

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

Sport Aviator

January 2016



Steve Chilcott Photo

www.saaauckland.org.nz

Committee 2015

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Avionics	Liviu Filimon	268 1199

FRONT PAGE

Steve Chilcott's Nicollier HN700 Menestrel ZK-TBS made its first flight on the 25th of November last year with a short test hop round Ardmore. The Menestrel is a first of type for NZ and is a lovely looking aircraft. Congratulation Steve on a job very well done.

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Next Meeting

WHEN:	Thursday 28th January 2016
WHERE:	Auckland Society of Model Engineers Club Rooms Peterson Road, Panmure Basin Mt Wellington
SPEAKER:	Bill Luther
SUBJECT:	TBA



Hi Everyone

Welcome back from the season of excess.

Weight and balance will gradually return to normal which is a good thing for us to enjoy the great flying weather through to June.

I guess the spit and polish is going in for Sport Avex. It will be a great show. I have put the program and application on our website if you need more copies

Our web site saaauckland.org.nz is a good resource for all members to check events, information and history. I ask all members to send in photos and description of your aircraft for the Gallery. Email to me please. Construction Tips is a links page to information sites on that subject. Please forward me links to expand this resource.

New members are always welcome, remember to invite people with an interest in aviation along to our meetings. Don does a great job getting us interesting speakers. We have such a great time catching up with each other it's easy to overlook inviting someone you have met. Please bring them along.

Issues in the pipeline with CAA like medical and licensing will be challenging this year. Look forward to Alistair and Wheel's reports on progress as SAA and AOPA battle it out.

We are going to have a good year with several project completing and flying this summer.

See you this Thursday for our first meeting

regards

Regards

Warren



Hi Everyone

Happy New Year to you all. I hope you managed to have a good break and get some much needed rest and recreation.

This year promises to be a good one with lots of Chapter members

progressing their projects and maybe even a few being completed. One that has already past this milestone is Steve Chilcott's Menestral (see cover photo) which snuck in its first flight just in late November after our last newsletter. Congratulations Steve.

Sadly, the ringing in of the New Year did not bring all good news as we received notice that Peter Herrick passed away on Thursday the 31st of December. Peter was a long term member of the Auckland Chapter and as all would agree, a true gentleman. He will be sadly missed and I would like to thank Don Wilkinson and Chris Groves for putting together the obituary for Peter that appears in the member's update section.

Delys and I are into the New Year at full throttle with preparations for SportAvex keeping us very busy. Registrations are coming in steadily and we are preparing for the AGM, the Gala Dinner and Trophy Presentations. On top of that we are also keeping tabs on our new house build which is progressing rapidly. (See member news.)

And speaking of SportAvex, if you are intending to go to Hastings this year, I would ask that you please complete your registration as soon as possible and post or email a scan to me at admin@saa.org.nz. It is looking like we will be having an excellent turn out for 2016 and the activities planned include a fly-away to a beach landing and swim for those that want to participate.

Included in this month's newsletter is an article from Jack Foot, the Chapters youngest member, on a gliding camp he attended at Omarama recently. By the sounds of things Jack had a great time and got the chance to do some serious mountain soaring in and around the Omarama basin.

Also included in the newsletter are the photos taken at the Chapter BBQ in

December last year. Thanks again to Peter Armstrong for hosting the Chapter at his hangar at Ardmore. It was great to catch up with everyone before the silly season really kicked in.

The mystery aircraft in the November newsletter seems to have been easier than I had foreseen with quite a number of people correctly identifying the aircraft. Chris Groves was the first person to send me an email with the correct answer however so he wins the Chocky Fish award. The aircraft was a Bristol Blenheim operated by the Finnish Airforce during WWII.



Barry Gillingwater has provided the mystery aircraft image for this month's newsletter so have a look and if you can identify the aircraft, flick me an email to let me know.

Enjoy the newsletter.

Cheers
Gavin

MEMBER NEWS

Obituary – Norman Francis (Peter) Herrick

Norman Francis Herrick, known to all as Peter
6 August 1931 – 31 December 2015



It is, with sadness that we reflect on the passing of Peter Herrick on 31 December 2015, and with joy and fond memories when we think of the man he was.

Peter was a man of numerous talents, Farmer, Builder, Psychologist, Hypnotist, talented Musician, Fisherman, loving family man and finally an enthusiastic aviator.

Peter first trained for his pilot license in October 1967 in a Bolkow and flew as a private pilot 'till 1973. His son Colin, introduced him to the Bantam microlite in June 1990. Peter bought one and flew it 'till purchasing a Zenair 601UL Microlite in Jan 1996. Peter cherished this plane and kept flying it right through to his 80th year.

During the time at Pikes Point, Peter was an active participant and President for a term in the Auckland Chapter of SAA. He made many friends as a result. He built a hangar at Pikes where he kept his cherished Zenair 601. Keeping ahead with technology, Peter would invariably be guided home by skilful use of his GPS and iPad. After a spell with his plane at Cliff Bellingham's, the Zenair was moved to the North Shore airfield so his son Colin could also fly the plane when time permitted.

A man of considerable stature and presence, Peter was always jovial, motivated and enthusiastic. His talent on the Electric Organ came to the fore on many Chapter functions and his hypnotic skill, discovered apparently while on CMT at Waiohuru in his younger years, was the source of many funny stories and certain reservations by some friends within the Chapter.

With his generous head of white hair, his warm twinkling eyes, his presence and jovial chuckle, Peter would be a perfect movie candidate to play the part of Santa.

A Funeral Service for Peter at Romaleigh Chapel, Northcote was attended by many Chapter members among his wider circle of friends. He is being missed by his Family and many friends including his Auckland flying associates.

Peter is survived by Marie, his Wife of over 50 years, their 3 sons, Colin, Ross and Mark, their wives, 5 Grandchildren and 2 Great Grandchildren.

Peter, a great friend to many, will Rest in Peace

Don Wilkinson and Chris Groves

PROJECT UPDATE

Steve Chilcott – Menestrel ZK-TBS

By Gavin Magill

As mentioned in the editor's blurb above, Steve notified me in December that he took his Nicollier HN700 Menestrel II, ZK-TBS for a short test hop at Ardmore airport on Wednesday 25th of November.

Steve has posted a YouTube video here of the event. <https://youtu.be/CLBX8cLAFVs>.



When I spoke with Steve at the weekend just gone he said he had completed two flights and the issues previously seen with the mixture enrichment have been resolved however there is still a rough patch when throttling back at the end of the downwind leg. Steve said he has been in contact with the engine manufacturer and they are suggesting a different needle for the carb.



I think congratulations are certainly in order for Steve on his achievement. This is one seriously nice looking aeroplane

MEMBER NEWS

Gary Briggs in SA

By Gary Briggs

I was in South Africa over the break at a small airfield called Petit, about 10 miles east of Johannesburg International Airport and was lucky enough to get a ride in a friends, Vaughn Kyle, 1942 Tiger Moth. What a great experience.



Here is some history of the aircraft.

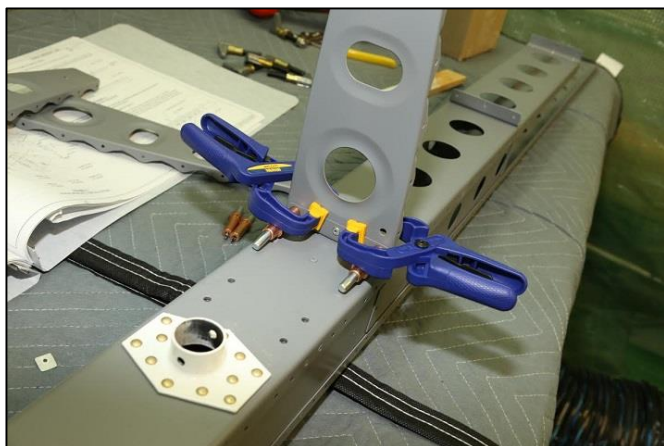
Tiger Moth serial number ou/01/1966, registration ZS-PBE was built in 1942 and served in the RAF as a primary trainer. In 1948 No.2 Elementary Flying Training School was established by the RAF in Chennai, India and the aircraft was shipped and handed over to the Indian Air Force (IAF) at that time. It remained in the IAF until 1963 when it was retired and placed in storage in Chennai. In early 1980, a UK company bought ten Tiger Moth airframes in Chennai and shipped them to England. Amongst these airframes was serial number ou/01/1966. Two of these airframes remained in the UK while the remaining eight were sold to a South African consortium. The aircraft were shipped to South Africa in January 2000 where ZS-PBE was completely rebuilt in 2003. The Tiger did duty operating tourist scenic flights in the Okavango Swamps under a Botswana registration before being returned to South Africa and bought by Vaughan Kyle in November 2011. ZS-PBE has a total of 256 hours on the airframe since rebuild and only 52 hours on the engine after a rebuild following a crankcase failure in 2013. ZS-PBE is currently hangared at a private airfield called Petit in Gauteng Province, South Africa where she is flown regularly and maintained to the highest of standards.

PROJECT UPDATE

Keith Weale (KEA) – RV12

By Keith Weale

Have made good progress on the RV-12 over the Christmas break completing the vertical and horizontal stabilisers, and have now just started the tail cone.



The pace will have to slow as Van's has informed its customers of a further delay in the production of the new more aesthetically pleasing machined wing spars. I expect my wing kit will arrive in Auckland towards the end of April, nearly five months after placing the order.

MEMBER NEWS

Don & DCM Airborne Again

By DCM

This is Don taxiing back after his first flight after knee joint replacement 6 weeks and 1 day after op, then DCM took TOY up for a couple of circuits 5 weeks and 1 day after a hip replacement (just not to be out done) but I think a knee is more painful.



PROJECT UPDATE

Ken Watters – RV7

By Ken Watters

Progress has been a little slow over the holiday period unfortunately but I did manage a few steps forward.

I found an old Lycoming engine which may or may not be able to be resuscitated. It's now at Ardmore being looked over.



I was going well on the final bits of fuselage until I managed to make the roll bar 3mm too wide and unable to fit.



There was no recovery from that so I have ordered new parts from the States and have to start over. Much wiser as to my approach.

Whilst waiting for the roll bar parts I started fitting my instruments to the panel. All starting to come together.



PROJECT UPDATE

Gary Briggs – Sonex #1531

By Gary Briggs

I have finished the fuel system plumbing up to the gascolator,



the wheels and brakes are also fitted now.



The wheel pants are in progress which had to be modified to fit the bigger tyres.

Cheers
Gary

PROJECT UPDATE

DCM – RV12

By DCM

Don came over to see if what has been completed of the RV-12 will get out of the house



Only possible after removal of the ranch slider with 1/2 an inch to spare and no Don is not trying to get in the back door of the RV-12.



The box is the finishing kit which has just arrived so will be busy for the rest of the year



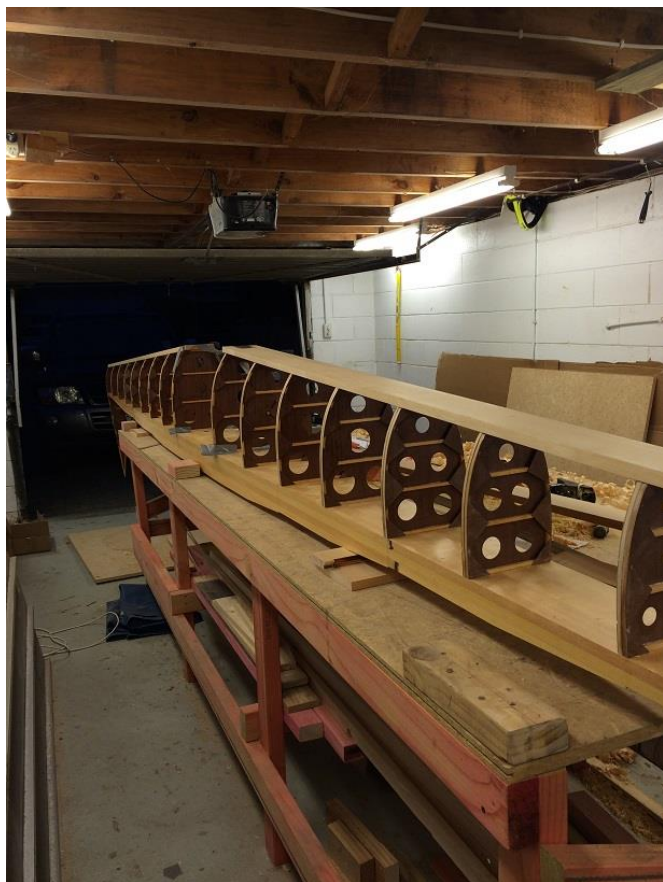
Moving on. What dad no seat belts

PROJECT UPDATE

David Wilkinson – DR107

By David Wilkinson

The DR107 Wing under construction.



CHAPTER NEWS

USB Inspection Camera

By Gordon Sanders

At the October Chapter meeting I demonstrated a miniature TV inspection camera that was on special at SuperCheap for \$45.00. The identical camera, with different branding, was available from other outlets such as Jaycar at \$75 ~ \$80. The camera is 10mm diameter and connects to a computer, normally a laptop, via a 7m semi-rigid cable to a USB2 port. In common with this type of inspection camera the unit has a short focal length of approx. 5cm which means objects much further away are rather out of focus, but normally still recognisable.

Members at the meeting voted to purchase one for Chapter use and this has been done. The camera with accessories, software and operating instructions, has been assembled as a kit which is now available to members. The member has to supply his own computer which must have either two USB2 ports or one port and a CD-ROM or DVD drive capable of playing mini size disks. The supplied software is for PC (MS Windows) type computers but the camera can also be used with Apple Mac type computers using standard software.

The committee will decide where the camera kit will be held, which may be by Alistair McLachlan as he does the most inspections. Wherever it is, collection and return can always be a bit tricky except at Chapter meetings. I also own a personal camera which I am normally prepared to loan for short-term use if the Chapter one is not available.



MEMBER NEWS

Hangar Home

By Gavin Magill

Our concrete pad was laid just prior to the Xmas break and had time to cure over the break. The frames arrived on site on Tuesday 19th January and by Saturday 23rd January this is where the build was up to. The builders are certainly cracking along.



MEMBER NEWS

Free to a good home.

By Jon Farmer

Free to a good home. Mobile frame originally built with lugs to attach to the carry-through tubes of Pelican fuselages and later to move 4 Tiger Moth wings with ease. Base 1210mm wide X 1070mm long and 1470 from ground to top of arms. Distance between arms 1145mm. Runs on 4 commercial grade castors. Frame is presently in Gavin's hanger at Ardmore. Jon Farmer, 5200641 or 027 3490053.



MEMBER NEWS

No Annual

By David Wilkinson

This is what you do when your aircraft has no annual inspection.



MEMBER NEWS

Future Don & DCM

By David Wilkinson

David sent me this. The future Don & DCM



A selection of photos taken at the Auckland Chapter Xmas BBQ held at Peter Armstrong's hangar at Ardmore in late November last year.





Day 1: the first day of my trip to Omarama started off with a rush to the airport and then finding out I needed photo ID before getting on the plane to Christchurch??? Soon had that problem sorted with my school ID that seemed to do the trick. My family said goodbye and I settled into what I thought was going to be a 40minute wait to board the plane. Five hours later I am just boarding the plane after being delayed 4 times from 1230 departure till 1730 departure. Lesson of the day DO NOT FLY JETSTAR. Once I arrived in Christchurch I met Peter Town who I was staying with for the night and driving to Omarama with the next day. Peter did a great job of looking after me and was the official time keeper at Omarama.

Day 2: Had a great drive down to Omarama with some pretty amazing scenery. Once I arrived at the Omarama gliding club I met all the people I would be seeing for the next 11 days and rigged up all the gliders ready for the next day.



Day 3: I woke up in my caravan on day three and learnt pretty quickly how cold it can get down here (1 degree first thing. Ray and I went up for an area familiarisation flight. We went up in one of the twin Astirs and climbed up on Mt Cuthbert (i.e. Mt Horrible). Next thing I know we are at 9500 ft. which I was pretty stoked with and found out it is quite normal here. We then flew up to Lake Ohau and I had a good look around and was amazed by the views. We landed after 1 hour and 22 minutes.

Day 4: I did a 1000 ft. check flight with Ray and then got rated in the single astir and had a nice evening flight of 56 minutes just around the local area.

Day 5: Day five I went up in the single astir and hit 8 knots of lift so I released 500 feet early on tow. As I continued the turn all I got was -10 so I was down after 21 minutes which I was a bit gutted but was still happy there were plenty of days to come. That evening Phil Sutherland and I went up for some mountain thermalling practice but struck the same problem as before and landed after 12 minutes.

Day 6: Phil and I went back up in the twin astir to see if we could give this mountain thermalling another go. It worked very nicely as we got into a strong thermal above Mt Horrible to 8000 feet. Once we were that high we pushed out into the leading edge of the wave cloud and was greeted with a constant +6 all the way up to 11 000 feet. We couldn't go any higher because we didn't have any oxygen but it was still amazing how easy it was to go up in the wave.

Day 7: I went up in the single astir and got to 7000 feet over Mt horrible then saw a nice looking cloud on the other side of the airfield so I went there. I got heavy sink the whole way there and had to land after 53 minutes of flying which was a nice flight and really showed me the importance of lookout as on the ridge the gliders look quite far away and then suddenly they whiz by you.

Day 8: Started off looking quite nice so we got the single astir out and on the grid but after 30 minutes of waiting there the wind picked up gusting 30 knots and showers were coming through so I canned the idea of flying.

Day 9: No flying because the weather was the same as the day before. Lots of lessons and exploring Omarama instead!

Day 10: That morning I met the instructor who I was to be flying with that day, comes over and tells me I would be flying with him in the duo discus that day and we would be taking off around 1700 hrs. I met the instructor out on the grid and we prepped the glider for an awesome flight. We released at Mt Horrible and flew down to the Omarama saddle before climbing up into the wave. We blasted along the wave at 110 knots and flew all the way up to Mt Cook at 20 000 feet. I was amazed at view from up so high up and felt like I was on top of the world. I could see Mt Cook for a bit until it was obscured by cloud. The next thing I know my fingers and feet start tingling and I start feeling pretty weird.

As I was in the back seat the instructor couldn't see what was going on. One of the wires on the battery clip on my EDS unit had broken so I had no idea I was going hypoxic. Lucky the instructor did – we made a rapid decent down to 14 000 feet where I came right and we carried on with the amazing flight. As we neared Omarama we did a few wingovers before joining the circuit to land. I watched as the instructor did a perfect approach and round out. As we touched the ground the noise was deafening and we stopped really quickly. I heard the instructor swearing up the front then I realised we had landed gear up. The glider was alright after an inspection in the morning. Even with the two dramas this flight was amazing and by far one of my favourite flights.



Day 11: I went up in the single astir in the morning and got 1 hour 45 minutes flying in thermals and got up to 9 000 feet which was heaps of fun. As I was coming into land I was paranoid about making sure the gear was down. That night Roger told me I could fly the LS4 tomorrow which I was pretty excited for.

Day 12: I read through the flight manual of the LS4 then went up for a nice 30 minute flight which ended because the rain was coming. I really enjoyed flying the LS4 as it felt so agile and awesome to fly. That night was the final dinner and I won the Dick Georgeson prize which gave me \$500 towards my flying which was really appreciated.

It was an amazing camp – I met some really great flying friends and learnt a lot about gliding. I also got to do some amazing flights.

Thanks to Roger and Kim for organizing the camp and making it possible, and to all the instructors and helpers, and Glide Omarama for the opportunities and guidance.

Can't wait until next year's camp!

Jack Foot





Rob Keith found this in a report from the Paris Air Show. An interesting concept

Designed as a retrofit kit for Rotax 912 or 914 aircooled engines, the HPS incorporates a new gearbox and propeller shaft, electrical motor-alternator and power management and storage using lithium polymer battery.

An innovative hybrid propulsion system (HPS) for light aircraft – manned or unmanned – was unveiled at the Paris Air Show. The HPS was developed by an international consortium headed by Israel's Ashot Ashkelon, Italian light aircraft developer CFM Air and Italian hybrid propulsion specialist Efesto.

Designed as a retrofit kit for Rotax 912 or 914 aircooled aero engines, the HPS incorporates a new gearbox developed by Ashot, a new propeller shaft, a DC/AC power converter and controller, and light, permanent-magnet synchronous electric motor acting as motor-alternator, coupled to the new shaft. The hybrid propulsion elements provided by Efesto also include a high-capacity lithium-polymer battery with power management system for power storage.

The HPS, which adds about 30 kg. in net weight, can operate in one of six specific modes, maintaining uninterrupted piston engine propulsion or decoupling the main engine from the shaft in case of a malfunction such as engine cutoff, or in circumstances requiring "silent mode" flight, a feature particularly interesting operators of unmanned aerial vehicles (UAVs).

Operating the two engines simultaneously increases the power available, thus shortening take-off run and safely clearing obstacles at the airport. On landing, the electric motor can be activated in counter-rotation mode, providing thrust reversal for shorter landing runs. The electric engine can also be used as an alternator for battery charging and as a starter for the main engine. Electric propulsion can also be used in the air, providing active vibration damping for smoother, low-level flight.

At the show the HPS debuted on the hybrid version of the DARDO light aircraft developed by CFM Air, serving as an optional safety measure and replacing an emergency parachute recovery system. HPS provides the pilot with six minutes of critical flight time after engine cutoff, which should be sufficient in which to find an emergency landing site and set down safely operating on electrical power only.

16 Mystery Aircraft Quiz by Barry Gillingwater

An interesting mystery aircraft this month which should make for a few heads being scratched. Email your answer to the editor at gavin.magill@gmail.com before the next Chapter meeting and the first person to get the correct answer will earn a chocolate fish prize. Note you will need to turn up to the meeting to collect your prize.



17 In The News & On The Web

ON THE WEB

AviationWeek Archive

From Gavin Magill

A friend spotted this offer on a website called www.cheapies.co.nz. I signed up for it and it is legit.

In celebration of 100 years, Aviation Week is giving away every single issue of their magazine free.

Go to this link to create a free membership. <http://marketing.aviationweek.com/awst-archive-signup>

You receive an email that requires confirmation. You then log in to AviationWeek.com where you will see a 100-Year Archive link at top right of screen.



ON THE WEB

B17 Recovered

From Don Wilkinson

An original (battle scars and all) B-17 found in the early 2010s in Hawaii.

http://www.huffingtonpost.com/entry/swamp-ghost-pearl-harbor-wwii-bomber-hawaii_us_56200556e4b0c5a1ce62a803



ON THE WEB

Bob Hooper

From Don Wilkinson

Legendary pilot Bob Hooper, flies a Sabreliner of Edwards airbase in the US.

<http://www.avgeekery.com/legendary-test-pilot-bob-hooper-flies-over-edwards-in-a-saberliner/>



ON THE WEB

WWII Colourised Photos

From Norm Bartlett

World War Two black and white photos that are researched and colorized in detail by members of the 'Colourisehistory Group.' These 50 breathtaking colorized photos look like they were taken yesterday.

<http://www.vintag.es/2015/05/50-breathtaking-wwii-photos-look-like.html>



A Supermarine Spitfire Vc 'Tropical' JK707 MX-P serving with 307th Fighter Squadron, 31st Fighter Group operated by 12th USAAF. The regular pilot was 1st.Lt. Carroll A. Prybylo, but when lost it was flown by Capt. Virgil Cephus Fields, Jr. (Source - US Navy, via Library of Congress. Colorized by Paul Reynolds. Historic Military Photo Colourisations)

18 In The News & On The Web

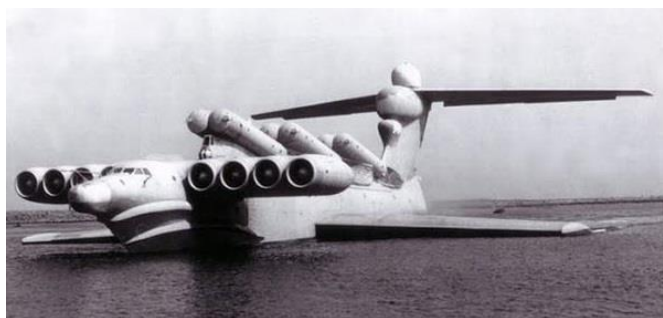
ON THE WEB

Russian Ekranoplane

From Robin Hickmand

Interesting craft and typically all out Russian machine.

<http://thebrigade.com/2015/07/09/russias-unprecedented-monster-aircraft-ship-53-photos-and-story/>



ON THE WEB

The Panto-Router

From Gavin Magill

I found this on Reddit. Very interesting.

<https://www.youtube.com/watch?v=PDPrFJazD3Q&feature=youtu.be>



ON THE WEB

Transatlantic Homebuilt

From David Wilkinson

AVweb Features Article

<http://www.avweb.com/news/features/Transatlantic-Homebuilt-225432-1.html> .



ON THE WEB

Lancaster Video Clips

From Nev Hay

An interesting potted history of the Mark.

<https://youtu.be/GH55dwIDVPE>



FUNNY BIT

British Engineering

From Rob Keith

An oldie but a goodie. Apparently a true story.

Sometimes it DOES take a Rocket Scientist.

Scientists at Rolls Royce built a gun specifically to launch dead chickens at the windshields of airliners and military jets all travelling at maximum velocity. The idea is to simulate the frequent incidents of collisions with airborne fowl to test the strength of the windshields.

American engineers heard about the gun and were eager to test it on the Windshields of their new high speed trains.

Arrangements were made, and a gun was sent to the American engineers.

When the gun was fired, the engineers stood shocked as the chicken shot out of the barrel, crashed into the shatterproof shield, smashed it to smithereens, blasted through the control console, snapped the engineer's back-rest in two and embedded itself in the back wall of the cabin like an arrow shot from a bow.

The horrified Yanks sent Rolls Royce the disastrous results of the experiment, along with the designs of the windshield and begged the British scientists for suggestions.

Rolls Royce responded with a one-line memo: "Defrost the bloody chicken!"

Chapter Events

2015

Jan 28	Chapter Monthly Meeting Normal venue and time. 7.30 p.m. at the Auckland Society of Model Engineers clubrooms, Petersen Dr, Panmure Basin
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Aviation Calendar 2016

2016

Every Sat	Dargaville Aero Club The place is buzzing every Sat, wet or fine, windy or calm, and the catered lunch at 12.30 is good value, just don't be late! Club website is http://dargavilleac.weebly.com/ . If going as a group please ring in advance so the cook expects you. Ph. Murray 027-478 4308 or club house on 09-439 8024.
3rd Sun Month	Turangi Aero Club Fly-In All welcome for a BBQ lunch. Contact Tony on 027-453 3740
4th Sat Month Nov & Jan to Apr	Parakai BBQ, Parakai BBQ starts at 4pm. \$5 donation. As Parakai is used for skydiving ensure you are familiar with required procedures, especially no overhead joining. See notice page 8.
Jan 31	Omaka Flying Day Omaka Aviaiton Heritage Centre, Blenheim. Aerial and ground displays of heritage aircraft from 10am-2.30pm. www.omaka.org.nz/latest-news.htm
Feb 6-7	Healthy Bastards Bush Pilot Champs Omaka Aerodrome, Blenheim Contact Craig Anderson Ph: 029 890 4910 E: craig@soundsaero.co.nz
Feb 13	Aerobatic Competition at NSAC North Shore Airfield The 2015 Brian Langley Memorial Aerobatic Competition that was postponed due to weather back in November is now being held at North Shore Aero Club on Saturday 13th February (with weather alternative Sunday 14th Feb). Full info at http://aerobatics.co.nz/index.php/events/76-2015-brian-langley-aerobatic-competition .
Feb 17-21	Art Deco Napier Growing aviation component of famous Art Deco Weekend. Combining the Art Deco Festival with SportAvex could make for an enjoyable holiday with your better half instead of begging for a leave pass to attend just SportAvex. Contact Murray Bond Ph: 06-835 1423, 021-0285 3321 E: murraybond@nowmail.co.nz or http://www.artdeconapier.com/Events.html

Aviation Calendar 2016

2016 Continued

Feb 19-21	SportAvex 2016 Bridge Pa Aerodrome, Hastings The Hawkes Bay and East Coast Bays Aero Club will again be hosting SportAvex at Bridge Pa Aerodrome, Members attending should already have registered. Full details are on the SAANZ web site at www.saa.org.nz
Feb 25-29	Wairarapa Balloon Festival 5 days of dawn lift-offs from various sites. Night glow on 27 th . Many fun and family activities. For detail see http://www.nzballoons.co.nz/
Mar 16	Classics of the Sky mini Airshow Tauranga City Airport. The second of two mini airshows, family picnic type events mid-afternoon to evening, with air displays starting late afternoon. More info at http://www.classicflyersnz.com/Airshow.html
Mar 25-28	Warbirds Over Wanaka Airshow Wanaka Airport Full info at: http://www.warbirdsoverwanaka.com/
Jul 25-31	EAA AirVenture, Oshkosh 2016 Oshkosh, Wisconsin Time to start planning and saving.

Aviation Calendar 2017

2017

Apr 14-16	Classic Fighters Airshow - Omaka Omaka Airfield More info at: www.eventfinda.co.nz/2017/classic-fighters-omaka-airshow/blenheim
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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.

SPORTAVEX 2016

SAANZ National Fly-In

Bridge Pa Aerodrome, Hastings
19th 20th & 21st FEBRUARY 2016



Download your Registration Pack at
www.saa.org.nz/public_pages/events.php
or email admin@saa.org.nz



SPORT AIRCRAFT ASSOCIATION
NZ Inc.