



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

Sport Aviator

February 2014



www.saaauckland.org.nz

Committee 2013

EXECUTIVE COMMITTEE

President:	Evan Wheeler 09 238 6081 027 924 807
Vice President:	Gordon Sanders 09 534 2364 021 266 0585
Secretary:	Gavin Magill 09 298 7174 027 291 0525
Treasurer:	Gordon Sanders 09 534 2364 021 266 0585

COMMITTEE MEMBERS

Nev Hay 09 521 7077	Don Wilkinson 09 576 5009
Peter Armstrong 09 576 3676	David Campbell-Morrison 09 817 4782

OPERATIONAL POSITIONS

Safety Officer Norm Bartlett 09 528 0108	Technical Library Sandy Wilson 09 536 4018
Tool Library Manfred Scherbuis 09 298 0221 021 081 365 03	Newsletter Editor Gavin Magill 027 291 0525
Catering Carl Pudney 027 430 5303	Airspace Users Group Steve Chilcott 09 625 5273

TECHNICAL MENTORS

Wood & Fabric	Mike Tunnicliffe	09 237 8173
Composites	Alistair McLachlan	299 2775
Metal Skin	Kevin Paulsen	296 5125
Avionics	Liviu Filimon	268 1199

FRONT PAGE

Paul Blackmore's Sonex comes together for its final assembly at Paul's home workshop.

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Next Meeting

WHEN: Thursday 27th Feb 2014 -7:15pm

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

SPEAKER: Norm Bartlett

SUBJECT: Advance Piloting Skills Program

The chapter is currently investigating putting together a program for Chapter members to teach the requirements of test flying our aircraft, understanding stalling, flying in the stall, accelerated stalls, basic aerobatics, handling turbulence safely, ground proximity flying, approach and strip flying, care at top speed etc. Basically all about getting to know our aircraft better and getting more out of them safely. Nev Hay was to speak on this subject at the meeting tonight but is now not able to attend. Norm Bartlett has offered to step in and take up the slack. Norm says *"I guess my 56 years of flying in over 40 types, all single engine, and have test flown 7 new aircraft for the first time plus about 160 hours of test flying, some at over the edge of the envelope and until recently a Warbirds instructor may have given me a bit of an insight into this sort of flying."*



It is just about time to turn the next page on the calendar as we leave Christmas well behind and move into Autumn. After a windy few weeks we have recently had some excellent flying conditions. I trust plenty of holes have been drilled in the sky by us all and plenty of CO2 produced to feed the trees. The 50th Anniversary fly-in organising/coordinating has kept me rather busy and appreciative of the help from Don W and John K in locating and identifying the original founding members of what is now the SAA NZ.

Sunday 16th with Capt J Farmer as navigator we flew down to Hastings for a final meeting with Peter Nunns to tidy up any loose ends. The organising committee down there has done a great job in planning a great weekend which weather permitting will see a record turnout of homebuilt and sports aircraft. The latest Sport Flying is out so details of the weekends activities are listed. I would recommend the CAA presentation by new General Manager Steve Moore and his team at 1500 on Friday 7th March. A number of other seminars will also be available to attend on various subjects organised by Bridge Pa Chapter.

A programme for fly outs has been planned and one in particular is the local art deco flight through Napier ATC space over the airport and along the waterfront south. Arrangements have been made with ATC for this to take place midday Friday. If you are ATC shy or do not have a transponder you will be able to participate. Only two aircraft will be in contact with the tower being the first and the last but we will be constrained with a time limit so as to avoid commercial operations. A number of other routes are planned including a Cape Kidnappers and Lake Waikaremoana excursion. Other flights naturally at your own discretion. Facilities at Bridge Pa are excellent with full range of aviation fuels available. Mogas will be on eftpos while avgas and Jet fuel on BP.

I have a photograph of my new Catto propeller installed (see above) and am enjoying some changes in performance of the Rebel. With VGs and Horner wingtips landings are a new experience to be enjoyed.

That's all for this month and hopefully see you Thursday night.

Cheers Evan.



Hi Folks

Only a week and a half to go before it is time to fuel up the Zenith, pack the bag and tent, and head for Hastings for the 50th Anniversary fly-in.

Have to say I am really looking forward to getting down there and relaxing for a few days in the sunny Hawkes Bay. Hopefully a good number of others will be attending as well.

Those who attended the Chapter meeting last month were treated to an impromptu talk by Manfred Scherbius on the events leading up to the accident at Martins Bay in ORN. It was a sobering reminder of just how easy it is for a small number of unrelated events to all contribute to a situation going pear shaped in a big hurry. Thank you Manfred for sharing with us your lessons and learnings. The good news is that ORN is on the way to being repaired and will hopefully be back in the skies soon.

For those who have been keeping tabs on the news you will also have seen that there have been a couple of other accidents through the month.

The first was at Bill Izard's home strip at Kihikihi and involved Bill's Turbulent ZK-CBN. My understanding is that Bill was piloting the aircraft and suffered quite severe leg injuries in the crash.



The second was at Ardmore and involved a Bücker Bü 131 Jungmann. Stuart Mackereth witnessed this incident.



I think these are a timely reminder to us all of the need to take as much care as possible when we are out there doing our thing.

The mystery aircraft from the last newsletter was correctly identified by Warren Sly as a Ryan Dark Star. Barry tells us that this was another excellent design that was basically obsolete from the outset due to the demand for jets.



We are pretty light on the news side this month. Please do keep the project updates coming in as everyone is interested in what you are doing.

Hope you enjoy the newsletter.

See you all on Thursday

Cheers

Gavin

PROJECT UPDATE

Paul Blackmore – Sonex

By Paul Blackmore

As can be seen from the front cover, Paul Blackmore's Sonex is rapidly approaching completion.

Paul sent me the following update on progress.

"My Sonex has achieved a milestone with its first engine run.

In final stage of assembly now.

Cheers

Paul"



PROJECT UPDATE

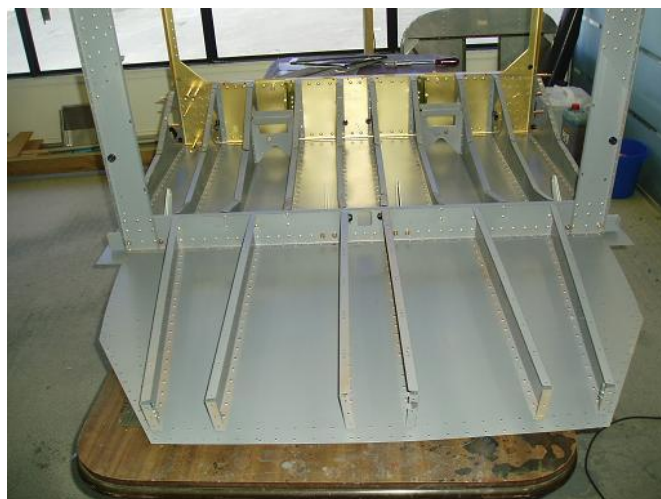
Ken Watters - RV7

By Ken Watters

Ken sent me the following update.

"Not much to report this month.

Assembled the mid fuselage floor and main spar.



And a bit more priming of fuselage small parts.

I am sort of stuck now because I don't want to assemble the whole plane upstairs here in my office because I won't get it out without major surgery to the building.

I will need to find somewhere that is a little more conducive to aircraft assembly.

Cheers

Ken"

MEMBER NEWS

New Member Kylie McDuffie

By Gavin Magill

Gordon Sanders reports that new member Kylie McDuffie has joined the Chapter this month.

Kylie lives in Papakura just around the corner from yours truly.

Kylie called me after I sent him an email following up from his joining the national organization. He tells me he is a Kitchen joiner by trade and has a keen interest in building a Corby Starlet. He has purchased a set of plans and intends to build the aircraft in his boss's workshop where there is space.

I will introduce him to the Chapter when he first attends a meeting so please make him feel welcome.

I am sure Don Wilkinson will be pleased to offer advice to a fellow Corby enthusiast.

MEMBER NEWS

Member Resigning Stuart Mackereth

By Gavin Magill

Gordon Sanders also reported that Stuart Mackereth has tendered his resignation from the Chapter.

Stuart sent the following email to Gordon.

"Hi Gordon,

You can remove me from the list.

Sadly I gave up on my Pitts build and sold it to Richard Hood who is completing it, whilst I have purchased a GA rust bucket which I am now flying.

Not sure if I will build again, not for a while at any rate.

Cheers

Stuart Mackereth"

SAA 50TH NEWS

Hastings Runway Grass 19

By Jon Farmer

The following little bit of advice in the newsletter might be useful to someone :-

Hastings Runway 19 grass,

Sunday 16th I went down to Hastings with Evan in his Murphy Rebel. It was an uneventful trip, a little over 2 hours. As we approached, the AWIB favoured runway 19 so we made a nice overhead rejoin for '19 right hand grass' but about 1/2 mile out at 300 feet altitude neither of us could decide exactly which was the grass runway. The seal has a very tempting, quite wide, grass strip full length each side but, in fact, the grass runway threshold is displaced about 200m in from the end of the seal after passing over a fenced off paddock. There were no threshold marker boards for the grass but the strip became obvious as you got close. Also, as you got close, the wide grass strips each side of the seal, could be seen to be sprinkled with marker lights.

Jon

INDUSTRY NEWS

Kaitia Airfield Avgas Closure

By Z Energy

Z Energy are closing their Avgas facility at Kaitia Airfield from 01 March 2014.

They cite the age of the underground tank, the low use of this facility and their recent reinvestment at Dargaville, as reasons for disestablishing this site from their network. They also note they cannot leave the tanks in the ground for environmental reasons, and the economics – including the price customers might be prepared to pay - don't support reinvestment.

The nearest Z Energy Avgas facilities are located in: Kerikeri, Dargaville and Whitianga on the Coromandel.

If you have any questions please feel free to call the General Aviation Account Manager, Barry Griffin on 027 2 771103 or barry.griffin@z.co.nz

7 SportAvex Registration Notes



Bridge Pa Aerodrome, Hastings
6 - 9 March 2014

SPORT AIRCRAFT ASSOCIATION *SportAvex/50th Anniversary 2014 NZ Inc.*

For more info and online registration form go to
http://www.saa.org.nz/public_pages/events.php

Registration Form Notes

- Registration is open to everyone; however you must be a financial member of SAANZ (national body) to be eligible for trophies and awards. Please send a completed membership form and subscription with this registration if necessary (form available for download from the website).
- Confirmation of your registration will be sent by email or post.
- Registration pack including name tag will be available for pickup at the registration desk from midday on Thursday 6 March.
- Please familiarise yourself with the VFR arrival procedures before flying to Hastings
- If for any reason you are unable to attend, your registration will be refunded, less an admin fee of \$5.00. Requests for refunds must be received no later than 6 March 2014.
- Please register before 20 February 2014

Transport

Over the period of the Fly-In there will be a shuttle van available at suitable times to take you to or from your local accommodation - **GOLD COIN** donation please.

Camping

Camping facilities (showers and toilets) will be provided on the airfield. Please indicate on the registration form if you intend to camp. Cost \$5.00 per person per night.

Catering

Free tea and coffee will be available to registered participants.

Meals will be available for purchase daily. Please use the registration form to indicate the number of meals you may require and also to book your tickets for the Anniversary Gala Dinner to be held at the Hastings Golf Club on Saturday 8 March.

Fuel

MOGAS is available on the airfield. Payment can be made at the Aero Club, by EFTPOS or cash.

Wings Awards, AGM & BBQ dinner - Friday 7th March

The HB & EC Aero Club bar will open at 5pm with the Wings Award presentations to commence at 6pm. The AGM will be held at 6.45pm to be followed by a BBQ dinner. We sometimes have difficulty achieving a quorum for the AGM so if you are a member it is vital that you attend.

Happy Hour, presentation of Trophies & Awards followed by Gala dinner - Saturday 8 March

Happy hour to commence at 1700 during which time trophies and awards will be presented. This will be followed by the 50th Anniversary Gala dinner to be held at the Hastings Golf Club, commencing at 1930. Please use the registration form to book your dinner tickets.

Aircraft Judging

If you wish to participate in the competitions/awards, please use the Trophies & Awards Form to indicate the items you would like to take part in and send in with your Registration Form. Entries will also be accepted any time up to 10am on Saturday 8 March 2014.

Remember: NO TURNING PROPS IN PUBLIC AREA

8 The Lighter Side of Aviation 1

By Nev Hay

BOEING PROPOSES NEW FLIGHT DECK EQUIPMENT

EVERETT, WA (AP) Boeing Commercial Airplane Company Vice President of Engineering, Bill Alum, today announced the company's development of a new, high technology transport jet flight deck warning system designed to help pilots avoid the sort of incident that Asiana Airlines flight 214 experienced recently while attempting to land in San Francisco. The new device utilizes measurements of air pressure taken at different points on the aircraft's airframe to calculate how fast the airplane is traveling through the air. The actual technology involved in the inputs and how they are processed is still considered proprietary technological information by Boeing, as well as by the U.S. Department of Defence.

Mr. Alum said that this device, if installed in all new aircraft, as well as being retrofitted into the existing commercial aircraft fleet, "has the potential to save hundreds of lives each year". It is engineered to provide the pilots of these mammoth, high performance aircraft with continuous, real-time updates of how fast the airplane is moving. This will allow them to always make sure that the aircraft's speed remains within a safe operating envelope. "Information is power", said Mr. Alum. The full name of the device is yet to be determined, but the current working name is "airspeed indicator".

Reaction within the aviation industry has ranged from scepticism to enthusiasm. Dr. Phillip Head, chairman of the Department of Aeronautical Engineering at M.I.T. stated that his department has been recommending something such as an airspeed indicator for many years, but that their advocacy for it has "fallen on deaf ears".

In Toulouse, France, Airbus Chief Engineer Pierre Le Fou said that, due to Airbus' advanced flight guidance systems, such a device would be an unnecessary addition to their flight decks. "The technical advancement of our flight decks is such that pilots have no need for this type of information. Our guidance systems are constantly aware of all pertinent parameters while in flight, and will automatically keep them within the normal range. The pilots of our aircraft have no use for such a device as an airspeed indicator".

In Seoul, Korean Pilots Association (KPA) spokesman Lee Bang-wan stated that a device such as this proposed airspeed indicator would only serve to be a distraction in the flight deck, and that KPA pilots would probably just ignore it. Additionally, he stated that such a complex system was unneeded considering that the KPA pilots have a safety record that is "equal to that of any air carrier that is currently based in Korea".

In Washington, D.C., R. N. Mowth, a spokesman for the U.S. Air Transport Association, stated that "oppressive federal regulation, such as any requirement to have so-called airspeed indicators installed in transport aircraft, is just one more sign of a government run amok with too much power, and its stifling of the free enterprise system".

Scepticism notwithstanding, Boeing seems to be determined to proceed with the development of this new flight deck technology. Mr. Alum stated that "we feel that, once pilots reach the point that they understand the value of the heretofore unavailable information that our proposed airspeed indicator can give them, they will embrace this new device and will learn to keep a close eye on it".

When Boeing is finished developing the AIRSPEED INDICATOR, rumour has it that they are going to begin developing an instrument that tells the pilot how high he's flying and they're going to call it an ALTIMETER. It will also be an important instrument for the pilot to keep his eyes on, especially during an IFR or VFR approach.

9 The Lighter Side of Aviation 2

By Peter Armstrong

FAA Notice of Proposed Rulemaking (NPRM)

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

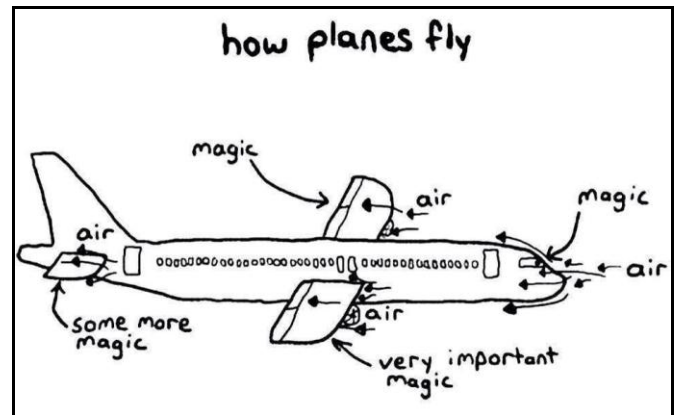


By Barry Gillingwater

I've always had my doubts about this.

At last I understand it.

Barry

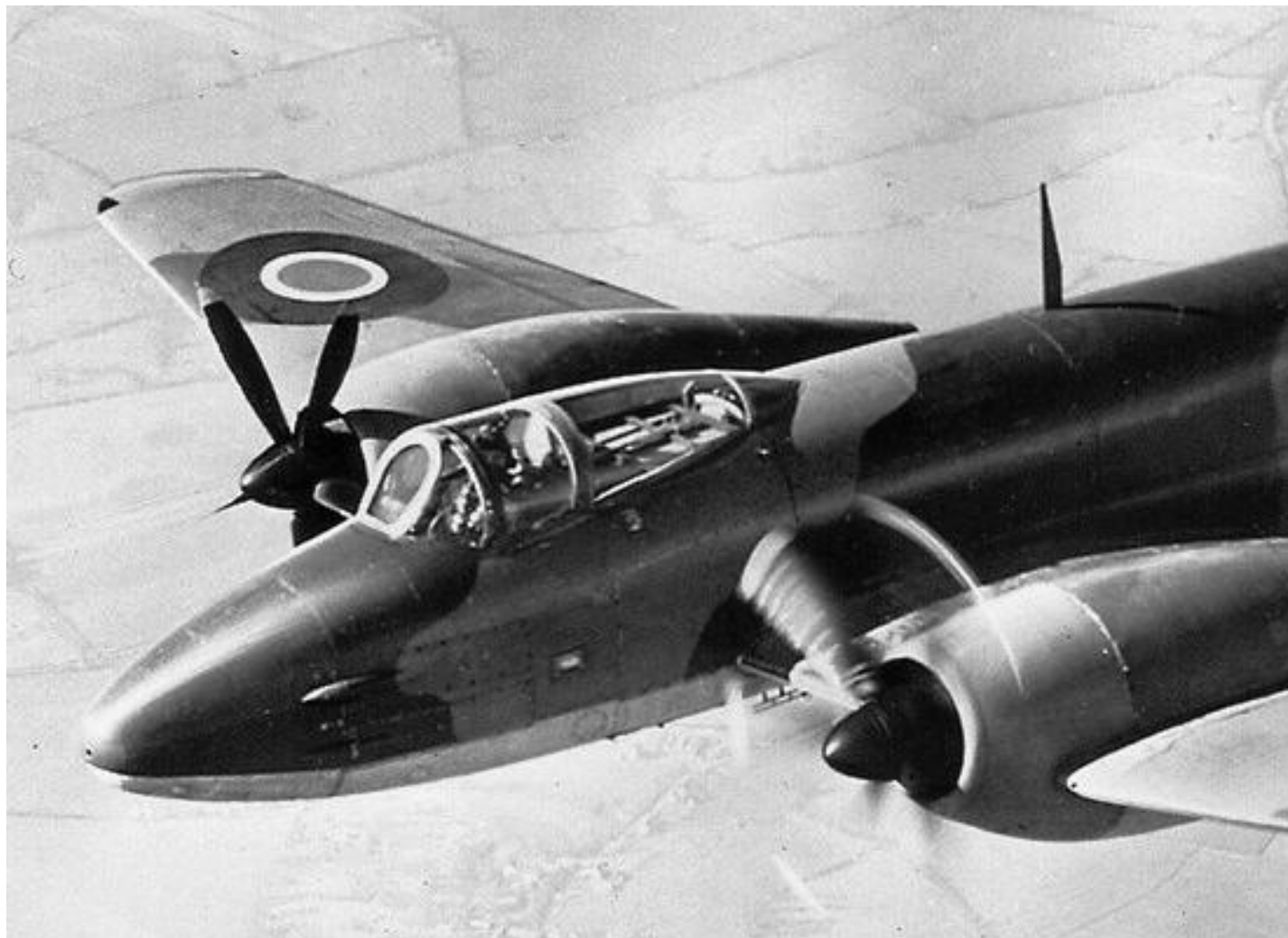


10 **Mystery Aircraft Quiz** by Barry Gillingwater

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

Crazy Germans

From Robin Hickman

Interesting aircraft antic for the mag.

<http://www.youtube.com/v/zok7LltWU0E?hl=fr&version=3&rel=0>



ON THE WEB

Besler Steam Powered Aircraft

From Gordon Sanders

The Besler Steam Powered Airplane (1933)

<http://www.flixxy.com/besler-steam-airplane.htm#.UwIEVPMk4X4.email>



William Besler - Pilot

ON THE WEB

Gnome Aero Engine Replica

From Jon Farmer

Worth bookmarking for future.

<http://www.cams.net.nz/Gnome%20Remanufacture.html>



HISTORY REMADE

Gnome CAMS001 comes to life for the first time – in true style blowing smoke from the castor oil lubrication system.

ON THE WEB

Severe Turbulence

From Gavin Magill

Would have been a pretty interesting ride.

<http://www.chonday.com/Videos/turbulenceboing2>



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ON THE WEB

Worlds Largest Aircraft

From Barry Gillingwater

<http://gelio.livejournal.com/193025.html>



ON THE WEB

Russian Aerobatic Display Team

From Barry Gillingwater

Russian aerobatic display team.

https://www.youtube.com/watch?feature=player_embedded&v=BEE50nquGIA



ON THE WEB

C130 Jato Launch

From Gavin Magill

Pretty awesome Jato assisted launch of a Herc.

Now this is how you get to altitude quickly.

<http://www.chonday.com/Videos/jetassistedc2>



ON THE WEB

Vintage Aviator Remembrance Day

From Bob Keith

The Vintage Aviator Ltd's
Remembrance Day Air Show
November 2013

<http://www.network54.com/Forum/149674/message/1385149639/Photos+from+The+Vintage+Aviator+Ltd%27s+Remembrance+Day+airshow>



ON THE WEB

Wellington International Airport 'Attack'

From Robin Hickman

It's not often that a civilian pilot gets the chance to practice a strafing run on an operating International Airport, but that's exactly what happened in January 2013 at Wellington International Airport in New Zealand. As a publicity stunt for the forthcoming Wings Over Wairarapa airshow, a trio of World War II fighters (including the de Havilland Mosquito) were given clearance to perform a couple of 'attack' runs over the airport. Keith Skilling lead the formation in the Mosquito, and provided his passenger ex-617 ('Dambusters') Sqn pilot Les Munro with a front-row seat to the action. Liz Needham in the Curtiss P-40N Kittyhawk and Gavin Trethewey in the Supermarine Spitfire TR.9 completed the formation. This week's feature video gives you a rarely seen view of Wellington Airport as seen from the rear seat of the Spitfire.

<http://www.youtube.com/watch?v=ZveFHHKMM0Q>



ON THE WEB

Spectacular Paragliding

From Gavin Magill

<http://www.chonday.com/Videos/parafnrchspe2>



Chapter Events

2014

Feb 27 Chapter Monthly Meeting
Speaker: Norm Bartlett
Title: Advanced Piloting Skills Program

Aviation Calendar

2014

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

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

Mar 13-16 Balloons Over Wairarapa
 Masterton, Carterton, Martinborough. Variety of events in fantastic scenery. Full info at www.nzballoons.co.nz. Could be a good extension to a holiday trip to SportAvex

Mar 16 Vintage Day Fly-In North Shore Aerodrome
 Everyone most welcome, microlights, GA, Warbirds, custom builds, old or modern. No landing fee for visitors who register beforehand or at the office on the day. BBQ lunch for a donation towards costs. Hangar tour between 11:15 and 12:15. Scenic flights will be available in Stan & Gilly's historic collection.

Mar 26-30 Balloons Over Waikato
 Promises to be the biggest and brightest yet, celebrating Hamilton's 150th and Waikato Uni's 50th anniversaries. Admission free. Full info, including details of the nightglow and concert at: www.balloonsoverwaikato.co.nz

Aviation Calendar

2014 Continued

Apr 06 Coastal Air Race/Rally Dargaville Airfield
 Start from Dargaville airfield at 1.30 p.m. A brand new fun event with some basic navigation and observation skills required. Course length approx. 40 miles. Results by afternoon tea time with prizes awarded by Bob Syron.

Apr 06 Tokoroa Aero Club Annual Fly-In Tokoroa Aerodrome
 10:00 a.m. to 5:00 p.m. All aircraft welcome, no landing fees. Light refreshments available.

Apr 18-20 Warbirds Over Wanaka Wanaka Airfield, Wanaka
 As for the Tauranga event, SAA will be supporting with a fly-in, our aircraft on display in the public area, and possibly some aircraft in the flying displays. Graham Taylor is coordinating the SAA participation. WOW is actively seeking more Sport and Amateur Built Aircraft participation. Can you help?

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