

# Waikato Chapter of Sport Aviation Assoc of NZ

*(Dedicated to building, flying - and talking about - homebuilt aircraft)*

Newsletter - August 2022

This time I have split the newsletter into three sections. The 'Of Interest' covers anything not specifically in the 'Currently Building' or 'Been Flying' sections.

Thanks to all the contributions big and small. Please feel free to email me anytime with anything you think will fit into these areas. A sentence or paragraph describing a pic or two is most ideal, but more or less is fine as well. We don't have a size-limited newsletter unlike a magazine, so please don't hold back on what you have been up to, or anything relevant you come across.

Cheers, Tony.

## Of Interest:

- **60<sup>th</sup> Anniversary of DC3 crash in Kaimai's – Grant Horn**

In 2003 I was very involved with the 40th Anniversary of the DC3 crash in the Kaimai's that claimed the lives of 23 people. Since then, I have taken a TV crew to the site and a few descendants of those killed to point out the crash site and view some of the remains of the Aircraft.

On one such occasion a woman said to me "I know you said we were free to pick up aircraft debris and look at things but please return them to where you found it. I respect what you say but do you mind if I take this home with me. It is all I have to hold of my Mum and Dad" With that she showed me a small piece of debris, small enough to fit in the palm of my hand. Naturally I said yes, please do.

That set me thinking that all of the other descendants would have nothing they could physically connect to. I then thought, what if I could locate one of the engines, airlift it out and have it set up in the Classic Flyers Museum in Tauranga, the aircraft's destination, so that people could have a connection with the Aircraft and maybe some closure. I have located one engine. I only know of one other person who has seen it. I have walked the full length of Gordon stream, no mean feat I can tell you, and only found one of the engines and no propeller blades. They will be buried under rubble in the stream for sure.

I am working closely with the Reverent R Waugh, an aviation historian, and Andrew Gormlie , the CEO of Classic Flyers Museum. Rev Waugh has been in contact with quite a few of the families concerned and specifically the widow of Capt Enchmarch who was Pilot in Command of ZK-AYZ, the crashed plane. She is a very spritely 86 years old, and lives in Ashburton. They are all very supportive of the idea. We have approached Air NZ, who we believe would own the wreckage, and have their approval for the recovery. The crash was actually near the top of the ridge but over time heavy rainfall has shifted the remains down the Gordon Stream and most debris is now on Ngatihinerangi land. I am talking with the trustees now for their approval of this operation.

This exercise has nothing to do with monetary gain for the Museum. It was my initiative to help provide closure for the descendants who will now be over 60 years of age Only one engine and the tail wheel will be removed and set up as a shrine that will tell the story of this tragedy. The rest is too fragile to touch. The location of the particular engine and tail wheel is in extremely steep and rugged terrain and very few people will ever venture in that area. July 2023 is the 60th anniversary of the crash and our intention is to recover those parts, set up the area within the Museum and dedicate and open it up to the public on July 3rd 2023.

There is a video on youtube of when we discovered the engine. the link is <https://youtu.be/WJLPphi9Qck>



*Photo above showing the radial engine from the DC3 currently still in Kaimai's.*

- **Surprising differences in learning to fly Tiger Moths 1950's – Tony Ashworth**

I was talking to an elderly relative last week about her experiences back in the day and she regaled me with this story. She had gone solo from Greymouth and was expecting to fly again the coming weekend. However, she felt a bit under the weather possibly due to long hours at work so visited her doctor. After listening to her describe tiredness symptoms and the fact that she was learning to fly at present he said 'I have just the thing'. He prescribed a pill called 'methamphetamine tartrate'. Well, she recounts taking off and deciding the airport was not challenging enough and with the stamina she now had, Sydney was not that far away... so she headed west. Fortunately, the Instructor on board asked where she was headed, and after realizing his student was being a bit too adventurous for his liking, asked her to come back and land. On the ground she remembers a stern de-brief but not the specifics... sigh!

- **Membership Form – Bruce Cooke**

An online membership form has been created for chapter members to update their details, as noted in the AGM. We would ask that all members complete this, even if your details have not changed. This allows us to double check the information we hold is correct.

The form is located here: <https://forms.gle/bmcd7i3nksfNnVY18>

The results of this form automatically get loaded into a spreadsheet. We will shortly share "view Only" access to that spreadsheet so chapter members can see the skills and tools listing and get contact details. Please note that this listing MUST NOT be used for commercial purposes and unsolicited e-mail. It must not be shared outside of SAA members. If you do not want your details published, we will obscure this information on request. Please resubmit the form if any details change.

Thanks,  
Bruce Cooke.

- **New group email for sport flying – Paul Blackmore**

I can confirm that the BoP chapter would like to invite your members to join our email group [SAABoP@googlegroups.com](mailto:SAABoP@googlegroups.com)

The objective of this email group is to connect people in the region interested in building, flying and maintaining sport aircraft more responsively than using a newsletter or similar. We have gone with old tech email rather than social media such as facebook or whatsapp to make sure it is inclusive and platform independent. We hope that the group will be used for

coordinating impromptu flying activities, sharing interesting information or seeking advice and help from the wider community. The group works by sending an email to the address SAABoP@googlegroups.com. Your message is then distributed to everyone on the list. People can either reply to all, which can create a public conversation or respond directly (one on one) to the original email. It's very easy to unsubscribe if after joining the group you find the messages to be not for you. While we are still finding our way with this, the Auckland group has used this approach for a while. The kind of messages that I hope we can start to see might be:

1. Weather is good tomorrow, I'm going to Whitianga - anyone interested?
2. Does anyone have a scrap of 025" 6061 I could buy?
3. Can anyone tell me where I can buy XXX
4. Does anyone have a 37 degree flaring tool I could borrow...
5. Reminder.. hangar visit this Sat at 10:00, who is coming...

If any of your members would like to join the group could they please send a request to paulblackmore@gmail.com (note the email has a d in it!) and I will add you to the list. You are all welcome! Alternatively if you were to share the email addresses of your members I could send an invitation which they could individually accept or decline. I could also add them to the mailing list for our approximately bi-monthly newsletter.

Thanks again for your interest, and for efforts in creating some momentum for our hobby in the region.

Best regards

Paul Blackmore  
Secretary  
SAA BoP Chapter.

- **RV Aircraft Nose Wheel Shimmy Repair – Case Groot**

Case is in the process of applying this repair (not sure if it is an AD?) to his RV-6A and anyone else involved in the world of RV aircraft might want to have a read. I will separately attach the 5 page PDF I got from Case and will include it with the newsletter email for anyone with a nose wheel type RV aircraft to have a read.

The description of the need for the repair titled ‘Nose Gear Strut Attachment’ as follows:

## Nose Gear Strut Attachment

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Over the years some builders have reported problems with the nose gear strut becoming loose in the engine mount socket.

The problem is created when the bolt moves slightly in the socket due to twisting loads created by the movement of the strut from side to side. This causes the hole to oval and as a result the strut becomes loose. Nose wheel shimmy can lead to very fast elongation of the hole. No matter how closely the bolt fits the hole unless the bolt is a press fit this movement can occur.

### Been Flying:

- **Scott Montagu: Corby Kestrel:** – Hey mate, The Matamata single seater Mustang and my Kestrel have been out in a few evening jaunts. Civair blog caught us at Pauanui on Monday afternoon catching up with DCM in the RV-12 over a coffee.



*Scott Montagu in Corby Kestrel SJM take-off Pauanui*



*Craig Grylls flying his Midget Mustang out of Pauanui*



*All three aircraft parked at Pauanui home looking towards the sea end of the airfield in the distance.*

## Currently Building:

- **Bart Burgers, Pegasus Spitfire MK9 (Full Scale):-** Not really much to report on my front. I have been away for nearly 6 weeks and was fortunate enough to visit Duxford and Manston on my trip.

Temperatures are a 'wee' bit cold to do a lot of gluing, but I have managed some on the warmer days.

It was good to see on my return a great article of the SAA Waikato chapter of their visit to my build in the Sport Flying magazine.

Attached are a few pictures of wing (mid) rib 13 to show how I constructed this particular rib section and other once will be the same. This picture shows the 2 birch ply 'templates' on either side of the Canadian Oregon pine ribs.



*Photo showing birch ply either side of Oregon in ribs...*



*Photos showing Spitfire wing rib before and after clamping..*





- **Tony Ashworth: STAAKEN Flitzer Z-21A:** – Mainly been building the skag assy which has about 10 pieces of tricky tapered wood. I had the fuselage upside down on the build table and used it to jig up the angles in place. Removed it then fitted the internal spruce cross-bracing. The last photo shows the completed skag ready to glue into the fuse once the gluing temps are back up to useful levels. Moving on to metalwork parts now...



*Pics showing initial jiggng in fuse upside down (above) And internal X-brace (below)*





*Finished Skeg ready for gluing into the Fuselage. Slot is for bungee for skid suspension which pivots on lower smaller hole. Pencil line is position on bottom of fuse.*

- **Andrew Moir: Furio ZK-FUO:** – Construction is now complete on the Furio, she now resides at Ardmore sporting registration and having avionics installed prior to final checks and CAA inspection. *(Andrew provided these photos showing the progress. Looks spectacular!)*



## Alexandra Images

Design • Signs • Print • Uniforms

<b>Business Name</b> Andrew Moir	<b>Proof Description</b> Furio Stripes	<b>Date</b> 23 / 07 / 2022
<small>PLEASE READ Clause 4) Any design or creative work that is requested in consultation will incur a fee based on an hourly rate of a minimum \$75.00+gst Clause 6) We will remain the owner of the design or goods you purchase from us, (a) until all monies owed are paid in full, (b) Please do not disclose any of our designs to third parties until you are the owner. Clause 16) Design proofs are an artistic impression only to give you an idea of visual concept. Clause 17) Proceeding with any order or instruction with Alexandra Images confirms that you have read and accepted these terms and conditions. A full copy of Alexandra Images (2021) Ltd Terms and Conditions of Sale is attached to every quotation, or for a copy or any clarification please request via email to <a href="mailto:accounts@alexandrainages.co.nz">accounts@alexandrainages.co.nz</a></small>		

