

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

Sport Aviator

July 2014



www.saaauckland.org.nz

Committee 2014

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FRONT PAGE

Gary Briggs' Sonex build is progressing well in his home workshop. As can be seen from the photo the fuselage is coming together nicely. Gary is hosting a workshop visit on Saturday 2nd August from 10-12 for those interested. See inside for details.

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Next Meeting

WHEN: Thursday 31st July 2014 -7:15pm

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

SUBJECT: Riding a motorbike to the southern extremities of South America.

SPEAKER: Martin Farrand

Martin Farrand who has had two Taylor Coot Amphibs and built the own design Shearwater amphib (still has it) is also a renowned yachtee who does other things as well.

He is an adventurer in many forms. Martin sailed the South American West coast but didn't get to see "The Horn" so.....given classic motorbikes is another of his passions, off he went with a bunch of motorcyclists mates to South America to see how far south the road goes. It eventually stops at Ushuaia on the Beagle Canal. This is hostile country. Way south of Magellan's Strait. Anything south of that is VERY hostile.

Martin will talk to us about this trip and some of his yachting adventures with Alan Coubray and others.



I took this photo last week when flying over the border of Iraq and Turkey after tracking straight up the centre of Iraq. At the time those thoughts were going through my mind of what if someone decided we should not be there or an errant sky jockey in a MIG wanting to make a name for himself during Ramadan. We duly arrived at Istanbul and completed the Gallipoli expedition flying on to Hamburg Thursday afternoon as MH 17 was flying south. There has since been much discussion around the dinner table with our wives as to how much we rely on the powers to be in determining when airlines should or should not use air routes. Needless to say when in deep discussion over alternative routes i.e. via USA and perceived risk we remain committed to existing plans back home via Dubai. Just shows how sheltered we generally

are in NZ but how such things can in some way flow down to our personal activities from time to time.

I managed to get some flying in a couple of days before getting away just prior to the one week storm kicking in. Have just hit the 49.75 hour for year to date so that leaves enough time to warm the oil before the 50 hour check when I get home.

The other attached photo is that of U boat 995. The last surviving example of its kind situated at Kiel, North Germany. Our guide being Graeme Wecks father in law who was a wireless operator on these during the 2nd world war standing there with me in the picture. To hear from the horses mouth so to speak made it a special day.



That's enough from me and see you next month.

Evan



Hi Everyone

It has been a quite a month really. What with the general state of the world and the hostilities going on, and the resultant downing of flight MH17 in one of

those war zones (Ukraine), plus the absolute rubbish weather we have been having for the last few weeks, one occasionally wonders what the world is coming to.

Fortunately though a number of good things have been happening so all is not completely lost. :-).

First on my list of good things (for me at least) has been the return to service of my Zenith ZK-ZXZ following an extended stay at Solo Wings in TG.

I have provided an update in the Chapter news section on what work Solo Wings undertook so I won't go into details here of what they found but suffice to say I am very pleased I gave ZXZ to them to complete the work.

I would like to put in a plug here for the folks at Solo Wings as they did a very thorough and efficient job with ZXZ and kept me very well informed about everything they found and did along the way. I can highly recommend their work.

Another good thing that happened just this weekend gone was that Delys and I managed to join David and Don Wilkinson to fly up to Dargaville for lunch on Saturday. This was my first visit to DA aero club for one of their famous lunches and I was very impressed. What a great organisation they have going up there. I can certainly recommend it if you have not been up to visit yet.

As you may have already seen via the Chapter email list, Gary Briggs has offered to host a workshop visit this coming weekend at his place. I would encourage as many members as possible to attend. The address is 11 Gilford Place Dannemora between 10 and 12 on Saturday the 2nd. Tea and bikkies will be provided so I hope to see you there.

The mystery aircraft from last month was correctly identified by Warren Sly as the Lockheed C40B. When Barry sent me the photo I said it kind of looked like a Lockheed but I didn't recall any Lockheed aircraft having such large fixed undercarriage. Barry replied "You're right – Lockheeds of that era were either retractable or a much smaller faired fixed nose wheel. I believe that this one was deliberately larger to aid the understanding of what nose-wheels and their fairings do (did), the answer was pretty obvious beforehand – more drag!."



This month's mystery aircraft is up so have a go and see if you can identify it.

Enjoy the newsletter.

See you all on Thursday

Cheers

Gavin

MEMBER NEWS

New Member – Frank Trump

By Gavin Magill

[Ed: Frank Trump joined the Chapter recently and came to last month's meeting. I asked him to send me a brief introduction about himself and the following is the update he sent through.]

I currently work for LEP Engineering Plastics (formally Mulford Engineering Plastics) as a Sales Engineer. Qualified Mechanical Engineer.

We sell engineering plastics to OEM, engineering/ machine shops as well as stock plastic material in rod, sheet and tube.

I do engineering development work for customers as well as reverse engineering by means of 3D scanning and solid modelling.

I gained my PPL in South Africa in 1983. I owned a share in a Cessna 172 Hawk XP, with the 195HP Continental IO-360 with variable pitch prop. (ZS-MOV) Ideal for operating at hot and high altitude, (ground level approx. 5300ft AGL) and high density altitude in high temperatures.

Immigrated to NZ in Mar 2003, I converted to the Tecnam Light Sport/ Microlight license with then Giovanni Nustrini at Ardmore. I am member of Hauraki Flying club as well as Whangarei Flying club.

I am currently building the TEAM Mini Max, Aeromax. I have had the kit for approx. 3-4yrs and have built the empennage and the wing ribs, and left wing spars. I have the engine, Hirth 32, 50hp. The kit is so called fast build kit incorporating all parts which are laser cut and marked. Time and space is the main obstacle.



PROJECT UPDATE

Gary Briggs – Sonex #1531 Update

By Gary Briggs

A lot has been done since the last update, I have managed to finish the aft fuselage which has its own assembly part number. My garage is getting full now and the cars are parking outside, had to de-ice them a couple of times this week.



If any of you are interested in seeing my Sonex project join me on Saturday the 2nd August from 10 to 12 at 11 Gilford Place Dannemora for a cuppa and a few bikkies

Drop me a line on gary.briggs43@yahoo.com if you can make it.

Regards Gary

PROJECT UPDATE

Gavin Magill – Sonex JQP

By Gavin Magill

Sadly the news for JQP is not all good. A few weeks back I contracted an electrician to fit lights and power to my hangar at Ardmore and while he was installing the overhead lights he moved JQP and Paul Blackmore's Sonex (PDB) outside. He moved the aircraft (with my permission) as he didn't want to drop anything on them or drag cables across them so he was trying to do the right thing by moving them outside.

When he pushed them outside in the morning the weather was fine and calm however after a couple of hours it started to spit with rain so he went to bring the aircraft back inside. He brought PLB inside first but before he could get JQP inside a squall of wind and rain blew through and caught JQP's canopy, which was not latched, blew it open and broke it



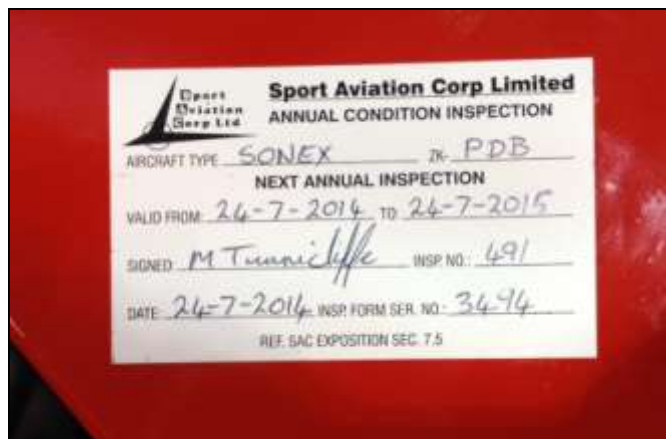
The end result is that JQP is out of action while repairs are made. Chris Wade and Bruce Turner have offered a spare canopy blank so we can get JQP back in the air quickly and we are ordering in a replacement one for them. Currently the canopy is off the aircraft and has been disassembled. The perspex has been removed and the rear canopy bow has been un-riveted from the frame as it was broken and needs to be repaired.

PROJECT UPDATE

Paul Blackmore – Sonex

By Paul Blackmore

For what it's worth here's my update.



Nearly there next step CAA.

Cheers
Paul

MEMBER NEWS

Gavin Magill – Zenith CH601 ZXZ

By Gavin Magill

As mentioned in my blurb at the start of the newsletter, ZXZ has been down at Tauranga for a few weeks getting some much needed TLC from the guys at Solo Wings.

Top of the agenda was replacement of the engine rubber components which for Rotax engines should be done every five years (although Kevin Paulsen has since told me they can be replaced "on condition"). The condition of ZXZ hoses was not that flash so I am pleased this has been done.

At the same time Colin also replaced the engine driven fuel pump which is also apparently a five year lived item but Kevin tells me this can also be "on condition".

Next they changed the coolant and did a standard 50 hour oil and plug service on the engine. Unfortunately this is where things came a little unstuck.

When Colin removed the magnetic plug from the side of the engine which is there to catch any metal the engine produces, attached to the magnet was a very large (10mm x 8mm) chunk of gear tooth. (See photo next column.)



Colin knew immediately that it was from the propeller gear box and called me to tell me.



Sadly the gears come as a matched pair and to replace them the prop and gearbox have to be removed.

The upside is that ZXZ was in exactly the right place when the problem was found, the downside is that the replacement gearset is north of \$1500.00.

Colin has gone back to Rotax in Austria to fight the good fight on my behalf to get Rotax to replace the gears free of charge but I am not holding my breath.

After completing the gear replacement Colin then did a 100 hour inspection and issued a Annual Condition Inspection sticker so ZXZ is mobile again. He has pointed out a couple of other issues and I will be working through these myself over the next couple of months.

MEMBER NEWS

Ken Watters – RV 7

By Ken Watters

Hi Gavin,

No real progress on the RV7 again this month unfortunately.

But I can report having had the privilege to visit the Pacific Aerospace facility in Hamilton last week.

A great experience to see how the professionals do it. It's not too different to the home builder process except for the robust jigs which makes assembly so easy for them

Regards,

Ken Watters

[Ed: I have asked Ken if he would be able to arrange a visit for the Auckland Chapter to the PAC facility in Hamilton. Hopefully he will be able to organise something and we could perhaps do a joint visit with the Waikato Chapter.]

MEMBER NEWS

David Wilkinson – RV 8

By David Wilkinson

Hi Gavin,

ZK-WLK has now completed over 100hrs and CAA have finally allowed me over congested areas, what a battle.

Thursday the 17th 2 Corby's and WLK headed for Raglan for Lunch. I had Alan Wright the famous NZ boat designer on board who was turning 83 the next day.



Weather was fantastic and on the way back Alan asked for a session of aerobatics over North Shore airfield. We looped, rolled, stall turned, spun and did everything in between. Alan was absolutely buzzing from this experience. What a fantastic experience to be able to share with someone.



I have also entered the world of GoPro cameras so here is a link to the Raglan Landing. (please note the rough airfield !!!)

https://www.youtube.com/watch?v=6y-J40dIRiU&feature=em-upload_owner



Vans RV8 Landing Raglan New Zealand

Plus an Aero's Video.

<https://www.youtube.com/watch?v=sapJ7cScd8Y>



MEMBER NEWS

Let there be light

By Gavin Magill

After cogitating on this matter for some time (you can't rush these things) I have finally bitten the bullet and had lights fitted to my hangar at Ardmore.

The electrician has fitted four metal halide units to the main beam of the hangar plus a set of fluorescent tubes in a single unit over the workbench area.

I also asked him to put power outlets on each of the hangar pillars so there is now power available all around the hangar and these are connected to a RCD breaker in the power board.

It certainly makes a massive difference as can be seen in the photos below. No more working by the light of a portable halogen work lamps.



As can be also be seen in the photo, JQP is without her canopy at the moment as this is being repaired after being caught in a wind and rain squall and smashed. (See earlier article.)

Also there appears to be a large space available in the hangar and this is because my Zenith (ZK-ZXZ) was away in Tauranga when these photos were taken.

Paul Blackmore has been making use of the new lights of late to get his Sonex ready for its first flight so they have already proven their worth.

MEMBER NEWS

My Cheetah Repositions

By Jon Farmer

My Cheetah re-positions South, picks up an 'Occurrence Report' in the PP MBZ and causes a flutter with it's 'all flying tailplane' upon arrival in Rangiora.

On Sunday 29th June, there was a fine weather window between two weeks of pretty awful weather and Ian Williams (one time President of Auckland AACA chapter) took off in my Cheetah from Ardmore bound for Omaka. The plane was gassed up with 70 lts in the scuttle tank and 20lts in the auxillary tank which is actually a plastic jerry can strapped in behind the passenger seat and plumbed to an electric pump which feeds directly into the scuttle tank. The idea of this arrangement is to take the jerry can out and get a lift to a garage if you are stuck at a field without fuel pumps. We reckoned 90 lts would get him safely to Omaka and, in the event, there were 40 lts remaining on arrival. A fuel burn of less than 16 lts/hr and an average 110 kts on an 80hp Rotax 912.

Ian had lodged a flight plan and received a unique transponder code, also his course took him out to the West of Kapiti Island and so I suspect he wasn't thinking about MBZs. Anyway, a week later came a letter from CAA saying that they had received an 'Occurrence Report' from Airways about my aircraft transiting the Paraparam MBZ without making a radio call. Apart from the usual 'Please explain' questionnaire was a note from the investigating officer explaining that he was not only tasked with the Cheetah transgression but finding out why so many aircraft were 'sneaking' through that particular MBZ.

It seems that Paraparam AFIS is one of only two in NZ, the other being Milford Sound, and somewhere in the regulations it says YOU MUST contact the AFIS on entering the MBZ whereupon you will be given aerodrome information including weather, QNH and known traffic notwithstanding that you are transiting and have no intention of landing at PP. Rumour has it that you will also receive a \$25 account from Airways for using their service.

No wonder some 30 aircraft have been seen sneaking past NORDO. In the case of the Cheetah, it was probably the unique transponder code that allowed PP AFIS to pot him as the MBZ goes some 4 miles to the West of Kapiti Island. An article on this MBZ will appear in the next Vector magazine.

After arrival in Rangiora Ian took the prospective new owner for a short flight followed by a rating flight for the CFI. Upon landing the CFI declared the aircraft dangerous as there was no 'feel' to the joystick and he promptly declared no-one was to fly it. This was a bit of a problem for the prospective new owner and my bank balance as he, quite understandably, withheld the balance of payment. A Google search for 'All-Flying Tailplanes' turned up some interesting facts. It seems 'allflying tailplanes' were invented because fighter planes were getting faster and causing stick loads to be excessive. The 'all- flying tailplane' reversed the problem such that the stick loads became so light that fighter pilots could easily put excessive loads on the airframe. The answer came with the invention of the 'Anti- Servo Tab' which, through a system of bell-crank and levers, moves to oppose the direction in which the pilot is rotating the tailplane thus giving the stick 'feel'. This system worked so well that it was kept secret for several years to prevent 'The Other Side' from gaining the same advantage. A phone call to the Cheetah's designer in Australia produced the very simple and practical advice "Tie a piece of bungy cord round the stick to hold it central". This is being done at this moment and the prospective new owner is looking forward to trying it. So watch this space.

MEMBER NEWS

SPOT Trackers

By Don Wilkinson

Hi All

The SPOT Tracker is a GPS tracker which can inform chosen recipients of one's whereabouts if that's a good idea and it is.

We have one in each Starlet. They have several function levels:

1. Message starting now or taking off
2. 10 min footprints No altitude or heading
3. Complete
4. I have a problem but I'm OK Need help
5. SOS Emergency.

This all comes up on a Google maps for those chosen recipients. All good stuff.

They have been brilliant. Not as good as Spider Tracks but a fraction of the cost and probably more appropriate than a 406 because it transmits information enroute not just "after the event"

Cost in NZ is \$299.00 NZ plus an annual fee regardless of usage.

One [of ours] has packed up. Can't be fixed. I now have a new one coming from Amazon. It cost NZ\$110.00 incl post ex USA. Brand new US\$74.00.

Pays to shop around

Cheers

Don Wilkinson



CHAPTER NEWS

Membership Update

By Gordon Sanders

By Saturday 26th July sixty-three Chapter members had renewed their subscriptions for the current financial year, leaving 12 outstanding. All outstanding subs from previous financial years have now been paid.

While the payment of subs has been much more timely than in recent years this is probably due in a large part to the repeated reminders emailed to members. If reminded (nagged?) often enough most of us will get around to acting, if only to make the nagger go away.

The annual sub this year was reduced to \$20 as budget calculations showed that this sum would cover the Chapter's operating costs for the year with probably a small surplus. However the tardy payment by a few has given rise to another idea which, subject to committee approval, may be recommended for next year. The Chapter could learn from many commercial operations, such as electricity suppliers, and offer a discount for prompt payment. This could see the subs set at (say) \$30 with a \$10 discount if paid by a specified date. Would this be the stick/carrot needed?

In the meantime, if **you** are one of the 12 can you please **act**, like **now!** Payment can be made on line by direct credit to:

Auckland Chapter Sport Aircraft Ass'n.
Account 38 9014 0237798-00 with your name in the details field, or

Post a cheque or cash to Gordon Sanders, 36 Alexander St, Cockle bay, Auckland 2014, or bring cash or cheque to this week's Chapter meeting. I look forward to seeing you there.

Gordon

12 Z Energy Compound - Ardmore

The following notice was received from Z Energy via Ardmore Airport.

1 July 2014

Z Opens \$1 million fuel compound at Ardmore

Z officially opens a new Aviation fuel compound and supply facility at Ardmore Airport tomorrow.

Z GM Commercial Lindis Jones says Z has invested more than \$1 million in the new fuel compound.

"The investment demonstrates Z's long term commitment to the Ardmore Airport and to our Ardmore based customers," Lindis says.

"We see Ardmore continuing to grow and want to continue to provide a premium service for pilots there."

Ardmore is one of New Zealand's busiest airports, with 180,000 movements on average a year.

The new Z compound consolidates all of Z's standalone Airstop facilities at Ardmore, previously disbursed around the airport.

It includes offices, two new 50,000 litre underground tanks for Avgas and JetA1, airside refuelling, tanker unloading and truck uploading facilities, the latest safety systems and remote site monitoring technology.

Z Operates two fuel trucks at Ardmore, providing an 'in-to-plane' fuel service for both Avgas and JetA1, as well as General Aviation card swipe facility.

ENDS

For more information, please contact:

Christine Langdon, 04 462 4647, 021 448 428

Since receiving that above notification I have also received the following email from Barry Griffin regarding Pin Number access to the compound.

The New Z fuel facility

Attention to all Ardmore fuel users Avgas or Jet.

As we run the tanks dry around the airfield and move you to the new pumps under the Z AirStop sign, you will need to know your pin number to access fuel. Some of you may know it even if you haven't used it in the past, and there will be others that won't even know they have one pre-loaded on the card.

Never the less you will need one unless George does an into-plane fill.

To get your pin number call Ann Austin - 04 498 0128 between 8.30am -4.30 pm or outside working hours or Barry Griffin 0272 771 103 after hours

Thank you in advance

Regards Barry Griffin

13 Lunch At Dargaville – Sat 26th July

After basically a month of crappy weather, Saturday the 26th dawned fine and clear and the decision was made to make a long intended trip to Dargaville for lunch.

Dave and Don Wilkinson had sent out an email earlier in the week indicating their intention to go, weather permitting, and others would likely be coming along also.

Delys and I took off from Ardmore about 11:15 and flew out to the West Coast past Patumahoe and followed the coast all the way up to Dargaville.

The weather deteriorated somewhat after Parakai such that by the time we got to Dargaville there were some fairly large rain cells blowing in from the west coast and we had to dodge in and around them to get to the airfield.

We landed at Dargaville just as a rather heavy shower arrived and the winds at the front of the shower made for a very challenging landing with ZXZ being blown off line just as I flared to land. For those who have been to DA you will know the strip is not very wide and the grass either side is extremely wet at the moment so my subsequent landing was anything but pretty and gave both Delys and I a bit of a fright I have to say. Some more practice on my part landing on thin strips would not go amiss me thinks.

Anyway we got there in one piece and taxied in to the aero club to be greeted with an umbrella toting guide. And after pushing ZXZ out of the mud I had managed to taxi into, Delys and I made our way to the club rooms for our well earned lunch.

Twelve dollars gets you a plate and you get to fill it with a lovely cooked meal which is wholesome, hot and filling. Just the thing for a wintery Northland day. Following the main, hot fruit crumble was provided for desert and of course a much needed cup of tea.

David Wilkinson had arrived about 15 minutes before Delys and I and had brought along David Grove- Hills in his rear seat.

Don Wilkinson was also there after originally saying he would not be able to make it due to bathroom painting commitments.

Lloyd Morris flew his GlaStar in with Stu Ward as his passenger. And just after we arrived, Bill Sisley, President of SAANZ, also arrived from the Bay of Plenty. David Wilkinson also tells me that Huib Volker was there as well having flown a Tomahawk up from Ardmore. All in all quite a gathering of SAA members present.

Then just as we finished our lunch, the unmistakable sound of a radial engine was heard taxiing in outside. Rob Mackley had turned up in his Stearman. This aircraft was positively huge compared to all the other GA and Microlights parked outside.

Fortunately by this time the weather had cleared up enough that we could sit outside on the porch and get down to the serious matter of talking aeroplanes.

Following discussions with locals about the club and how the lunch worked (apparently they cater for 50 diners every Saturday and usually get that many) and then walking round the aircraft for a while it was time to be thinking about heading off.

A quick check of ZXZ and Delys and I were all set to go. We taxied out and backtracked down runway 22 and took off to head back to Ardmore dodging more rain cells as we headed south.

We flew out of the rain about Parakai and flew the rest of the way in relatively calm air back to Ardmore.

All in all an excellent day out and one I can thoroughly recommend to other members. I will certainly be returning for a repeat performance in the not too distant future.

14 Lunch At Dargaville – Sat 26th July



Dave Wilkinson deep in discussion with Rob Mackley.



ZXZ with Mark Norgate's Sonex behind.



Bill Sisley and Don Wilkinson share a joke.



Peter Randall's Alpi LPI and C185 WHJ from North Shore



Bill Sisley's Europa in front of Bill Mackley's Stearman



David Wilkinson's RV 8



Don Wilkinson's TOY with Huib Volker's Tommy behind.



Lloyd Morris's GlaStar.

15 How Not to Test A Jet Engine

Check this out.

I'll bet the engineer is still writing out the Incident Report

Cheers Nev

I wonder at what point the sound of pavers hitting the aircraft overrode the sound of the engine running . Sharheen Airlines of Pakistan Boeing 737-4Q8 AP-BJR. Try not to do high power engine runs on your new brick patio.....



16 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

Thatcher CX5

From Bob Keith

Gavin you might recall I sent you an e mail on the Thatcher CX4 back in Jan 2012. There are apparently 9 building in NZ . The CAA register shows 2 have already flown TCX (Levin) and CXY (Waiwera). The info below is for a 2 seat CX5. I do not get around these day but some of you may have seen a CX4 in the flesh to comment on the design or know if any one is building the 2 seat version.

Thatcher CX5 Makes First Flight

<http://www.flyingmag.com/aircraft/experimental-aircraft-homebuilts/thatcher-cx5-makes-first-flight#1LAayvJFbTAbuh6X.99>



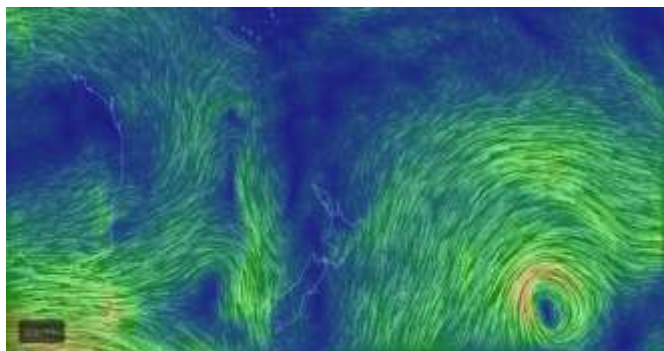
ON THE WEB

World Wide Winds

From Norm Bartlett

Current world wide winds.- Norm

<http://earth.nullschool.net/#current/wind/isobaric/850hPa/orthographic=-184.92,-34.12,1280>



ON THE WEB

Bolt Science

From Peter Armstrong

This is a very interesting article explaining how bolts loosen due to vibration. The website has other videos of interest to the aircraft building community.

<http://www.boltscience.com/pages/junkertestvideo.htm>



ON THE WEB

Boeing's fuselages in river

From Nev Hay

Check this out.

I hope they check them well!!!!

Bugger

Regds

Nev

<http://nzhtw/11288593>



ON THE WEB

Boeing Online Magazine

From Norm Bartlet

From Nephew who works for Boeing in Melbourne. When he went to the interview I told him about the first Boeing coming to Mission bay/ Koimarama – he passed that on to Boeing au. and they were very interested. Sent him drawings of the float plane that Bob Keith gave me. He got the Job!

Hey Norm , check out this Boeing online magazine if you are interested.

<http://www.boeing.com/news/frontiers/archive/2014/june/#/1/>



ON THE WEB

Water Bombing Forest Fires

From Robin Hickman

The view from the cockpit! What a lesson in coordination!

Four Hands, Four feet, and six eyes - all working as one! WOW !!!

<http://player.vimeo.com/video/48642618>



ON THE WEB

Another Mosquito Flies

From Bob Keith

Another 'Mossie' Takes Flight in Canada

A de Havilland 98 MK.35 Mosquito takes off for the first time in 48 years on Monday

Gavin I believe the aircraft flew on the 19th. of June and there might be a reference to this on the EAA website.

<http://www.eaa.org/en/aaa/aaa-news-and-aviation-news/warbirds/2014-06-19-another-mossie-takes-flight-in-canada>



ON THE WEB

Lancaster Flight Across Atlantic

From Bob Keith

£43,000 for a flight across the Atlantic is a 'dream come true'! English IT entrepreneur wins auction for place on historic Lancaster Bomber trip.

<http://www.dailymail.co.uk/travel/article-2690412/43-000-Lancaster-Bomber-flight-Atlantic-dream-come-true-English-IT-entrepreneur.html>



ON THE WEB

Harrier Landing Without Nosewheel

From Bob Keith

Might be of some interest. Had to watch a Bales ad before it started.

<http://youtu.be/w7nKtEZZT48>



ON THE WEB

Carrier Ops

From Gavin Magill

I spotted this on video on AirPigz.com.

I don't know how they do it. These guys are legends.

<http://vimeo.com/62957804>



ON THE WEB

The Amazing A10 Warthog

From Gavin Magill

Great background information video on the design of the A10 Warthog.

<http://www.chonday.com/Videos/wahofire2>



ON THE WEB

Hitler Rant Spoof

From Barry Gillingwater

This is brilliant!

Hilter learns that of the Waddington Airshow Cancellation

<https://www.youtube.com/watch?v=auZ62rS2eyQ>

Barry



Jul 31 Auckland Chapter Monthly Meeting
Speaker: Martin Farrand
Title: Motorcycling In South America
 Martin will regale us with tales of adventure motorcycling to the southern extremities of South America.

Aug 28 Auckland Chapter Monthly Meeting
Speaker: Grant Benns (tentative)
Title: Aerobatics
 The NZ Aerobatic Club, getting started in aerobatics, how it is judged and the skills and disciplines involved.

TBA Auckland Chapter Monthly Meeting
Speaker: Gary Allport
Title: 737 Pilot with Jet connect
 Will tell us of his career flying Carabou's for the UN in Africa. Oversize Bush plane flying.

Aviation Calendar

2014

Every Sat Dargaville Aero Club
 The place is buzzing every Sat, wet or fine, windy or calm, and the \$12 lunch at 12.30 is good value. Club 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

Jul 27 EAA Airventure
Aug 3 Oshkosh Wisconsin
 Full info at www.airventure.org.

Aug 02-03 Introduction to Homebuilt Aircraft Construction (Pre Build Course)
 Run by SAANZ at Marlborough Aero Club, Omaka Airfield, Blenheim

Aviation Calendar

2014 Continued

Aug 02-03 SAANZ (unofficial) Omaka Fly-In Omaka Airfield, Blenheim
 To Support the SAANZ Pre-Build course, SAANZ encourages members to fly to Omaka on Saturday or Sunday afternoon.
 This is not an organised event as such, but if there is sufficient interest we could look at arranging a BBQ lunch on Sunday 3 August.
 If you are interested in flying in to Omaka, please let us know by emailing admin@saa.org.nz or phone 09 4050553.

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.