



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

Sport Aviator

November 2012

In This Issue:

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www.saaauckland.org.nz

Committee 2012

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Metal Skin	Kevin Paulsen	09 296 5125

FRONT PAGE

David Wilkinson's quick build RV8 is rapidly taking shape at his home workshop. It is now on its wheels and David is starting to make serious progress. Further updates in the news section.

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Next Meeting

WHEN: Thursday 29th Nov 2012 -7:15pm

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

SPEAKER: Barry Gillingwater

SUBJECT: This month Barry Gillingwater has kindly stepped up to the plate to offer to present to us the results of his multi decade research into the whereabouts of a Spitfire mislaid in the US in 1941 and which has never been found. This should be an interesting talk.
Also Rim Malskaitus will present a short film which he and Niol Lockington put together about a recent trip they made in Rim's Zenair 701.



Unfortunately no update was received from Cyril before deadline.

No doubt he is busy with work commitments and will be in contact soon.

Ed.



Hi Everyone

First off an apology for the rather short nature of this month's newsletter. Time constraints and a recalcitrant computer have all contributed to

making me short on time to put together the usual offering. Thank you to everyone who sent me contributions. I have put aside some things in the interests of getting the newsletter out the door. Rest assured if you have sent me a link to include but don't see it in this month's newsletter, it will be included in January's.

That said another month has passed us by and the year is now rapidly drawing to a close. This is the final newsletter for the year and like most folks I am looking forward to taking a bit of a break at the end of the year.

The past month saw the annual Black Sands fly-in at Raglan being hosted by the Waikato Chapter once again. By all accounts the day was a huge success with the weather playing its part on the Saturday but not being quite so cooperative on the Sunday for those who flew in from southern locales. In speaking with Bruce Cooke he said there were seventy plus aircraft at Raglan on the Saturday with over thirty of these then participating in the beach landing exercises. A great success all round by all accounts.

On the news front it has been a somewhat quiet month with only a couple of project updates being received, one from David Wilkinson and the other from Gary Briggs.

David is rapidly progressing his RV8 build and I believe now would be a good time for the chapter to make a site visit to David's workshop to check out the progress he has made.

Our speaker this month will be Barry Gillingwater who will be presenting his findings from a multi decade research effort he has undertaken to try and determine the whereabouts of a Supermarine Spitfire which went missing in the United States in 1941. This should be an interesting talk.

Also this month there is another mystery aircraft quiz provided by Barry. Once again the incentive to identify the aircraft is a chocolate fish. My apologies to Nev Hay whom I did not catch up with at last month's meeting to pay him his chocolate fish after he successfully identified last month's aircraft as a Boulton Paul P.92/2, V3142, half scale model built by Heston Aircraft against Ministry spec F11/37.



If one looks closely in the cockpit of the aircraft you can see the pilot who appears somewhat oversized for the aircraft.

I am looking forward to catching up with everyone on Thursday evening.

I hope you enjoy the newsletter.

Cheer Gavin

PROJECT NEWS

David Wilkinson's RV8

By David Wilkinson

Wiring to tail and static lines are complete. Rear turtle deck is complete. Control column in, pedals and seats complete. Engine is due early December. Visitors welcome at anytime, call me on 021 468 279 first to make sure I will be at home.



PROJECT NEWS

Gary Briggs - Sonex

By Gary Briggs

Hi Gavin

Here is a pic of my spars, finally they are complete. Next I will start with the aft spars.

*Regards
Gary*



PROJECT NEWS

Plans Available

By Cyril Wright

In last months newsletter Cyril announced that Dick Richards had given the chapter plans of two aircraft types that he had decided not to build. Cyril then sent an update afterwards with the aircraft types as follows.

Hi Gavin

Just got an email from Dick. His plans for his planes are a Pietenpol Aircamper and a Pazmany PL4.

So if we can put that in [the newsletter] it would be great

*Cheers
Cyril*

These plans are now available to chapter members to build these aircraft if they wish.

MEMBER NEWS

Canopy Opening in Flight Followup

By John Wilkinson

Following the article in last month's newsletter about a canopy opening in flight, here is a bit of news about one close to home.

Some members will remember Fred Libeau who was building a 'Cozy'. Sadly, he passed away before finishing the aircraft. However, a new owner finished the project to the stage of making its first flight. Soon after takeoff, the canopy unlatched and flew open. As it is hinged at the back, it made a massive airbrake, slowing the aircraft and making it unstable. An 'arrival' was made back on the airfield but the nose wheel collapsed resulting in considerable damage to the nose structure. At the moment, the aircraft is sitting in a hanger at Tauranga, stripped out ready to start repairs.

Regards, Jon.

OSHKOSH NEWS

ANZAC Oshkosh Express Returns

By Bob Keith

Gavin,

You have probably read the Spring Sport Flying magazine from cover to cover like I have but in case you missed it I think more publicity and detail for chapter members is warranted for the Anzac Oshkosh Express. See the last para. in the article on Oshkosh on page 27, it states that the aircraft used for next year will be a B777 in All Black colours. What do you think? Rob Keith Oshkosh Express to Return for AirVenture 2013.

Oshkosh Express arrived in grand style on the plaza at AirVenture 2010 from Australia and New Zealand.

The famous Oshkosh Express will make a dramatic return in 2013, when a state-of-the-art Boeing 777 will deliver more than 340 aviation enthusiasts from Australia and New Zealand to Oshkosh.

The original 747 Oshkosh Express was organized more than 30 years ago by Avtours Australia, now teamed up with House of Travel in New Zealand to relaunch the epic charter flight.

Air New Zealand's "All Black" 777 will make the 8,000-mile-plus (13,000 km) journey to Wittman Regional Airport next summer.

Bob Phillips and Dave Thomas of Avtours Australia pioneered the Oshkosh Express, and now Bob's daughter Karene is continuing the Avtours tradition.

"It is so exciting to bring back the Oshkosh Express, especially with such an innovative and advanced aircraft," Karene Phillips said.

The world's only black 777, Air New Zealand 777, features a revolutionary interior, with lie-flat beds in economy class, new premium economy and business class seat designs, as well as a state-of-the-art touch-screen digital entertainment system.

The flight, dubbed the ANZAC Oshkosh Express, reflects the close relationship between New Zealand and Australia during the two world wars. ANZAC stands for "Australia and New Zealand Army Corps."

Registration for the ANZAC Oshkosh Express launched this week, allowing charter passengers to register for early discounts in business, premium economy, and economy classes.

For more information or to register for the ANZAC Oshkosh Express, visit www.HOTstephenparsons.co.nz/Oshkos h2013, or www.AVTours.com.au.

MEMBER NEWS

Owner Performed Maintenance

By Gordon Sanders

Hi Gavin

The link below is to an article on owner performed maintenance on certificated aircraft in the USA.

Could be a good refresher read for our members.

Alistair may care to add a comment re the SAANZ Owner Maintenance courses. I think Alistair is away at the moment but back Tues.

Regards

Gordon

http://www.avweb.com/news/redundant/owner_performed_maintenance_aviation_safety_pilot_airplane_207706-1.html

CHAPTER NEWS

Popemobile Problems And Progress

By Gordon Sanders

We've all heard of the trickle down effect. A government hypothesis to explain how paying rich guys more will enrich the guys at the bottom of the heap. Yeah, right! Like most government hypotheses, it's a load of the proverbial, something governments also have in abundance.

The Chapter's comms van, aka the popemobile, has been experiencing a real trickle down effect. One that complies fully with the laws of physics, immutable as they are. Due to receiving a couple of RNZAF cast-offs NZ Warbirds ran out of hangar space and the popemobile has spent the winter outside at Ardmore. No-one has been able to find all the leaks, particularly those in the upper part of the cab, so Auckland's liquid sunshine has been entering and trickling down. What doesn't trickle over contents vaporises and turns the van into a sauna.

This of course has a bad effect on the interior of the van and its contents. The plywood lining delaminates, metals rust, mildew grows, and papers form solid if soggy masses. The interior also has that dirty feel from mildew etc, that denotes a good clean is required.

The accompanying photos are indicative of the damage being done. Tools in the rescue kit, which is stored in the rear compartment, are starting to rust, while the surgical gloves, stored just inside the door along with the first aid kit, are labelled non-sterile but aren't meant to be *that* non-sterile. Rolls of paper towels were a solid mass, instruction booklets unusable, etc.



We are very fortunate that the comprehensive first aid kit (the same as carried on fire tenders) appears to have been fully protected by its haversack and shows no signs of water damage.

Keeping a normal caravan absolutely leak-proof can be a challenge at times, but one such as this with a 'control tower' top, which is under considerable stress when towing, has proved beyond the capability of those of us who have tried. The answer must be to provide protection from the elements for the extended periods when the van is not in use. A major problem when finding housing is that a clearance height of at least 2.65m is required.

The possibility of a cover has been considered but does have a few problems. The first is the 'pointy' bits on the roof. Three aerial mounts and two loudspeaker mounts which, unless properly protected, would tear straight through a cover in the first decent breeze. Unless well protected the top corners of the cab would also deal to a cover in short order. Then there is the problem of chafing against the sign writing and the sauna effect if any water does get in.

Members have been previously canvassed for ideas and, while some temporary storage has been very gratefully received, we really need a longer term solution. The Airparks Trust recognises the contribution the van makes to safety for recreational aviators and is taking a sympathetic interest in the problem. This means that some financial assistance may be available but the prime responsibility for getting any required work done must remain with the Chapter.

CHAPTER NEWS

Popemobile Continued

One slim possibility is the construction of a lean-to type building at Ardmore using temporary materials, such as a scaffolding pipe frame covered by the type of shrink-wrap plastic currently in use covering leaky homes during recladding. The plastic apparently has an expected life of 3+ years and is then recyclable. Brian Wigley is currently testing the water at Ardmore re this and Evan Wheeler can source the scaffolding materials at a good rate. As the structure would most likely be situated on a grassed area it would be necessary to pave it using temporary paving, such as concrete pavers. We have a possible source of 'seconds' but will likely need more. 60mm (vehicle) pavers are preferred over 40mm (pedestrian) ones.

When following the popemobile for part of the journey on its return from Raglan in 2011 I was able to confirm that the Duratorque suspension was not working, but set solid. The tyres were absorbing the bumps. This appears to be normal for units that have aged with weight on them. Enquiries revealed that the Duratorque axle could be re-rubbered if the stub-axles were reusable, or replaced if they were not. (Parts for older model units, such as ours, are no longer available).

Currently the van is at Cullen Equipment Ltd who removed the axle and sent it to the Duratorque repair centre, Trail Com Ltd, who I believe are part of Trojan, the manufacturers. We were lucky and the stub axles were found to be re-usable so the suspension has been re-rubbered and has now been sent to another shop for sand blasting and zinc spraying. The van is expected to be back on the road in a few days. As members have been previously informed the Airparks Trust has undertaken to pay for this work.

On the last WOF inspection it was again drawn to our attention that chassis rust was accumulating and should receive attention. Those on the Chapter's Google email list will have seen an email discussion about this. The ideal would be to have the chassis grit blasted to remove the rust so it could then be treated.

However this is complicated by having the ply floor fixed to the chassis members making it a very tricky job.

As part of our search a couple of members suggested talking with microlight pilot and panel beater Alex McNab. As Alex's firm is only a Km from my home I sat down with him to discuss the problem. He does not have an immediate solution but is making enquiries in the trade. He did however come up with a tip for protecting the chassis where it is against the floor. It seems the newer deodorised Fishoilene is nowhere near as good as the original smelly stuff, and the original is very hard to obtain.

Alex had been made aware of Canadian research that found Soyabean cooking oil worked very well and it is now widely used in that country. It will get into cracks by capillary action and slowly set off into a sort of gel. If possible prise the floor up slightly from the chassis at intervals and inject the oil into the gap. Application two or three times at perhaps weekly intervals provides for full penetration and protection. For best access this should be done before applying any paint or other coating that would cover and seal the joint between the chassis and the floor.

The same stuff can be used to seal minor leaks between car window seals and either the glass or the metal. I am about to try it on the rear side windows of my Camry, using a 20mm syringe and an 18G x 1.5" (1.2 x 38mm) needle, suitably blunted and possibly bent. For larger gaps an oilcan may be suitable. One caution if using this stuff – DON'T use it above good concrete as it will penetrate and be nearly impossible to remove.

Our fall-back position for cleaning the chassis must probably be that suggested on line by Sir Donald the Brave (aka the Wilky Bar Kid). It involves getting a bunch of Dad's Army types (you all qualify) under the van wearing goggles etc and using wire brushes, scrapers etc to attack it. Not pleasant and does not result in anywhere near as good a finish as grit blasting, but better than nothing.

CHAPTER NEWS

Popemobile Continued

Alex commented that there are many preparations on the market that claim to kill rust, convert it to steel, etc, but many of the claims were written by advertising types, not engineers. He rated POR15 as one of the better ones however. For details of this range of products go to www.por15.com .

So we have two major projects, obtain or build suitable storage and de-rust and treat the chassis. There are also some smaller projects that would improve ease of use and functionality. These would be ideal for either a single person or a very small team to undertake, so please consider where you could help, especially if you want a good excuse not to be part of Dad's Army.

Stowage. Proper stowage facilities for the equipment carried not only protects the equipment but makes deployment much easier and quicker. Much has been progressively built but more is needed for such items as the P.A. loudspeakers, two vehicle hazard lamps, the electric fan, etc. If you are a competent woodworker this could be an ideal and much appreciated project.

Window Protector(s). We have previously experienced a stone through one of the front windows and wish to avoid a repeat. It has also been suggested that white boards would often be useful during deployment and that possibly the window protectors could be made of suitable material (white Seratone?) so be useful on site. While the idea of having the protectors change the shape of the cab front to make it more aerodynamic has merit the complexity may outweigh the advantages. If you are the person to design and build or lead a small team on this project please step forward.

Jack Adapter. In order to safely use the bottle jack under the axle we need an adapter. Basically a U-channel facing upwards with a 20mm or so length of pipe or tube welded to its lower side to accept the jack head.

To use a jack without such an adapter, particularly on uneven ground such as a roadside, is to invite a serious accident if the axle slips off the jack. A dimensioned drawing is available on request.

Clean Interior. Not a large or high tech job, and all ex Service guys will be fully qualified. Could be fitted in with a Dad's Army chassis get-together.

Anemometer Calibration. The present calibration of the anemometer was carried out using a vehicle driven at a steady speed with the anemometer head extended as far out of the boundary layer as possible. While it seems fairly good it is certainly not to certified traceable standards and is suspected of slight over-reading. If anyone has access to a calibrated wind tunnel or even an uncalibrated steady flow air stream, preferably of up to 40 Kts, please contact Gordon Sanders to discuss.

We don't yet know whether outside storage was a contributing factor, but brake drag was reported from this month's Raglan deployment. Turned out the hydraulic master cylinder had jammed. We brought it back with the brakes locked out (thanks Alistair for most of the trip) and the cylinder is being repaired or replaced by Cullen Equipment while they are doing the suspension job.

Over the years the van has been primarily cared for by a group of four members, Rob Keith, Manfred Scherbius, Don Kirk and myself. Rob has had to greatly decrease his involvement due to changing family circumstances and the remainder of us could really use a hand with these projects, large (shelter and chassis) and small (stowage etc). Getting these jobs done will ensure the van's longevity and reduce the ongoing work required. For more info please see any of the team above at the meeting or contact me by email <gordon@sanders.gen.nz> or on 534 2464. Thank you.

10 Mystery Aircraft Quiz by Barry Gillingwater

A test for all those plane spotters out there.

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

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



ON THE WEB

Electric Cri Cri

From Bob Keith

Gavin, I searched for this one using the registration after seeing a photo of it under an Airbus A380 in Flight International. It may be of interest as its powered by 4 electric motors so would be the smallest 4 engined aircraft I would think.

A few specs below:

EADS Innovations unveiled 4 engine electric-powered CriCri Aircraft. This small aircraft used composite materials instead of metal to reduce overall weight and make room for the high-energy-density lithium batteries. Those cells provide power to four brushless electric motors – two mounted back-to-back on nose pods on each side - with counter-rotating propellers.

This EADS Cricri has performance: 30 minutes of cruise flight at 110 km/h (68 mph); 15 minutes of full aerobatics at up to 250 km/h (155 mph); and a climb rate of approximately 5.3 m/sec (1,020 fpm). (eaa.org)



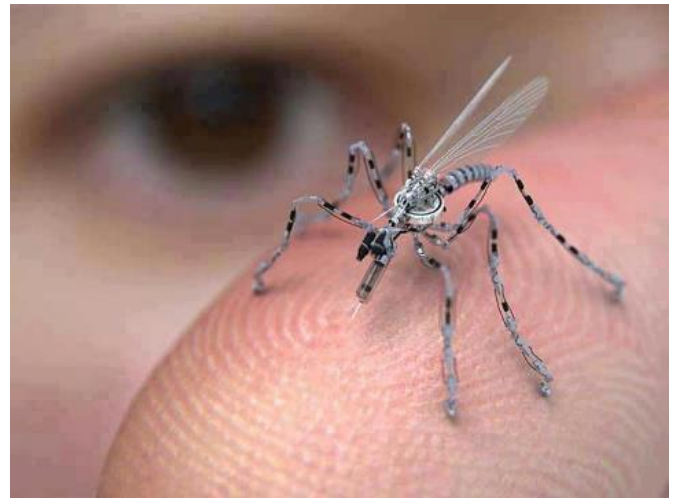
ON THE WEB

Miniature Military Drone

From Bob Keith

Bob sent this interesting article. I have not had time to verify its authenticity yet. It's an insect spy drone for urban areas, already in production, funded by the US Government. It can be controlled and is equipped with a camera and a microphone. It can land on you, and it may have the potential to take a DNA sample or leave RFID tracking nanotechnology on your skin.

It can be operated to fly through the open window or door and attach to your clothing.



ON THE WEB

SA Silver Falcons Support Aircraft

From Nev Hay

Meet the newest member of the team!

For a number of years now, C-47TP's of 35 Sqn, AFB Ysterplaat have been tasked with the logistical support for the team. A decision taken earlier this year at Air Force headquarters, saw this long standing "wouldn't it be awesome if..." statement become a reality. Inspired by the US Navy Blue Angels C-130 (Fat Albert), here she is... With an absolutely beautiful paint job, completed just in time for AAD 2012 by 2 Air Servicing Unit.

At present the aircraft has been dubbed "Gooney Bird".

Photos by Justin de Reuck — at Robben Island.



Chapter Events

2012

Nov 29 Chapter Monthly Meeting
Speaker: Barry Gillingwater
Title: Lost Spitfire

Aviation Calendar

2012

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. 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

Dec 09 NZ Warbirds Pearl Harbour Display Day
Ardmore Airfield.

2013

Jan 18-20 Wings Over Wairarapa
Hood Aerodrome, Masterton
 Friday to Sunday of Wellington Anniversary Weekend. One of the premier events of the Australasian aviation calendar gets better every year. More info at <http://www.wings.org.nz/>

Jan 26-28 Auckland International Airshow 2013
North Shore Airfield
 Anniversary Weekend. A whole new concept of airshows, with large screen TVs relaying pictures from over 100 cameras, including airborne and cockpit view. More info at www.nzairshow.com

Feb 08-10 Great Plains Fly-in
Ashburton
 Annual SAANZ national fly-in, AGM and Wings Awards Dinner. As more info becomes available it will be on www.saa.org.nz.

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

Aviation Calendar

2013 Continued

Mar 02-03 Ardmore Showdown 2013
Ardmore Airfield
 An event for multi-discipline petrol heads with car show, air show, Warbirds, drag racing, drifting, gymkhana, etc More info at www.ardmoreshowdown.co.nz (site still under construction).

Mar 29-31 Classic Fighters 2013 Omaka Airshow
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 27 ANZAC Airshow
Hood Aerodrome, Masterton
 1200 - 1700. More info at www.wings.org.nz