

Waikato Chapter of Sport Aviation Assoc (SAA) of NZ

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

Newsletter - November 2025

Thanks to all our contributors, a bit of a quiet quarter but still interesting.

Cheers, Tony

Below: This pic showing Classic Flyer's 80yr old 'Stearman 03' visiting Matamata, also younger but still vintage Ka-6 glider being towed towards launch point. (The 21 yr old BMW can only be described as 'classic' ;-)



Currently Building:

Peter Bjarnesen, Jodel D.18 (ZK-SCJ) reports:- SCJ is back in the air and completed a first flight of 1.3hrs post, top overhaul including new heads. No issues, all T's & P's within limits. She's been grounded for 4 months. I have never appreciated crap weather so much. Huge thanks to Case & Tony for allowing me access to their huge pool of knowledge and experience.

Below: Peter with SCJ - I took at a Tokoroa fly-in last year



Side: Headless AeroVee, measuring deck heights to calculate compression ratios (which is where Case & I helped a bit.)

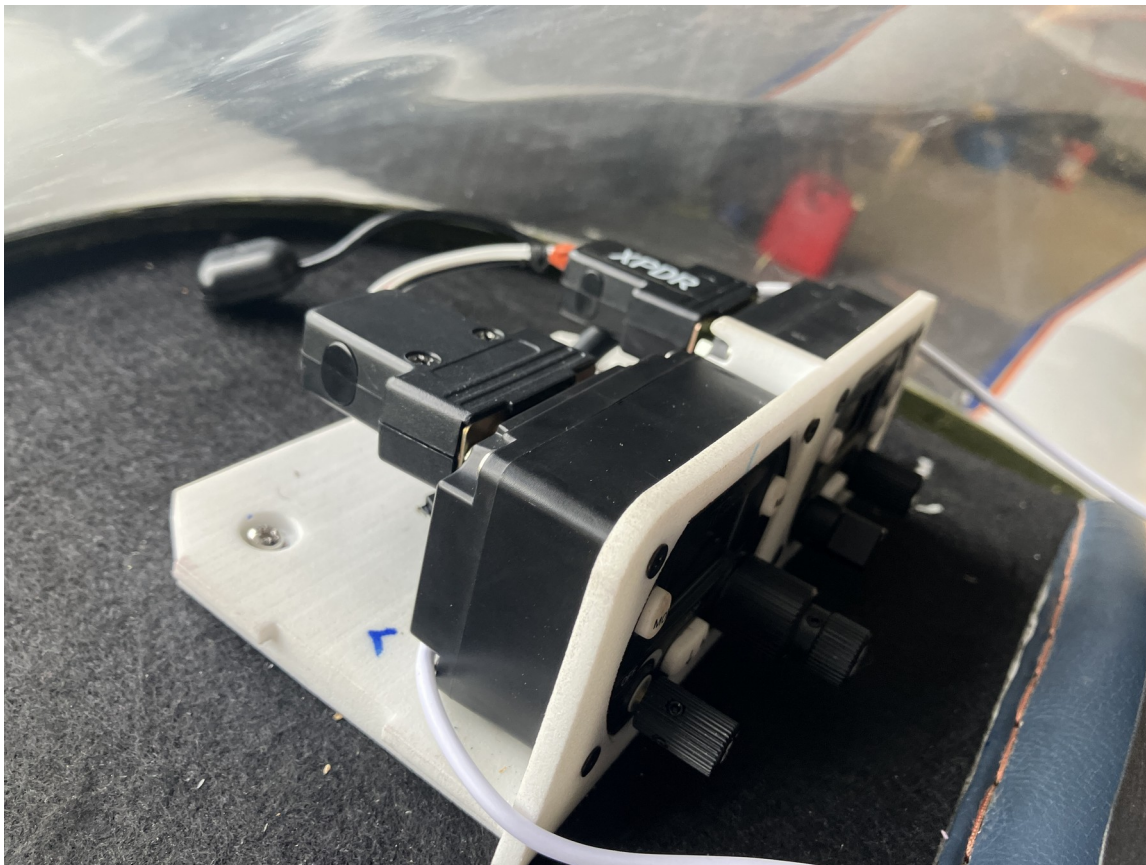


Bruce Cooke, Jodel D.18 (ZK-) reports:- Jodel JAC has been receiving its annual inspection and maintenance over the last month. As it is now 20 years since it first flew, I have carried out a big work package tidying up general wear and tear and incorporating some new modifications to improve its useability for the future. The biggest update has been the installation of a new Trig transponder and radio. These units each have a tiny head unit which is mounted in a 3D-Printed coaming mount above the instrument panel, and the main "gubbins" boxes which are in a new removable avionics tray tucked under and behind the instrument panel. Primary Avionics in Napier pre-wired the rack and looms and I put in the wiring to the new headset and USB outlet box between the seats. Sammy the avionics man then flew up to test and sign everything off. At the same time as I was running avionics wires, I also installed a set of strobe lights above and below the fuselage to improve conspicuity - with the Airpark going in at Te Kowhai, the airfield should be getting busier, so it's important to be seen. With the old radio and intercom out of the way, I tidied up the interior trim, particularly around the baggage shelf, changing the fabric colour from blue to green, to match the "Jodel interior green" that Jack Godfrey chose when he built the aircraft. It's an interesting shade, and probably not everyone's cup of tea, but I really like the retro "1940s style" look it creates. Among the many other jobs in the work package, I replaced the wing walkway strips with nice (not) shiney new 300mm wide panels, which have come up looking great. Unfortunately a pile of paperwork to process (I'm picky about this, as I need to set an example for my training courses...) has delayed the final sign-off so it's not going to be flying for Black Sands, but hopefully it will be out and about shortly thereafter.

Below: New VHF Radio & ADSB head units with tray of ancillaries in background RH pic



Below: Side view of head units without the top cover in place.



Below: Very tidy layout of parcel shelf, note USB/ADSB-in, PLB and fire extinguisher.



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

A 'wee' bit of a sequence of how I constructed the bottom of my left wing. I turned the wing upside down and exposed the underside with all the ribs visible. I applied the first layer which is 1/16th of an inch thick birch ply. All the joints are scarfed and on top of each rib to give it stability. I did not cover more than 3 ribs to make sure I could see if the ply would touch the ribs and had full adhesive (West Systems epoxy) contact.

The second layer is 1/4th inch of balsa wood. I did not scarf these but had each joint off-set to the previous joint on the rib. Each balsa section was then 'framed' with 1/4th inch birch ply strips, a bit like framing a picture to give a bit more rigidity and a glue base for the last top layer. I then finished the last layer with 1/16th inch of birch ply to form a very strong sandwich construction. Joints are off-set from the first and second layer, ensuring no joints are on top of each other.

I used 16mm screws to temporarily adhere the top layer to the bottom layer which pressed down the top layer to both expel trapped air and to make sure that it had good contact with underlying layer.

After the glue had set I removed these screws leaving a small hole which I filled with west system epoxy and providing a bit more 'grip' on the whole. It is probably good to mention that I sanded between each layer with '60' grit sandpaper to get some roughness for better adherence for the glue - don't make it too smooth - the rougher the better grip (to a certain extent). I left a space for the hatch to the bell crank that activates the ailerons.

Finally I used a 2 pot epoxy undercoat (Resene Durepox) to give a base for the later to be applied top-coat and also the weather proof it. Been way too long for any decent progress. I admit that things have gone a bit slow, due to various reasons.. Here we go again.

(Bart also said that Paul Waterhouse has visited recently and has produced an Inspection Report on the progress since last visit. It is on Bart's Facebook page.)

Below: Nice view of the wing structure, ready for bottom skin work



Below: Partially covered wing underside using sandwich method above



Below: Underside of wing, covered further



Below: Underside of wing, ply on LH, balsa inner ready for ply RH.



Below: Underside of wing, primed with Durepox. Fuse in background.

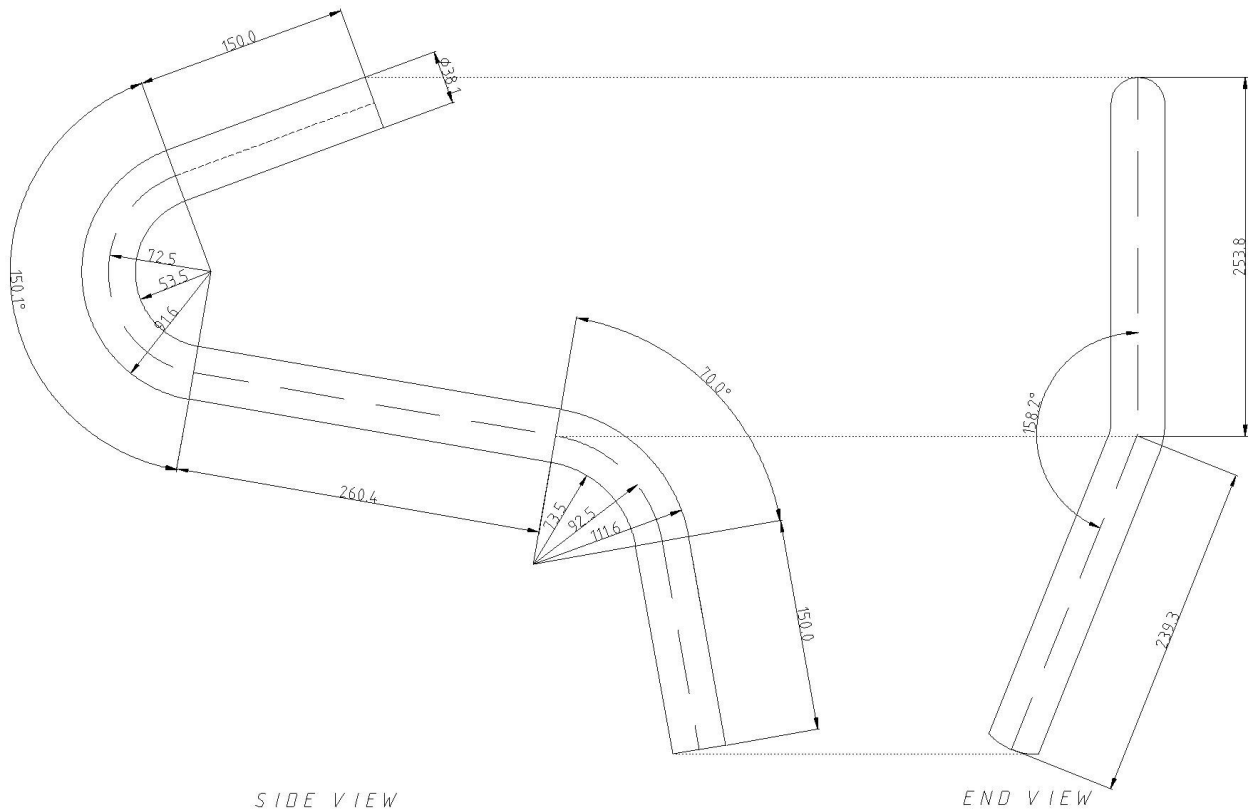


Tony Ashworth: Jodel D.18 (ZK-OWL) reports: – Engine's installed, am currently organising a (per the plans) Stainless exhaust system from a local CNC Tube Bender. I had to draw the exhaust as a DXF file for them to manufacture from, so I did three drawings, one shown below. I decided to make these locally at considerable savings (\$380 for all 4 pipes) compared with buying from the USA engine supplier (\$1600+ including pipes, freight and GST etc).

Below: OWL tail up in level flight position (laser line along fuse. longerons) This helps cowl setup.



Below: (DXF file) side view LH, front view RH of Stainless 304 front exhaust pipe for the AeroVee. This file is needed by the CNC tube bender to bend accurately. Note there is an extra 150mm on the pipe lead-in for work holding. This will be cut off and a lasercut flange welded to it, which then bolts to the head of the engine.



Below: The Jodel Plans showing the exhaust that i created the above DXF from. The tube benders said this drawing was not sufficient to manufacture from.

It was mostly lacking angles and radii they said..

