

Waikato - Thames Valley Chapter – Sport Aviation Assoc of NZ

Newsletter – March 2022

About us:

We have 75 people in our club email list. Not so many responses this time, I suspect many are still enjoying the holidays, changing habits due to Covid or something else. Please feel free to send me info at any time; you don't have to wait until I ask. If you take a good photo, send it to me along with an explanation and I can use that for any newsletter.

I suspect we are due an AGM soon, as this is the 4th newsletter I have done. The committee will probably send out an email. However as peak Covid is about 2-4 weeks away (according to a senior health professional I know) we are probably going to have to delay a bit or do an online one is my guess.

Hope you enjoy the newsletter. *Cheers, Tony.*

For Sale – 2 Aircraft:

1) 1988 Pazmany PL2 ZK-TLP.	TTIS 2445 hrs
Engine Lycoming O-320 E2A 160 hp.	TSO 2445 hrs
Propeller. Sensenich 70cm 6S-16-0-78.	TTIS. 860 hrs
4 New Superior Cylinders.	TTIS. 440 hrs
2 New E Mag Ignition.	TTIS 445 hrs
Hangar space available at Tauranga by negotiation	
\$120,000 ono	
Ph 027 625 9412 – Trevor Parker (tlmjparker@xtra.co.nz)	

2) Avian Adventurer ZK-CKE

Unique NZ designed homebuilt.

160HP Subaru EJ20 with Autoflight gear box. New Aero Performance fixed pitch Propeller. Pleasant flying characteristics. Full set of high quality documents, including custom maintenance programme and comprehensive flight manual. ICOM Radio, Narco Mode C transponder. Polyfibre covering.

190 hours Total time airframe and engine, 5hrs TSN Propeller, Fresh annual inspection. Located Te Kowhai.

Reluctant sale, offers considered. See photo below:

e-mail bmcooke@waikato.ac.nz to discuss.



Building News:

- **Grant Horn: RV7A:** – Grant is closing up the leading edge of the elevators and rudder to make a nice curved shape, sealed and smooth. Primed with new primer.
2 photos showing one finished elevator side and the second one on the bench getting the sealing treatment prior to riveting. Both primed with green primer.



- **Bart Bergers, Pegasus Spitfire MK9 (Full Scale replica):-** *Bart reports:* I am progressing and have moved to the wing rib sections. Again, I use my CNC router to create templates for each individual rib for accuracy and to create more bonding area for the west system bonding epoxy glue. The imported Oregon Pine (Douglas fir) is then made to size according to the SAC plans and glued in position. Once I have more supplies of the 1.5mm Finish Birch ply I will create a second template to be glued to the other side of each individual section, adding strength and rigidity.

My canopy is ready and hopefully will be shipped from Australia soon. As for my tail wheel and oleo and the different brackets they are being made in the USA by Mickael and I hope to receive those in March shipping permitted.

(Bart has sent me a separate article about a visit to see PV 270- A spitfire based at Ohakea. I have added at the end of the newsletter due to length and number of pictures, but it is spectacular – Tony.)

Photo showing wing ribs made:



Paul Waterhouse: Pietenpol Aircamper ZK-BZY: – Paul has test flown BZY himself after the CAA inspection. He visited us in Matamata and I took a these 4 photos. As you can see the craft looks amazing, including an antique horn on the LH side of the fuse and a Buzzy Bee on the cowling. The CAA inspector evidently gave the horn a trial baaarp to be sure it was serviceable and signed the aircraft off for test flight. Surprising but true! *4 photos follow:*





- **Tony Ashworth: STAAKEN Flitzer Z-21A:** – I have just today finished pulling the rear of my fuse together, so it really looks like a proper fuselage now. I have the seat back in and got to sit in it for the first time last weekend. No seat base yet so I had to sit my parachute in – it has a back and base – to sit on, but the view was great and very satisfying. I need to get some rudder pedals installed to get a feel of how tight it is but it was quite comfortable. There is a bit of work to be done to make a modified seat base to get it as low as possible due to my height. Also the rear fuse will be getting its cross bracing done progressively once I am happy with the accuracy of the fuselage bend.

Two photos: Side view has rags on bent wood in middle of view to hold boiling water to soften it to help bend the upper and lower fuse stringers locally in one station only.

The second picture on next page shows the view from tail forwards. Just faintly in the foreground the red laser line can be seen to be sure it all lines up correctly on the centreline all the way to the back of the firewall. The white mdf is to keep the rear fuse straight, it will be removed before flight... ;-)





- **Dan Harcourt: Rans S-21:** – *Dan reports:* Progressing steadily with my build. Tailcone almost completely finished and attached to the cage.

Three Photos Follow:







- **Bill Izard: Sequoia Falco ZK-TBD:** – *Bill reports:* My heart jumped when I saw this yellow Italian Ferrari of the skies. I hit the buy-now button on Trade Me then remembered I had better sell my Maule first, which only took a day. I flew down to Rangiora and brought the yellow ship back to Masterton. It was built originally by Sid Jensen back in the day and purchased by the Giovanni family when it had its new IO-360 engine put on it. She cruises at 160 to 170 knots and will land and take off at 100m. It's a beautiful machine to fly it's very good at turbulent weather as it's a wooden construction with carbon fibre on the skins - faster than a RV hahahaha – and aerobatic.

Looks amazing Bill, hopefully visit us in Matamata soon!

Recent Photo:



- **Grant Bodley: RAF2000:** – *Gary reports:* My RAF2000 restoration project saw daylight for the first time over the christmas break. This was the first run of a temporary engine to check all electrics etc... After some tricky challenges with the ECU initially it was quickly sorted and running smooth. The properly rebuilt engine is now being installed..

Photo showing RAF2000 tied down for ground running, testing, presumably attached to something reasonably immoveable:



Bart Bergers, Visit to Spitfire PV 270 – Bart reports:

Networks are so useful! When I first had the idea of building my own full scale MK9 Spitfire, I mentioned it to a few people one of which was my neighbor. She in turn mentioned it to one of her friends who happens to live in Bulls. She knew a guy by the name of Pete Burgess who had already restored an old Burma wreck spitfire MK9 for Brendon Deere.

I was given his contact details and so I gave him a call ...just to chat and get some insight. On the phone I could feel his "Ya right" ...but he gave me his time and answered my questions and added more from his own experience of the restoration he did for over 5 years.

A couple of days later he rang me back as said: " Sandra and I are coming to Taupo and I would like to meet you and discuss your idea further".

We met at 10am at Robert St in one of the coffee establishments..coffee on me... He opened the conversation with: "So you want to restore a spitfire? What's your budget?"Right....straight into the deep...

"Well...I thought that 300k would get me there", was my answer'. He looked at me with a worried look and slightly leant over the table..." We spent 5 years and spend far in excess of your budget to get Brendon's spitfire flying again.

Ahhhh I thought..... I pointed out: "but you were restoring a Spitfire... I am going to build one from scratch, out of wood, like the Mosquito was built in WW2".

I saw the light return into his eyes and he relaxed. "So you going to build a Replica?"

"Yes", I replied, "At full scale, powered by an Allison 1710".

We talked a little longer and enjoyed the relaxed Sunday morning on the shores of Lake Taupo. Then he handed me his card: " Give me call if you need more help", and to my excitement he added: " I would like to take you to see Brendon's PV 270 up close in Ohakea..."

Covid put a real downer on that.....

We kept in touch, and I sent him occasional pictures of the progress of my build, just to show him that I was actually doing it. One day he rang me and said..." All Go" and the set date was the 11th of December ...Off to visit PV 270...

Katey and I drove to Bulls and met up with Peter and Sandra...they welcomed us with a nice cup of coffee. We proceeded to Ohakea base and after some formalities; we were invited to the Biggin Hill Hangar. There SHE stood in full glory, claiming her own domain. The purpose of my visit was to go into the detail of the spitfire and take as many pictures as possible to help in my build, to be as close to the original as I could. Pete was very accommodating and opened different hatches so I could take close-up pictures of the different parts. Of particular interest at this stage was the tailwheel and Oleo configuration and attachment to the fuselage at the top of the tailwheel itself. (I am waiting for my own, reverse engineered, tailwheel to arrive soon)

I took many pictures of the layout of the cockpit, the different levers and seat arrangement. The interesting part was also how the rods, that move the elevator,

ailerons and trimtabs were fitted. Also, what type of skin, (Irish linen), was used for the elevators and rudder of PV270, as opposed to my own build which will have a birch ply skin for these parts. And last but certainly not least what type of paint was used.

I was in awe.... SHE is an utmost beauty!

Pete explained that in WW2 a lot of spitfire parts were manufactured at different workshops and these parts were then shipped to the assembly plant. The result was that some parts did not fit properly and had to be 'tweaked' to fit the build. This was very interesting as every spitfire was therefore different, and some flew and handled better than others. In restoring this spitfire, Pete and his team basically built every required part new and used old parts as templates. Most was done in the same hangar by the same people which resulted in one of the best, if not the best assembled spitfires in the world.

We spent several hours admiring PV 270 and as a conclusion we were invited to see the progress of the current restoration of the P51 (that came from the John Smith collection) in the next Hangar. Again a work of art and dedication....absolutely fabulous. I will use the pictures and what I saw that day to further enhance my build.. Obviously, there will be times I wish I had taken a picture of a particular part but did not. Pete had the answer: "Come back whenever you like".

Our visit today consolidated my profound wish and commitment to build a MK9 spitfire
What a Day!

18 Photos to follow (amazing machine!):

















