



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

# Sport Aviator

May 2013



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

# Committee 2012

## EXECUTIVE COMMITTEE

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

## COMMITTEE MEMBERS

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

## OPERATIONAL POSITIONS

<b>Safety Officer</b> Norm Bartlett 09 528 0108	<b>Technical Library</b> Sandy Wilson 09 536 4018
<b>Tool Library</b> Manfred Scherbius 09 375 8392	<b>Newsletter Editor</b> Gavin Magill 027 291 0525
<b>Catering</b> Chris Groves	<b>Airspace Users Group</b> 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**

Rex Carswell's Isaacs Fury II taken at Springhill Airfield recently. Rex has owned JHR since 1996 and says he relishes the simplicity the aircraft. An open cockpit, taildragger, basic instrumentation, no brakes. no flaps and the 'armstrong' engine starter.

# Contents

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

## Next Meeting

**WHEN:** Thursday 30<sup>th</sup> May 2013 -7:15pm

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

**WHAT:** AGM

This month's meeting is also the Chapter AGM. We currently have nominees for all committee executive positions so now we just need sufficient numbers to make a quorum. Please do come along as we need a good turnout.

**SPEAKER:** Cyril Wright

Cyril will also be repeating his talk about his trip down the Colorado river as so few members were able to make it to the delayed April meeting.



Hi all

Well the time has come for me to step aside and let the new men get involved in the club. I will still be around as per our rules to help for the next year.

I really appreciate the help and support from all the members. I would like to thank personally, Gavin for the great newsletter and the Secretary work he has put in this last year (Gavin is staying on so look out for more great newsletters), Evan for the support in running the meetings when I was away and stepping up to take over the Presidents job, Chris and Karl for making the tea every month, Don for finding interesting speakers for us each month, Alistair for keeping us up to date with national body matters, Norm for reminding us about safety so we can all enjoy our flying, Peter Hall for Treasurer work (I realise it was a steep learning curve), and all the other members that have helped keep this club alive

This does mean you as if you didn't turn up each Thursday there would be no reason to open up.

I see this club growing and maybe we should see if the microlight club can join us for some of our meetings.

I wish you all well with your projects.

My hanger is coming together and will be finished by Christmas ( but which Christmas? )

Happy flying

Cyril





Hi Everyone

This month is the Chapter AGM and although we have nominee's for all executive positions in the club we still need to have a good turn out on the night to ensure we have a quorum. Please do make the time to come along and ensure the Chapter is able to meet its obligations as an Incorporated Society.

Evan Wheeler is now standing for President although with his major commitment to organising SportAvex at Hastings in 2014 he will need all the support he can get from the rest of us. I would ask that we all get in behind Evan to ensure he has the support he needs.

Gordon Sanders sent me a very timely article for the newsletter (see page 11) about revitalising the chapter. For some time now things have just been drifting along and it is time we started to give some direction to the Chapter and put some effort into determining where we would like the chapter to be in one year, two years and five year's time. I feel that unless we start being more pro-active about what we want from the chapter we are going to struggle to keep it going. The numbers joining the chapter have been averaging about 1 or 2 for the last few years and unless we start promoting ourselves more and encouraging others to join then our membership will dwindle away till we are no longer viable. Right now I think we have the ideal opportunity following CAA's increase in fees as folks wanting to take up flying recreationally are moving away from gaining PPL's to taking up microlight flying. This is an ideal opportunity for us to try and capture some of these would be fliers.

Also, and as much as I prefer not to think about it, I believe the chapter is going to have to look seriously at entering the social media space to try and connect with younger would-be aircraft builders. Just having a webpage really doesn't cut it these days and perhaps it is time the chapter opened a Facebook page and some of the members currently building began to look at blogging about their projects. Personally I find the whole social media thing a bit of a mystery but the fact of the matter is that this is the way younger folks stay in touch these days. It will take effort on our part (not least by yours' truly) but I would be keen to hear from others interested in taking this on.

Something else we need to really start pushing is having representation at the larger airshow events around NZ. I have been to a number of airshow's over the last few years and at all of them there were trade and industry stands where other organisations were represented (e.g. NZ Gliding, ATC etc.) however SAA was not present. This has to change. Sitting back and passively waiting for folks to come to us is really no longer an option if we wish to have a long term future.

Enough of the soap box and on to other matters. I was not able to attend last month's meeting and Gordon Sanders kindly took the minutes for me. I am indebted to him for undertaking this on my behalf and he has also provided a summary for the newsletter.

Last month's mystery aircraft was correctly identified (again) by Warren Sly as the Martin Baltimore. Barry has his work cut out for him to get one past Warren. This month's mystery aircraft can be found on page 13.

I hope you enjoy the newsletter.

Cheers Gavin

## PROJECT NEWS

## Dave Wilkinson's RV 8

By Dave Wilkinson

Completing all fibreglass work on canopy and windscreen. Next job is to fit prop and spinner so I can install cowlings and finish baffles. Prop is a composite Hartzell.



Hobbit Help



## PROJECT NEWS

## Paul Blackmore's Sonex

By Paul Blackmore

A couple of shots of the now installed canopy. I have to say that trimming and fitting the canopy has been one of the least pleasurable tasks on this project. That said it is now done and doesn't look too bad. Next task the engine cowling.



## MEMBER NEWS

## New Member – Clive Whittfield

By Gavin Magill

I received a call from a new member joining the chapter this month. Clive Whittfield lives in Tuakau and is currently progressing rapidly towards completion of his RV-6 for which he has reserved the registration ZK-CAZ.

Clive tells me he won't be able to make it to this month's meeting but will be coming along to other chapter meetings.



## PROJECT NEWS

## Gary Briggs's Sonex

By Gary Briggs

I have managed to complete all the main components for the wing structure. Attached are some pic's of the L/E skins formed with a vacuum cleaner, this is probably the best and easiest way to form the skins.



The flaps have also been completed. I still have to final drill and ream the main spar mount holes then I can start assembling the wings.



I have also acquired a Rotax 912S that I will be planning to use on the Sonex, the engine has a crack on the crankcase which I am trying to come up with a repair scheme. But that is still a long way off.

## PROJECT NEWS

## Ken Watters RV7

**By Ken Watters**

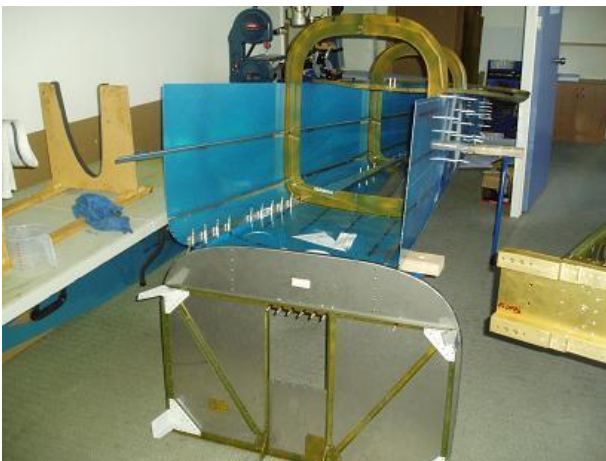
Empennage: Done except for elevator and rudder tips. Left wing: Done. Fire wall: Done. Right wing: A work in progress because I have a leaky fuel tank. As soon as I have traced and rectified it I will bolt it on and finish the bottom skins.



I am also part way through installing the stall warning device.



Fuselage: Have started assembling the rear fuselage. Cleco'd together but still to be drilled deburred and dimpled.



## PROJECT NEWS

## Jon Farmer's R80 Tiger Moth

**By Jon Farmer**

My R80 Tiger Moth had a 'Failed to gain altitude on take-off' oops a couple of years ago and, after three cartwheels, came to rest inverted with all 4 wings munted to varying degrees.

I have rebuilt the undercarriage and tail feathers and brought in a new 'Mikron' engine from the Czech Republic which is now mounted and ready to run.

A lot of time was wasted trying to fit the attached starter motor under the cowl but Tiger Moths are just not designed to have a ring gear on the back of the prop hub and the idea is now abandoned.

The re-build/repair project is now on the home run with the 4th wing ready to re-build.

At least I won't have to buy a 'No Step' sign or non-skid strips for it as that part is intact, mainly thanks to the 1/2" thick plywood wing walk.

My hope is to have the Tiger Moth flying in time for the Taumarunui Tiger Moth fly-in in October.



The remains of wing number 4 lie on the operating table with wing 3 framework almost restored



## MEMBER NEWS

## Isaac's Fury Update

By Rex Carswell

My aircraft (Isaacs FuryII - JHR) info is unchanged.

Brief history: This Isaacs Fury first flew in Oamaru in 1982. I have been flying JHR since 1985, and owned it solely since 1996. I have had the pleasure of displaying the Fury many times - usually aerobatically - from the late 80's through the 90's - mostly at NZ Warbirds airshows, including the early Wanaka airshows.

These days I relish the simplicity of such aircraft. i.e. an open cockpit taildragger - basic instrumentation - no brakes - no flaps - and the 'armstrong' engine starter.



It resided at Hobsonville Airfield from 1985 until its closure in 2001, then Pikes Point Airpark until its closure in 2005. Since then it has been based at Kaipara Flats Airfield.



Have attached a couple of pics taken recently at Springhill Airfield.

Kind regards,  
Rex Carswell

## MEMBER NEWS

## George Richards Falco Update

By George Richards

Nothing new for me other than my Falco is getting a new engine isolator as one burst its internal gel isolator and has sagged a bit.

Regards

George

## MEMBER NEWS

## David Rose's Zenair CH 601 XL

By Gavin Magill

David Rose has sold his Zenair Ch 601 XL ZK-ZXZ with effect June the 4<sup>th</sup> 2013 to Chapter Secretary Gavin Magill. Gavin has purchased ZXZ along with the Ardmore based hangar that the aircraft currently resides in.

I'll stop talking in the third person now and say that I am very happy to have been able to buy David's aircraft.

Steve Chilcott recently completed my BFR and rating in the Zenair after a few flights to get used to it and I could not be happier with the way the Zenair behaves and performs.

I am looking forward to getting out and about in her in the coming months and years.

## MEMBER QUESTION

## Chapter Aircraft Built Register

By Nev Hay

Is there a Chapter Register of 'Aircraft Built by Auckland Chapter Members'??

Could make an interesting historical document for the Chapter and NZ Aviation.



## LAST MEETING SUMMARY

The April meeting, which would have fallen on ANZAC Day, was deferred for a week. Perhaps because of this attendance was well down, with only 11 members and no visitors.

### Microlight Limitations Transiting Built Up Areas

**Don Wilkinson**, using a recent trip he had made, questioned the rationale behind the total ban on microlight aircraft flying over built-up areas, especially narrow spits or parts of an isthmus where, in an emergency, a forced landing could be easily made clear of buildings. It was noted that several airfields and aerodromes frequented by microlights required flight over built-up areas at lower altitude than one would be transiting at. These airfields included Paraparaumu and Tauranga's runway 25. It appeared that, while it was technically illegal, safe and careful 'transgression' was normally ignored.

### SAANZ Meeting With CAA

**Alistair McLachlan** reported on the recent annual meeting between SAANZ Council and CAA representatives. CAA are reported to be carrying out a review of medical fees. SAANZ favours the proposal for RNZAC to take over medical and licencing administration for recreational and microlight pilots. To progress this RNZAC are likely to become a Part 149 organisation. While it appears that this will not require a Rule change this is not yet certain.

### Damage Compensation

**Peter Armstrong** reported that Thames District Council had paid \$3,000 compensation for damage to Peter's aircraft's propeller in a ground strike caused by a field hazard not being correctly Notam'ed.

### AIMM (previously Greasr)

**Don Wilkinson** complimented the Editor on the latest issue of *Sport Aviator*. He noted that it contained an opinion piece on the airfield charging system AIMM (previously Greasr). The system was discussed and it was noted that fewer pilots were now avoiding payment, so the costs of operating an airfield were shared more equitably. The general feeling of the meeting was that it was a good system and facilitated easy payment. There was however reservation expressed over some rumours about airfield owners being encouraged to increase fees, possibly to \$20 per landing. A maximum of \$10 was thought to be acceptable. The Lockie brothers, who developed and operate the system, may be invited to a future meeting.

### Speaker

Club President **Cyril Wright** gave an interesting talk on his recent 27 day rafting trip down the Colorado River through the Grand Canyon. The trip did not have formal (company) leaders but several of the participants in the 16-member group had done the trip previously and provided leadership while everyone learned the ropes. In pre-European times the canyon had been inhabited by the native Indians and remnants of their civilisation, including grain stores, remained. A very interesting talk accompanied by dramatic photos and film clips, unfortunately viewed on a laptop's small screen as the correct interface cable for the club's projector was not available.

## Chapter Projects

Make/Model	Rego	Member	Status
De Havilland 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
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
Taylor Coot Amphibian	JST	Peter Hall	Rebuild
Tipsy Nipper		Steve Chilcott	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
Van's RV-6	CAZ	Clive Whittfield	Building
Van's RV-7		Ken Watters	Building
Van's RV-8		David Wilkinson	Building
Waix	WYX	Bruce Turner & Chris Wade	Building

## Other Projects

Make/Model	Rego	Member	Status
Nexus Mustang	NEX	Stuart Wards	Plans
Rand KR2S		Karl Pudney	Plans
Murphy Rebel		Eric Breetvelt	Unknown
Safari Helicopter		Dick Ussher	Unknown

## Chapter Aircraft

Make/Model	Rego	Member
Aerosport Kahu Gyroplane	RCP	Chris Wade
Aircam	SUN	Cyril Wright
Auster J5F	BDY	Les Wilson
Avid	PCM	Graham Smith
Bolkow Junior BO 208	CJF	Keith Trillo
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	David Wilkinson & DCM
Druine Turbulent D31	CFY	Kevin Paulsen
DynAero MCR 4S	PSA	Peter Armstrong
Europa XS	EPA	Gavin Lee
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 (For Sale)	OWL	Mike Tunnicliffe
Jodel D18 (For Sale)	SCJ	Stephen Chilcott
Lancair 360	MHS	Norm Bartlett
Mike Whitaker MW6S	MWS	Grant Sandiford
Morgan Cheetah (For Sale)	CCB	Jon Farmer
Murphy Rebel	DKZ	David Horton
Murphy Rebel	WEM	Evan Wheeler
Murphy Rebel	WEC	Graeme Weck
Petrel Amphibian	JAQ	John Eaton
Piper PA38 112 Tomahawk	VBM	John Eaton
Piper Pacer PA-22/20	PAT	David Wilkinson
Pitts S12	PTS	John Eaton
Pitts Special	MPM	Paul McGruer
Rans S6ES Coyote II	TNA	John Struthers
Safari Helicopter	IJE	John Eaton
Socata Tobago TB10	JIE	Stuart Wards
Sonex (Syndicate)	JQP	Paul B, Sandy W, Bruce T, Chris W, Gavin M
Taylor Monoplane	CRS	David Grove-Hills
Thorp S-18T	MBY	Mike Boyles
Titan T51 Mustang	WSV	Peter Walton
TL2000 Carbon Sting	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-9A	RVY	Peter Whyte
Van's RV-12	YRV	Alan Coubray
Zenair CH 601 XL	ZXZ	Gavin Magill

## 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](mailto:gavin.magill@gmail.com)



## ARTICLE

## Revitalisation

By Gordon Sanders

Revitalisation. Good word that, got even more cylinders than wheelbarrow. OK, what it's called really has little to do with the subject matter, which is how 'alive' the Club/Chapter feels to members.

The subject was recently raised that our monthly meetings seemed rather casual, lacking in formality, and that there was a fairly low level of activity between meetings. That got me thinking and looking at the past. I've often thought that the decline in activity was due to the loss of what had become our home, Pikes Point Airpark, in 2005. It now seems that this was indeed a trigger, but more indirectly than previously acknowledged.

Prior to (about) 2004 the Chapter used to hold formal monthly meetings; minutes were read and approved, motions were raised, discussed and voted on, etc, often followed by a guest speaker. Under Wayne Matthews' presidency a change was made, to where the committee met regularly (normally monthly) to conduct the formal business, plan events, allocate tasks etc. Chapter meetings were used only for approval of larger or irregular financial transactions and to survey opinions.

The monthly Chapter meetings became club nights with only a brief formal section to discuss matters raised by the committee and to accept member input. The emphasis was on project updates, member enquires (e.g. How do I . . . ?) and guest speakers. These worked well and were popular with members.

In 2005 we received our marching orders from Pikes Point. Good members had much on their plates, including fighting ARC to have the eviction reversed, garnering public support,

relocating aircraft, dismantling hangars, weeping in their beer, etc. The Chapter has never recovered from this disruption.

With the loss of our own club rooms as a meeting place, the energies of many expended trying to regain Pikes Point, and the general malaise, committee meetings fell by the wayside, and with them much of the leadership and dynamism of the Chapter. This was exacerbated by Wayne's untimely death at Whenuapai. In the last year there have been no committee meetings, and possibly none in the previous year, but the monthly meetings have continued on a semi club night format.

So how best to proceed? A bit over a year ago Don Wilkinson took the bull by the horns and undertook to arrange a monthly guest speaker. This has been of great benefit and I understand Don is prepared to continue in this role for the coming year, bless him. That does not of course let the rest of us off the hook, so if we know of anyone who could give an interesting talk we should be liaising with Don.

There will be information regarding the coming AGM and people prepared to accept nomination elsewhere in this newsletter and I am informed that Evan is prepared to step up to being President, despite having serious commitments as coordinator for the 50<sup>th</sup> anniversary national fly-in at Napier next year. Evan will of course need considerable support, both within the Chapter and for the fly-in.

The time required for discussions, and reaching resolutions, at meetings expands dramatically with the number of people involved, with experience suggesting that the number and quality of those decisions decreases. While the committee workload would not be as great as when we were involved with an airport and related matters, it seems to me that the committee should resume

## ARTICLE

### Revitalisation Continued

regular meetings, say every second month (used to be monthly) and again take the helm.

Lacking a default venue, options for time, place and format will have to be explored and agreed. As well as the traditional face to face meeting, technology now enables tele-conferences and video conferences, both options to be evaluated. SAANZ now regularly use tele-conferences for Council meetings, minimising travel and accommodation costs.

If this concept is to be adopted it will mean that those accepting nomination for any committee position will have to be prepared to be proactive. Please consider this, let's have your feedback, and help our Chapter determine where we want to go and how best to get there. To misquote JFK, and whoever he is reputed to have borrowed the line from, 'Ask not what your Chapter can do for you, but what you can do for your Chapter.'

See you Thursday evening.

Gordon

## 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](mailto:jk.farmer@xtra.co.nz)





# 13 Mystery Aircraft Quiz by Barry Gillingwater

A test for all those plane spotters out there.

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

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



## ON THE WEB

## F15 Breakup

## From Norm Bartlett

Norm sent through an email depicting what looked like photos of the breakup of an F15. Turns out they were screen shots of an animation from a YouTube video. The midair break up shown in the animation did occur. On November 2, 2007 a US Air National Guard F-15 broke apart and crashed during a training exercise near Boss, Missouri. This 'incident' caused the USAF to ground its fleet of F-15's.

This is the YouTube link and the background to the story.

[https://www.youtube.com/watch?v=U22\\_7jsQy7s](https://www.youtube.com/watch?v=U22_7jsQy7s)



## ON THE WEB

## Demonstrating a DC4

## From Norm Bartlett

Comment from Nev Hay  
Hi Norm

The guys are nuts or have big ones!! There was one of a similar nature in a B52 that all ended in tears. I wonder what noises the aging main-spar made.

[http://www.youtube.com/v/hrziTee4b2c&hl=en\\_US&feature=player\\_embedded&versio](http://www.youtube.com/v/hrziTee4b2c&hl=en_US&feature=player_embedded&versio)



## ON THE WEB

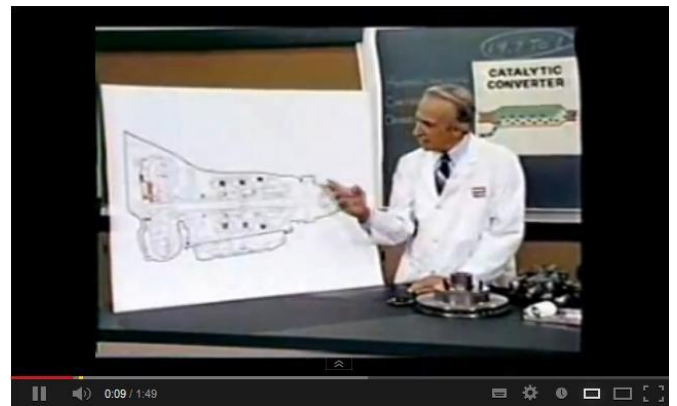
## The Entabulator

## From Norm Bartlett

This is how you need to look and sound when you're talking way over your head. How this guy manages to keep a straight face is beyond me. I was waiting for him to start cracking up, but it sounds so reasonable. This man should have won an academy award for his performance.

Keep in mind, this was a rehearsal for camera, lighting, and stage crew, and he had no script! This is all strictly off the cuff, nothing is written down. It's just made up as he goes along.

<https://www.youtube.com/watch?v=xUfik0NAFeo>



## ON THE WEB

## Dilbert's "Salary Theorem"

Dilbert's "Salary Theorem" states that "Engineers and Scientists can never earn as much as Business Executives and Sales People."

This theorem can now be supported by a mathematical equation based on the following two postulates.

**Knowledge is Power** and **Time is Money**

As every Engineer knows: **Power = Work/Time**  
Since: **Knowledge = Power** and **Time = Money**

It follows that: **Knowledge = Work/Money**

Solving for Money: **Money = Work/Knowledge**

Note that as Knowledge approaches zero, Money approaches infinity, regardless of the amount of work done.

Conclusion: **The less you know, the more you make.**





## Chapter Events

2013

**May 30 Chapter Monthly Meeting**  
**Speaker:** Cyril Wright  
**Title:** US Trip

**Jun 27 Chapter Monthly Meeting**  
**Speaker:** Bruce Jackson  
**Title:** 3D Printing  
 Bruce Jackson is a Auckland based on-line supplier of 3D Printers. Bruce will be presenting a talk on this rapidly developing technology.



## Aviation Calendar

2013

**Every Sat Dargaville Aero Club**  
 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](http://www.flyingnz.co.nz/club_pages/dargaville.html). If going as a group please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

**3<sup>rd</sup> Sun Turangi Aero Club Fly-In**  
**Each** All welcome for a BBQ lunch.  
**Month** Contact Tony on 027-453 3740

**Jun 2 NZ Warbird's D-Day Open Day Ardmore Airfield**  
 1000hrs – 1600hrs. Practice flying displays at 1030, 1230 and 1430. Entry \$15, kids under 14 free.

**Jun 28-30 Brass Monkey Fly-In 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](mailto:allport@actrix.co.nz)

## Aviation Calendar

2014

**Jan 25-26 Tauranga City Airshow Tauranga Airfield**  
 SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Bob Byal is coordinating the SAA participation.

**Mar 7-9 SportAvex Bridge Pa Airfield Hastings**  
 50<sup>th</sup> Anniversary of AACCA/SAA at Bridge Pa aerodrome, Hastings. Start planning to be there as it will be a big one. No airshow, just a celebration fly-in. Includes AGM and Wings dinner. Evan Wheeler is coordinating the event so all offers of assistance to him please.

**Apr 18-20 Warbirds Over Wanaka Wanaka Airfield, Wanaka**  
 As for the Tauranga event, SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Graham Taylor is coordinating the SAA participation.

If members are aware of other events that could be of interest to others please pass the details to Gordon Sanders - [gordon@sanders.gen.nz](mailto:gordon@sanders.gen.nz). But don't rush as you could be the first, and only, person in the queue ☺