

Waikato - Thames Valley Chapter – Sport Aviation Assoc of NZ

Newsletter - November 2021

About us:

We now have 77 people in our club email list. Definitely some building projects still getting some attention at present, but the flyers and limit pushers out there are not bragging to me this month. I suspect that nasty *Facebook* is to blame, or the photos are too dangerous to share. That's my theory anyway. We will just have to imagine the wild things various homebuilding aviators are up to; perhaps the Christmas BBQ will bring a few barely believable antics to our ears instead. I have increased the text size to make it more readable on phones.

Hope you enjoy the newsletter. –Tony.

Committee News:

Christmas BBQ Planned from 10.30am onwards Saturday 11th December at Hangar39, Matamata Airport (Waharoa on the map).

We are next to the fuel pumps. Just follow the tar seal in from highway 27 entrance. It ends opposite our hangar (big number 39 on end). As it is a Saturday and the Gliding club will probably be pulling gliders out, can you park clear of the taxiways and or our hangar to avoid disrupting them. Best place is probably the campground grass area which is not being used to keep things clear and moving.

The club will supply meat and drinks this time; please bring a salad or dessert or any home baking is always welcome. Also a chair to sit on, we have some but not enough for everyone. We will start cooking about midday, but if you want to come early and have a look see at Grants RV7A building or my Flitzer-in-progress all welcome.

Please RSVP so we know numbers for the food. Also advise any special requirements?

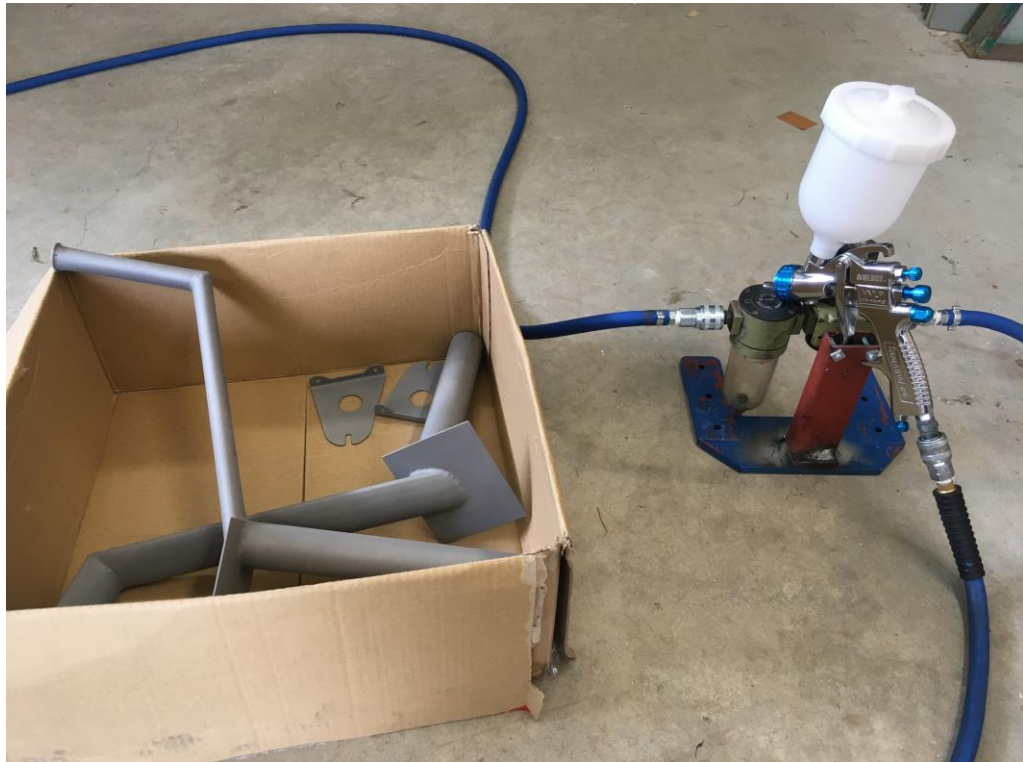
Building News:

- **Grant Horn: RV7A:** – Lots of prep work for priming still going on. Setup of a new spray gun to make it easy and to keep the moisture out of the air feed and paint.

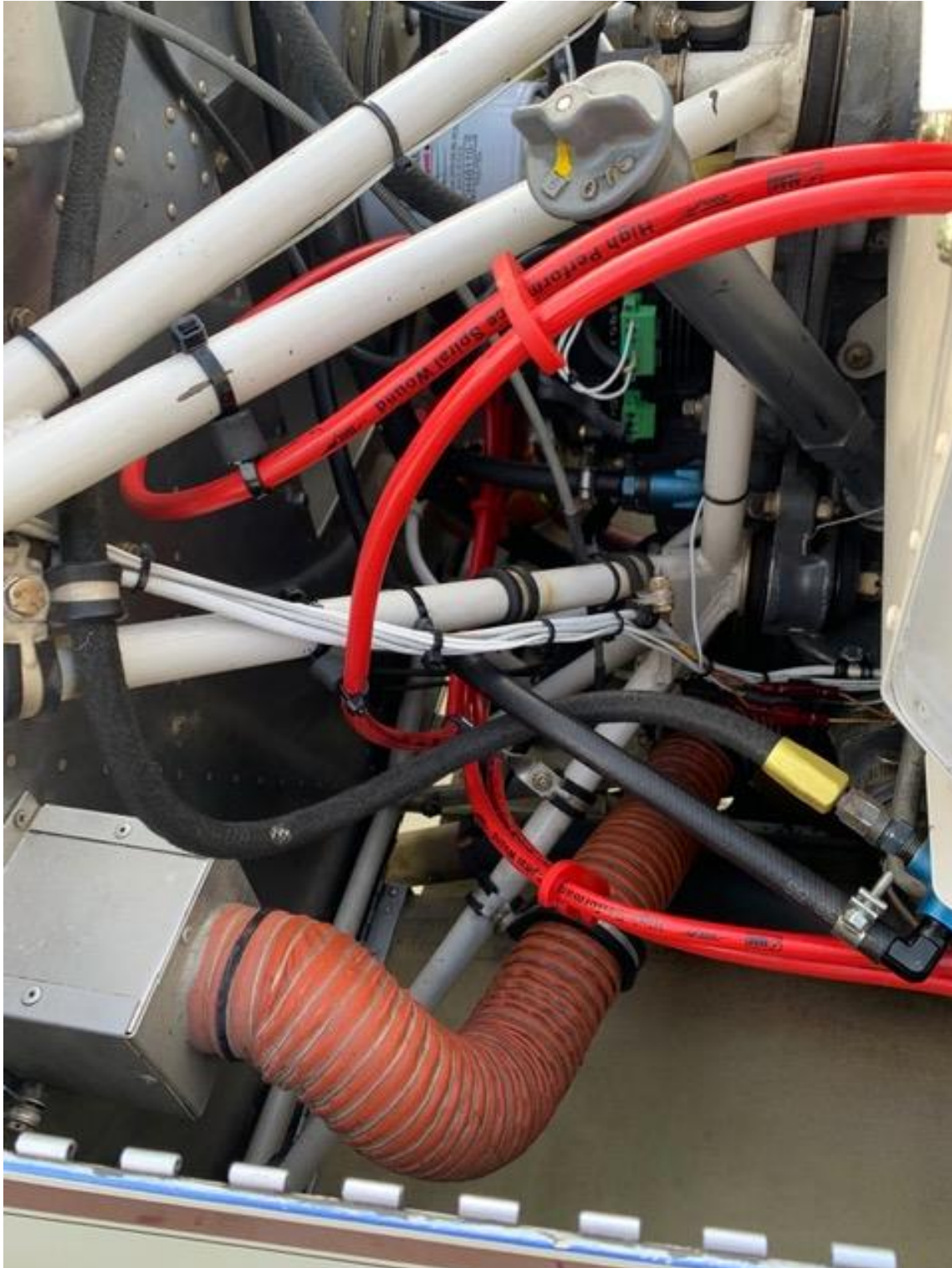
Have recently installed mounts for both vertical & horizontal stabilisers. It required lots of checking for vertical and horizontal alignment using a laser line and plumb bob

methods which has resulted in a good result. The vertical stab has a slight angle offset to counter act the engine torque which makes setting up a little tricky.

2 photos showing the new air gun and recently bead blased parts in a box ready to spray and separately the fuselage with the tail surfaces now mounted.



- **Case Groot: RV6A (RVC) – installing P-Mags:** – These are replacement electronic magnetos which are compatible with a Lycoming O-320 engine. They don't require the maintenance that a normal magneto does and also give extra fuel efficiency, smoothness and starting benefits. Case has included two photos, the green connectors are on the side of the P-Mag. Anyone interested in doing something similar, have a chat with him ...





- **Russ Ward, restoring a Stampe:** – work continues on the Stampe. All fabric work & repairs are now complete, tail feathers have their first coat of final colour, and firewall forward is completely restored. It took a few weeks to pound the nose bowl back into shape using a mallet and sand bag. Nose bowl has been on a diet, I removed a half kilo of bog from it after it had a brief excursion into an unfriendly mountain some years ago. I rebuilt the cowling and replaced 140 3mm rivets with 1/8" countersunk rivets, the cowling is also waiting for its final coat of paint. Coming back from Hastings last Sunday, I popped in to see Bart Burgers spitfire project at Kinloch. Absolutely gorgeous! It's all wood, but he has an Allison V1710 for power, it will be an absolute rocket-ship!!.

- **Bart Bergers, Pegasus Spitfire MK9 (Full Scale - now that's a homebuilt!):-** I have moved along with my spitfire build a bit. A couple more pictures attached. I have grabbed the opportunity in the last few weeks to do more. Materials are harder to come by so I am making an effort to use what I have got and make progress. I am pleased with the outcome so far but I have asked Paul Waterhouse from Central aero engineering in Hamilton to come over for an inspection. We all know that the CAA rules for an experimental home build doesn't require any inspections to be done but I have gone that way to make sure that what I build will meet aviation standards. Someone, possibly me, will one day fly her and I better be damn sure it's done properly..

2 photos showing fuse progress, 1 more of stabiliser under construction with that beast of an engine barely hiding under a sheet in the background:





- **Simon Hamer, currently in Vanuatu: Motor Glider:** – I joined SAANZ in 2019 after purchasing a half finished motor-glider with a view to completing and operating it, This was just after we all came out of lockdown in May-June 2019.

At the time I was desperate to get back to Vanuatu as my wife was still there, and by extreme good fortune I managed to get a seat (if you can call it that!) on the first RNZAF C130 re-patriation flight. Quite an experience which I liken to being 5 hours on the back of a truck! But one I would not have missed for the world!

Since then I have managed to get the glider and trailer transported to my brother's place in Tauranga, but there it sits. Hopefully the borders will open a crack in the next few months and I will be able to get back and start work on the project.

Meanwhile I would be very interested to hear from anyone who might consider becoming a share owner or syndicate member. The aircraft is constructed from GRP and includes a 'never run' Hirth F33 motor. The design is similar to a Ventus C and should have similar performance.

Simon sent 3 photos, showing motor glider at the Tauranga hangar - Tony:





- **Kevin Perreau: Zenith CH601HD:** – Have received my airworthiness permit to fly and we are working through the test flying hours now.

It's a Zenith 601HD with the XL spring gear and puck suspension in the nose gear so no bungies, it also has the tirl forward canopy and wing tanks, its powered by a 117HP Aeromomentum (AM15) engine and it runs great, just sorting out a few cooling issues but nearly sorted. Climbs out at 1000 FPM no problem and cruises nicely at 85 at 4900RPM.

We will probably repatch the prop that will get us a little more speed at that rev range.

Three photos of a beautiful build based at Te Kowhai airfield: Kevin is holding the airworthiness permit with some satisfaction in the second pic – Tony.





- **Paul Waterhouse: Pietenpol Aircamper:** – BZY in at work for final assy, C of A issue , & test flying. Photo taken in Central Aero Engineering workshops in Hamilton. Paul is planning to test fly it himself, waiting for a CAA response at present.
Looks amazing - Tony.



- **Tony Ashworth: STAAKEN Flitzer Z-21A:** – I have been gluing cross braces and other parts previously made to the front of the fuselage working back from firewall. I haven't glued the firewall on yet as it gives me better access for now, but I am keeping the Fuse in a jig to be sure it doesn't move and I can still fit the firewall in place.

I have separately been making 6 root ribs (two upper, 4 lower) which once complete will allow me to start putting some wings together, although I have to do a bit of prep work on the spars first. Anyway progress has been made, and soon I might be able to sit in it once I get to the seat.

Photos showing the root ribs in my rib jig. (not conventional btw) And railway iron is excellent for holding jigs down onto ply you are gluing too...

(Thinking of naming it 'Loads-A-clamps'... Just a bit too much to say on the radio ;-)

