

Waikato Chapter of Sport Aviation Assoc of NZ

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

Newsletter - November 2022

As before I planned to 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:

- **60th Anniversary of DC3 crash in Kaimai's – Grant Horn**

I'm sure more than ever there is truth in the saying "it is easier to ask forgiveness than to ask for permission" Not much progress has been made with the recovery of one of the DC3 engines, but an important step has finally been achieved.

The crash occurred on Māori land and over the years heavy rain fall and the steep terrain has moved everything downhill approx. 400 meters to what I believed was DOC land. No problem I'll talk to my contact and get the necessary permission for the RNZAF NH90 to fly over and pick the thing up. Unfortunately, I found out after a few weeks that the land in question was part of a Treaty settlement giving the said land back to the local Iwi in 2018. So, I emailed them and heard nothing back. Then a chance meeting by one of the guys who was with me when the engine was located with the retired Chairman of the board opened the door for me. I spent a great evening with this guy learning quite a bit of history of the Kaimai's, oh and rugby. So happened that my brother-in-law coached him in the Matamata College first 15 many years back. Anyway, he listened to my story and at the end said "you have good intentions, leave it with me and I'll speak to the trustees. Finally, after 3 months I have written approval from Iwi saying they support what I am trying to achieve and have their blessing to proceed.

The idea is to have this set up in Classic Flyers Museum ready for the 60th anniversary July 3rd next year.

So now the work can begin in earnest.



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

- **Some surprising photos from Pukekohe East Website – Tony Ashworth**



Old Postcard: Yes, they knew what to charge for back in those days...



Above: what you could get away with in certain parts of the country...



And lastly: How to tell if you should be checking your altimeter more often...

- **Membership Form – Bruce Cooke (repeat from last time)**

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.

- **Matamata Aero Club are hosting RAANZ National Flyin, 3-5th March.**

Pete Kirby requests: Recreational pilots and all. Matamata Aero Club are pleased to be hosting the RAANZ National Fly-in 3-5th March next year. More details to come about registrations and competitions etc... We look forward to sharing our awesome field with you all.



Currently Building:

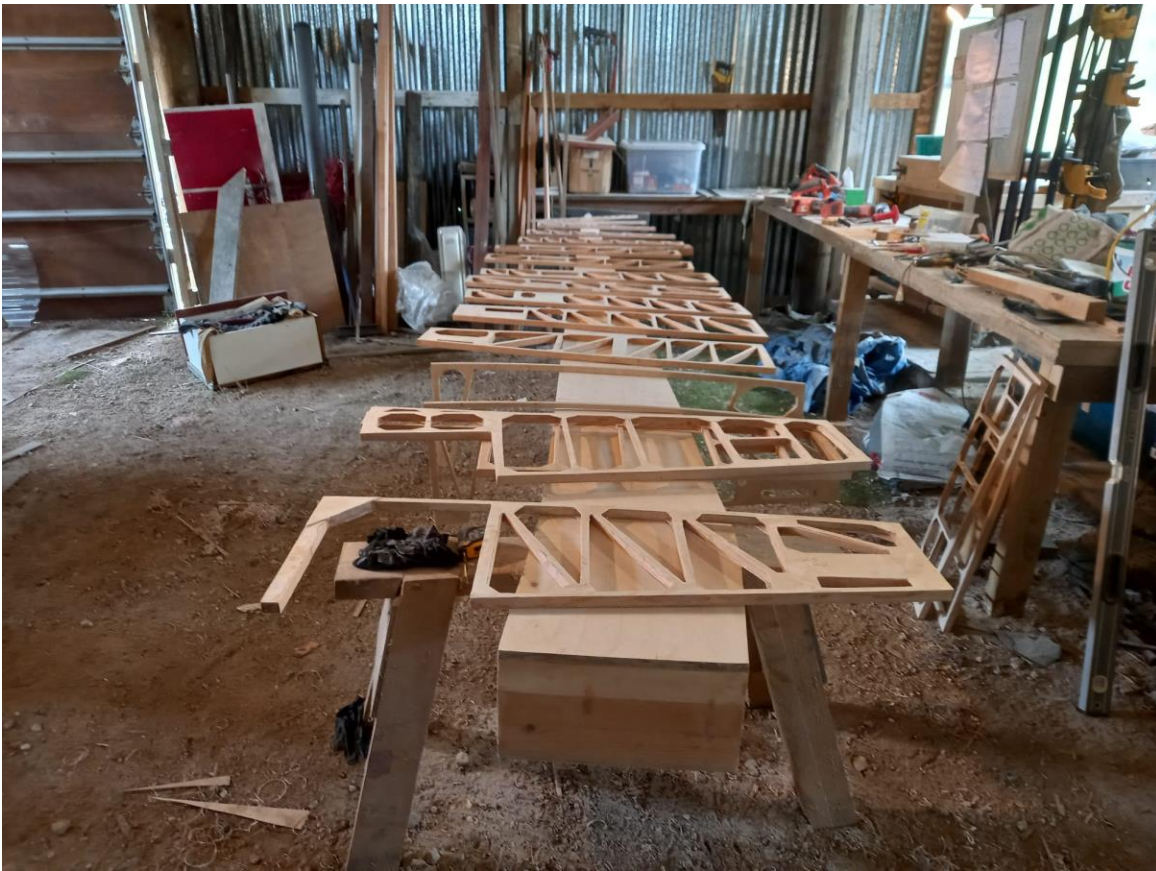
- **Bart Burgers, Pegasus Spitfire MK9 (Full Scale):-** I have been making some great progress. Since I am back from Europe, I have done many hours in my shed. I must have used over 4 litres of epoxy.
I have started adding the second- and third-layer skin of the sandwich type construction on the fuselage... Between each sheet of balsa I have 'framed' it with 6mm birch ply (20mm wide) to give the last layer a bit more to fix to besides just balsa. I have done the same thing with the top and bottom ridge of the fuselage, adding 10mm ply strips over the full length. This skin is now made up from 1.5mm Birch ply, 6mm Baltic balsa and then finished with another layer of 1.5mm Birch ply. All held together with west system epoxy. I used a lot of it. The balsa is end grain bonded on a fibreglass mat and by draping it over the fuselage it had opened up in between the different squares (which it is designed to do). I filled all these gaps with west system epoxy and made sure all gaps were well filled. While the epoxy was still wet, I applied a layer of epoxy to the last ply skin and 'strapped' it wet on wet onto the balsa.
Being a monocoque construction is very strong and light.

Before I left for Europe, I had laid the groundwork for my first (right) wing and now have started to put it together. Front wing spar and Aft wing spar are now joined together with the mid wing rib sections in place. Still a lot of work to be done and it is already quite heavy

Waiting for my 2024T3 ½ inch plate to construct the wing attachments brackets.



Above: Right wing fitting



Above: Mid wing ribs:



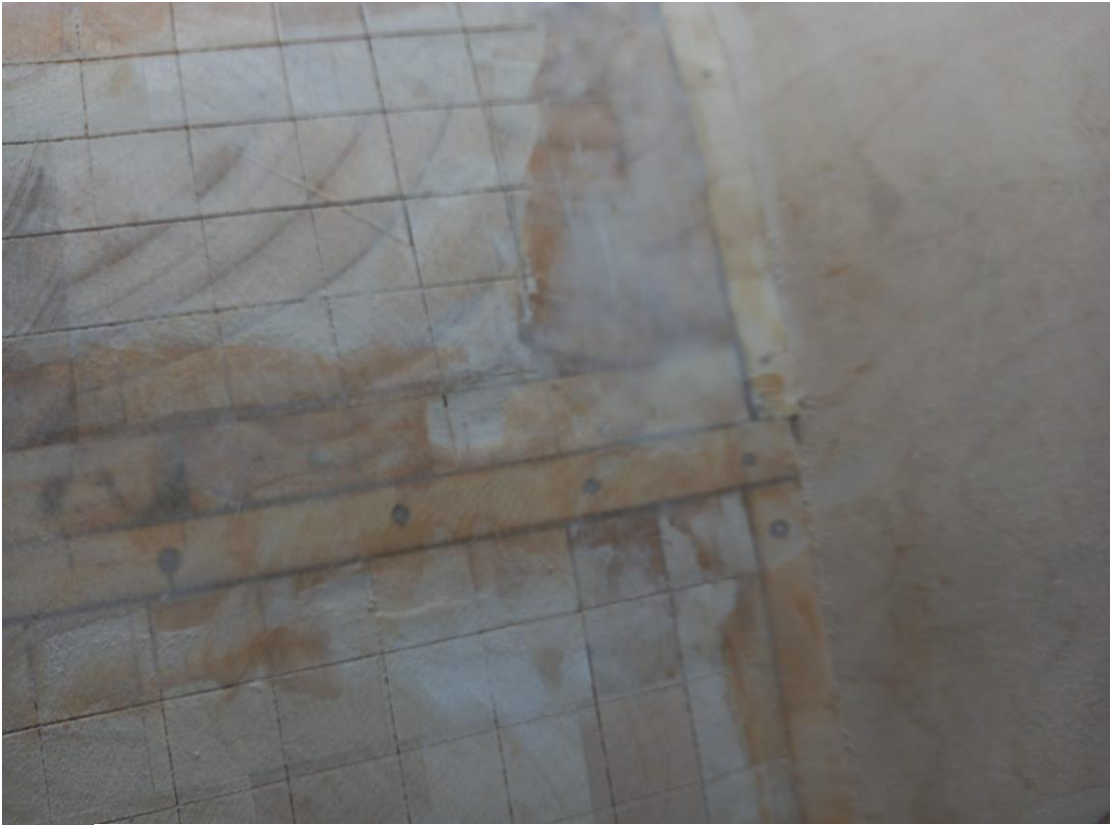
Above: Aft wing spar



Above: Font wing spar



Above: Sandwich skin



Above: Ply ridging between balsa



Above: Adding second skin of balsa to fuselage

- **Tony Ashworth: Jodel D18 ZK-OWL:** – I bought this aircraft back in April as something to fly while building the Flitzer. Predictably, I am immersed in maintenance issues to bring it up to a level I am happy with. I have flown 30 very enjoyable hours since May, but still have a few things I want to get done. One shown here is stiffer tail wheel springs to get the ground steering back to a useful level of control. These new springs have been a massive improvement in ground handling, the old ones were too weak, I was struggling to turn while taxiing.

Secondly thanks also to Andrew Campbell for helping me with repairing my wing blemishes with butyrate dope in its various layers.



Pic above showing new springs between rudder bell crank and the tailwheel, hidden underneath.

- **Paul Parsons: Minicab GY-201 ZK-CZT:** – The beginning of a replacement front canopy.

This was started pre-covid disruption, but this project has only now managed to come to the top of the queue.

As can be seen there is still some way to go to finish the plug and gives an accurate picture of the final shape for this replacement part. I have, hopefully, got past several physical mishaps that have slowed down clearing the backlog of "must do " items and look forward to being able to concentrate on this project now.. *(Paul provided these 4 photos showing the progression of canopy making.)*





- **Dan Harcourt: Rans S-21 reports:** – My friend Paul and I are progressing with our S-21's, in fact Paul should be done this summer. And into test flying.

I'm taking mine a little slower as I fly for a job and this is just a hobby build I guess and I am constantly distracted with things like hunting and fishing and painting the house etc.

Anyway my son Sam (is pictured here trying out the cockpit ergonomics) and I have made quite good progress on the interior for our recently which has been tricky due the company not printing any instructions for this section however it's pretty easy to follow the build diagrams and then there's great help online.

We hope to start painting all the components next which will be a great learning experience also 😊👍





Above: Sam trying the cockpit for size



Above: view from front showing seats and control sticks



Above: Seat upholstery, nice fit.