

# Waikato Chapter of Sport Aviation Assoc (SAA) of NZ

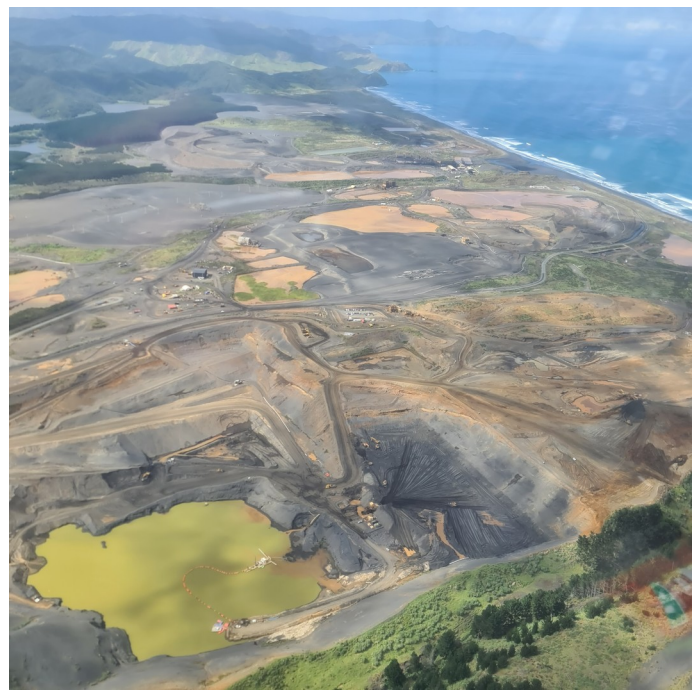
*(Dedicated to building, flying, designing, modifying - and talking about - **amateur-built aircraft**)*

Newsletter - February 2026

Thanks to all our contributors, some interesting progress and adventures going on.

Cheers, Tony

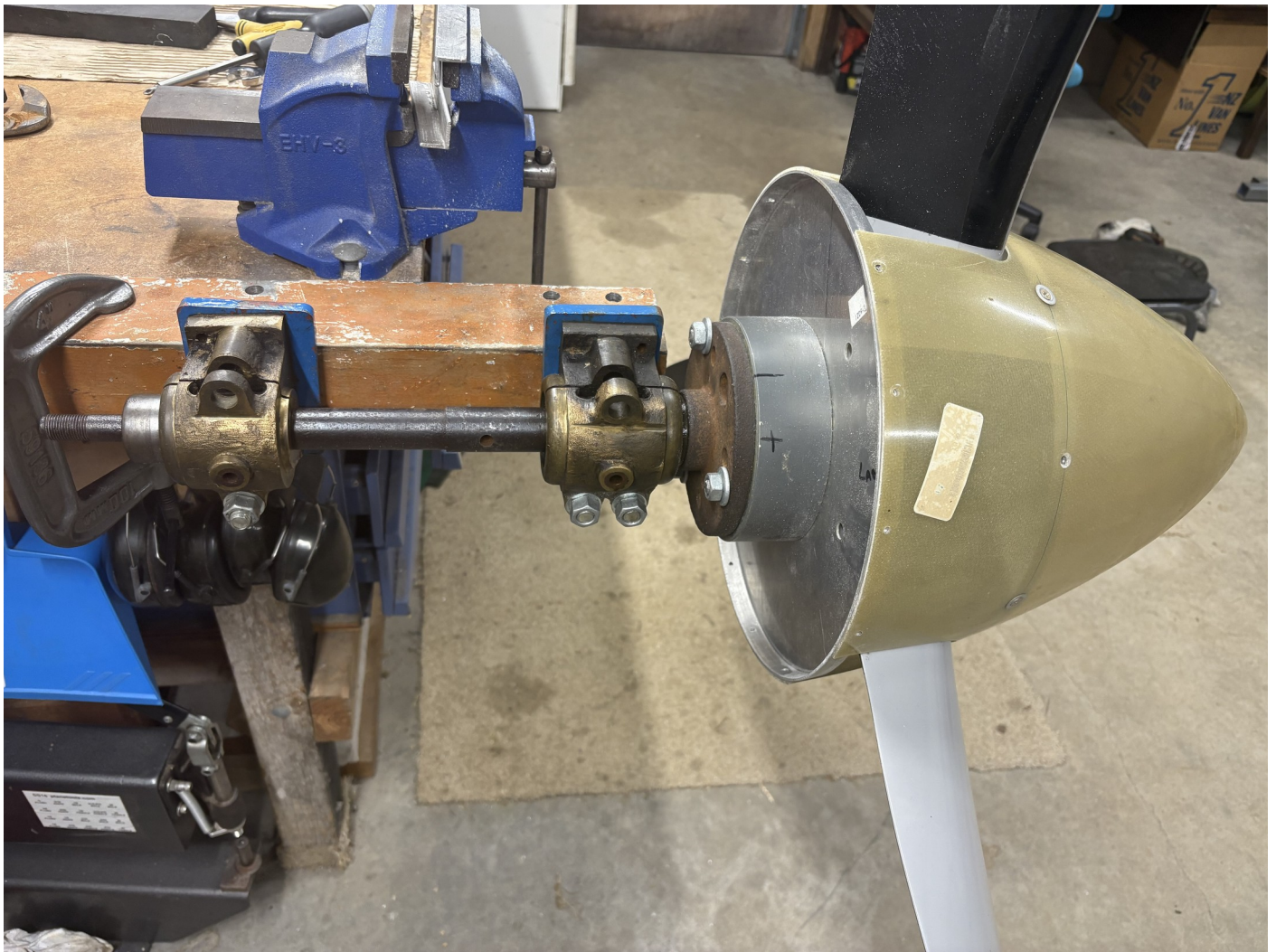
*Below: Two pictures taken by Nick Gambirazzi from his Rans S-7 ZK-NJG recently.  
Left: Te Aroha West showing the extensive Solar Farm being built at present.  
Right: Taharoa Iron Sands*



**Grant Horn reports on his RV7A and some club news:** I would like to start off by saying that comradeship within SAA is remarkable. Before Christmas I was needing a few bits and pieces for my O320 B2C engine ( out of an R22 helicopter) to make it suitable for a Vans RV7A and some parts that didn't come with the motor. I asked Dave Homewood to send an email out to all SAA members NZ wide and the response was very gratifying. Not only did I get my bits but no one wanted moonbeams for them. A lot of builders have extra parts sitting on their shelves and are willing to help you out. Don't be afraid to ask. My thanks again to those who were able to supply the parts I needed our suggested where I might have some luck finding said parts.

Now that both the wings are complete, still to be trial fitted though, I have turned my attention to mounting the engine in order to fit the cowls. Just lately I have been working on the propellor spinner. Rather than spend money on bearings and machining a shaft and flange I utilised the bearing and shaft from an old treadle lathe I have sitting in the corner of the shed on the farm.

Pretty basic for a lathe but spot on for turning a prop to get the spinner running true. What a fiddly and time consuming job. It won't fly any faster but the engine in me says it has to run true.



On the Waikato scene my plans have been turn on its head. I was anticipating early March heading down to Taupo for a final visit to Bart. When I went to organise this he told me he has delayed his departure to around June. That's not all bad cos when we do get to see it before he leaves is will be so much more advanced. Besides we are not in any hurry to see him leave.

I then turned my attention to Black sands. The date I chose, March 28th had a nice tide and gave us time to advertise and finalise things. Unfortunately it wasn't going to be convenient for Te Kōwhiri to host it. So with their earthworks in mind, and not being convenient the Committee have decided not to run it until the usual month of November. So no Blacksands this year. Instead, a flying in, with a drive in option for those who can't or think the strip is too short for them, has been organised at Case Groot's private strip on Tower Rd Matamata. The strip details are in Aopa and SAA. I will send them out closer to the time as a reminder. Bring your own lunch. A BBQ will be there for your use and tea and coffee will be provided. This is open to all, not just the Waikato Chapter.

Over the summer months I did quite a bit of work developing a new airstrip just out of Te Aroha. It is a 600 meter long with a rise of 15 meters over the length. The owner is happy for us to have a fly in to open it but we need to wait for it to consolidate and to see how suitable it will be so far as prevailing winds and its proximity to the ranges, so watch this space. Just going back to Black sands, I intend to put together a list of questions for your responses so that the committee has some input from you into the future of the event.

The district is looking pretty green after all this rain and weather we have been having. Pleasing for the farmers but not so for aviators. Still the fine weather looks like it has settled in so best we make the most of it.

**Bruce Cooke, Jodel D.18 (ZK-) reports:-** (There will be an article in Sport Flying about the upgrade work, so just a brief note for the Chapter news:)

Over Summer I have repainted JAC into a distinctive Camouflage and yellow Military scheme which pays tribute to the civilian aircraft impressed into RNZAF service during World War 2. The repaint was carried out in Harry Harris' hangar at Matamata with the assistance of various Local Matamata aviators who helped juggle aeroplanes around hangars etc.

Unfortunately it missed getting to the Fly-In at Masterton due to some frustrating engine electric issues, but these have now been resolved. The plan is now to do some shake-down cross country flying over the remainder of the summer / spring. The attached photos were taken on "roll out" at Matamata.

I am also giving some thought to arranging a Jodel fly-in later in the year, with as many Jodels, Robins and Falconars as possible, as this year marks 80 years since the founding of the Avions Jodel Company in France. (Tony needs to get OWL sorted!...) *Below: New Paint scheme, two pictures*





## **Bart Burgers, Pegasus Spitfire MK9 (Full Scale) reports:-**

I asked Taupo Manufacturing Engineers (TME) to make me a fuel tank. We have the drawings for it. Harry came in a few weeks ago and measured it all up to see if the drawings and what I had built were compatible...I think I was 1mm out. I also provided them with templates, which showed the arch, I used in a different stage of the project and kept....

Phillip tack-welded the tank, which is baffled, and came to test fit it a week later.

Today the tank is going to be fitted. Now fully welded and tested for leaks (no leaks).

The alloy brackets have been welded on site... All looking fantastic!

*Below: Trial fitting of Fuel Tank*



*Below: Fitting Tank, view from other side*



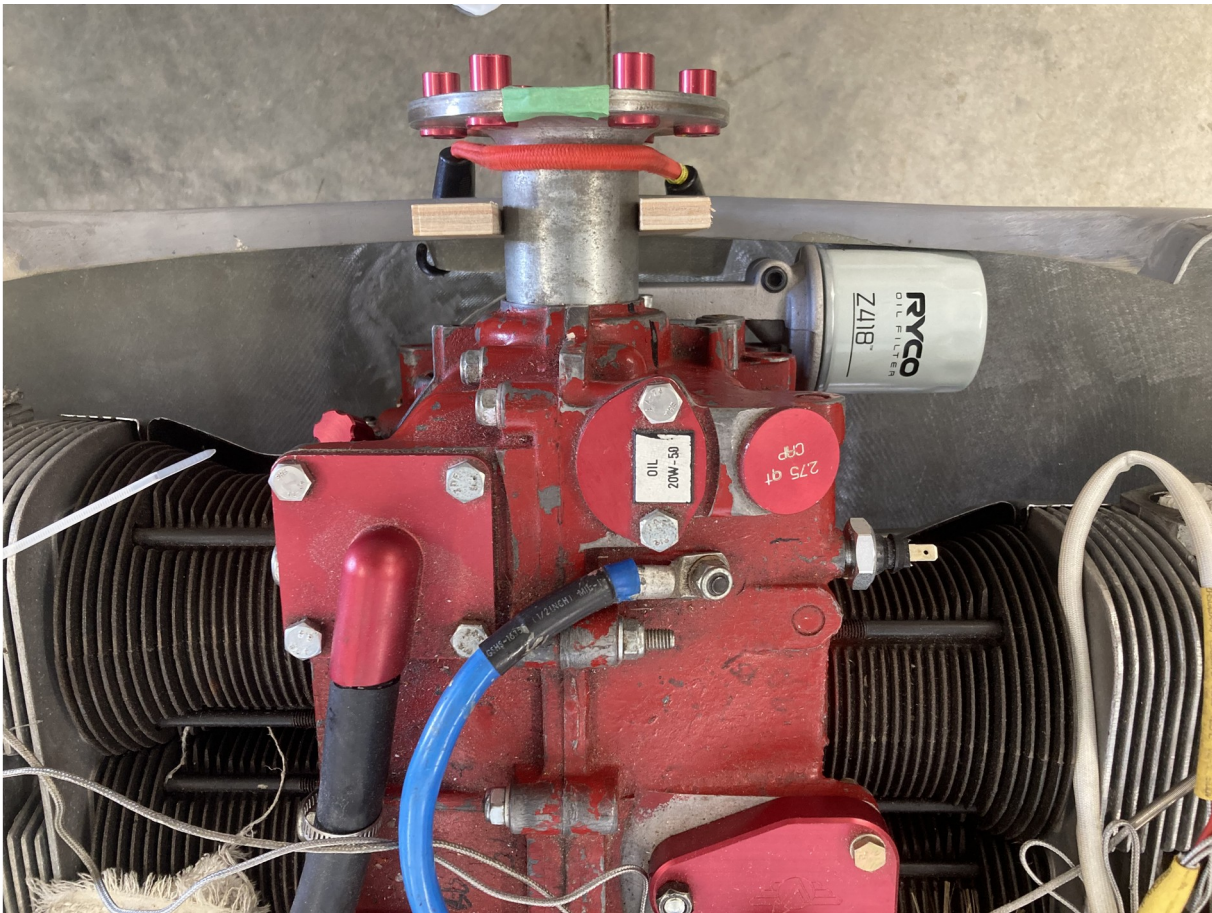
*Below: Underside view of the tank, showing the internal baffles.*



**Tony Ashworth: Jodel D.18 (ZK-OWL) reports:** – Still working on cowl at present. I have had a two steps back one step forward moment recently, after making an plywood oval template for the air intake at the front of the cowl and realising the position wasn't quite right. Sigh!

Still the good news is that I can now fit an oil filter directly off my front mounted oil pump with no hoses required (assuming I use the upper oil cooler option, which similarly means no hoses) This will simplify my whole setup hence saving time, and weight which is very pleasing as well.

*Below: Top down view of the RYCO oil filter just fits nicely inside the (grey primer) cowling. (Note the top oil cooler is not shown in place yet, currently blanked off.)*



**Dan Harcourt, Rans S-21 (ZK-MRS) reports:-** I'm loving the S-21. I was out and about yesterday for some currency and trying to dial in on short landings.

*Below: 4 pics from the ground and air!*





**Pete Sanders reports:- Three Projects Available**

In my shed are three early microlights which are looking for new owners to show them off or rebuild.

1) Bantam B22 was registered ZK-TKR

number 0055 built in 1987 by Micro Aviation. Two seater.

This plane last flew in 2014 and has been in storage with wings removed since.

Aluminium tube and fabric. Engine fitted is a Rotax 503

Log book included.

2) T.E.A.M. Hi Max was registered ZK-FXF

RAANZ Number 041? registered in 1990. Plans built in Kaiapoi

Timber and fabric construction. Engine fitted is a Hirth F23. Single seater.

Plans available. Wooden longerons including engine mounts forward of the firewall

were sawn off by previous owner about 2012. (sample picture below)

3) Kolb Twin Star was registered ZK-KTS

Registered 1988 Plans built. Two seater. Aluminium tube and fabric with folding wings. Engine fitted is a Rotax 503. Plans available. (sample picture below)

4) Citroen 2CV engine obtained to power a microlight is available

These microlights have historical value. If any of the above is of interest to anyone, please

contact me.

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*Next Page: Two photos attached, not of the actual aircraft, but shows the type.*

