



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

# Sport Aviator

October 2012

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- George Richards Oshkosh Trip
- Canopy Opening In Flight – A Pilots Tale

[www.saauckland.org.nz](http://www.saauckland.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**

Grant Sandifords' plans built Mike Whitaker - MW6s Microlight which had its first flight on Friday 12<sup>th</sup> October at Te Kowhai with Dave Readman at the controls.

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## Next Meeting

**WHEN:** Thursday 25<sup>th</sup> Oct 2012 -7:15pm

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

**SPEAKER:** Glynn Powell

**SUBJECT:** Chris Wade was not able to make it this month to speak to us but Glynn Powell has offered to step in and speak to us on his campaign the restore to the world the sight and sound of the De Havilland Mosquito. Should be a great talk.



Glynn Powell enjoys the fruits of his labour.



Hi Everyone

It brings me great pleasure to inform our club that Dick Richards has given us some plans for two aircraft that he has decided not to build. So if any member would like to use the plans they are available free of charge.

This shows me what a wonderful group we have that when one is not proceeding with an idea it can be passed on to someone else with some energy in that direction.

I really enjoyed our get together at Peter's hanger the other Sunday. Thank you Peter for making this happen.

We are looking at a get together before Christmas. We will let you know when and where as soon as possible.

I have an engine hoist that I am not using and am happy for some one to loan it for six months if that would help you moving your engine in and out.

Took SUN up last Sunday for a spin after its 12 month service. Thanks to Alistair for coming over to sign it off. Great to feel the wind in my face and it was a beautiful clear day.

Hope all your projects are coming together

Happy flying

Cyril



Hi Everyone

What an amazingly busy four weeks it has been since the last newsletter.

By far and away the most anticipated event of the past four weeks

was the much anticipated first flight of the Mosquito. This took place on the day of our last meeting and was followed by a airshow to present the aircraft to the public at Ardmore airfield two days later.



The airshow at Ardmore was followed by a BBQ held at Peter Armstrong's hangar also at Ardmore the following day. Chapter members were able to catch up with Peter, enjoy a sausage or two and also allowed some folks the opportunity to see the Mosquito in the Avspecs hangar which is a short walk from Peter's hangar.



Then last week I received an email from Grant Sandiford telling me his Mike Whitaker MW6s Microlight that he has built from plans has just completed its first flight. Grant sent me a number of photos from the day, one of which graces the cover of this month's newsletter plus some details on the MW6s which I have included in the Chapter News section.



Then to top it all off I received the email from Don Wilkinson to advise us that Glynn Powell has stepped up to present a talk to the Chapter for our coming meeting. This should be a great evening and I would encourage everyone to come along to hear Glynn speak.

Lastly, this month there is a new section in the newsletter (see page 11). Barry Gillingwater suggested we create a new section for members to identify an unusual aircraft type from the past. Barry has an extensive collection of aircraft photos and has offered to provide a photo in each month's newsletter. As a bit of an incentive, the first person to correctly identify the type and email me with the answer at [gavin.magill@gmail.com](mailto:gavin.magill@gmail.com) will earn themselves a chocolate fish at the next chapter meeting.

I hope you enjoy the newsletter.

Cheer Gavin

## PROJECT NEWS

## Grant Sandiford's MW6s

**By Grant Sandiford**

*Grant Sandiford surprised me with the following update on the status of his plans build Max Whitaker MW6s. Congratulations Grant on completing the build.*

Hi Gavin,

Something for the next magazine. My Mike Whitaker MW6s plans built microlight had its first flight on Friday at Te Kowhai with Dave Readman being the test Pilot.

**ZK MWS Details:**

**Motor** - Aerotwin, 65HP, twin cylinders, air cooled, turbo charged, electronic ignition. With 1.875:1 reduction gearbox.

**Propeller** - Powerfin model F, 3 bladed, carbon fibre with 12 degree pitch.

**Ballistic Parachute** - BRS-6 1050VLS.

**Motor Details** - The motor design was commissioned by Aerotwin motors (USA) and owned by them. They got Bill White of Christchurch New Zealand to do the design work. They lost interest in the project so over the last year Bill has bought back the ownership and manufacturing rights.

The revised motor is called "Aviator" and Bill's company called Aeromotors and marketing will commence after all the testing is done.

Cheers,  
Grant



## PROJECT NEWS

## David Wilkinson's RV8

By Dave Wilkinson

David Wilkinson previously reported that the "wings are complete and I am currently working on wing tips and empennage tips. Fuselage and finish kit is due in NZ on Sunday the 23 Sept."



The fuse kit has since arrived as can be seen in the photo below.



David also sent this photo of the fuselage out of the packing crate.



David then sent me another update this week to say the "RV8 is on its wheels, tail is on, currently installing cockpit floors. Engine is an IO 375 from Aerosport power in Canada with dual P mags. Engine is due in NZ early December."



Things are certainly cracking along with the build Dave. I feel a chapter visit might be order at some stage in the very near future to view progress first hand.

## PROJECT NEWS

## Steve Chilcott's Menestrel

**By Steve Chilcott**

Steve Chilcott sent the following update on progress on his Menestrel. "Over the winter the aircraft was covered and painted. The wings and tailplane are basically finished apart from the finishing of the main undercarriage. I thought that I had the undercarriage all sorted out but after attending the LAA fly in this year and talking to other Menestrel builders I now have some improvements in mind. The installation of the firewall forward has just begun and today [2<sup>nd</sup> Oct] with Peter Armstrong's help we managed to mount the Revmaster R2300.



Steve's Menestrel with Revmaster R2300 fitted.

Still to be worked out are canopy and engine cowl. The instrument panel has been assembled on a stand at home and has gone through quite a few changes. An MGL V6 radio has been installed and after some help from the MGL users group online we have managed to get the Garmin Aera500 talking to the radio and transponder. A software error was found in the radio that resulted in much head scratching."



Steve's current instrument panel layout.

## PROJECT NEWS

## Paul Blackmore's Sonex

**By Paul Blackmore**

Paul Blackmore reports he has recovered from the earlier problem he had with the drilling of the wing spar attachment holes. He remade a number of components and his second attempt worked out well. He has now mounted his Aerovee to the fuselage and is currently working on determining the locations of firewall penetrations, control cables and fuel line routing.



## CAA NEWS

## CAA – Seriously Unimpressed

**By Gavin Magill**

For those that have Facebook accounts, can I suggest you log on and search for and like **CAA – Seriously Unimpressed**.

This page was set up so folks can register the displeasure at the outrageous increases in charges CAA intends to foist upon us.

While it may not move mountains, Facebook does at least offer a highly visible forum to show support for the cause.



## CHAPTER NEWS

## BBQ at Peter Armstrongs Hangar

By Gavin Magill

The Chapter recently held a BBQ get together at Peter Armstrong's hangar. As most know, Peter recently completed the build of his DynAero MCR-4S and Pete decided it was high time he hosted a bit of a shindig to say thanks for the support he received and celebrate its completion.



Peter Armstrong's DynAero at his hangar BBQ.

Pete had originally planned to have the BBQ on the same day as the Mosquito Launch but Ardmore Airfield Ltd had imposed restrictions on access to the airfield which meant his hangar was out of bounds to the general public on the Saturday. As such he was forced to postpone it to Sunday the 30<sup>th</sup> of October instead.

Arriving at the hangar on the Sunday morning guests arrived to find Pete had gone to a great deal of effort to prepare his hangar and food for the expected influx of people. And plenty of people took up Peter's invite. Folks began arriving from around 10am and the BBQ was fired up soon after.



Plenty of Sausages on the BBQ.

As Peter wanted, the day was a very relaxed low key affair with visitors able to meet and chat, look round his hangar or at

the DynAero, or just wander down towards the airfield and watch aircraft movements happening on the day. As it happens Pete's hangar is quite close to the Avspec's hangar and early arrivals at the BBQ were able to get a look at the Mosquito before it was shut away in its hangar for the day.



The Mossie tucked away in its hangar.

All in all the day proved to be a very relaxed and pleasant way to catch up with other Chapter members and to meet other friends and colleagues of Peter.

A great time was certainly had by all and many thanks are due Peter for making the day a great success.



Peter entertaining his guests.



## CHAPTER NEWS

## Mossie – A Dream Come True

**By Don Wilkinson**

*Don Wilkinson forwarded the photos below to me in an email with the following words.*

Gavin

[Photos] below sent by Nev Hay shows the ultimate reward for a guy who has done so much. Lovely gesture, presumably from Warren Denholm, Dave Philips and the Owner. Also interesting commentary from John Corby who obviously took a design engineers aspect of the thing.

This is apparently off the Net so should be fine to publish it. Have also had a consenting opinion from Nev. Quite a "Homebuilt"

Don

*Don*

*Thanks for the photos, it must have been a very satisfying experience for Glynn. ( Interesting that the Mosquito spends quite some time off the straight and level path) Also impressed by the very light structure in the canopy of this high speed aircraft. Difficult to predict loads on the canopy, probably best determined by in-flight pressure scan. I have a book on the Mosquito but would love to see a write-up on the design philosophy behind the project.*

*Regards*

*John Corby*



## CHAPTER NEWS

## Very Low!!!

**By Nev Hay**

Gavin

No comment necessary.

Nev



## A BIT OF HISTORY

## ZK-NZW

**By Nev Hay**

This was once ZK NZW and it is being carefully picked apart in Russia.

I last flew NZW AKL-HNL 5 Oct 1990 prior to going to Boeing to test fly B747 419 ZK-NBT on 25 Oct 1990. NZW outlasted NBT which was scrapped in the USA in May this year.



Boeing 747-219B VP-BQA 22723 ex-Transaero Airlines

## LAST MEETING SUMMARY

## Member News – Chris Grove

During apologies, enquiries were made as to news of Chris Groves. It was reported that Chris has had his first round of chemotherapy and thus far is not feeling too many ill effects. He hopes to return to Chapter meetings as soon as he is able.

## Te Kowhai Update - Don Wilkinson

**Don Wilkinson** gave the chapter an update on the meeting held at Te Kowhai the previous week re the current standoff that exists between the Clear family and hangar lease holders at the airfield.

He said some 50-60 people attended the meeting including a lawyer representing some of the parties involved.

It appears the main issue impacting folks with leases on hangars at Te Kowhai is that the lease agreements have been signed with Te Kowhai Airfield Limited which, although a legal business entity, does not have any legal ownership of the airfield. Ownership lies instead with the Clear family and as such there are many issues around the legality of the leases.

Don reported that there had been much tension between the various parties, particularly in the last few weeks, but that the Clear family had recently made some conciliatory overtures in the previous few days and it was hoped some progress could be made towards some sort of solution to the impasse that currently exists.

## Mossie Update – Norm Bartlett

**Norm Bartlett** gave us a brief update on the first, second and third flights of the Mosquito that occurred earlier on the day of the Chapter meeting. Norm reported that Dave Phillips had taken the Mosquito on its first flight and that just after take-off the ASI dropped to 60 knots and remained stuck at this mark. For safety reasons it was decided to divert to Mangere airport to utilize the longer runways and ensure there was room to resolve any issues during landing.

Liviu Filimon noted that he undertook the Avionics inspection on the Mosquito but this

did not include the ASI which was specifically excluded from his inspection. Norm reported that once on the ground at Mangere the aircraft was taxied to the Air NZ workshops for repairs. Norm noted that there was probably very little work undertaken in the workshops during the afternoon.

After the Mosquito's ASI had been repaired, Keith Skilling took off from Mangere and flew the aircraft for a short while before landing back at Mangere. Dave Phillips and Warren Denholm then flew the aircraft back to Ardmore and celebrated with a few bottles of Champagne after touchdown.

## Nev Hay – Pearce Replica Flyer

Nev Hay gave a brief update on progress with test flying of the Pierce Replica Flyer. He advised that the aircraft had suffered a rib breakage in its last tethered test flight at Whenuapai.

The rib had broken as the aircraft hit 20 knots and was caused by a compression failure in the bamboo rib structure.

Despite the rib failure however he said they are becoming more confident that they will be able to get the replica to fly and expect this will occur around 22 knots. At 20 knots the aircraft registered a weight of just 20kg on the scale of the instruments being used to record the tethered flight results.

## George Richards - Guest Speaker

The Guest Speaker for the evening was **George Richards** who presented an excellent summary of his recent excursion to the US in which he shipped his Falco to California, re-assembled it and then proceeded to fly it to Oshkosh for AirVenture 2012.

George described the sometimes difficult process he had to go through to get his aircraft to the US and then once assembled what he needed to learn to fly in the US.

He then stepped us through the various legs of the flight journey he took to get from Chino California to Oshkosh and then back again highlighting some of the more picturesque places he visited during the trip.

An excellent presentation with great commentary and photos and very much appreciated by the membership

# 11 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. ☺



## George Richards Oshkosh Trip

**By George Richards**

*The following are some comments and photos from George Richards of his trip to Oshkosh.*

Gavin

Here are a few random thoughts that might help you.

### Shipping Your Aircraft

If you ship [your aircraft] to the USA you aren't going to get a Sidelifter [to unload the container]. Don't try to fight their system, just get someone to help that knows what they are doing.

### Places to visit.

Chino - The museums are excellent and if you go on Sunday you'll see them flying... No charge.

Sedona - extremely beautiful. Quite different from anything here. Great place to take your wife.

Stillwater - little town but great spot.

Spearfish and the Black hills - Lots to see. Crazy Horse is an absolute MUST see.

Lander - You're unlikely to get there unless you fly a small plane but it was a highlight of our trip. A neat little town. Great vibe.

San Luis Obispo - a great spot to visit with lots to do only an hour or two (depending on the plane) North of LA.

### US Pilots Licences

A US licence is easy to get but you need to follow a system that is 3 months long. You can have great holidays just around Southern California.

### The FAA

The other thing that is really obvious is the attitude of the regulator. Despite picking up a lot of crap from US pilots, the FAA has a mentality of trying to prevent accidents by supplying more services. Our CAA, probably due to government financial constraints, tries to avoid accidents by legislation. I think as long as we have this attitude in NZ, Civil aviation will dwindle. In fact I think CAA will eventually legislate a lot of themselves out of jobs

### Flying in the US

The airspace etc is quite different there so you need training before launching. Its busy airspace at places but the controllers are excellent.

The Americans are very friendly and very supportive. Flying over there is fantastic. They have a lot of services we don't. Restaurants at a lot of the airfields and FBOs (fixed base operators) that do all sorts of things for you. Book rental cars, hotels. They Marshall you to a park. You can just walk away and they will tie it down, fill it up etc. Whatever you want. You taxi in, park, and the rental car will be bought to the plane so you can load your bags into it. Most FBOs even have crew cars that you can borrow just to nip into town for something. No charge or just a small tip. They really understand service. Most of this is has no charge attached. They make money from fuel.

Other services such as electronic data and hence iPad software etc are fantastic. We probably will never have it here as there isn't enough population to support it and, like it or not, we have a lot of people who begrudge paying for things.

### Flying Into Oshkosh

Flying into OSH needs preparation and its better if you have a worthy co-pilot but its fun and a great achievement. Some guys are better than others so you need eyes in the back of your head and be alert but if you are well prepared you'll have a ball.

### Some Final Thoughts

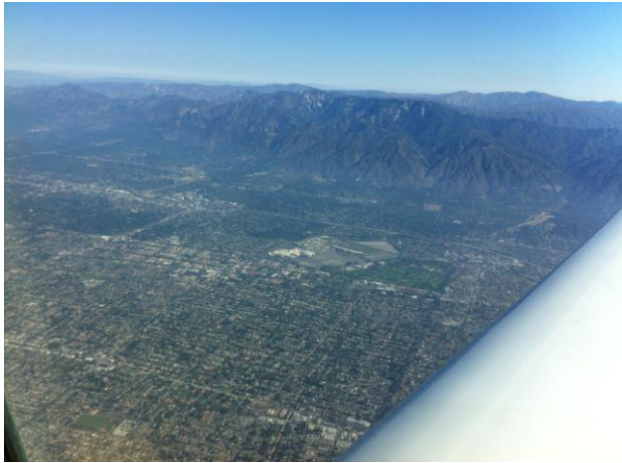
This is just a personal note but after witnessing the US attitude to flying, NZ has to get out of this tall poppy syndrome it has. The 'have nots' in NZ always seem to have a larger voice. Eg. 'I can't fly so let's close that noisy airport'.

In the USA, small communities see the benefit in having an airfield so the community supports it. As a result a lot are owned by the municipality and have great services. Even small towns have long sealed runways with impeccably mown grass etc.

That's a start Gavin. Let me know what else you need

Cheers

# 13 George's Oshkosh Trip Continued



Flying over LA looking North in a friend's Super Viking



We made it!!



Getting the nod from the FAA.



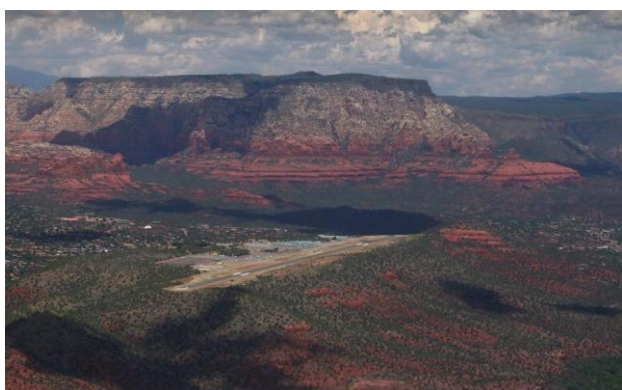
The coveted patch that only show plane exhibitors get.



Real Desert !



The FBO experience. Rental car brought to the plane and boot opened before you get out!



Beautiful Sedona. The airport sits high on a Meza.



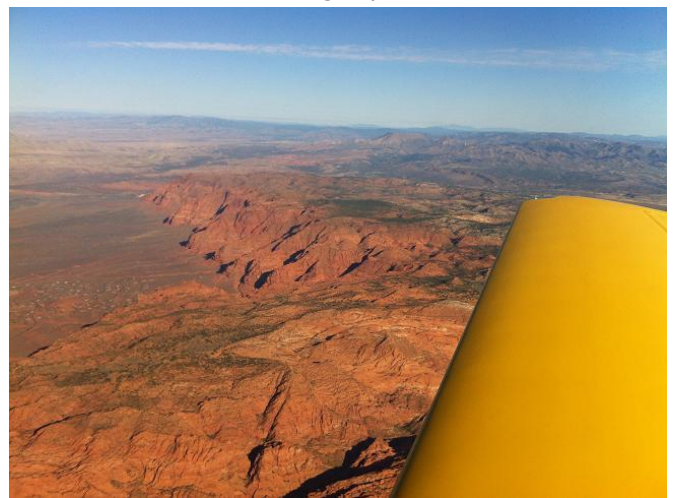
Ellsworth AFB. Active Bone (B1) ops.



I'm a big boy too!



Crazy Horse, the most amazing project I've ever seen. The largest monument in the world at over 500' tall. One man started it. It's a private operation. Absolutely incredible.



Stunning terrain.



The unexpected view from 10,500' - namely flat land and trees only 800' below.



Sussing fuel prices. The observant will note I was on Norfolk Island when I got this shot for the presentation!

## FEATURE

## Canopy Opening In Flight

**By Rudi Venter**

*One of the mailing lists I belong to is the KRNet which is the list of folks interested in the KR series of aircraft. The following email and article was recently posted by one of the guys on the list and I thought others would find it interesting.*

Hi to all the KR'ers out there!

Have you ever wondered what would happen if your canopy opens in flight? I suppose it depends on the way the canopy opens and other factors! Here is a short article I wrote on what happened to me, some of you might have read it but if not have a look, and then make sure it will NEVER happen to you.....

In my 2000+ hours of flying, including test flying a few new planes and 6 engine failures this was by far the scariest thing that ever happened to me.

<http://rudix.5gbfree.com/ZS-VYZ/Stories/oops.htm>

On a brighter note, ZS-VYZ is just about repaired, I also did a few mods, a priming system and 2 additional canopy latches!

## ZS-VYZ - KR-2 - 21 January 2012

I arrived at the airfield at around 5am again, the weather was great so I quickly prepared the KR for some flying.

After the pre-flight inspection I started her up but as I wanted to taxi to the runway I had a problem latching the canopy. It uses a single lever that latches the canopy on both sides. I shut her down again, got out and had a look at the latch. Once I was satisfied that she was latching fine I got back in, started her and latched the canopy, checking a few times that it was tight.

The take-off was uneventful and the air was nice and stable. I first did a few high speed fly pasts and then a few touch and goes. After that I flew to an airfield close by, Kitty Hawk, where I also did a touch and go. I then climbed up to 6000' (about 1200 AGL) and headed back to my field. Once at my chosen altitude I levelled off and set the throttle at 30" manifold pressure, I wanted to see what cruise speed that would produce.

She accelerated nicely to 170+mph. She was flying like a champion and I was really having fun.

I had a GPS on the seat next to me, I had a look at it to see how the ASI speed compared to the ground speed. The GPS was on its side so I moved my hand from the stick (center stick with throttle on the left) to turn the GPS around.

Suddenly all hell broke loose, there was a bang and the canopy flew open, as it opened the plane pitched down violently going into a very steep dive. Every single loose object in the plane, maps, books and other objects were sucked right out of the plane. Even the clip mounted fire extinguisher flew out the plane. My baseball cap and headset also flew off and out. I must have been at quite high negative G for a moment.

I grabbed the stick and tried to pull the nose up. Full up still had me in a 30 deg plus dive. I closed the throttle to try and slow things down but I was still diving and accelerating, I could see the ground rushing closer. I could not believe this was happening to me!!

I realized I had to try and get the canopy closed, even just partial if possible. The KR's canopy hinges forward and it was being sucked open sitting at around 60 deg open. I grabbed the center stick with my left hand and reached up to grab the canopy handle with my right hand. I just managed to get my fingers on it on the third try and I pulled it down, It could not pull it closed all the way, it was still sitting at around 15cm open at the back. I could feel the wooden handle flexing and I was scared it would break, that would have been fatal so I did not force it any further, there was no way I could latch it anyway as it was quite a difficult process at the best of times. As I closed the canopy the plane zoomed up, again pulling quite a few G's (I was still holding full up with my left hand).

I managed to stabilize the plane level and slightly descending, the engine was at a slow idle but I still needed around 1/4 up elevator travel to stop it from diving. The partially open canopy was really disturbing the aerodynamics of the plane!

# 16 Canopy Opening In Flight Cont.

I managed to orientate myself and noticed I was on a late downwind for my field, this plane covers a lot of ground quickly!

As I was descending and quite low by now (I lost around 800' while out of control) I started my base turn, I could see that she was not gliding nearly as well as with a closed canopy and I realized I was not going to make the runway, I tried to shorten my base/final by doing a continuous turn but it was still not enough, I needed a bit more power but there was the problem, my right hand was hanging onto the canopy for dear life and my left hand was holding around 1/4 up elevator, if I let go of either I would just dive into the ground as I was now quite low. There was no way I could reach the throttle, not even with my left elbow, I did try!

The engine idle was very low by now and I could see it was going to stop any moment, I then realized I had to land her in the long grass/marsh before the runway, avoiding the ridge of the raised runway and a small dam. I was now really low, maybe 20 feet so I started pulling up slowing her down as much as possible. It was incredible how she slowed down, just above the grass I was at full up, nose pointing up and the airframe buffeting quite a lot, I would guess at not much more than 40mph.

The engine had stopped by now with the prop sitting at an angle, I leveled her wings as much as I could and waited to become a passenger. She touched down in a perfect 3 point attitude, for a second all was well then the left wheel hit a hole hidden in the long grass. The nose went down and hit quite hard but bounced up again, the plane veered violently to the left and then the right wheel hit a hole as well, down went the nose again, this time I thought she was going over but she did not, finally stopping in a cloud of dust and steam (steam from the dew on the grass on the hot engine)

I finally let go of the canopy and elevator, switching the mags and master off and closing the fuel cock.

My next thought was to get out and I was next to the plane in no time. I quick check on myself showed a bumped knee but not much else.

Only later during the day I became sore where the seat belts restrained me and I had some whiplash. The plane didn't look too bad!



Where the nose first dug in.

I did not have time for a mayday, since the PTT is right next to the throttle I could not reach it anyway and my headset was gone, nobody seemed to notice I went down even though there were 2 planes in the air and a few people at the field but nobody in sight. I started walking back to my hangar, I was around 40m short of the runway.

Soon a plane flew low over me with the pilot showing me a thumb's up asking if I was ok, I showed him yes. He must have radioed the people at the flying school because soon a few vehicles were racing towards me with fire extinguishers and medical help. I told then I was fine! They gave me a lift back to my hangar where I got my camera and a few friends with a 4 x 4 and a trailer. Our local safety officer contacted CAA, since there were no serious injuries they told us it is ok to move the plane as they are not interested in investigating the incident.



Marks in the grass where the plane touched down.



# 17 Canopy Opening In Flight Cont.



The final resting position.

The threshold of the runway can be seen behind and above the plane in the photo above. The angle of the canopy is not much more than the position it took after opening in flight.



That's me happy to be alive but sad for my baby!



Loading the plane onto a trailer.

There were many helpers to get the plane onto the trailer. It is amazing how heavy a little plane like a KR can be!

Once the plane was back in the hangar I could look at the damage, it turned out not too bad! There was slight damage to the skins of the wing-stub where the landing gear ripped out.



Slowly towing her back to the hangar

The landing gear itself is ok as it was designed to have a weak point, four small bolts on each side, that would break separating the landing gear from the metal bar that is bolted to the main spar. This prevents damage to the main spar.



Back in the hangar.

The pitot tube also tore out but there is no damage to the wing, I just need to glue it back in again. The cowling survived well, there is some paint missing at the bottom and three mounting holes were damaged, easy to repair. The prop was broken so that would need to be replaced. The spinner also has a small crack but easy to repair.

Before flying her again I WILL install 3 more latches on the canopy, one at the back in the middle similar to the one's found on RV's and to smaller latches at the bottom back. I will be able to check all these easily so no more surprises! I was fortunate that the canopy opened where it did, if it opened on one of my fly-pasts or on final or after take-off I would have dived straight into the ground without being able to recover in time.....

I still love my KR!

## AVIATION TRIVIA

## Spitfires

From Bob Keith

I was reading about Spitfires the other day triggered by a photo of one which had the words "The Last" written on the left engine cowl and I wondered if it was the last Spitfire. In a reference to the aircraft I found it was not the last Spitfire, the wording referred to the last operational sortie carried out by a RAF Spitfire. This was a photographic mission in April 1954 looking for Communist Guerrilla's in Johore.

While on the subject of Spitfires one of the manouvres used by ME109 pilots to avoid early Spitfires was to bunt over into a high power dive. If a Spitfire did the same the negative G caused the fuel to leave the carburettor. A more serious problem was carburettor flooding and the cure for this was to fit a disc of metal in the fuel line with a hole in the middle to give just enough fuel for full power. This device was designed by a woman called Miss Shilling, needless to say it then became commonly known as Miss Shilling's Orifice.

## AVIATION TRIVIA

## The Youngest WWII Pilot

From Bob Keith

I saw a reference to Thomas Dobney recently and remembered reading a great article in a magazine about him. Briefly for a dare he falsified his age and joined the RAF at age 14. He did his initial training on Tiger Moths in the UK and then went to Canada for further training and obtained his wings at age 15. He returned to the UK and had done 20 missions in a Whitley Bomber before he was found out. His estranged father was the culprit. He saw a photo of Tom in RAF uniform shaking hands with the King and rang the Air Ministry asking what his underage son was doing in RAF uniform.

At the time I thought that Tom would have been the youngest WW2 pilot but apparently that record goes to a young Russian called Arkadi Kamanin. Arkadi was awarded the order of the Red Star at age 14 when he rescued the pilot of an aircraft which had crashed just forward of the

enemy lines. He landed his own aircraft and recovered the unconscious pilot while under fire from the enemy. His father played a major part in Arkadi being on the frontline and able to fly as he was a Major General in the Russian Air Corps at the time.

The father's name was Nikolai Petrovich Kamanin and he was responsible for the recruitment and training of the first Cosmonauts after the war including Yuri Gagarin. Arkadi unfortunately died at aged 18 of meningitis. If you wish to know more about these two pilots use their names when searching the web to read in depth articles on them.

## ON THE WEB

## Castle Bromwich Spitfires

From Don Wilkinson

And speaking of Spitfires, Don Wilkinson spotted this piece of news during the months and distributed it through the Chapter email group.

Campaigners set to win return of 36 Castle Bromwich-made Spitfires to Britain - Top Stories - News from @birminghammail

[http://www.birminghammail.net/news/top-stories/2012/08/16/campaigners-set-to-win-return-of-36-castle-bromwich-made-spitfires-to-britain-97319-31631956/#.UFGQqUzq\\_8I.mailto](http://www.birminghammail.net/news/top-stories/2012/08/16/campaigners-set-to-win-return-of-36-castle-bromwich-made-spitfires-to-britain-97319-31631956/#.UFGQqUzq_8I.mailto)

## ON THE WEB

Great Escape 4<sup>th</sup> Tunnel Found

From Bob Keith

The classic Steve McQueen movie immortalized three tunnels at Stalag Luft III POW camp. Now astonished archaeologists have discovered a fourth called George.



[http://open.salon.com/blog/matt\\_paust/2011/12/08/wwii\\_great\\_escape\\_fourth\\_tunnel\\_discovered](http://open.salon.com/blog/matt_paust/2011/12/08/wwii_great_escape_fourth_tunnel_discovered)

## ON THE WEB

## Vulcan Bomber Final Operation

From Don Wilkinson

AK Chapter members this is worth watching. It was all about "going out on a limb".

When Brenda and I were in the UK about 1998, I think, we went to middle districts air Museum.

An old Wing Co, handle bars and the voice to go with them, took a bit of a fancy to Brenda I think. He couldn't do enough for us and we sat in almost everything there with wings. While sitting in a Vulcan, cramped and grubby inside, he explained we were in the one that flew all the way to the Falklands and back.

So the doco has real significance for me.

From: Andrew Jackson

*Hi there my aircraft enthusiast friends (and others). This is SO worth watching but you need to get a coffee and sit down for 45 uninterrupted minutes to view it. It is the true story of a lone, obsolete RAF Vulcan bombers flight over Stanley, Falklands Islands at the start of the Falklands war in 1982. Pure history. The logistics to make it happen are amazing. Happy viewing !!*

Andrew

[http://www.youtube.com/watch?v=40knj0qg\\_Us&feature=related](http://www.youtube.com/watch?v=40knj0qg_Us&feature=related)

## XM607 - Falklands' Most Daring Raid

Hick Stanham



Subscribe

23 videos



## ON THE WEB

## Harrier Farewell

From Sandy Wilson

Appealing to your love of things aeronautical....

The farewell message we probably all have been tempted to give at some time in our lives!!

Do it!!! Sit back and squint!

British Air Force - Farewell Message

Don't you just love the Brits!

Look at this carefully...it is a brilliant example of British Humour!

The British government has scrapped the Harrier fleet and on their farewell formation fly past over the Houses of Parliament they gave the government a message.

Lean back a bit from your computer monitor and squint. Seriously... push your chair back a couple of feet.

My hat is off to the man that was leading this Squadron.



## ON THE WEB

## How To Get To Mars

From Bob Keith

THIS IS A MUST SEE

Well worth the 6 minutes!

<http://www.youtube.com/embed/XRCIzZHpFtY?rel=0>

## Chapter Events

2012

**Oct 25 Chapter Monthly Meeting**  
**Speaker:** Glynn Powell  
**Title:** De Havilland Mosquito

## 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](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

**Oct 27-28 Tiger Moth Spring Fly-In**  
**Taumarunui Airfield, Taumarunui**  
[www.tigermothclub.co.nz](http://www.tigermothclub.co.nz) or contact John King

**Nov 10 Remembrance Day WW1 Airshow**  
**Hood Aerodrome, Masterton**  
 The Vintage Aviator's first show of the 2012-13 season. Another great opportunity to check out TVAL's collection of WW1 aircraft. More info online at [www.hevintageaviator.co.nz](http://www.hevintageaviator.co.nz).

**Nov 10-11 Black Sands 2012**  
**Raglan Airfield, Raglan**  
 The popular 'First of Season' fly-in hosted by the Waikato Thames Valley Chapter. Fully catered with bunk-house, camping and cabin accommodation at the adjacent Kopu Holiday Park. See poster in this issue for more info.

**Nov 15 Radio Frequency Change,**  
**West Auckland Airport Parakai.**  
 When the new charts come into effect Parakai will have its own frequency of 123.50 MHz.

**Nov 18 Matamata Fly-in and BBQ Lunch.**  
**Matamata Airfield, Matamata**  
 Matamata Aero Club fly-in and BBQ lunch. Cabins and campsites, with toilets, showers etc, available if you wish to stop overnight. For further info contact Brett on 021-368 547 or Bruce on 027-513 0792 or email [MatamataAeroClub@xnet.co.nz](mailto:MatamataAeroClub@xnet.co.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](mailto:gordon@sanders.gen.nz). But don't rush as you could be the first, and only, person in the queue ☺

## Aviation Calendar

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**  
**Ardmore 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](http://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](http://www.saa.org.nz).

**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](http://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](http://www.classicfighters.co.nz).

**Apr 27 ANZAC Airshow**  
**Hood Aerodrome, Masterton**  
 1200 - 1700. More info at [www.wings.org.nz](http://www.wings.org.nz)

# Black Sands 2012

The Waikato Thames Valley Chapter  
of the Sport Aircraft Association of NZ  
invites all recreational aviators to attend the annual  
“Black Sands Fly – In”

**Raglan Airfield**  
**November 10<sup>th</sup> and 11<sup>th</sup>**

An Informal, fun get – together for flyers of all types  
Barbeque lunches both days  
Flying Activities  
Plenty of fun for families and non – aviators  
Accommodation on Site  
Plenty of great dinner options  
Some of New Zealand’s best flying scenery  
What more could you want?...

More Information will be posted at [www.saa.org.nz](http://www.saa.org.nz) from late August.

Contact Bruce Cooke,  
[bmcooke@waikato.ac.nz](mailto:bmcooke@waikato.ac.nz)

Ph 021 1122364.

Book your accommodation now at  
[www.raglanholidaypark.co.nz](http://www.raglanholidaypark.co.nz)  
(please support our hosts)



\*\*\*remember to tell them you are attending the fly – in\*\*\*

Please read the information before flying in – important safety notices are included.



## Matamata Fly-In and BBQ

Sunday, 18 November 2012, BBQ lunch from 12:00 noon.

We invite you to our annual Matamata Aerodrome Mini Fly-In and BBQ lunch.

Land on our smooth and weather proven 1089 x 137 m grass runway.

If you wish to stay overnight campsites and cabins are available.

For further information contact Brett on 021 368 547 or Bruce on 027 513 0792 or email [MatamataAeroClub@xnet.co.nz](mailto:MatamataAeroClub@xnet.co.nz).

