



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

Sport Aviator

March 2013



www.saaauckland.org.nz

Committee 2012

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FRONT PAGE

A replica of Gustave Whitehead's No. 21, now recognized by Jane's All the World's Aircraft as the first powered aircraft to leave the ground, at the Connecticut Air and Space Museum in Stratford, Connecticut, USA.

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Next Meeting

WHEN: Thursday 28th Mar 2013 -7:15pm

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

SPEAKER: Various

John King will give a pre-view of the Composite Helicopter International company's spectacular project currently being developed at North Shore airfield. This will be an appetiser to the Chapter visit on Saturday 14th April.

Also anyone else who has something interesting, films photos or lies, please bring it along.

A bit of a smorgasbord evening.

3 President's Report



Hi All

I have just finished a 27 day rafting trip on the Grand Canyon in the US. There were 13 men and 3 women in 5 x 18 foot rafts, 1 x 16 foot raft and 4 inflatable kayaks. We started as it was snowing, very cold for the first week but then it warmed up and we ended the trip in shorts and t-shirts. Great to be out of contact with the world for a month, no cell phone so no work.

At the end of the trip I was getting ok on the rafts, so they let me go down some rapids with me on the oars. Unfortunately I flipped the 18 foot raft on the rapid called "killer fang falls". The two of us got out and hung onto the upside-down raft and were picked up by the other rafts. We then all got together and flipped the raft back over which took about an hour. Fortunately no damage and no lost gear and also no wet gear except for what we were wearing so all was well. A great learning curve for me. I kayaked a lot of the rapids and after a few swims got the hang of it and was able to go down some large rapids without swimming.

It was a lot of work and not much down time as we only had the sun for a few hours a day. All in all a great experience.

At the start of the trip I saw a Cessna tied down in the snow and on the river you could see the jet trails very clearly. On the last day we also saw helicopters taking people on sightseeing trips, but other than that we didn't see anybody else for most of the trip.

I will be back in New Zealand by early April. On my way home I am stopping in Hawaii to celebrate my friend John's 90th birthday.

I hope you are all keeping well and getting some flying in.

See you all in April.

Cyril



Hi Everyone

Autumn is now upon us and although the dry weather seems likely to continue for a bit longer there is definitely an autumnal chill in the air and the weather is

starting to become more changeable.

Over the weekend just gone I managed to take Sonex JQP out for a fly down to Taumarunui and enjoyed an exceptionally calm and clear flight down to TM for lunch. It just so happened that the Air Safari also chose TM as its destination at the same time and instead of finding the usual virtually deserted airfield, there were some 25 aircraft on the ground by the time I was ready to depart. This included a couple of RNZAF Airtrainers with the crews joining in the Air Safari experience. I overheard one of them commenting that it was a pleasant change from following the very strict training routine that they normally adhere to. The crews were clearly enjoying their day out.

During March you probably would have seen the email from Don Wilkinson announcing the passing of Bryce Rope. This is especially poignant given Bryce's recent presentation to the Chapter and the exposure that New Zealand's ex-wartime Mosquito pilots received following the recent completion of the KA114 project. I guess we should be thankful for having had the opportunity to meet and hear Bryce speak of his experiences.

On the upcoming aviation events calendar there is still one major airshow event in the offing for this season. This is of course Classic Fighter 2013 at Omaka. I have been fortunate enough to manage to

secure a leave pass for the weekend and will be flying down to attend on the Friday and Saturday. This means unfortunately that I will miss this month's meeting as I am flying down on the Thursday afternoon. As much as I will be saddened to miss the meeting I have to say I am very much looking forward to the airshow and have fingers and toes crossed that the drought will not break during the Easter weekend.

For those not present at last month's meeting the mystery aircraft was identified by a number of members as the modified front end of a Gloster Meteor. Steve Chilcott was the first to reply with the correct answer and he has a chocolate fish as his prize awaiting him. Barry Gillingwater tells me the Meteor was modified to test whether there was any advantage in high 'G' combat situations of having the pilot lying in the prone position. Known as the 'Prone-Pilot' Meteor it wasn't that successful. It apparently gave the test pilots stomach cramps and 'wind'. Paul Blackmore also informs me this aircraft still exists and can be found in the RAF museum at Cosford UK.

Below is the full photo of the aircraft



This month's mystery aircraft can be found on page 13.

I hope you enjoy the newsletter.

Cheers Gavin

CHAPTER NEWS

Bryce Rope

By Don Wilkinson

Hello Members

Sadly Bryce Rope passed this last Saturday (2nd March 2013) after a very short spell in hospital.

It was a very private funeral on I think Sunday, yesterday. That was his request.

Many will remember him for his Rugby fame, and some will remember him speaking at our Chapter meeting in May last year.

He was a guest of honour at the Mosquito dinner at Ardmore having flown them at the end of the war in Europe.

The photo attached was on the occasion I (Don) adopted him as "my Dad" after his talk.



A wonderful guy, Bryce lived to the full and had very many friends.

He is survived by Adrienne and his son Derek and 3 daughters Charmaine Sheridan and Fiona

Regards

Don Wilkinson

CHAPTER NEWS

Chapter Visit

By Don Wilkinson

I read with interest John Kings's excellent article on the composite helicopter project at North Shore in Aviation News. Nev said why not invite them along as a speaker. I contacted Leanne Maloney who is one of the Company Directors and wife of the head honcho, inventor, pilot/engineer with 10,000 + hours sitting under rotors. The team consists of clever people and highly qualified engineers. They have agreed to host us as a group at 10.00 am on Saturday 13th April at North Shore Airfield.



MEMBER NEWS

Sonex JQP at Whitianga

By Gavin Magill

Bruce Turner sent me the photo below of JQP sitting in the hangar of Bruce and Dawns airfield home in Whitianga. Bruce's son Hylton, who is a member of the Sonex JQP syndicate, was in NZ on holiday from Australia and made the most of the good weather to travel down to Matamata to get his rating in JQP from Dave Readman. Paul Blackmore had ferried JQP down to Matamata so Hylton could get his rating and once suitably rated, Hylton flew JQP back up to Whitianga. It's nice to see the Bruce's hangar being used for its intended purpose.



PROJECT NEWS

Alistair McLachlan's Hovercraft

By Don Wilkinson

Pictures show a little about the day recently when Bill Sisley, Alfred Hirzel and I, (Don Wilkinson) went to help Alistair McLachlan turn his hover craft over.



Trouble was with Bill on one corner and Alistair on the opposite one, both Alfred and I were off the ground.



But the lunch was nice. Don

CHAPTER NEWS

ARMAC

By Jon Farmer

The Auckland Regional Microlight Aircraft Club (ARMAC) held their AGM on Tuesday 12th March at the Commercial Travellers Club, Greenlane. The new President is Richard Seymour-Wright and Vice President Kevin Moir. The secretary / treasurer is Ray Hall. It was decided to continue meeting at the CTC, at least for the time being, rather than sharing the SAA meetings

INDUSTRY NEWS

BA A380's

By John Struthers

Aviation buffs will be interested to know that the first commercial flight of BA's new A380 will be LHR-LAX on 15th October. The next route for the new aircraft will be LHR-HKG, an alternative route to Australia linking up with Cathay.

Members may also enjoy this video by Lufthansa. - I did.

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



INDUSTRY NEWS

Avgas At Taumarunui

By Don Wilkinson

There seemed to be some confusion re Avgas future at Taumarunui.

This from Z.

Hi Don

Thank you for your email.

PLEASE NOTE this is ONLY the JET A1 facility - AVGAS supply will continue as normal.

Dannelle Larkins

I enquired as I was planning to use it en-route WU if need be.

This seems to clear it up.

Also it seems BP have replaced the Jet A1 with a new installation recently.

If in doubt though, check first.

Regards

Don Wilkinson

ZK TOY

AVIATION NEWS

Gustave Whitehead First to Fly

By Nev Hay
Gavin

The following may well upset the History records.

Regards Nev



Gustave Whitehead

In a startling announcement, Jane's All the World's Aircraft has named the flight by Connecticut aviation pioneer Gustave Whitehead as the first successful powered flight in history, beating the Wright Brothers by more than two years. Jane's, which calls itself the world's foremost authority on aviation history, has traditionally backed the Wrights as first in flight. Now they say the evidence for Whitehead's flight is strong enough for the publication to recognize it as the first successful powered flight.

Jane's Editor Paul Jackson describes what happened in Bridgeport, Connecticut, on August 14, 1901.

"It was in the summer of 1901 that Whitehead flew his airplane, which he called the Condor. In the early hours of 14 August 1901, the Condor propelled itself along the darkened streets of Bridgeport, Connecticut, with Whitehead, his staff and an invited guest in attendance. In the still air of dawn, the Condor's wings were unfolded and it took off from open land at Fairfield, 15 miles from the city, and performed two demonstration sorties. The second was estimated as having covered 1½ miles at a height of 50 feet, during which slight turns in both directions were demonstrated."

Jackson credits the long work of aviation researcher John Brown for much of the recently uncovered evidence that Whitehead's flight was indeed number one. Brown's website, www.gustave-whitehead.com, is packed with evidence.

PROJECT NEWS

Chris Wade Workshop Hints

By Chris Wade

I don't know how many times you come across this problem? I will start on a part of the Waix and find I don't have the right tool to complete the task, and that's another weekend lost. Maybe I should do more pre-planning but just getting to the weekend and finding spare time is hard enough. The beauty of all this that it makes us think out of the square.

A few weeks ago whilst building the AeroVee engine it required torquing the fly wheel retaining nut to 227ft-pounds. The question was "how do I lock the fly wheel?" it is not recommended to lock it from the prop hub as this would put stress through the crank shaft. I was told about a VW flywheel lock but the VW shops and internet came up with no results. In desperation I came up with a piece of aluminum window sill support bar and a stirring of the mind. Not very pretty as you can see in the photograph but it was another task completed.



PROJECT NEWS

Chris Wade Workshop Hints Cont.

Just to show you that I am not the only one facing this dilemma I enclose a photograph of a device that Paul Blackmore kindly lent me that he had made to seat the oil pressure relief port base. It is adapted from a seating tool for seating domestic tap washers.



It is amazing how we eventually get into the air.

ACCIDENT REPORT

Zenair ZK JFN Report

By Bob Keith

Bob Keith spotted the CAA Accident Report for Zenair Zodiac 601UL ZK-JFN.

It makes for sobering reading and is a timely reminder that we all need to get and remain current on the aircraft we fly and learn the handling characteristics of the aircraft we fly in emergency situations ie following an engine failure.

[http://www.caa.govt.nz/Accidents_and Incidents/Accident Reports/ZK-JFN Fatal.pdf](http://www.caa.govt.nz/Accidents_and_Incidents/Accident_Reports/ZK-JFN_Fatal.pdf)

PROJECT NEWS

Dave Wilkinsons RV8

By Dave Wilkinson

Dave Wilkinson sent through the following picture of the instruments in the RV8 panel.

Dave says they are a Dynon Sky View, Garmin com and ADSB Transponder which is part of Sky View system.



INTEREST

Vulcan Navigator Returns

By Bob Keith

Gavin, I am told that this talk on radio was quite interesting. I can remember the aircraft landing at Ohakea and peeling slowly off the runway onto the grass. They never let us near it while they were repairing it.

Rob Keith.

VULCAN NAVIGATOR RETURNS

A spectacular airshow was planned for the Grand Opening of Wellington International Airport in October 1959. An Avro Vulcan bomber plane flown by a team of RAF pilots from the UK roared off as planned, and thrilled viewers in the skies above Wellington, but delight turned to dismay when the plane came down short of the runway. It was only the pilot's great skill that got her back in the sky and prevented a tragedy. Bryn Lewis was the navigator on board the Vulcan on that day.

Duration: 11'57?

[http://podcast.radionz.co.nz/aft/aft-20130305-1409-vulcan navigator returns-048.mp3](http://podcast.radionz.co.nz/aft/aft-20130305-1409-vulcan_navigator_returns-048.mp3)

MOSQUITO NEWS

Mosquito Arrives in US

By Dave Wilkinson

Dave Wilkinson has been keeping an eye on the progress of the Mosquito around the world courtesy of Avspecs Facebook page.

The following photo shows the Mosquito containers aboard the ship as it passed through the Panama Canal.



Wal and Co also published the following two photos showing the Mossie after it had arrived in the US and been uncrated in the Fighter Factory hangar.



MEMBER NEWS

RVY South Island Trip

By Peter Whyte

Photos of Wanaka to Haast and up to Motueka.



INDUSTRY NEWS

Boeing 787

By John King

Greetings all,

This has come in from somebody, never mind who, and is passed on for your interest and edification.

Kind regards,

John King

Subject: Worth a Read - Boeing 787 Disaster in the offing?

The guy who wrote the following article is retired from Boeing. Thought you might find it interesting..... sort of "insider stuff"

For one thing the problem may not be with the batteries themselves, but with the control system that keeps the charge on them at a given level. And the 'battery problem' is just one problem in many. Last week I had my regular monthly lunch with 5 fellow Boeing engineers (all but one retired) and we talked at length about what we call the "nightmare liner". We all agreed we will not book a flight on one. The one engineer still working (at age 74!!) says the news from inside is not good, and that there are no quick fixes for the multitude of problems that the 787 has.

The disaster began with the merger with McDonnell-Douglas in the mid-90s. The McD people completely took over the Board and installed their own people. They had no experience with commercial airplanes, having done only "cost-plus" military contracting, and there are worlds of difference between military and commercial airplane design. Alan Mulally, a life-long Boeing guy, was against outsourcing as President of Boeing Commercial Division, but instead of making him CEO after he almost single-handedly saved the company in the early 90s, the Board brought in Harry Stonecipher from McDonnell-Douglas, who was big on outsourcing. Stonecipher was later fired for ethics violations, and then the Board brought in Jim McNerney, a glorified scotch tape salesman from 3M and big proponent of outsourcing, to develop the 787. (Alan Mulally left to become CEO of Ford and completely rejuvenated that company.) McNerney and his bean-counting

MBAs thought that instead of developing the 787 in-house* for about \$11 billion, they could outsource the design and building of the airplane for about \$6 billion. Right now they are at \$23 billion and counting, three years behind in deliveries, with a grounded fleet. That's typical for military contracting, so McNerney and the Board probably think they are doing just fine. But it will destroy Boeing's commercial business in the same way McDonnell wrecked Douglas when they took over that company decades ago.*

*Boeing had a wonderfully experienced team of designers and builders who had successfully created the 707, 727, 737, 747, 757, 767, and 777 in-house, always on-time, and mostly within budget, and with few problems at introduction. That team is gone, either retired or employed elsewhere. (I took early retirement after the McD takeover of Boeing because I knew the new upper management team was clueless.) The 787 was designed in Russia, India, Japan, and Italy. The majority of the airplane is built outside the US in parts and shipped to Seattle and Charleston for assembly. *Gee, what could possibly go wrong? * Answer: just about everything. Because the McD people that now run Boeing don't believe in R&D, the structure of the airplane will be tested *in service*.*

Commercial airplanes in their lifetime typically make ten times as many flights and fly ten times as many flight hours as military airplanes, so the argument that composite structure has been "tested" because of the experience of composite military airplanes is just so much BS. So structure is a big issue. The airplane is very overweight. The all-electric controls have the same lack-of-experience issue that the structure has.**

The only good news for me is that the Boeing pension plan is currently fully funded, although it may not stay that way as the 787 catastrophe develops.

LAST MEETING SUMMARY

Project Updates

Dave Wilkinson reported his RV-8 project is with South Pacific Avionics having its avionics fitted.

Alistair McLachlan reported his hovercraft has been flipped over and the underside of the hull has been fiber glassed. He received assistance from Don Wilkinson, Bill Sisley and Alfred Hirzel to turn the craft over.

Great Plains Fly-In Ashburton

Alistair and Evan reported that Ashburton was somewhat quieter than previous fly-ins. The weather was great except for Saturday morning which was fogged in. The speaker on the banquet evening was Graham Bethel who spoke of his RNZAF career flying A4 Skyhawks and was well received. The event was very well organized as usual and the food excellent. The only incident of the weekend was when a low wing, two seat aircraft flew into the fog from the West Coast and then had to make a forced landing because it couldn't find the airfield. Fortunately no one was hurt and the aircraft apparently flew out after the fog lifted. The identity of the pilot and aircraft is not known. The weather on the flight back up to Auckland was superb.

Healthy Bastards Bush Pilot Champs

Alistair McLachlan reported he attended this event and had a great time. The event was sponsored and organized by Dr. Dave Baldwin who is a doctor and flies out of Bulls around NZ giving CAA medicals. Last year he completed some 20% of NZ issued CAA medicals.

About 70 pilots participated in the event which saw aircraft flying from 11am till 5pm on the day. Some 450 sorties were flown in this time with 3 aircraft airborne at any one time. There was a T/O and Landing every 20 second in a hundred meter stretch of the airfield in front of the crowd. It was a great spectator event.

There were no incidents throughout the day. Jerry Chisum won in his Zenith 701. The Helio Air Courier also did very well. Both aircraft having leading edge slats. Interestingly bush aircraft with large tundra tires didn't fair so well as they tended to

bounce and points were applied from the point where the wheels stayed on the ground.

At the end of the show a Cessna Caravan did a very short takeoff followed by a Turbine Fletcher. Also in the afternoon and evening the Bristol Freighter engines were run up. Great spectacle.

National Executive Meeting

RPLs - Evan Wheeler reported that CAA have agreed to moving the RPL management to the RANS organisation. This will mean CAA will not be administering the RPL medicals so the fees to gain an RPL should be reduced.

CAA Medical Department - CAA CEO Graham Harris has also said that he recognises there is an issue with the CAA medical department and they will be dealing with it in house.

CAA Fees - At this point there is no change on the implementation of the new fees structure.

SportAvex 2014 - Evan reported he has taken on the organisation of the 2014 SportAvex. It will be held at Bridge Pa, Hastings on the 14th of March 2014. There will be no associated airshow and the event will be run along the lines of the great Plains Fly-in. It being the 50th year of the SAA they are hoping to have a number of extra events. They are hoping that with the event being held in Hastings, there will be more South Island attendee's. The local aeroclub are keen to host the event and the banquet will likely be held at the Golf course next door to the airfield.

Greasr.com and Airfield Landing Fees

Jon Farmer reports that Matamata landing fee's have increased from \$3 to \$10. He said he has been told that the landing fee has been increased purely at the behest of Greasr.com. He also reported that **Steve Chilcott** is concerned about safety implications as pilots are not making radio calls to avoid paying landing fees.

Mercer Airfield

Evan Wheeler asked if anyone had landed recently at Mercer. He reports that the airfield now has a fully sealed main runway.

FEATURE

Rag Doll

By Keith Morris

Bob Keith spotted this short history of MiniCab ZK-EEF on Keith Morris's NZ Civair blog and thought it would be of some local interest to the Chapter.

Keith Morris kindly allowed me to republish the information from the blog in this month's newsletter. The NZ Civair blog can be accessed at the following link.

www.nzcivair.blogspot.co.nz

Keith tells me this posting is a part of a larger series he is doing on all homebuilt aircraft in New Zealand. He posts as Sir Minty and this was part of the Minicabs of New Zealand series from October 2012.

Ed

Rag Doll

And the final Minicab of this group is ZK-EEF (GY 201 c/n IW1 163) which was built by Ian Whyman at Wanganui, and was first registered on 22/7/76.

This was different to other Minicabs in that it had a 2100 cc Revmaster motor and had a lighter MAUW.



I do not have a record of who took the above photo, which is at Wanganui.

It was sold to AR Gernier of Te Aroha on 4/5/79.

Then it went to the EEF Syndicate of Auckland on 3/6/88. It is photo'd here under the syndicate ownership at the 1989 AACA flyin at Taeri.



It was named Rag Doll in the syndicate's ownership and it suffered several minor accidents in 1992 and 1999.

It was rebuilt by syndicate members Ian Davis, Bob Keith and Allan McCreadie and first flew after its rebuild on 22/7/00, in the colour scheme as below.



It was sold to AR Wood of Wellington on 11/5/04 and was re-designated a Class 2 Microlight on 6/9/04.

It then went to BG McClennan of New Plymouth on 18/7/07 and finally to its current owner Gary Marsh of Inglewood on 13/4/10.

It was re-engined with an 85 HP Aero Vee engine in September 2010.

The above photo is at the 2007 Black Sands flyin at Raglan.

13 Mystery Aircraft Quiz by Barry Gillingwater

A test for all those plane spotters out there.

Identify the mystery aircraft in the pictures below and email your answer to the editor at gavin.magill@gmail.com before the next Chapter meeting and the first person to correctly identify the aircraft will earn themselves a chocolate fish prize.

Note you will need to turn up to the meeting to collect your prize. ☺



ON THE WEB

8th Air Force Promotional Movie

From Barry Gillingwater

This is a great promo for the 8th Air Force with some very good gun camera footage.

Nice to see they won the air war all on their own isn't it?

Although it's a shame about the Spitfire and the Mosquito they shot down in the movie – just shows that 'friendly fire' was always an American forte.

Very instructional as I never knew the Luftwaffe operated both the Spit and the Mossie.

Fight for the Sky - 1945 World War Two Fighter Pilot Educational Documentary [Hide](#) [Share](#)



<http://www.youtube.com/watch?v=idfMaeAk9z4>

ON THE WEB

The Flight Of The Pacific Clipper

From Bob Keith and Barry Gillingwater

A great little yarn.



http://www.youtube.com/watch_popup?v=Ms84WfJwalI&feature=pla+yer_embedded

ON THE WEB

ARGUS

From Bob Keith

You may have seen this on Nova. Super Surveillance Camera installed on aircraft.

If you have watched the TV program "Person of Interest" you may have thought that this was science fiction but it is here right now.

It is amazing and yet frightening at the same time. Watch and be amazed.

http://www.youtube.com/embed/13BahrdkMU8?feature=player_embedded

ON THE WEB

Flight Radar On The Web

From Bob Keith

Gavin try this out. Provided by an ex RNZAF friend living in Brisbane.

Rob Keith

Subject: In-flight radar at YOUR fingertips
Planes in Flight.

If you can get this working for you it will tell you who is flying and where they are going. These are all the aircraft in the air right now. In the left hand column, there is a box called "planes." The number in the box is the number of aircraft airborne. This view is what the traffic management people see for planning purposes at the various airports.

Every day you see planes in the sky, sometimes very high, with or without con-trails. We ask ourselves questions :

What type of plane, Airbus A320, A330, A350, Boeing or other. Where does it come from, where is it going, what altitude, what speed, what company etc. You can see all the information instantly on your screen.

<http://www.fliht radar24.com>

Some tricks;

On the map you will see all the planes in the air. To view your region or town, you can zoom in by tapping with your mouse. Click on an airplane, and on the left screen you will get all the info. Airline, type, speed, altitude in real time, re calculated every 10 seconds. On some you can also click on a view from the cockpit.

ON THE WEB

Situational Awareness

From Robin Hickman

A BIT OF A SMILE FOR TODAY.... nothing like being "aware" of your surroundings!



ON THE WEB

An Oldie But A Goodie – Bob Hoover

From Bob Keith

Another from Ian Davis. Watch Bob Hoover pour tea into a glass while rolling the aircraft.



<http://www.flixxy.com/bob-hoover-flying-ace.htm>

ON THE WEB

Don't Try This At Home

From David Wilkinson

Stinson 108-3 Flies Through trees on takeoff. This is just scary.

<http://www.youtube.com/watch?v=6BoKzLw-dzU>

ON THE WEB

One Big Helicopter

From Bob Keith

UTSKY AT DEASE LAKE

(British Columbia, Canada) (And in a desert.)

This thing is a monster air machine!

These are photographs of the world's largest helicopter which happened to be on the tarmac in Dease Lake, B.C. recently. It is to be used for taking mining equipment and cargo out to a new mine called Galore Creek. It is owned by a Russian company. It is called the Utsky. The chopper couldn't land at the air strip at Bob Quinn Lake because it wasn't a paved area so it had to land in Dease Lake until the landing site north of Bob Quinn could be inspected. Apparently this chopper's wash will pick up and fling rocks, up to 12 inches in diameter, around like leaves.

Some stats:

- Russian crew of 6, 2 Pilots, 1 Navigator, 2 Engineers (mechanics) & 1 cargo person
- a semi-trailer will fit in it.
- carries 75 troops
- uses 2000 litres of fuel per hour
- 580 km range
- costs \$30,000/hr to rent
- 40 metres long
- 8 blades about 2 feet wide

Probably bigger than ANYTHING seen at the Dease Lake airport, including the terminal building.

I knew the Russian built 'Sky Crane' was big which is being used for lifting lumber out of inaccessible mountain areas, but this makes a 'Sky Crane' look like a mosquito by comparison. Dease Lake is in NW British Columbia, west of Fort Nelson and east of Juneau, Alaska.



Chapter Events

2013

Mar Chapter Monthly Meeting**28 Speaker:** Various**Title:** Various**Apr Chapter Visit****13 Composite Helicopters International**

A chapter visit to Leanne and Peter Maloney and their team of experts designing and building an all-composite helicopter. North Shore Airfield, 10.00 a.m. More info during the talk at this month's meeting.

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**Mar Classic Fighters 2013 Omaka Airshow****29-31 Omaka Airfield**

Fri to Sun of Easter Weekend. Heritage aviation on display in an action-packed weekend. Not to be missed if you can get there. More info at www.classicfighters.co.nz.

Apr ANZAC Airshow**27 Hood Aerodrome, Masterton**

1200 – 1700. More info at www.wings.org.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