



The newsletter of the Sport Aviation Association (Auckland Chapter) Inc

Sport Aviator

June 2011



In This Issue:

- 2011 Committee
- AGM Summary
- MetFlight Charges
- Member Profile – Mike Tunncliffe

www.saaauckland.org.nz

Committee 2012

Executive Committee Members

President: **Cyril Wright**
09 372 9329
kohabay@ihug.co.nz

Vice President: **Evan Wheeler**
09 238 6081
evan.allround@xtra.co.nz

Secretary: **Paul Blackmore**
09 910 0119
paul.blackmore@
aetechnology.com

Treasurer: **Bruce Turner**
09 889 0780
bruce@hta.co.nz

Committee Members

Don Wilkinson 09 576 5009 dbwilkinson@xtra.co.nz	Norm Bartlett 09 528 0108 bartnz@xtra.co.nz
Peter Armstrong 09 576 3676 peter@reivernet.com	Gavin Magill 09 298 7174 gavin.magill@gmail.com
David Campbell-Morrison 09 817 4782 dcm@xtra.co.nz	

Operational Positions

Safety Officer: Norm Bartlett 09-528 0108 bartnz@xtra.co.nz	Technical Library: Sandy Wilson 09 536 4018 wilsonnz@xtra.co.nz
Newsletter Editor: Gavin Magill 027 291 0525 gavin.magill@gmail.com	Tool Library: Manfred Scherbius 09-375 8392 manfred.scherbius@ bluecopesteel.com
Airspace Users Group: Steve Chilcott 09 625 5273 s.chilcott@slingshot.co.nz	Catering Officer: Chris Groves

Technical Mentors:

Wood & Fabric	Mike Tunncliffe	09-237 8173
Composite	Phil Richards	09 826 4150
Metal Skin	Kevin Paulsen	09 296 5125

Front Page

Neil and Sarah Collivers immaculate RV-10
photographed at SportAvex 2010.

Contents

- 2 Committee 2012
- 3 Presidents Report
- 3 From The Editor
- 4 Last Meeting Summary
- 5 Chapter News
- 9 Chapter Projects & Aircraft
- 10 On The Web
- 11 Member Profile- Mike Tunncliffe
- 13 Classifieds
- 14 Upcoming Events

Next Meeting

WHEN: Thursday 30th June 2011 - 7:30pm

WHERE: Auckland Society of Model
Engineers Club Rooms
Peterson Road, Panmure Basin
Mt Wellington

GUEST

SPEAKERS: Martin Ferrand & Alan Coubray

SUBJECT: The Shearwater Amphibian

Pictured below is the Shearwater Amphibian to be the subject of our June 30th meeting.

Martin is a dynamic and enterprising member and is keen on international yacht racing which he will talk on too. He, Alan Coubray and Bill Townsend designed, built and are flying the Shearwater Seaplane. He'll tell a good and successful story.





Hi all you flying friends.

I am sitting in the Air NZ lounge waiting for a flight to LA. My Aircam would be a bit slow so I'm taking a jet.

Thank you all for your support of the club this last year. I feel this year is going to be a great one. The guest speakers that Don has lined up is impressive, thanks Don.

I will not be attending the next meeting as I have a contract to put a Waka in the Thames for a team to paddle down near the London Bridge. After that and on the way home, I plan to fly to Florida and have some lessons with Richard the Aircam test pilot. This is so I can get used to landing and taking off within 100 meters. (YES the Aircam can do it; I just have to learn how to do it.)

Thank you for asking me to step up to the Presidents job. If you all agree, well at least some of you, I thought

we could open the doors for meetings at 7.15 and start at 7.30 then we would have more time at the end of the meeting to catch up over a cup of tea.

Well I hope you are all enjoying this rainy weather and getting on with your projects.

Have fun flying or thinking about it.

Cyril



The Waka.

From The Editor



Welcome to the June newsletter of the Auckland Chapter of the SAANZ.

As the new editor I thought I had better introduce myself and update you with what is happening with your newsletter.

Before I begin however I think it only appropriate that I pass on my thanks to the outgoing editor in chief, Peter Armstrong. Peter has done a great job over the past three years in keeping us informed of club events and news from around New Zealand and the world. I am sure you will join me in thanking him sincerely for his efforts over this time.

For those of you who don't know me, my name is Gavin Magill and I have been a member of the Auckland Chapter of the Sport Aircraft Association for about two years and I am currently two and a half years into the build of a Rand KR2S. If you are interested in keeping tabs on my progress then please check out my web log at www.kiwikr.co.nz.

As the new editor, I am hoping to bring a few changes to the newsletter over the coming months not

the least of which is the new format you currently see before you. If you have any suggestions for other articles you would like included, please let me know and I will do my best to accommodate.

As with any club, the newsletter is not a one person effort. It takes the contributions of many people to make it a successful publication, not the least of which is each and every one of you. As such can I please ask that you do make an effort over the coming months to forward updates from your projects so they can be included here.

Also, if you have any titbits of information regarding the sport aviation community please feel free to send these in as well. Note that this includes things you may see on the internet. We still have members who do not use the internet regularly so articles you find will be of interest to them.

I hope you enjoy this month's newsletter.

Gavin

Club AGM & Committee Elections

The club AGM and election of a new committee took place at the meeting on Thursday 26th May. A new committee was elected from those members present at the meeting with the committee positions being filled by the following club members.

Committee Executive

President	- Cyril Wright
Vice President	- Evan Wheeler
Secretary	- Paul Blackmore
Treasurer	- Bruce Turner

Committee Members

Don Wilkinson
 Norm Bartlett
 Peter Armstrong
 David Campbell-Morrison
 Gavin Magill

Operational Positions

Club Safety Officer	- Norm Bartlett
Technical Library	- Sandy Wilson
Tool Library	- Manfred Scherbius
Newsletter Editor	- Gavin Magill
Airspace Users Group	- Steve Chilcott
Catering	- Chris Groves
Technical Mentors	
- Wood & Fabric	- Mike Tunnicliffe
- Composite	- Phil Richards
- Metal Skin	- Kevin Paulsen

Congratulations and thanks to these members for offering their time to take on these roles.

SAA Email Issues

Peter Armstrong mentioned there are a number of members with Xtra email accounts having issues with SAA emails being automatically sent to their email spam folders by the Xtra spam filter.

Peter said that he had contacted Telecom and they had determined the problem was not with the Xtra spam filter but is caused by the configuration of the SAANZ web server which is sending the emails out.

Peter has been in contact with Adrienne Fillery to get permission to reconfigure the server and would be endeavouring to get this resolved in the next couple of weeks.

Historic Film Conversion

Don Wilkinson reminded the chapter that he is still in possession of some historic film footage of early attempts at helicopter flight in New Zealand.

Don indicated he had not managed to progress getting the film converted to digital format but would endeavour to progress this asap.

The members present agreed in principle to financially support this project and Don said he would obtain a quotation for the conversion to present to the committee for consideration.

AGM Minutes

Chapter Secretary Paul Blackmore reported that if members would like to review the minutes of the 2011 AGM they can be found at the following link.

<http://dl.dropbox.com/u/10249001/Sport%20Aircraft%20Association%202011%20AGM.pdf>

The Chapters financial statement has also been uploaded to the Incorporated societies web site <http://www.societies.govt.nz> and may be found by searching on organisation number 876763

Metflight Service Charges

It was asked at the meeting if all members were aware that the CAA is withdrawing sponsorship of the Metflight GA service as of 30 June 2011 and as of 01 August 2011 users of the service will be required to pay an annual subscription.

MetService has since sent out an announcement which all SAANZ members should have received in an email from Adrienne Fillery.

A summary of the main points is as follows:

- Free access to MetFlight GA ceases from **01 Aug 2011**.
- Licenced NZ pilots needing access to MetFlight GA for recreational flights need to register on the MetFlight GA website & purchase to one of the following subscriptions:
 - **Annual** - NZ\$95 + GST (\$109.25 incl GST)
 - **6 Months** - NZ\$65 + GST (\$74.75 incl GST)
 - **1 month/30days** - NZ\$35 + GST (\$40.25 incl GST)
- Current Metflight GA userid/passwords will be retained.
- To subscribe & register for MetFlight GA, users need to, login to the Metflight website, accept the terms & conditions, select the subscription required and then pay.
- All MetFlight GA queries will be handled by MetService.
- CAA will only be updating the pilot licence database.
- Access to Plain Language MET will continue in the interim under existing arrangement with the third party supplier.

Chapter Website A Reminder From Warren Sly

Warren Sly has requested that members be reminded that the chapter website is up and running and can be found at www.saaauckland.org.nz.

Members should have already received an email with the userid and password to the members' only section. If not please email Warren at warren.sly@prepress.co.nz and ask for a copy.

Also if you have not already done so can you please send in a passport style digital photo of yourself and an update on your project / aircraft so the website can be updated with this information.

Paul Blackmore Bound For EAA Airventure 2011

Our Chapter secretary, Paul Blackmore, has informed us that he has booked flights for himself and his son to travel to EAA Airventure 2011.

I am sure I speak for all chapter members that we are all extremely envious but wish him safe travels and look forward to seeing a presentation when he returns from the US. [Hint Hint – Ed.].

Paul will of course be making a bee line for the Sonex stand at Oshkosh to get all the latest gen from the Sonex company and no doubt to pick up a few bargains for his Sonex build. Paul has sent the following update on what he is currently up to.

Please find attached a couple of photos - one of the spars under construction and another of the wing being skinned. I'm currently in the process of cutting and drilling the wing skins. Progress will be slow in the short term due to travel commitments with two trips to China and a trip to Oshkosh over the next couple of months. Many thanks to Cyril Wright and David Horton for lending me clecos to assist with the process.



I have also included a photo of JQP at the recent gathering of the Mustangs at Matamata. [Paul is a shareholder in Sonex ZK-JQP – Ed]



Brian Wrigley Elected President Mercury Bay Aero Club

Congratulations are in order for Brian Wrigley after his election to the position of President of the Mercury Bay Aero Club in Whitianga.

From all accounts the election was extremely competitive but Brian won through on the day. I am sure all club members will join with me in wishing Brian all the best for the coming year.

Also elected to the MBAC Executive Committee is Peter Walton who is also an Auckland Chapter member. Peter apparently gained more votes than anyone else in the election. Congratulations Peter.

Jon Farmer Project Update Plus News From Phil Kennedy

Jon Farmer reports that he has been in touch with Phil Kennedy who left the Auckland chapter for Rangiora about 2 years ago. Jon says members may still be interested in Phil's progress in the fitting of a rotary engine to his Corby Starlet. Phil writes:

"The Corby continues to make slow progress in Rangiora. We recently fitted 1/4 scale RC servos to the radiator doors under the wings and tested them by leaning on the doors until they warped, the manufacturer states the little suckers produce 33kgs of force! The servos have a closed loop control as standard so the two units stay in sync without any help from me."

With regards his own project, Jon reports;

"I have received a factory mod for the spring steel tube nose wheel leg on the Morgan Aero Works 'Cheetah'. It was found that the original design was too springy and tended to shoot the nose back up in the air if the wheel hit a bump. The mod utilises a swinging arm sprung by a coil spring with recoil damper which seems to be from a small motor cycle.



From Norm Bartlett CT4 DGY & RNZAF Station Seagrove

Norm writes..."I have taken on the self imposed task of working on a brief history of the Auckland chapter. [Organising] the light aircraft component of the Tauranga airshow is also keeping me busy. I have about 18 aircraft to date of many types and need about another six that will bring up the required number I need. Hopefully we will have an interesting and varied show.

I have flown about 20 hours on the Warbirds CT4 in the last few months as a rating instructor, my

"Pupils" ranging from about 100 hours to 16000 hours and all sorts of professions.

Our CT4 is the original prototype and is still going strong with 40 members in the syndicate. Despite that number the syndicate is well run. DGY costs about \$170.00 a flying hour but is on Tacho so being away for an hour may only be 0.85 on the tacho. Interestingly this aircraft still holds the record of distance flown to the Paris airshow, having done it twice in its early days; a very nice aircraft to fly.



I recently flew the Lancair 360 around the old Seagrove WW2 RNZAF air force base to photograph it for a book on the airfield. You can still see the old runways under the grass. Seagrove is on the coast near Auckland International so the controller alerted the heavies of our position - no doubt their TCAS would be going off.

[For those interested, the following link lists all the Auckland area RNZAF Stations during WWII- Ed] <http://www.cambridgeairforce.org.nz/RNZAF%20Stations%20Auckland%20area.htm>



I also recently visited Peter Armstrong's hangar to look at his DynAero, which is not far off flying. A very impressive four seat aircraft. Peter asked me if I would be interested in doing the initial test flights. Is the Pope a Catholic?

Peter Armstrong An update On Testing Progress with ZK-PSA DynAero MCR-4S.

Peter sent in this update on his recent progress.

“Work refining the pitch and governor settings on the Rotax 914 continues. We have learnt that when it comes to reading the TCU (turbo control unit) output log on the 914, very few folk in Australia or New Zealand know anything about this. We have found that the Rotax TLR4.6a program designed pre-USB times does not like Windows 7 and modern USB to RS232 adapters. This has led to the funny site of having an old PC with standard comms port parked in the back seat of the MCR, screen in the co-pilot seat and mouse and keyboard on the pilots knee with a long power cord leading out to the aircraft to power the PC in order to log the data out of the TCU.

Makes it a bit of problem if we want to fly in this configuration, have not found a power cord yet long enough. We are fortunate that by sending the captured data to DynAero in France they have been able to extrapolate it into manifold pressure, propeller pitch rpm graphs which is giving us a definite power curve idea of where the static propeller pitch and governor pitch settings are at. We are not there yet but are getting close and learning lots on the way.

We have finished all our internal checking as per the pre-flight DynAero adjustments and now wait on the 100 hour check which has to be performed by a LAME. As I am not type rated on the aircraft this work has to be signed off by a 2nd CAA authorised person. This means that by the time the plane flies it will have been checked by 4 individuals – I trust this means that we have not missed anything. Norm Bartlett has kindly offered to be the first flight test pilot, while I have time on type it is insignificant to the amount of time that Norm has under his belt test flying and given his experience it is the sensible thing to do.

Overall I am very pleased with the taxi tests, my avionics and how the aircraft handles. T & P's on the move at taxi-ing rpm are OK however run-ups with covers on in stationary mode sees the T & P's starting to climb and would hit the red if not managed, we will finish the propeller tests with covers off.. Have learnt how easy it is to blow the air-filter off the turbo if it is not securely attached – found it down the taxiway.

You never know by the next newsletter after this one I may be able to report first flight after a gestation period of 4 years, I am hopeful but David Rose always warns me of my exuberance in this area.”

Missing Helpers by Gordon Sanders

We had a good AGM with the majority of positions being filled by volunteers without too much arm twisting. Sincere thanks to those gentlemen, it is much appreciated. However we overlooked a couple of important positions.

The first is for a person independent of the committee and all financial transactions to review the accounts for the current financial year. Dave Cogan undertook this last year and his report was appreciated by the AGM. I have spoken with Dave and he is willing to undertake the task again so we will look to formally appoint him at this month's Chapter meeting.

The other positions are reporters, or scribes if you prefer the term (or use a quill pen). Dave Grove-Hills has been a regular contributor for the Auckland Chapter News in Sport Flying for 5½ years and is stepping down. Since I previously pulled back due to heavy commitments for the Airparks Trust Nev Hay has been the coordinator as well as a reporter. We urgently need a couple of good men to assist four times per year.

What's involved? Basically to report on member and Chapter events and activities that would be of interest to others. Material is gathered by a mix of being involved and using the telephone to interview members about their projects and activities. If possible an occasional visit to members with interesting projects can really augment the material available. Gathering of suitable photos is also much appreciated, particularly by SF editor John King. And with today's digital photography making this so easy there really is no excuse.

But you don't write a good article (in your humble opinion anyway)! No sweat. If you can produce something of interest in pidgin, or full of grammatical and spelling errors, it can be whipped into line before it appears, and still have your name in the by-line as contributor. Thus you get the credit and the glory, because you have done the leg work. So let's have some new blood, pencils sharpened, taking up a part time career as newshounds. Please contact Nev Hay (521 7077) or Gordon Sanders (534 2464) for more info or to offer your services.

At the AGM Gavin Magill kindly volunteered to edit the Chapter Newsletter. However material is always needed and producing 11 issues p.a. is not a one-man job, despite advances in computer technology etc. Again it is material that is required. People reporting on their activities and those of others (more exaggeration is permitted with the latter),

Missing Helpers Continues.

And on any matter of general interest, are what makes the newsletter interesting. At the 2010 AGM it was decided that ALL members should be called upon to present at least one brief article for publication per year, but this was not formally activated. So don't be surprised if the call comes to you. And you can write about anything of interest, even if not directly connected to aircraft. Previous articles have included book reviews, workshop safety, computer problems and applications, etc. So don't wait to be asked, get in first and help Gavin and the Chapter.

Gavin Magill Progress Update

"Work on my KR2S continues to proceed, albeit at a somewhat slower rate than I would like. I have managed to now complete the woodwork on my Horizontal Stabiliser and this is now sitting with the hinges attached, awaiting the fitment of foam and fibreglass.



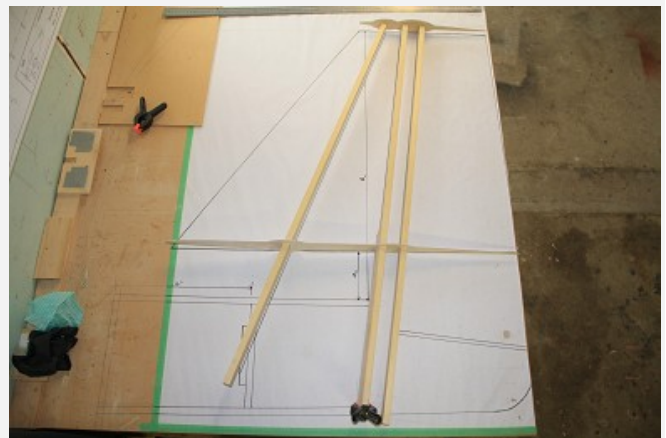
I have also had a fairly large re-arrange of my workshop to allow me to have the fuselage boat sitting permanently in the middle of the floor of my workshop so I can work round it. As you can see from the attached photo this has made it considerably easier to work on the boat. The re-arrange took the better part of three days to accomplish but I am very pleased with the way it has turned out.



Another task I have recently completed is the installation of the empennage support webs in the rear of my fuselage. These secure the HS to the aircraft and proved to be quite a bit more challenging than I anticipated. However they are now complete and ready to receive the HS as you can see from the photo below.



I am now moving on to the construction of the Vertical Stabiliser and I have formed the VS spars and fitted them to the rib templates. Given the cold and damp weather at the moment however, it may be a few weeks before any gluing takes place on the VS."



Vertical Stabiliser Spars and Templates.

Chapter Projects

Make/Model	Rego	Member	Status
Auster J5F	BDY	Les Wilson	Restoring
Bede BD5	ZIP	David Rose	Building
Cessna 150L		Craig Thomas	Repairing
DeHavilland DH-83C	AQB	John Eaton	Restoring
Dyn Aero MCR-4S	PSA	Peter Armstrong	Building
Europa XS tri-gear	ROB	Rob Waters	Building
Fisher R80 Tiger Moth	CCC	Jon Farmer	Rebuild
Jack Thompson 1		Kevin Moir	Building
Lancair 235		Rod Sullivan	Building
Menstrel HN-700		Stephen Chilcott	Building
Osprey 2 Amphibian	XRT	Richard Thompson	Restoring
Pietenpol Aircamper		Mike Tunnicliffe	Building
Pitts S1-SS	MPH	Stuart Mackereth	Building
Rand KR-2	CCK	Walter Reinauer	Repairing
Rand KR2S		Gavin Magill	Building
Rearwin Sportster(37)	ALX	Tony Payne	Rebuild
Rutan Long Ez		Wayne Cunningham	Building
Sonex Tri Gear	PDB	Paul Blackmore	Building
Taylor Monoplane		Kevin Moir	Building
Titan T51 Mustang		Gary Mitchell	Building
Titan T51 Mustang	FDL	Warren Sly	Building
Van's RV-4		David Grove-Hills	Building
Van's RV-6		Ian Chapman	Building
Waix		Bruce Turner & Chris Wade	Building

Chapter Projects Other

Make/Model	Rego	Member	Status
Nexus Mustang	NEX	Stuart Wards	Plans
Rand KR2S		Karl Pudney	Plans
Pazmany PL2		Frank Ciochetto	Stored
Helicycle		Allan Cameron	Unknown
Murphy Rebel		Eric Breetvelt	Unknown
Pitts		Paul McGruer	Unknown
Safari Helicopter		Dick Ussher	Unknown
Witman W-10	RET	Cliff Bellingham	Active
ATEC Zephyr 2000S	ZFR	Kevin Hartley	Arrived

Chapter Aircraft

Make/Model	Rego	Member
Aerosport Kahu Gyroplane	RCP	Chris Wade
Aircam	SUN	Cyril Wright
Airtrainer CT4 (Syndicate)	DGY	Norm Bartlett
Avid	PCM	Graham Smith
Bolkow Junior BO 208	CJF	Keith Trillo
Brantley B2B	INK	Nick Koreneff
Cessna 172	DKH	David Horton
Cessna 172D	CCI	Graeme Weck
Cessna C182	WKK	Brian Wigley
CFM Shadow C2	FSG	John Granger
Corby Starlet	TOY	David & Don Wilkinson
Corby Starlet CJI	TNT	Alfred Hirzel
CRICRI Cricket MC15	LBW	Neville Hay
Druine Turbulent D31	CFY	Kevin Paulsen
Europa XS	EPA	Gavin Lee
Falco F8L	TBD	Giovani Nustrini
Falco F8L	SMR	George Richards
Falcomposite Furio LN27RG	LLG	Giovani Nustrini
Fisher Dakota Hawk		Gary Mitchell
Grumman AA-IC Lynx	EFV	Brian Wigley
Grumman Cheetah AA-5A	ERJ	Chris Watkins
Isaacs Fury II	JHR	Rex Carswell
Jabiru J200	CHW	Chris Watkins
Jodel D18	OWL	Mike Tunnicliffe
Jodel D18	SCJ	Stephen Chilcott
Lancair 360	MHS	Norm Bartlett
Micro Aviation Bantam B20	XIE	Bob Syron
Mike Whitaker MW6S	ROL	Grant Sandiford
Morgan Aero Works Cheetah	CCB	Jon Farmer
Murphy Rebel	DKZ	David Horton
Murphy Rebel	WEM	Evan Wheeler
Murphy Rebel	WEC	Graeme Weck
Petrel Amphibian	JAQ	John Eaton
Piel Super Emeraude	FMM	Peter Nicholson
Piper Cherokee Archer I	DQX	Leo Johns
Piper PA38 112 Tomahawk	VBM	John Eaton
Piper Pacer PA-22/20	PAT	David Wilkinson
Pitts 12	PTS	John Eaton
Progressive Aer Searey	REY	Gordon Swan
Ragwing Special	MIK	Bob Syron
Rans S6ES Coyote II	TNA	John Struthers
Rans Sacota S10	CLT	Craig Thomas
Safari Helicopter	IQP	Alan Coubray
Safari Helicopter	IJE	John Eaton
Sequoia Falco F8L	TBD	Giovani Nustrini
Socata Tobago TB10	JIE	Stuart Wards
Sonex (Syndicate)	JQP	Paul B, Sandy W, Bruce T, Chris W, Gavin M
Taylor Coot A	JST	Alistair McLachlan
Taylor Monoplane	CRS	David Grove-Hills
Thorp S-18T	MBY	Mike Boyles
Titan T51 Mustang	WSV	Peter Walton
TL2000 Carbonsting	PLR	Phil Richards
Ultravia Super Pelican	JDI	Jon Farmer
Vans RV-7A	MIS	Dave Cogan
Van's RV-6	PRV	Kevin Paulsen
Zenair CH 601 B	ZXZ	David Rose
Zenair CH601	JFN	Peter Herrick
Zenair CH-601	JFN	Colin Herrick

If Chapter members are aware of any changes to or aircraft missing from the lists on this page please forward an update email to the editor at gavin.magill@gmail.com

NZ AIP Application for the iPad

Warren Sly spotted the iPad application shown below on the Apple website during the month.

Peter Armstrong has previously demonstrated the ability of the iPad at chapter meetings to display PDF versions of the NZ AIP plates downloaded off the web. This iPad application appears to offer a simple method of navigating through these PDF pages quickly and in a bundled package.

If any chapter member decides to purchase the application I am sure the club would appreciate a review of its capabilities once they have used it in anger.

EFBNZ Lite By George Richards

Open iTunes to buy and download apps.

Description
EFBNZ Lite is a simple way to organize, save offline, and view aeronautical charts from the AIP NZ Website.

EFBNZ Lite Support

iPad Screenshots

Free
Category: Navigation
Released: 10 June 2011
Version: 1.0.2
Size: 0.1 MB
Languages: English
Seller: George Richards
© George Richards
Rated 4+

Requirements: Compatible with iPad. Requires iOS 4.3 or later.

Customer Ratings
We have not received enough ratings to display an average for the current version of this application.

Wingsuit Flying

After the formal matters of the club AGM in May were complete, Peter Armstrong presented a video on Wingsuit Proximity flying in Europe he found on the web.

This sport has advanced considerably in the past few years and the video shows flyers (pilots?) doing low level passes through mountains and ravines in Scandinavia. To view the video, click on the following link.

<http://www.dump.com/2010/12/25/wingsuit-base-jumping-at-its-finest-video/>

Website of USAF Museum

Gordon Sanders forwarded the email below from the NZMAA (NZ Model Aeronautical Association) news group.

“This is the link for the website of the National Museum of the US Air Force.
<http://www.nmusafvirtualltour.com/full/tour-pkg.html>

Click on the MAP in the upper right hand corner to bring down a visual menu of the different sites within the museum. Then click on a dot within that site to view the exhibits from that camera angle. It doesn't get much cooler than this! Something to look at on a rainy day! Amazing site”

From the “Don't Try This At Home” file

Members may have already seen some of these low passes before but this site has ten of the best.

<http://www.asylum.co.uk/2011/05/23/video-low-passes-a-guide-to-the-best-most-terrifying-low-fl/>

However this low pass beats them all.

<http://www.asylum.co.uk/2011/06/06/video-watch-the-low-pass-flyby-to-end-low-pass-flybys/>

And a cockpit view of the same low pass.

<http://www.youtube.com/watch?v=xDDxU5sB-SI>

Other Interesting Links

Some awesome video footage to see at this site.

<http://sleepingdogtv.com/>

One mad Australians' attempt at a hover bike.

www.wired.com/autopia/2011/06/die-smiling-on-this-hoverbike/

And last but not least. A link showing an ex RNZAF TA-4K Skyhawk being prepared for display at the Wigram museum.

<http://nzff.org/forum/index.php?showtopic=15004&hl=>

This month we begin a new column in which we profile a member of the club. For the inaugural column we will be profiling the chapter's Wood and Fabric mentor, Mike Tunncliffe.



Mike Tunncliffe

Mike has been a member of the Chapter for about 9 years and has over this time constructed a Jodel D18, the fuselage of a Corby Starlet and is currently building a Pietenpol Air Camper which is to be powered by a steam engine of his own design. Mike also works full time on the Mosquito Project in Glyn Powell's hangar in Drury, South of Auckland in what he freely describes as his dream job for a self confessed aviation buff.



Mike's Pietenpol Fuselage

When asked how he got interested in aviation, Mike cheerily answers that his "interest was peaked when he went to buy a lawnmower". When asked to explain further he tells the story of how he visited the store of Cliff

McChesney in Waihi to buy a lawnmower and was subsequently persuaded by Cliff to go for a ride in Cliff's Pulsar, ZK-KFC. That flight obviously had a profound effect because Mike subsequently began looking round for a project of his own to build.

In choosing a project, Mike was, as most of us are, constrained by finances however he decided he wanted to find an aircraft which was a comfortable cross country machine but could also allow him to indulge his other passion of hunting so it would need to have good short field performance and the ability to carry a useful load. Mike had read the exploits of Charlie Janes' in his books so already had an affinity for the Jodel design and after considering a few other designs he eventually settled on the D18 to meet his needs and subsequently began construction in 2002.



Jodel D18 - ZK-OWL

After a very focused and industrious couple of years, Mike completed the construction of his Jodel and ZK-OWL took to the air in 2004. Mike's Jodel was the first D18 to fly in NZ and is a true testament to Mike's skills as a builder. The aircraft went on to be awarded Best Class 2 Microlight and Best Automotive Engine Installation (Mike's D18 runs a direct drive EA81 Subaru) at the SAA SportAvex.

When asked what he enjoyed most about the building process,

Mike says that the wealth of knowledge he picked up in the many diverse areas required for an aircraft build was perhaps the most enjoyable part of the project. Learning the art of propellor making, learning how to make canopy transparencies, learning about aircraft welding and machining, all these were tasks that Mike researched and tackled during the construction of OWL.

He advises that the best tip he can give to any new builder is "don't be afraid to ask questions". He cautions however that prospective builders should not necessarily take the first answer you get as gospel. It is worth getting multiple opinions and then being prepared to do plenty of research yourself.

Mike says that perhaps the best part of being involved in the aviation industry is the people you get to meet. He says his project also led him to the opportunity of working in his dream job which he would not otherwise have had.



Mike's Steam Engine

And as for the future, Mike is working to complete the unique steam engine for his Pietenpol Air Camper but also thinks it might be very cool to perhaps one day build a Night Twister (see picture) but admits he doesn't know if he would ever have the nerve to fly it.



The Night Twister.

Below is a montage of photos of Mike's Pietenpol, his workshop and the steam engine he is building.



For Sale**20 Litres of Clear Butyrate Dope**

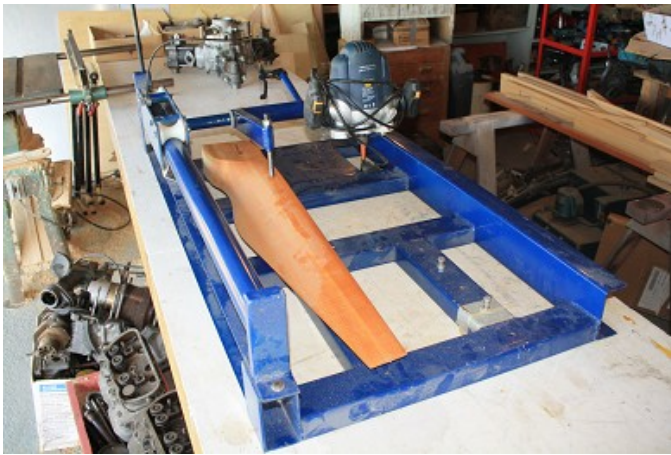
Mike Tunnicliffe has 20 litres of clear Butyrate dope he no longer requires and has offered this for sale. Contact Mike on 09 237 8173 to discuss.

VW Engine

Mike Tunnicliffe also has a 1710cc or 1790cc VW engine (he is unsure which it is) with single port heads which he would like to sell to make space in his workshop. He thinks it would be good for parts and will accept offers. Contact Mike on 09 237 8173.

**For Hire or Available For Use****Propellor Replicator**

Mike Tunnicliffe would also like to remind members that he has a propellor replicator available for members if they wish to fabricate their own props. The replicator comes with a printed instruction manual and Mike will be available to offer guidance in its use as well.

**Wanted**

If members have anything they would like to advertise in the Classifieds section please send an email with details to the editor at gavin_magill@gmail.com.

Chapter Events

2011

Jun 30 Chapter Monthly Meeting

Speakers will be Martin Farrand and Alan Coubray on their NZ designed 2-place all composite "Shearwater" Amphibian. The history, the challenges, the frustrations and the success. Also some talk on Martin's very interesting and entertaining global yachting experiences. A not-to-be-missed evening.

**Jul 28 Chapter Monthly Meeting**

Mike Tunnicliffe will talk on the unusual power plant he is building for his Pietenpol aircraft, a 3-cylinder radial steam engine with a monotube steam generator. Mike's talk will cover the history of steam powered aircraft, modern steam technology, some of the pitfalls, how he came up with the design, etc. The partly built engine will be on display.

**Aug 25 Chapter Monthly Meeting**

Guest speaker is Peter Armstrong who will talk on his DynAero MCR 4S from France which by then will be well into its testing if not complete.



Aviation Calendar

2011

Every Saturday**Dargaville Aero Club**

Manfred reports that the place is buzzing every Sat, wet or fine, windy or calm, and that the \$10 lunch at 12.30 is good value. Club is on the web at www.goflying.co.nz. If a group is going please have the courtesy to ring in advance so the cook expects you. Contact Murray on 027-478 4308 or the club house on 09-439 8024.

Jul 09-10 AOPA Winter Fly-In**Omarama**

Starts Friday evening 8th July 2011 and runs till Sunday 10 July 2011. All members of AOPA, with their family and friends are welcome. Details can be found at the AOPA website. www.aopa.co.nz.

**Jul 22-31 EAA 2011 AirVenture Oshkosh****Oshkosh, Wisconsin, USA**

Marketed as "The World's Greatest Aviation Celebration", Oshkosh has it all when it comes to anything aviation.



2012

Jan 26-30 SportAvex 2012 & Tauranga City Airshow
Tauranga Airport, Tauranga**Tentative Schedule:**

Thu 26th Arrivals
 Fri 27th Seminars & Flying
 Sat 28th Seminars & Flying
 Sun 29th Airshow
 Mon 30th Fly Home
 (More info nearer the date.)

If Chapter members are aware of any other events that could be of interest to others please pass the details on to Gordon Sanders at his email address - gordon@sanders.gen.nz