

Waikato Chapter of Sport Aviation Assoc (SAA) of NZ

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

Newsletter - August 2025

Thanks to all our contributors, some interesting progress going on including three aircraft currently being test flown.... Enjoy!

Cheers, Tony

1. From the (SAA Waikato Chapter) Committee:

Details of AGM – with BBQ Lunch!

Date & Time: 1.00pm, Sunday Sept 21 2025

Location: Hangar 22 (Jim and Irena's) at Matamata Airfield, map below...

Car Arrivals: please park outside gliding club, overflow on camp ground.

Format: Arrive any time after 10.00am to talk plane talk

BBQ Lunch - Bring your own meat & salads, tea and coffee provided.



An Invitation to all From Paul Blackmore, SAA BOP chapter:

Harry Harris has kindly arranged a visit to Fighter Jets NZ to view their aircraft and hear Craig Mossman speak about their fleet and operations. Fighter Jets NZ operates a number of L-39 Albatross aircraft for adventure aviation.

Details:

- Date: Saturday, 30 August 2025

- Time: 10:00 AM

- Location: 15 Dakota Way, Tauranga Airport, Mount Maunganui 3116

Please note that the fighter jets hangar also houses several high-value super cars. We must be mindful and respectful around these vehicles.

After the visit, we'll have lunch at Avgas Café.

If you plan to fly in, please let me know so we can arrange aircraft parking.

Hope to see you there.

Best regards,

Paul

2. Currently Flying:

Egmont Stegen, Sonex with Fuel Injected AeroVee (ZK-VMS) report:-

I was talking with Egmont recently, he is very pleased with how the extra air through his cowl has reduced his engine temps significantly from before. The distinctive engine sound is noticeably smoother than a non-injected VW which bodes well for the future engine life. It sounds closer to a Jabiru to be honest. Nice to see him flying from Matamata recently, when the weather is good.

Below Left: VMS taxing out at Matamata.



Case Groot, Vans RV-6A (ZK-RVC) report:-

Case and I flew from Matamata to Opotiki for a Sunday Sausage sizzle recently. Was a slightly bumpy flight on the way down at 3000', and a bit better coming home at 3500', we slowed down a bit but was enjoyable day out and views of the bay area are lovely too.

Below Left: RVC on ground at Opotiki, we were last to leave I think.

Below Right: Back at Matamata late arvo, Te Aroha in the distance...



Bill Izard, Falco (ZK-TBD) reports:-

Bill & Malcolm at Stratford to pickup Malcolm's Yak. Looks a bit chilly with that snow-cone tbh...



Clint Kraidy, Visit to USA reports:-

I recently traveled to Oshkosh 2025, this is a must at least once for all people into aviation.

I went with a friend Warren Butler who has a Foxbat A32 at Mercer Airfield, Warren has been to Oshkosh at least 9 times. We left Auckland on Friday 18th of July on Air NZ. A NZ Oshkosh tour group was also departing on the same flight. From Auckland to LA then to Chicago.

At Chicago airport we met our travel group Air Adventure Tours with around 150 people mostly from South Africa. A 2 hour bus ride took us to Oshkosh and our camp was setup onsite very close to the airshow entrance. On arrival you get a sense of how big Oshkosh is, driving past thousands of RV's already setup for the week. We stayed at camp Scholler which is an excellent spot just a short walk to the entrance. You can also watch the airshow from the campsite as it is very flat at Oshkosh and planes are flying all day everyday.

Throughout the week at Oshkosh there is flying from sunrise to sunset and even twilight flying at the ultralight field. Night shows are on Wednesday and Saturday. At Oshkosh getting around is easy with

many tractors towing seating trailers to take you across the site, it is huge so good walking shoes are a must also. There are countless exhibitors there and you can spend days just walking around all the aircraft display stands. It really is difficult to see everything there. I generally spent the mornings walking through the exhibitor areas then from around 3pm the airshows start, its good to get to the flight-line early to get a good spot in the centre of the display. Many of the aircraft at Oshkosh are parked with people camping right next to the aircraft, you are free to walk around all the aircraft and chat to the owners which is great.

After the week at Oshkosh I hired a car and drove from Chicago to Dayton Ohio to visit the US National Aircraft Museum. This is a must do, over 350 aircraft all perfectly on display. A full day here is essential. One highlight at the museum is the only XB-70, there are free guided tours at the museum through each building and this is great because you learn so much.

After Dayton Ohio I drove to Huntsville Alabama to visit the US Rocket and Space Museum, there are two Saturn V rockets on display and lots of other rockets.

From Dayton Ohio I drove to down to Florida to see a SpaceX Falcon 9 launch, Crew-11 at Jetty Pier, this is a busy spot for watching launches. I visited Kennedy Space Centre here and got a tour past the VAB (Vehicle Assembly Building) and closer to some historic launch pads. At Kennedy Space Centre you can also view another Saturn V rocket, space shuttle Atlantis and many other rockets.

Here are some photos from the trip.





3. Currently Building:

Russ Ward, Stampe Biplane reports:- I've been working on my Stampe ailerons. which had been showing the signs of neglect. An overzealous AI decided to test his heat gun on the fabric and bent a few aileron ribs, so I built some new ribs. Down to the aircraft section of the \$2 shop for some BBQ sticks and tongue depressors. The cream colored stuff is cotton tape filled with West Systems for the repair on the leading edge.



Above: Russ's Aileron renovations in progress!

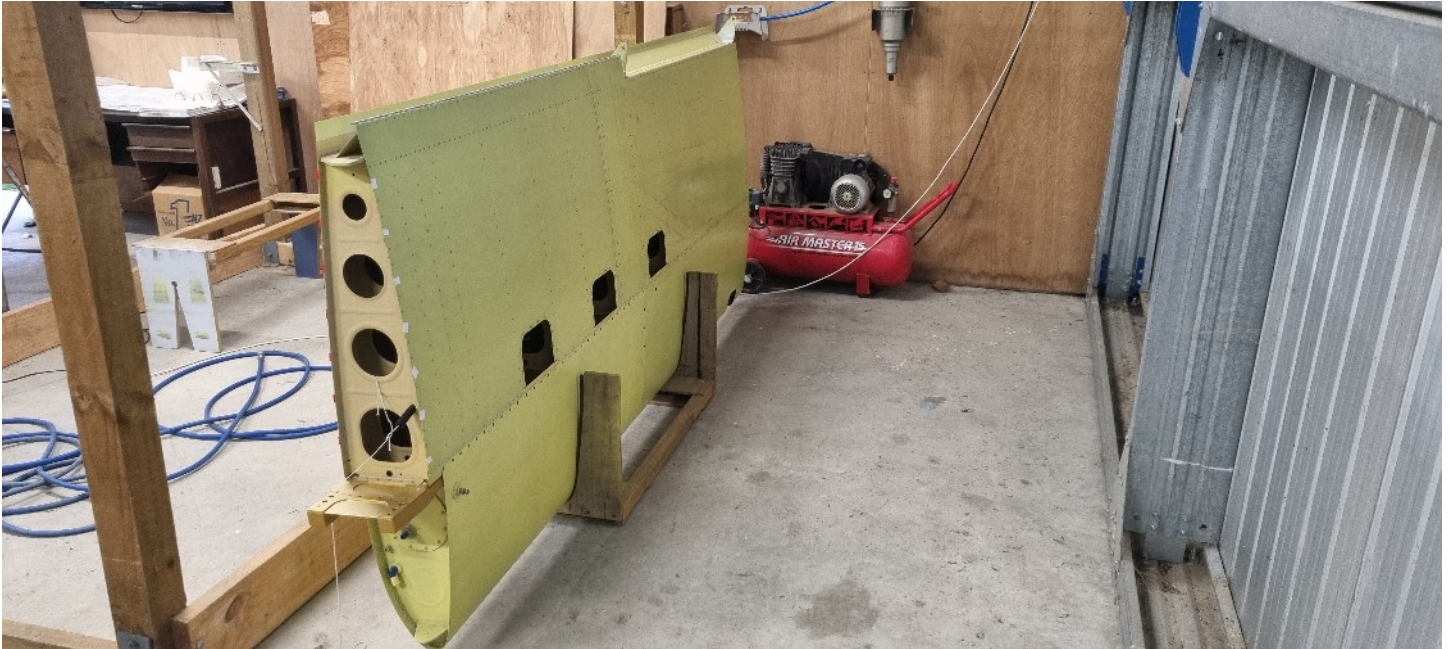
Dan Harcourt , Rans S-21 (ZK-MRS) reports:- Test flying as been going well. Bill and i have just finished the 40hr EAA based test program. I just need to finish my report and apply for the new category certificate. The only real issue we had to resolve was high CHTs which we fixed as other S-21 builders have done with a small trip lip on the bottom of the engine cowl and a rolled edge at the bottom of the firewall. It's been such a rewarding but challenging process. I do have a whole new respect for tail dragger pilots :)



Grant Horn, Vans RV7A (ZK-DRV) reports:- Is there a home-built Aircraft in NZ that Case Groot has not had some input into. Well you can add another to the list. After 2 days of contortion and twisting Case and I have closed up one wing by riveting the bottom skins on. It is now all set to be fitted to the fuse. Yahoo, thank you Case!

There's just a few things to do on the second wing, namely rivet the aileron hinge brackets and the 2 rear skin braces and drill the flap hinge then we get to do it all over again. It's cool that sometimes a couple of days work you see nothing for your efforts then other times a couple of days you progress forward in leaps and bounds. It does the enthusiasm wonders.

Below: Top and bottom of completed right wing, ready to go onto aircraft..



(Grant continues:) You are all aware that nose legs are the weak point of any tricycle under carriage and the RV7A is no exception. There is normally a close tolerance bolt holding the nose leg in the engine mount, but now Vans are saying use a tapered bolt. I have done that mod and even made a wee top hat to cover the hole I put in the firewall if I ever want to drive it out. If you want to have a look our AGM will be a good opportunity to check it out. With that done naturally I had to fit it in place and what better way to keep the nose wheel on the ground than to mount my spare parts motor on. So get these wings fitted so the angle of incidence can be set it will start looking like something.



Side: Case & Grant fitting the *Last Rivet* into the Right wing - Case is holding a bucking bar inside the wing. Only about 10,000 solid rivets needed before a RV-7 is complete... sigh!



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

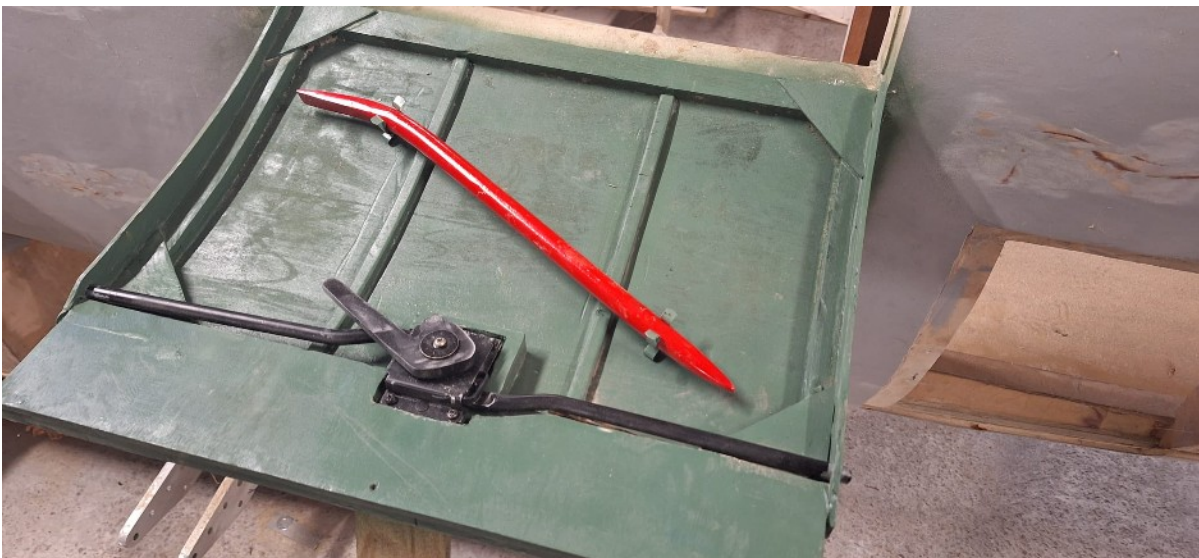
Been way to long for any decent progress. I admit that things have gone a bit slow, due to various reasons.. Here we go again.

Below: Turning my left wing around...a tense moment..easy does it.



I finished to top with the sandwich construction of 1.5 mm birch ply, 6mm balsa and topped with another 1.5 mm birch ply. I nice to see all the ribs lined up and still in the open. I just ordered some more ply from Plytech as the had run out for months so I had to do other things. Things that I had put off for months because either too fiddly or taken to much brain power.

Below: The open/close of the entry door was one of them but I am happy with the result.



I concentrated on the 'inner' working of the wing like push rods, bell cranks, radiator placement and how to install my .50 Cal paintball guns (!!!)

Once the ply arrives, I can start closing in the underside of the wing, still leaving room and working space for all the attachments, and stabilise the whole wing.

Below: Underside of left wing, looking spectacular



Paul Waterhouse: Pietenpol AirCamper (ZK-BZY) reports: — A couple of pics attached. BZY & self post rebuild first flight. The machine is flying well & is hands off in the cruise so I guess I got the rebuild right. I'm now well into the test flight schedule with things progressing well.

Below: Outside at Te Kuiti I think, with cowling off...



Below: Paul with BZY looking great in the Sun...



Corey Belfield – Jodel D.11 (ZK-DFM) – reports: So I've owned ZK-DFM a few years now and she's a reliable flyer but has needed a 21st century update. This update is based from the propeller to the instrument panel, and everything else in between. Wiring, fuel lines, system, firewall, engine mount frame. Luckily I have a wealth of experience above me in this department who have helped me out so far that being my dad and grandad. I'm mainly mechanically based but am pretty good with 12volt systems but will still need a bit of their guidance.

The main reason was a lot of this stuff hasn't been touched since it was built in 73. Also the instrument panel could be smaller and higher allowing for better leg room. The fuel system is just gravity to the carb from the main tank, with a pump from the wings to the main tank. So adding a low pressure electric fuel pump for feeding fuel to the carb.

The alternator was also making scratching noises every time I engaged it through the radio so this needed looking at. But to rebuild alternator had to take engine off mounts due to its very tight in there/big alternator. The engine was replaced with a new rolls Royce in about 83 and I only have the latest logbook so don't know what it's had/hasn't had but it needs a freshen up to.

Unfortunately you're not going to see a glass instrument panel going in. But instead a few updated gauges, artificial horizon. Electronic gauges but not overly expensive ones. Currently it only has oil temp and pressure for engine operating monitoring.

I pulled this apart mostly end April. Haven't been sinking time into it due to other things on and young kids. But hoping to get it done for this summer.

Will send in more updates when there is some. *Corey has included 4 pictures:*

Below Left: Old panel, Below Right: Start of new panel with better knee room...



- Below Left: Jodel D.11 Firewall, Below Right: Engine off with baffling



Tony Ashworth, Jodel D.18 (ZK-OWL) reports: I have pretty much finished wiring up the instrument panel and the MGL engine instrument now working well. It took a bit of programming and a bit of wiring magic from Stuart Parker to get the gps talking to it, but I'm very pleased with the result. Next is to get the engine back on, then add the wiring to that.

Separately, i have made up a slimmer center console which has the flap handle and the rudder cables between the seats. I have sealed it with varnish, and will paint it forest green to match the panel.

Center Pic: View of new center console in progress with flap lever

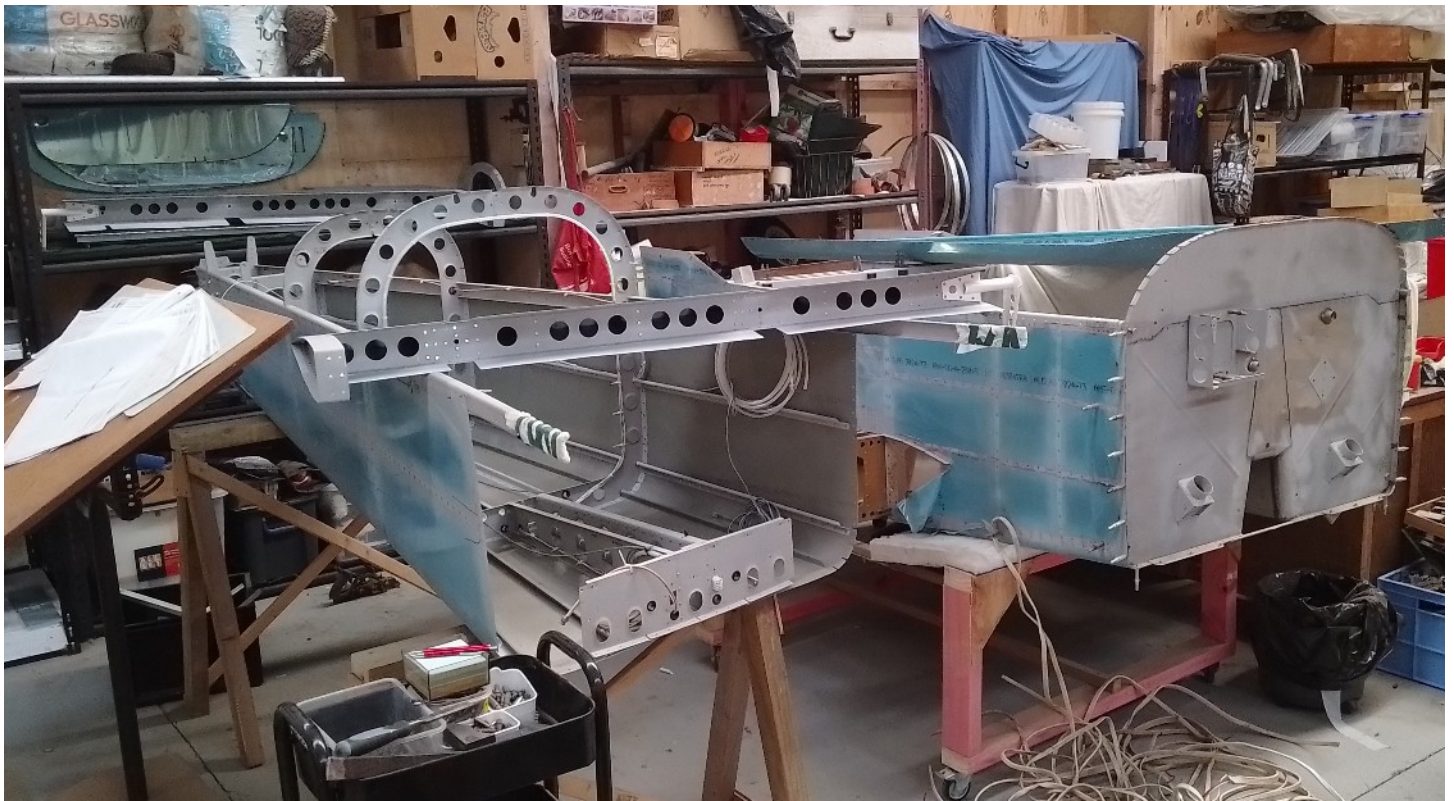


4. Bay Of Plenty Chapter News:

Andrew Broxholme, Vans RV14a – reports:

Not a huge amount to report from Whakatane but progress has been made the RV14a. In the months after Christmas I managed almost 60 hours, almost completing the elevators and installing the replacement skin on the aft fuselage which I had a big oops on, the wiring is in and next steps is the upper skins to get it ready for the big join to the forward fuselage. I plan to get there by early summer. I have the wings but these are not started. Its a big plane so a lot of time and effort went into creating enough space in my shed last year to actually join the two halves of the fuselage together, might not look like it but there is along with a rotisserie to make it easier to fit out the cockpit once the fuselage is a one-piece structure.

Below: Two pictures showing the two piece fuse in progress, pretty cool...



5. On the Edge:

Sarah & Simon Clark, Vans RV-8 – reports: Progress on the RV8 has been on hiatus, but due to a good reason. Flight simmers may be interested in this reason...

Simon has been busy the last year as part of Taog's Hangar development team building the Hughes 500C for Microsoft Flight Simulator 2024. Now that the OH6 / 500C has been released, he's busy assisting the team with development of more helicopter models.

And in between that he's been working on scenery packs for New Zealand back country huts.

<https://www.tussockgamecreations.com/>

<https://www.taogshangar.com/>



Wide Awake Check list: If you feel that maybe your pre-takeoff checks are getting a bit predictable and boring, consider the following checklist from the book 'The Trojan Sea' by Richard Hermann.

The fighter pilot in this book flies an English Electric Lightning.

(T/O in 3000' roll, Initial ROC 20,000 fpm rotating to vertical, accelerating to supersonic - wikipedia)

Shakers Rules:

1. Check Six
2. Honour the threat
3. When things go wrong, get aggressive
4. The guy who shot you down is the guy you never saw
5. Always know when to get out of Dodge
6. Always know how to get out of Dodge
7. Speed is Life
8. The ground has a kill probability of 1.0
9. Lose sight, lose the fight
10. In a knife fight (one v one), one of you isn't coming home
11. Train like you plan to fight
12. It ain't over until you have filled out the paperwork
13. A plan never survives the first 30 seconds of combat
14. Use the Sun
15. Never fly in the same cockpit as someone braver than you
16. If its stupid and it works, it ain't stupid
17. If all else fails, select guns
18. Know the opposition
19. Tell me the threat and I'll tell you my tactics
20. Never forget rule number One

(With the exception of Rule One, there's is no priority.)

Best, Tony...

- I'm reading it before entering the Matamata MBZ. It's bound to come up in a future BFR or CAA roadshow. :-)