

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

Newsletter – May 2026

## About:

Thanks for all the contributions and pictures. As ever the more the merrier cheers, *Tony*.

## Entertainment Section (hoping for future contributions...):

So I heard recently the best way to start an argument between pilots is to ask this question:

### *How does an aircraft fly?*

Evidently there are four common answers which typically causes endless disagreements and entertainment:

1) Bernoulli's 1738 Fluid Dynamics Theorem applied to aerofoils says the air on top speeds up, causing lower pressure hence causing lift, as well as air underneath slowing, causing higher pressure adding more lift. So its the shape of the aerofoil that matters.

2) Newtonian Physics view where its the angle of attack of the aerofoil that causes the air to be forced downwards and so has an equal/opposite upwards reaction called lift. And that the Bernoulli idiots are wrong because otherwise an aircraft cant fly upside down.

3) NASA view where both of the above are correct and have an effect. Needless to say this considered the 'lets please everyone view' which is normal in political organisations.

4) Author Douglas Adams in his 'Hitchhikers Guide to the Galaxy' book with "The Guide says there is an art to flying, or rather a knack. The knack lies in learning how to throw yourself at the ground and miss." (This explains why you have to practice circuits so much learning to fly.)

So, my personal view - which I may have to defend at my next BFR - is all 4 have some truth which probably wont please my Instructor. Sigh!

## Building News:

**Bart Burgers emailed: Full Scale Spitfire:** – It's been really busy with getting Pegasus ready for her big travel and not to forget our own belongings as well.

My hangar is being built in Hooegeveen (Holland) and will be 14 x 16 meters.

I know there are many 'upset' aviators among you to see me and my Pegasus go...and my heart bleeds too to leave New Zealand's shores after nearly 30 years.

In contrast there are many dutch aviators and enthusiasts to welcome me and enhance, in particular, the grass airstrip in Hooegeveen with their effort to become the WW2 aviation center in Holland....

Pegasus has a big journey ahead of her...not just the crossing of the oceans but very much the journey to become airborne....like the Pegasus Airborne brigade..

As I will keep contributing to our SAA magazine and keep you in the loop of what is happening...I leave you

with a promise.." Pegasus will fly"

I thank you all for your assistance, guidance and above all the believe and support for my build...

*Photos of this project: Bart with Allison V12 engine on stand. (Bart has said he recently has sourced an ex WW2 propeller un-used still in its box to suit this engine.)*



Three Pictures showing elliptical wings, and fuselage:



*Bart also included pictures of his new Hangar under construction in Holland:*



- **Dan Harcourt emailed: Rans S-21:** An autumn evening cruise to NZTE for an expensive refuel...



- **Grant Horn: Vans RV7a build (ZK-DRV):** The other weekend, with the help of son David and friend Case the wings were trial fitted. Even using 7/16 UNF engineers bolts, rather than the close tolerance bolts, the first wing was not easy to bolt in. By contrast the second wing bolted up very easily. I am wondering if possibly when the fuse was riveted something moved and once the first wing was bolted in it forced things to realign. While on its wheels there are fairings to sort out, rear spar attachments to drill and the fuel tank support bracket to fit and drill. The plans call for tubing to connect the fuel tank to the bulk head fittings on the side of the fuse. Case made up flexible fuel lines for this purpose. That makes a whole lot of sense to me so will do the same. Once all that is done, guess whichever wing will be removed so that the fuselage can be turned on its back. Everything possible that needs doing under the fuse will be done while it's topside. Blow crawling around on a creeper trolley doing fibreglass, brake lines etc. So a few hours of work fitting the wings looks like massive progress, and it is, but it has created a lot more jobs to do. Like they say , Rome wasn't built in a day

*Below: In hangar at Matamata:*



- **Tony Ashworth project: Jodel D.18 (ZK-OWL):** I have completed fitting the lower cowl finally. Just changing the shape on the upper nose bowl to line up with the coaming and then that can go on too. Next step after that will be the upper aluminum parts of the cowl including two lift up doors which give good access to the engine preflight. I have some exhaust flanges being lasercut at present to fit the stainless exhaust pipes and hopefully with a bit of help from Case Groot who has kindly offered to help, we will fit these to match the holes in the lower cowl.

Separately I have a 65L rear fuel tank being manufactured – per the plans – as the current three tanks are well made but I prefer the strong rear tank arrangement with a single tank to monitor as simpler to manage, even though it will mean I need to install an electric fuel pump. Lastly I am considering the seat back mod that Steve Chilcott put into his Jodel ZK-SCJ which is great for tall pilots. Its going to mean more knee room under the panel, and I can install this rear tank at the same time.

I have used a spreadsheet to check the extreme loading C.G issues with a full rear tank and just a single pilot on board. As the D.18 – courtesy of a very large all flying elevator – has a huge 11” C.G range, even this extreme load case keeps me within the limits, so also putting the seat back by 2” is not an issue.

No new pics at this stage. Hopefully next time there will be more to show.

Instead I have a photo of Peter Bjarnessen in SCJ when he visited our hangar recently. This inspires me seeing this aircraft flying. Peter really enjoys it.

*Below: Peter B, heading home to Rotorua from Matamata on a nice evening flight.*



- **Case Groot: Vans RV6a (ZK-RVC):** Case has sent in some photos of new canopy guides he has fitted which may be of interest to all...



## Flying News:

- **Visit to Masterton Airshow:** I managed to be close to Masterton recently when Peter Jackson's SE5a biplanes were doing a display. I found them quite amazing. They are powered by a overhead cam V8 engine with heads sticking out each side of the cowling. They have long exhaust pipes on both sides of the fuse picking up the 4 ports on each side and the long pipe is very effective. In flight they were remarkably quiet. Three aircraft were flying in formation, they seemed to be about 60-70knots and down at around 300 feet AGL for the 20minute display. They were mainly doing a formation figure 8's which came reasonably close to the crowd boarder giving a great view as they banked past. Quite amazing to watch really and lovely tight formation, obviously well practised with experienced pilots. These are the photos i took from my iphone, not really expecting them to go into the Newsletter. Cheers, Tony.

*Three Pics, On the Ground at the Start before the airshow getting ready to fly:*



*Next: Third one*



I was standing taking this picture and an old gentleman called John introduced himself. He said that the famous English WW1 fighter pilot called Albert Ball flew these - he had 44 victories. (One of) Albert's technique(s) was evidently to pull the lewis gun down the curved reloading rail above the top wing and shoot the gun vertically into the bottom of various German aircraft he flew under. Normally this upper rail is used to bring the gun down for reloading purposes. To do this you evidently had to stand up in the cockpit with knees holding the stick, using two hands to change the circular magazine. No parachute, no fear i guess.

This wasnt demonstrated on the day we were there unfortunately – dont know why - :-)

Below: Airborne and figure-8



*Below: Back on the Ground*

