

SPORT AVIATOR

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

January
2011

Propellers by Don Wilkinson - this month's Guest Speaker



This Month's Guest Speaker

Propellers by Don Wilkinson

Modify your wooden prop?? What? Its not hard and you may get more performance and some satisfaction.

My recent change from 56 x 44 to 54 x 41 improved performance, makes engine run sweeter, and climbs better and gets the airframe / prop match better.

How I am changing another "Dog prop" to make it a good spare.

Live example, Jig and method of measurement.

Presidents Report

Legs 11, Lucky for some.

2011 will see a number of new aircraft join the club fleet. Hopefully we will all be come rich and famous spending our time flying around New Zealand in search of even more exotic coffee.

Don Wilkinson is organising a trial run with "Fly South 2011". This is an exciting South Island Safari ending up in Ashburton.

He will roll out the trip details at our first meeting next week. He is also our guest speaker talking on propellers.

I think 2011 will be a great year for our chapter. I would like to see more visits to places and projects and a big membership push.

Now that the Special Category has been expanded into six subcategories – Experimental (revised), Exhibition, Amateur-built, Primary, Light Sport Aircraft (LSA), and Limited along with the burgeoning Microlight Class 2 market of high performance sport aircraft, we have the perfect opportunity to make our club a valuable social and technical resource.

Put your thinking caps on. Please let me know your ideas on how we can improve.

Presidents Report cont'd

One good suggestion is to run a one week Young Eagles camp at Whitianga similar to the Walsh Memorial Scout Flying School (WMSFS)

<http://www.flyingskool.co.nz/>

Regards

Warren Sly

Coming Events

Feb 3rd ~ 6th

Great Plains Fly-in, Ashburton.

<http://www.saa.org.nz/cms/great-plains-201/>

Feb 5th

Centennial Celebration of Walsh Bros first flight and their aviation achievements on the original site, Glenora Park Takanini. Located on the corner of Takanini School Rd and Airfield Rd. Celebration starts at 1100.

See link below for Walsh Bros history. For more info phone Nev Hay on 521 7077.

<http://www.saa.org.nz/cms/assets/Uploads/albums/events/Walsh-Bros-Centennial.pdf>

Feb 7th

Rocket Day at Taupiri. Starts around mid-day. Be aware if you are en-route back from Great Plains, etc.
www.nzrocketry.org.nz/index.php?page=rocket-day

Feb 19th

Parakai fly-in. The big event of the year at Parakai. Lots of aircraft and action.

<http://www.parakaiairfield.co.nz/>

Feb 26th

North Shore Aero Club. Open day and fly-in at North Shore Airfield. All welcome, custom builds, microlights, everything. No landing fees. Car clubs, all-day catering, scenic & heli flights. Plenty of action.

Feb 27th

Wings and Wheels day at Ardmore. Includes warbirds aircraft.

www.nzwarbirds.org.nz/events.html

Apr 22nd ~ 24th Classic Fighters 2011

'V for Victory' Airshow. Omasa.

<http://www.classicfighters.co.nz/>

Coming Events cont'd

If Chapter members are aware of any other events that could be of interest to others please pass details to Gordon Sanders. gordon@sanders.gen.nz

Nev Hay Update

The first custom builders Kitset to arrive in New Zealand was imported into the country by Leo and Vivian Walsh over one hundred years ago.

On the 5th of February 2011 the exploits of the Walsh brothers and foundations they laid for New Zealand aviation will be commemorated at ceremonies at various places in Auckland.

Click <http://www.saa.org.nz/cms/assets/Uploads/albums/events/Walsh-Bros-Centennial.pdf> to download the full article.

A committee has been formed to organise the centenary celebration of the Walsh Brothers achievements and is focusing on functions at Glenora Park Takanini on 5 Feb 2011.

Should you wish to know more or attend this event contact Neville Hay on 09 521 7077.

Around the AKL Chapter

A quick look at what our chapter members have been up to.

Paul Blackmore has his Sonex wing spars all marked out and drilled in preparation for riveting. The syndicate Sonex has now been fully converted to dual control, and the syndicate members have been busy getting their ratings.

Wayne Cunningham's Rutan Long Ezy has been smooth primed then epoxy primed and after many hours of sanding is now due in the paint shop for a top coat of Glazurit, he is looking at vinyl decals to finish the job.

David Grove Hills is working on the firewall of his RV4, fitting the brake and rudder pedals, it is nearly time to take the fuse out of the jig.

Gavin Magill has completed his PPL. He is fitting the tail plane hinges for his KR2s in preparation for fitting the Divnycel foam. His choice of foam for enhanced service life as lesser foams have been known to degrade in service.

Tony Payne has sandblasted the fuselage of his Rearwin Sportster.

Kevin Moir has been machining the crankcases of his VW engine for an oil seal, he has also been fitting the

Around the AKL Chapter cont'd

rear canopy and centre harness fittings on his Taylor monoplane. A set of wings have become available for his Pulsar project and he is looking at the logistics of getting them shipped from the USA.

John Eaton has many projects on the go, firstly the restoration of his Fox Moth is due to be started at Colin Smiths workshop in March. His Pitts 12 has completed its flight testing and is starting aerobatic's in preparation for the Omaka airshow. Finally he has had a tremendous amount of trouble with the Fadec gear on his Safari helicopter, firstly with Continental saying it would suit his application, then after many delays as various tweaks were tried with the performance falling short of expectations, the word from the factory was it would not be suitable as it has an inbuilt rev limiter, leaving John out of pocket and with a bad taste in his mouth, so much for factory support.

Mike Tunnicliffe has been making steady progress machining castings for the powerplant intended for his Pietenpol Aircamper, with just the crankshft and conrods being the only major components left to do.

The fuselage of Glyn Powell's mosquito is now fabric covered and painted ready for installation of all those nesecary bits and pieces, work is progressing with fabric covering of the wing whilst the weather permits.

Peter Armstrong's MCR-4S fuselage is in for painting, the last item to be painted (touch wood). Parachute tear-offs adhesive type is being experiemented with. It has stay on when not required but needs to let go when it has too. See picture next page.

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This Months Evening Meeting will be held on:

Thursday 27th January 19:30, at the Auckland Society of Model Engineers Club Rooms, Peterson Rd., Panmure Basin, Mount Wellington.

Bits and Pieces

For Sale from Robin Hickman

I used them when flying the open cockpit Turbulent many years ago. They need a dryclean but are free to a good home if anyone is interested. The label says;- Height 68 to 72 inches Weight greater than 74 pounds Size 6 serial 2674 MK4

Lots of pockets. I added the fur collar as that is where you got the breeze in CGU. The mark at the bottom of the left leg is from the barley sugars I kept there for emergency tucker.

I can post them out if that works.

Robin.

Rob's Overall's



Trial fitting Parachute webbing to a MCR-4S