape from the aircraft without injury.

www.wired.com/autopia/2012/01/pilot-uses-airplane-parachute-after-engine-quits-over-bahamas/



ON THE WEB

Worlds Smallest V12 Engine

From Chris Rarere

Check out this video of the world's tiniest V12 engine.

The engineering in this work of art has to be seen to be believed.

<http://www.wimp.com/tiniestengine>



ON THE WEB

Who needs tie downs.

From Peter Armstrong

Tie downs? We don't need no stinking tie downs!

<http://www.wimp.com/parkedaircraft/>



ON THE WEB

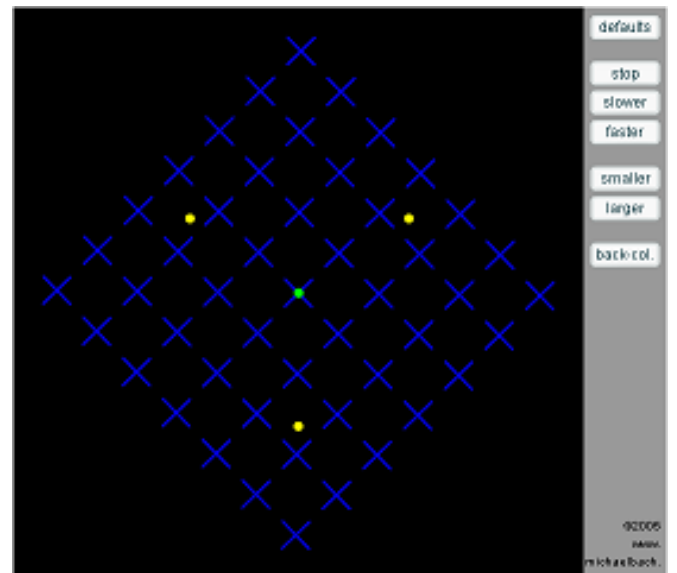
Focus Blindness.

From The KRNet Mail List

Check out this web site demo of a natural phenomenon. It is fascinating.

I guess this is why the US Navy lookout training handbook teaches observers to scan using 5 degree eye location shifts every 5 seconds. A good thing to remember when we are scanning for VFR traffic.

<http://www.msf-usa.org/motion.html>



IN THE NEWS

Cessna 182 Fire.

From Bob Keith

You're invited to bid on the repair of this slightly damaged C-182. Barnwells Aircraft Insurance Co.

For those of you not familiar with a Cessna 182, do not be misled by the photos. The 182 is a high wing aircraft and this 182 was brand new, glass cockpit and all, with a total of only 80 hours on it.

Its pilot was flying to a camp carrying a lawn mower (with gas in it) in the back seat. He also had a 12v to 110v inverter plugged in with the inverter sitting on the floor in the back, running his laptop.

He landed on the grass runway and smelled gas fumes during rollout. He stopped, turned the airplane around to back-taxi, and reached back to feel the lawn mower and stop the fuel leak before it messed up the carpet, when POOF! the entire back seat area ignited.

He pulled the mixture out, jumped out, called 911, and began running to the line shack in hopes of finding a fire extinguisher (he had removed his from the aircraft as he did not think his plane would ever catch fire and what is more, mounted between the front seats it was a nuisance when he reached down there every time to disengage his seat rail lock). He got half way to the line shack and turned around to see the wings fold down to the ground. Fire trucks arrived 12-15 minutes later and put out the fire. Best guess is that the inverter somehow sparked and ignited the gas fumes.

He admitted if this had happened in the air there would not have been enough time to land and escape before the smoke and flames overpowered him or the airplane disintegrated in mid-air.

The pilot was known to be good. He was obviously not a very good judge of what to carry in the back of an airplane, or, anything can go wrong, or the conviction that has killed many a pilot: "It can't happen to me".

IN THE NEWS

Cessna 182 Fire Continued.

From Bob Keith

Morals to the story:

1. Never carry any fuel on board other than what is in the airplane's tanks.
2. Always have your fire extinguisher handy on board; you never know when you will need it!!!



14 Tips, Techniques & Technology

TIPS & TECHNIQUES

Ground Run Engine Cooling Plenum

The photo below shows a plenum arrangement suitable for initial ground running of engines and during maintenance checks.

The idea of the plenum is to ensure that the back cylinders get adequate cooling air. It also made the engine readily accessible for checking for oil leaks, engine vibration testing and cylinder leak down checks etc.



TIPS & TECHNIQUES

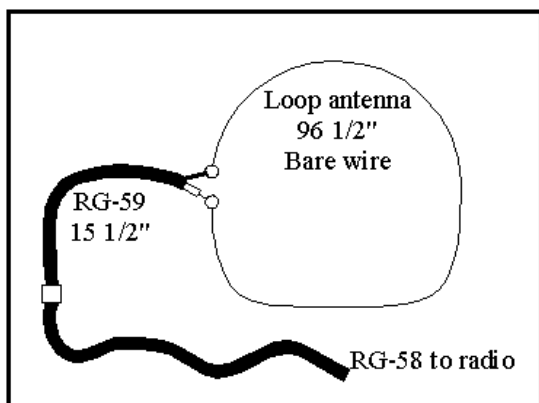
Loop Antenna For Aircraft Use

From Gavin Magill via KRNet

This link is from the KRNet mail list.

<http://www.davemorris.com/dave/MorrisDFLoop.html>

"it occurred to the author that a full wavelength loop antenna would fit perfectly inside a Dragonfly, Q-2, or other aircraft having a non-metal tail cone of approximately 31 inches diameter, and that such an antenna could provide all the advantages for which loop antennas are well known."



TIPS & TECHNIQUES

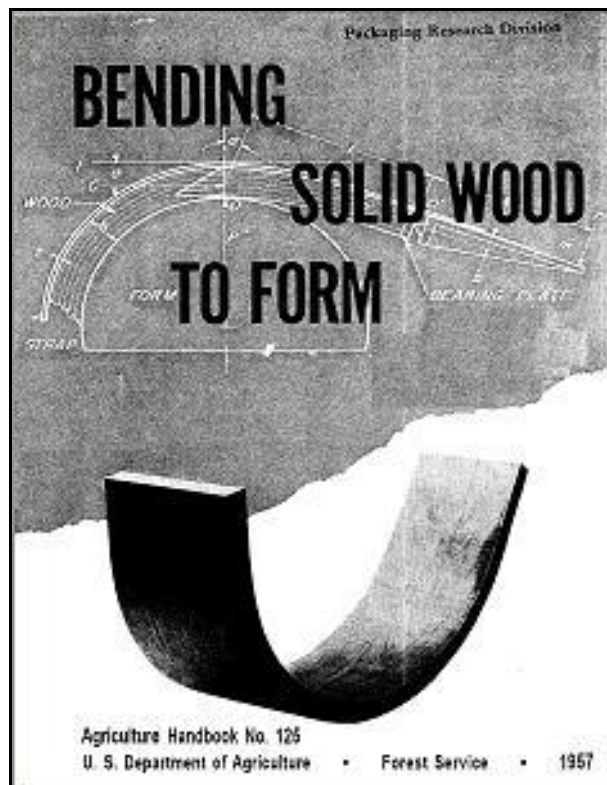
Using Steam & Ammonia to Bend Wood

From Gavin Magill via KRNet

The email below arrived via the KRNet a couple of months ago. It is only applicable to members who are building aircraft from wood but I thought it worth including.

"Steam quickly heats and moistens the fibers in wood so it may be bent with out cracking. You can also use a small amount of ammonia when you steam, or just use very hot water with the ammonia. The ammonia speeds the fiber softening up. Look at the FPL (forest products Laboratory report on it. I can email a copy of it to anyone who wants it."

Note that I asked for and was sent a copy of the Forest Products Laboratory report and I can forward a copy of the report to anyone who wants one.



Send me an email at my contact address (gavin.magill@gmail.com) and I will forward you a copy of the report.

15 Member Profile – Steve Chilcott

This month's member profile is on Steve Chilcott. Steve is the Chapter representative on the Auckland Airspace Users Group and currently works for Air New Zealand as a line Captain flying Boeing 777's.



Steve is currently building a Menestrel HN 700 (Menestrel is French for Minstrel) and has previously built a Jodel D18 which he completed in 2004 after a four year project build.

The Menestrel has been under construction now for some seven years and Steve says he is aiming for completion in the summer of 2012/2013.

I asked Steve why he decided to build another aircraft after having completed a perfectly good Jodel. Steve's response was that he sometimes asks himself the same question but the main reasons are that the Menestrel just looks sexier and it also has a greater MAUW than the Jodel. (535kg vs 499kg).



Steve's Jodel D18 – ZK-SCJ

Background

Steve's background in aviation follows a fairly typical route for someone within our organisation.

He says he has always wanted to fly for just about as long as he can remember.

He built model aeroplanes as a boy while growing up in Hampshire in the UK and learned to fly in 1971 on a RAF scholarship at Hearn Airfield close to his home.

Steve wanted to go on and join the RAF as a pilot on completion of his PPL but unfortunately budget cuts meant the RAF was only looking for Navigators by the time he had completed his licence.

Not really wanting to end up flying back seat of a Phantom over the Moors at low level, Steve decided to flag the RAF career and try instead for a position with British Airways.

Steve applied for a cadetship in the BA trainee pilot scheme. Unfortunately however BA was also feeling the effects of the economic downturn and they too had just suspended their pilot trainee scheme.

Thus with no ready route available to allow him to become a commercial pilot, Steve basically gave up on being a pilot for the time being and decided to take up a career in IT instead, where he figured he could earn enough money to continue flying privately and try to earn his commercial pilots licence that way.

Then around 1977 Steve learned he could earn a CPL in just 200hrs if he was prepared to emigrate to NZ. (It would take him 700hrs if he remained in the UK.)

To emigrate to NZ Steve needed to a job and he subsequently applied for a role being advertised at DataBank in Wellington. He was accepted for that role and moved to NZ that same year.

With a relatively well paying job in hand, Steve began flying privately again. He subsequently completed the requirements for his CPL and followed this up with an Instructors rating shortly thereafter and subsequently acquired a role as an instructor working for Associated Aviation in Paraparaumu.

After working as an instructor for 18 months Steve then applied for and managed to secure a position with Air New Zealand flying F27 Fokker Friendships in 1980.



Air New Zealand F27.

Since that time Steve has worked his way through a number of Air NZ aircraft types and is currently a Boeing 777 line captain.

So Why Build?

When I asked Steve why he decided to build an aircraft he answered that it was because he is a handyman builder and enjoys working with wood, fabric and metal.

He had previously built wooden furniture using the skills he learnt at school woodwork classes so he felt comfortable that he could take on an aircraft build.

He started building his Jodel in 1999 and completed this project about four years later.

16 Steve Chilcott Profile Continued

Steve has the Jodel registered as a Microlight and since its completion he has taken on the role of Microlight instructor

He joined the SAA during the Jodel build and has been a member of the Auckland Chapter ever since.

I asked Steve what lessons he learned while building both the Jodel and the Menestrel and he replied the biggest thing for him has been having the confidence to know when to throw something away because it wasn't up to standard.

He also said aircraft builders needed to learn to not be absolute perfectionists about everything in their projects.

As an example he quoted a story of the time he responded to a query on the Jodel mail list about using water for cleaning something or other and was taken aback when a member replied to his post asking whether he should use distilled water or not. Steve commented that constructing an aircraft is about learning to put some perspective in your work and trying not to set the bar so high that you can never complete anything.

I asked Steve what was one thing he now knows that he wished he had known before starting to build his aircraft. His immediate response was that "having one plane is enough".

As for his best aviation experience, Steve says flying his Jodel for the first time is probably the biggest buzz he has ever had. He recalls being quite nervous before the first flight but once he got up there he realised that the aircraft he had created was just like any other aeroplane.

He says he is also enjoying teaching his son to fly the Jodel and also taking his wife away with him on excursions.

As with most things in life he says it is more fun when you can share the experience.



The Menestrel project sitting in Steve's Hangar at Ardmore.

Chapter Events

2012

Jan 26 Chapter Monthly Meeting
The January Chapter meeting has been cancelled due to a conflict with the opening day of SportAvex 2012.

Feb 23 Chapter Monthly Meeting
Title: The Piper the Kids Built
Speaker: Paul Morrison
The subject for the next meeting is the building of a Piper Cub replica by a group of school students led by their Head of technology, Paul Morrison at Otamatea High School

Aviation Calendar

2012

Jan 26-30 SportAvex 2012 & Tauranga City Airshow
Tauranga Airport, Tauranga
Relocated accommodation and facilities, aircraft parking etc.

Schedule:

26th Arrival
SAA Marquee Display
Trade Displays
27th Seminars
Members Planes Display
Best of Show Judging
AGM
Wings Award BBQ Dinner
28th Seminars
Whitianga Airfield Fly In
Fuel Economy Flight.
Flying Competitions
Prize Giving Dinner
29th Seminar
Tauranga City Air Show

For details go to the SAA web link.
www.saa.org.nz/cms/sportavex-201

If Chapter members are aware of any other events that could be of interest to others please pass the details on to Gordon Sanders at his email address - gordon@sanders.gen.nz

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 www.goflying.co.nz/index.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.

Feb 11 North Shore Open Day

North Shore Airfield, Auckland
Microlight, Vintage and Classic Mini Open Day. All other types of aircraft are most welcome to come along and join in the fun day, and no one is excluded. No landing fees on the day.

Mar 4-5 Warbirds Over Whitianga

Whitianga Airfield, Whitianga
T51 2012 fly-in, Mercury Bay Aero Club. Light lunch, evening BBQ. Camp on the field or stay at local motels. Evening social with guest speaker John Williams, CEO of Titan Aircraft. Rain date 11-12 March. All welcome.

Apr 6-8 Warbirds Over Wanaka International Airshow

Wanaka Airfield, Wanaka
This airshow goes from strength to strength. A special event this year will be a low-level flypast by 40 privately owned jets following the end of the Hong Kong to Christchurch Silver Fern Air Race. Also open in time for WOW will be the new Warbirds and Wheels visitor attraction, which will include an ex RNZAF Skyhawk. Much more info at www.warbirdsoverwanaka.com

Apr 28 ANZAC WW1 Airshow

Hood Aerodrome, Masterton
12.00pm to 5.00pm. More info at <http://thevintageaviator.co.nz/node>.