



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

Sport Aviator

November 2011



In This Issue:

- Tiger Moth Club Fly-In 2011
- Black Sands Fly-In 2011
- Max Clear Tribute

www.saaauckland.org.nz

Committee 2012

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FRONT PAGE

Tiger Moth ZK-ALK photographed at Taumarunui for the Tiger Moth Club Fly-In 2011.

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Next Meeting

WHEN: Thursday 24th Nov 2011 -7:15pm

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

SPEAKER: Manfred Scherbius / John King

SUBJECT: Digital Photography

Manfred and John will present an insight into recent advances in digital cameras and using them for optimum results.

The huge range of cameras available now, with many models available simultaneously from each major manufacturer, makes selecting a new camera a time-consuming business. Which promoted feature is a genuine advantage and which is smoke and mirrors? They will look at such things as pixel count, interchangeable lenses, auto vs manual focus, optical image stabilisation, etc.

The aim is to better inform members who may be looking to upgrade from their present camera and who want to ensure they buy the one that best matches their needs.

3 Presidents Report



Hi All

Last Wednesday I went to Max Clears funeral. It was a very big turn out, about a thousand people. I met Max first when I flew SUN down to Te Kowhai with Richard Johnston, the USA test pilot for Air-Cams, on our trial flights in the Air-Cam around NZ.

I was very impressed by his friendliness and when I asked about landing fees Max said "we don't have landing fees, this is for pilots to enjoy".

On another trip he showed me around his factory where, for about 20 years, he built microlights. I was very impressed at how organized the factory was.

Max talked about his dream of the air field. He was a really long term planner. An example of this was when he sold some land near the airfield to his daughter and her husband. On the title it states that they cannot complain about the potential airfield noise and activity. Max said "they may sell it and I don't want anybody to be able to complain about the strip".

I was proud to have met Max and enjoyed his company. He leaves a great gift to us all in the Te Kowhai airfield.

I have found a way to get new members. What you do is organize them to buy an airplane. Since the last meeting, it was my pleasure to introduce my friends Peter Hall and Alistair McLachlan. The outcome being that Peter is now the proud owner of Taylor Coot ZK-JST. This also means Alistair can get on with his next project (no it's not golf).

The summer is nearly on us so I hope you all are getting a lot of flying in

Have Fun

Cyril



Hi Everyone

As most of you will know November 2011 was sadly marked by the passing of Max Clear. Most readers will probably know of Max

and the amazing facility he developed on his farm at Te Kowhai, West of Hamilton and also of the enormous contribution he has made to NZ aviation over the years. I was fortunate enough to be able to get down to Te Kowhai last week and attend his funeral service and was witness to the huge cross section of the NZ aviation and local Te Kowhai community who attended. This month's newsletter contains a number of tributes to Max and the incredible influence he has had on the Sport Aircraft, Microlight and general aviation community in New Zealand.



Max Clear

The past few weeks have also seen the holding of a couple of the regular fixtures on the NZ Aviation calendar. The first of these was the Annual Tiger Fly-In held at Taumarunui. Although the weather was less than cooperative, the NZ Tiger Moth and De Havilland community showed up in strength and a good time was had by all.

I was fortunate enough to be able to fly down for the Tiger gathering and have included some photo's from the day.



Tiger Moth ZK-AIA at Taumarunui

The other scheduled event hosted this month was the Black Sands Fly-in in Raglan hosted by the Waikato Chapter of the NZ SAA. Whilst I did not personally attend the fly-in I am informed by reliable sources that an enjoyable experience was had by one and all, however the event was marred by the unfortunate undercarriage collapse of Don McMillans Mooney ZK-DBK.

This month you will also perhaps notice that the layout of the newsletter has been subtly changed. This new layout has been brought about under the tuition of Kerenza Smith who is the partner of my very good friend Chris Rarere. Kerenza, a highly skilled graphic designer and artist, very kindly took me under her wing to show me some of the more esoteric ways of making the newsletter more presentable using Microsoft Word. I would like to express my sincere thanks to Kerenza for taking the time to teach me a thing or two. Perhaps you can teach an old dog new tricks after all. ☺

Happy building and/or flying

Cheers
Gavin

MEMBER NEWS

Bruce and Dawn Turner complete their Hanger House at Whitianga

By Gavin Magill

Bruce and Dawn Turner have moved into their recently completed new hanger home in Whitianga.

The house has been built on one of the sections immediately adjoining the runway at Whitianga and I was given a walk through of the building when I visited late in October.

The image below shows Kevin Paulsens Tomahawk ZK-EVL parked outside the house after my wife and I flew in to visit Bruce and Dawn.



Bruce and Dawn Turners new home

The house has a seven meter hangar which will house the Waix aircraft Bruce currently has under construction and also an office atop the main house from which Bruce can survey the surrounding airfield and stunning views.



View of ZK-EVL as seen from Bruce's office atop the new house.

PROJECT NEWS

Buster Perssons' Glassair III rebuild proceeding apace.

By Gavin Magill

Whilst visiting with Bruce Turner, we dropped in on Buster Perssons to check on progress of his Glassair III rebuild.

Buster has been working on rebuilding the Glassair since purchasing the aircraft from the insurance company after it was written off following Bob Irvine's accident in 2009.

Buster purchased a new fuselage for the aircraft and says he has now basically completed the glass work for the fuselage.

The aircraft is fitted with a Lycoming IO-540 producing some 300hp which contributes to its phenomenal performance.

The image below shows the Glassair sitting in Busters hangar at his home in Whitianga. In the background you can see his existing Glassair III ZK-MKP.



Buster Perssons Glassair III

Buster is currently working on the forward undercarriage and demonstrated the over-centre locking mechanism he has fabricated and installed.



Buster cycles the front undercarriage leg.

6 Chapter News Continued

PROJECT NEWS

Steve Chilcotts Menestrel

By Steve Chilcott

Steve Chilcott reports construction of his Menestrel is progressing. He sent the following update.

"The Menestrel is progressing slowly but I have now basically finished all the woodwork. The wing (picture attached) is just getting a tidy up and a varnish before I try mating the wing and fuselage together. Hopefully nothing has moved since they were last fitted together and all will go well. If it does then the undercarriage is fitted and covering can begin. Unfortunately the design has the undercarriage mount attached to the spar and then buried beneath the leading edge skin so once its on its on."



PROJECT NEWS

Paul Blackmore's Sonex Build

By Bob Keith

Bob Keith forwarded me the following email from Paul Blackmore.

"I have just realised that it is the last Thursday of the month. Unfortunately I'm out of town again - I'm in Dampier doing a job for Rio Tinto. I have to admit my travel schedule has been far worse than I expected when I offered to take on the Secretary role again and I apologise for leaving you with the burden of recording the meeting outcomes. The last few months have been uncharacteristically busy for me and not sustainable in the long term

so I expect to be more available in 2012.

Please pass on my apologies to the group. On a brighter note I can report that in the time I have been at home I have managed to complete the first wing of my Sonex. With all the components made and the experience of having one done I hope that the second will go quite quickly, I have a month off over Christmas which should see it done.

Best Regards

Paul"

AIRSHOWS & FLY-INS

3 Corby's at Black Sands

By David Wilkinson

David Wilkinson sent through the photos below of Corby Starlet's TOY and TNT on the way to and at Black Sands with the model Corby TOT.

David also provided the following link to a YouTube video of himself flying TOT.

<http://www.youtube.com/watch?v=ZkSC1FYeZYA>



CHAPTER NEWS

Popemobile Update

By Gordon Sanders

When I took the van for its annual WOF test (we don't normally keep a current WOF over winter) it failed with rusted fittings on two brake hoses and a faulty tyre. The tyre was the easy bit. The one that failed was in fact the original spare so we still had a matched good pair, just swap them around and buy a used light truck tyre as a replacement spare. I did this but, as it was a couple of days before my daughter's wedding, that was all I had time for. Thankfully the A-team stepped up.

Manfred took charge of the hose problem, jacking the van, removing one as a sample, buying a pair, fitting them and bleeding the brakes with assistance from Don Kirk and Rob Keith. Don and Rob collected the new spare from my place and refitted it to the van. They applied rust protective to the hitch assembly and various exposed metal bits, blacked the tyres, and took the van back to VTNZ for its re-test. Thus it was all ready when Bruce McDonald collected it on Wednesday for the Black Sands fly-in.

The van is used by Warbirds 3 or 4 times per year as an announcer's booth for Ardmore Open Days, where the van's small p.a. system is linked by radio to Warbird's hangar system. This use is free of charge in exchange for housing the van over the winter months. This summer, as well as Black Sands, the van is booked for the Tauranga City Airshow to serve as comms centre and for a week at North Shore for (from memory) the aerobatic champs, so it is paying its way and covering costs of gradual improvements.

This year additions have included an entrance step and an electric box fan. The fan is the sort where the outside remains stationary while a rotating disk directs the breeze back and forth. Such a fan was proved necessary at Tauranga two years ago where we were saved by a loaned one. Next winter we will be investigating having the Trojan Duratorque suspension rubbers replaced as they are more solid than springy, leaving the tyres to absorb most of the bumps. This was confirmed when I followed it part of the way back from Black Sands."

OTHER

DCM at Black Sands

By David Wilkinson

David Wilkinson decided to share this um...interesting picture of David Campbell-Morrison at Black Sands.

I am sure there is an interesting story to go with it but David didn't provide the details so I will leave it to your imagination.



OTHER

Clever Tip

By John Struthers

Taken from the September edition of 2010 Reader's Digest.

Checking the arrival time of a loved one who's travelling?

Instead of wading through airline websites, just type the name of the airline and flight number into Google's search box.

You'll see departure and arrival information instantly, plus weather and traffic conditions, a delay index & even a map of where the flight is right now.

8 Chapter Projects & Aircraft Lists

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		Stephen 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 Farmer
Murphy Rebel	DKZ	David Horton
Murphy Rebel	WEM	Evan Wheeler
Murphy Rebel	WEC	Graeme Weck
Petrel Amphibian	JAQ	John Eaton
Piel Super Emeraude	FMM	Peter Nicholson
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

9 Tiger Moth Club Fly-In 2011

Tiger Moth Club Spring Fly-In 2011

By Gavin Magill

The last weekend of October 2011 saw the annual spring pilgrimage of the Tiger Moth Club of New Zealand to Taumarunui airfield in the central North Island.

This year Sandy Wilson decided to attend the fly-in to on the Saturday, flying down in Sonex JQP. I tagged along for the ride.



Sandy Wilson focuses on getting Sonex JQP to TM.

Although the weather on the day was far from perfect we managed to make our way down to Taumarunui from Te Kowhai during the morning and arrived at Taumarunui about 11am. We arrived to find the Tiger Club members indulging in what they do best with aircraft busy participating in a bombing competition, doing aerobatics and giving a few fortunate recipients rides in these wonderful old machines.



Four Tigers resting between activities.

I am told that attendance this year was down on previous years due to the weather conditions but those that had made the trip were certainly making the most of the clear skies while they lasted.

Some nine Tiger Moths had made it down for the Saturday, but there was also a good representation of other vintage De Havilland and non DH aircraft in attendance. This included four Chipmunks, two Piper Cubs, the Warbirds Beaver, and one of the Warbirds Harvards.



The four Chipmunks.

Also in attendance were a number of aircraft from various other aviation fraternities including the Gordonton Microlight Club with four Bantam microlights. Four Cessna 185's were parked on the flight line as well as two RV's and a smattering of other Sport, GA and Class II Microlight aircraft including Sonex JQP.



Three of the GMC Bantams shortly after arrival.

Unfortunately the weather started to close in from about 2pm with misty rain and low cloud putting paid to flying for most of the early afternoon. Time was filled in however by grabbing a bite to eat from the great array of food available and lots of gossip.

Fortunately the rain clouds were interspersed with periods of clear-ish weather which permitted those that needed to depart to do so later in the afternoon.

The photos on this and the next page show scenes from the day.



Minicab RJK owned by Tiger Club President Jan White



The Warbirds Beaver shows off her DHC colours.



Jan White prepares to take up a passenger in BMY.



Bill Henwoods Cub. One of two at the fly-in.



ZK-BFF just one of the nine Tigers present.



RV-4 ZK-RVG, one of the two RV's at TM.



Eight of nine Tigers in attendance



A trio of Cessna 185's out for the day.

Black Sands 2011

By Gordon Sanders

The annual Raglan Black Sands Fly-in was, as usual, very well organised by the Waikato Thames Valley Chapter. These folk really do the organisation proud and are due our thanks for their efforts.

Saturday's weather was a mixed bag with a westerly bringing a succession of showers and low ceilings, making access to the area difficult and at times impossible. Fortunately conditions eased later in the day and Sunday was much better.

Saturday saw two unfortunate incidents where aircraft were damaged but, fortunately, no significant injuries, personal pride excepted of course. In the first case a Zephyr microlight appeared to stall left wing down when entering the wind shadow of trees in the 40° right quartering cross wind. It suffered a collapse of the port and nose gear legs and a prop strike. After a fruitless search for a truck it was evacuated back to Auckland on a car trailer.



Zephyr ZK-ZFR with collapsed undercarriage.

This had an amusing side to it. Gordon had loaned the pilot some packing to use between components when loading the trailer. One item was an oldish lightweight sleeping bag which had a rather slippery exterior. On Sunday Gordon departed Raglan about 2½ hours after the trailered aircraft. Shortly after entering the Waikato Expressway he was surprised to see what looked like his sleeping bag on the verge. Throwing out the anchors he walked back to retrieve and yes, it was indeed his bag.

Later examination showed it to be completely undamaged, with even the full-length zip fully functional. Must have been blown off the carriageway without being run over. Minor miracles do happen.

The second incident also involved an undercarriage when, shortly after 5.00 p.m. on the Saturday a Mooney suffered an under carriage retraction during take off. The reason is unknown, but somehow the lever for the all-mechanical system came out of its detent position as the aircraft bounced somewhat, causing the gear to snap up as the weight came back on to it. The aircraft slithered to a stop on its belly with a badly bent prop but fortunately no fire.



Mooney ZK-DBK after the mishap.

<http://www.flickr.com/photos/izard/6348904696/>

This being a GA aircraft the full procedure, for which the organisers were well prepared, swung into action. Emergency services and CAA were immediately notified, resulting in the attendance of two fire engines, a fire rapid response car, an ambulance complete with doctor, and the police. The field was closed and incoming aircraft diverted.

Fortunately CAA agreed that it was an incident rather than an accident and allowed the police, who had assumed scene control as required, to release it back to the aviators. Many hands were used to lift the aircraft with the pilot in the cockpit to lower the undercarriage. Fortunately this lowered and locked down, despite being rather full of grass and dirt, and the aircraft was pushed clear of the runway. The field reopened in time for the diverted aircraft, which had landed at such places as Collins

Rd microlight strip, to return before CET.



People power to the rescue

There were comments from some experienced pilots (which your author is certainly not) that Raglan could be trickier than some pilots allowed for, with its adjacent trees and bumpy surface. They expressed disappointment with the standard of some of the flying, which was apparently due to lack of currency over winter exacerbated by the inevitable 'Others are watching, so I better not stuff up' syndrome, which normally results in just the opposite.

While the weather put a dampener (pun intended) on much local flying a Poker Run, where entrants collected a playing card from each of several airfields and competed for the best 'hand' at the end, proved popular and will likely be repeated. It involves navigation to find the smaller strips, but winning is largely chance, depending on the cards you have collected, which are in sealed envelopes.



ZK-TNT at Raglan

Wayne Butt and his Cri Cri again attracted considerable attention and he flew it regularly on both days. He admits he still doesn't have his engines quite sorted, with a tendency for one or other to quit when the throttles are opened from idle.

Access to mixture adjustments is apparently tricky and can only be done on the ground with motors stopped. Then repeat test flights to see if the results are better, worse, or about the same. A very frustrating exercise.



Big boys and their TOYs.

ZK-TOT at Black Sands

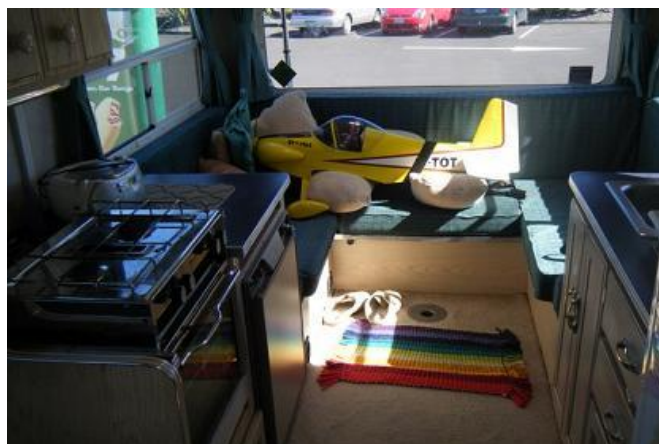
By DCM

This is how we transport Corby Starlets these days (Akl to Raglan) for the black sands flyin. Actually ZK-TOT belongs to David and Don Wilkinson and was being taken there by David Campbell-Morrison in his motorhome registration LOT2DO.

David Wilkinson flew it for the first time on the Friday night then a number of times on the next two day, happy to report no crashes, in fact his landings were just as good as in ZK-TNT... the big corby.

Rgrds

DCM



Depending on your equipment.

By Bob Keith

Interesting photos of the ejection from the F18 that crashed last year in Alberta, Canada. You may have seen the full sequence as the aircraft hits the ground several seconds later.

This is the first time that I've seen the canopy being blasted off the aircraft by the twin rockets.



In the second photo, note that the pilot is ejecting horizontal to the ground while the wings of the aircraft are perpendicular to the ground, which is about two seconds below.



Depending on your equipment – continued

By Bob Keith

Then comes the amazing change in direction for the ejection seat and pilot! Note how the directional control on the ejection seat rockets has automatically changed the pilot's trajectory and attitude so that he is climbing away from the fireball that is about to happen. His drogue chute is also visibly deployed.



Gotta' depend on your equipment. Another life saved.



A4 Skyhawk at MOTAT

By Gavin Magill

MOTAT has recently taken delivery of an ex-RNZAF A4 Skyhawk and is in the process of preparing it for display.

The photos below show the single seat A4 NZ6206 being reassembled in the new MOTAT display hall. The large statue of Sir Keith Park has been pushed out of the way to the right top.



My wife made the comment "it looks just like the airforce days, guys wandering round in shorts and t-shirts."

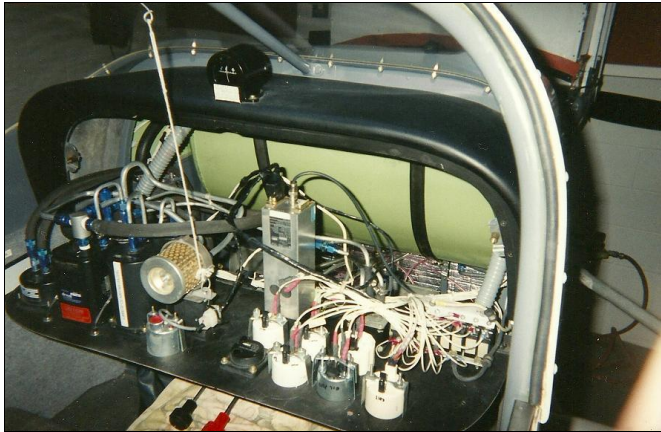


16 Tips, Techniques & Technology

Pivoting Panel

By Bob Keith

This photo is of my T18 instrument panel which could be rotated down for access to the instruments and wiring.



The idea of easy access originated from the Minicab EEF which was mounted on 4 mini (car that is) exhaust rubber mounts. The type consisting of a circular block of rubber with a threaded stud bonded to each end. Undoing the 4 rear nuts allowed the panel to be moved rearwards and then rotated 90 degrees for access. I had also seen a hinged panel on a T18 at Oshkosh so knew it that was also possible.

No hinge detail is shown in the photo below but the 2 bottom corners of the panel had alloy angles secured them and they in turn were secured to fuselage brackets which contained lord 2 inch square plate shock mounts.



Lord 200P-35 Shock Mount

These plate mounts are normally positioned horizontally but in this case they were vertical and parallel to the fuselage. Each mount was rated to 35 pounds so the incorrect usage was not a problem.

The photo of my panel does show the two small lord rubber mounts (mini style) which secured the panel in its vertical position. Below the panel you can see the throttle and mixture controls which were secured to a piece of alloy angle which had to be separated from the panel prior to rotating it.

Digital Torque Wrenches

By Gavin Magill

The attached message came through on the KRNet mailing list.

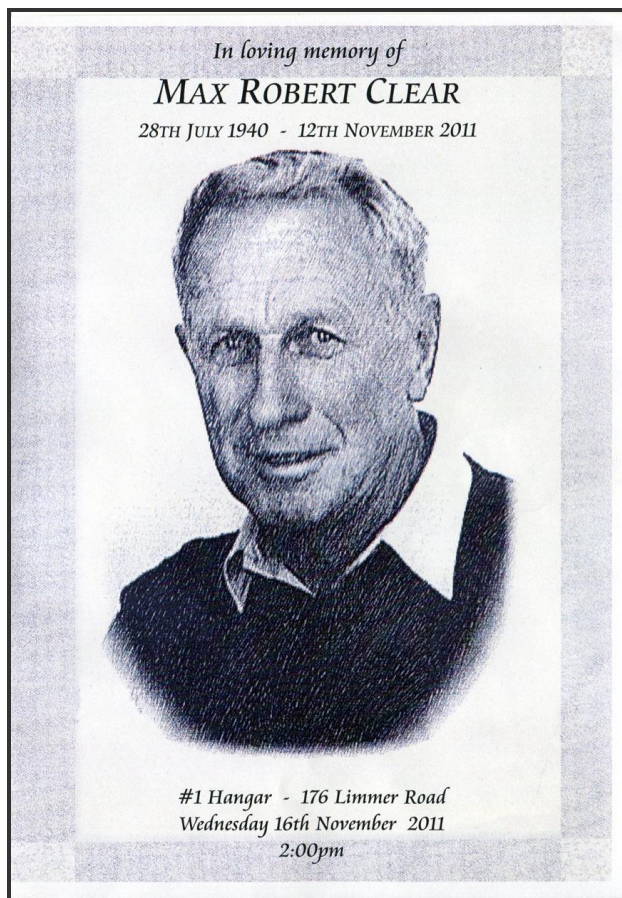
"I got a digital Torque meter from a local tool supply for about AU\$100. Not only does it measure very accurately it can also be used to calibrate my other torque wrenches and those of my club buddies."

Note: The YouTube video in the link below is an advert for a Powerbuilt Digital Torque wrench but it also shows how to use the unit to calibrate torque wrenches hence I thought it might be of interest to others.

<http://www.youtube.com/watch?v=EeQeH5YAcA>



Sadly during November, Max Clear, an icon of the New Zealand aviation scene, passed away at his home in Te Kowhai. The following are tributes to and memories of Max by Chapter members and what he accomplished.



A tribute to Max Clear.

New Zealand's first 'powered, controlled and sustained flight' was piloted by Vivian Walsh on the 5th Feb 1911.

The final event in a series of celebrations to mark the centennial year took place at MOTAT on Friday 11-11-11 at 1845 where a celebratory dinner was attended by some 200 guests from throughout the New Zealand aviation fraternity.

Hosted by the Royal Aeronautical Society (NZ Div.), the Guild of Air Pilots and Air Navigators (NZ Branch) and New Zealand Aeronautical Trust Ltd the night culminated in the announcement of the winner of the Walsh Centennial Medal.

Especially struck for the Walsh Centenary celebration this medal was to be awarded to a New Zealander (or New Zealand Company) who within the last one hundred years had demonstrated "outstanding innovation, leadership and achievement in New Zealand Aviation in the spirit of the Walsh Brothers' pioneering legacy".

After calling for nominations from throughout the country Max was one of the six finalists chosen by the judging team. Finalists were George Bolt, Max Clear 'Gibby' Gibson, 'Ossie' James, Guy Robertson and Sir Henry Wigley.

As receiver of the RSVP's for the Centennial Dinner I knew that Max had turned down his invitation to attend due mainly to his health issues and dinners were not his thing anyway. Closer to the 'cut off' date I contacted Maxine to see if attendance would be possible and had an emotional conversation with her and Sylvia (Max's daughter) when I told them of the nomination and asked whether Max's health would allow his attendance. The winners name would not be known until the announcement at the dinner. Unfortunately Max's condition precluded his attendance.

It is a notable list of contenders, and on the night, George Bolt was the winner, but it indicates the esteem in which Max was held by his aviation nominators, peers and judges.

On Saturday morning Keith Trillo rang to tell me of Max's passing earlier that morning.

Later Ann and I stood on our deck and watched the B787 Dreamliner pass low over the Auckland harbour and symbolically herald in next century's aviation technology.

Max dared to dream and, in the true spirit of the pioneering Walsh Brothers, his pioneering legacy will live on into our country's next aviation century at his magnificent Te Kowhai airfield and in his Bantam aircraft.

May he Rest in Peace.

Nev Hay. FRAeS
Capt Ret



18 Max Clear Tribute Continued

From Mike Feeney

Our old flying chum left us on Saturday morning. November 12th, 2011.

Max was at home with his family around him.

The Service will be at Te Kowhai airfield at 14.00 hrs on Wednesday 16th.

I have been asked to request that, if you intend to fly in to farewell Max, you plan to arrive by about 13.00 hrs and please do not fly during the Service.

Max did recently get to do some things that he really wanted to achieve before it was too late. He got on to the footplate of the Ab steam locomotive pulling the Kingston Flyer and visited Mandeville whilst down south.

Max told me recently that he was keen to organise a pre-Christmas gathering of old friends at Te Kowhai.....so it will be; and he will be there with us.....

I am certain that Max would be pleased that I have used this photograph I took of he and Maxine happy together.



From Robin Hickman

Max was always great to talk to, especially about new experiences.

He had just finished his Pitts and was showing us the ball for inverted flight. We asked him if it worked. His reply was that he didn't know as the first time he flew inverted he was too busy holding on to look inside.

His first aircraft was a Turbulent which had squared off wingtips. This didn't help the already poor climb rates.

Max hosted us when they held the air-race at the opening of the new terminal building at Hamilton. This was when Jack Inder won in Robbie Gentry's Turbulent ZK CAE against a great mixture of aircraft. The handicap may have been a bit suspect.

Robin.

Sent from Hickman Mobile Hangar.

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From Don Wilkinson

Max Clear introduced me to my half built Starlet in 1980 and I have been in Love with it ever since.

He had a twinkle in his eyes which reflected a life of fun and generosity.

We don't come much better than Max.

He told me of a heading in the Southland Times.

He was in the SI with his Pitts

He saw the old train, the Kingston Flyer out of Kingston at full head of steam.

Max dropped down to the deck and flew past inverted just outside the windows.

The train driver stopped the train and everyone got out. Max put on an Airshow.

The next morning the heading in the Southland Times was

"FLYER STOPS FLYER"

Max was still laughing 10 years later when he told me.

19 Max Clear Tribute Continued

Some images from Max's funeral service.



Chapter Events

2011

Nov Chapter Monthly Meeting

24 Title: Manfred Scherbius / John King
 Speaker: Digital Photography
 Guest speakers Manfred Scherbius and John King provide an update on the advances in digital photography. Understanding the hype and evaluating your next camera purchase. Learn before you buy. (Not a sales pitch).

Aviation Calendar

2011

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.

Dec NZ Warbirds Open Day

4 Ardmore Aerodrome, Ardmore
 Pearl Harbour Commemoration.

2012

Jan Joveux Noel WW1 Airshow

21 Hood Aerodrome, Masterton
 3.00pm to 8.00pm. More info at <http://thevintageaviator.co.nz/node>.

Jan SportAvex 2012 & 26-30 Tauranga City Airshow

Tauranga Airport, Tauranga

Relocated accommodation and facilities, aircraft parking etc.

Tentative Schedule:

Thu 26th Arrivals
 Fri 27th Seminars & Flying
 Sat 28th Seminars & Flying
 Sun 29th Airshow
 Mon 30th Fly Home
 A fly-out to Whitianga is being planned for Saturday. More info nearer the date.

Mar Warbirds Over Whitianga

4-5 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 Warbirds Over Wanaka

6-8 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 ANZAC WW1 Airshow

28 Hood Aerodrome, Masterton

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

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