



April 2017

Kapiti Aeromodellers' Club Update

Time to decide ... who steers the ship!!



The Bismarck.



The Fairey Swordfish

Work was completed in August 1940, when she was commissioned into the German fleet. *Bismarck* and her sister ship *Tirpitz* were the largest battleships ever built by Germany, and two of the largest built by any European power.

The two ships were detected several times off Scandinavia, and British naval units were deployed to block their route. At the battle of the Denmark Strait, iconic battle cruiser HMS *Hood* initially engaged *Prinz Eugen*, while HMS *Prince of Wales* engaged the *Bismarck*. In the ensuing battle *Hood* was destroyed by the combined fire of *Bismarck* and *Prinz Eugen*,

The destruction of *Hood* spurred a relentless pursuit by the Royal Navy involving dozens of warships. Two days later, while heading for occupied France to effect repairs, *Bismarck* was attacked by 16 obsolescent Fairey Swordfish biplane torpedo bombers from the aircraft carrier HMS *Ark Royal*, one scored a hit that rendered the battleship's rudder inoperable.

In her final battle the following morning, the already-crippled *Bismarck* was severely damaged during a sustained engagement with two British battleships and two heavy cruisers, and was sunk .

Most of us know the story of the *Bismarck*, so what's the relevance to a flying club.?

Here's my analogy. The club is steered by the committee, which is like a rudder , it needs to be strong and provide good directional control, otherwise it's of no use. So in order to keep it strong and undamaged, we need a full complement of hands on the wheel . Let's not be like a wounded ship.

So , if you want to help steer the ship , get your nomination in... **ASAP!! better be fast though.**

Nominations must be received by 1st April 2107... and this is no April Fool's joke.

It would be good to have several nominations so that members can vote for their favourite candidate. Here's hoping!!!



From the Prez

Hi all

Not much to report this month, other than the worst weekend's weather in ages put paid to our rally. Some consultation on the Wednesday night prior as to whether or not to cancel, came to a decision to go ahead.

Friday was fantastic but the weekend foul.

No doubt had we cancelled, the weekend would have been better.

It's a damned if you do and damned if you don't scenario, but in hindsight I think I should have pulled the plug. Hopefully, another time, we will not have to make that call.

We have made a claim with MFNZ to see if we can recoup lost costs (portaloo etc.) .

Food purchased has been frozen and will be consumed in the next few months at the Silver Fox squadron BBQs.

Having had such a bad weekend, there has been some good flying since and some members have spent many an enjoyable hour at the strip.

DRINKS:

We did purchase some drinks for the rally, bottled water, Sprite, Coke Zero, L&P.

These drinks are in the club house with an honesty container.

Water \$1/bottle

Sprite/Coke/L&P. \$2 per can or 2 cans for \$3.

Hopefully we will see that consumed in a short space if time.

AGM is in April;. 18th to be exact.

You have the notices.

You know what to do.

Look forward to seeing you there and many candidates standing.

Have a great month.

Steve

Club rally... (that wasn't)

Well as you all know , it rained and rained and rained, then rained a bit more. Some people had a lot to say that we never canned it earlier, having seen the forecasts. Well, had it not rained , the same would have probably questioned why we canned it. It was one of those dammed if.... occasions as Steve put it. At least we had a get together for a meal at Club Vista, once again poor organisation from Club Vista, but they made up for it with good meals and prompt service.

So scroll back to the front page if you are not happy with the decision makers and get yourself nominated.

Vintage and old timer model event staged at Levin this month.

by Warner Summerton

I decided to attend this meet to see what is required to participate at these various events that are staged from time to time at various locations around the country. First let me say this contest at Levin was held in a very relaxed atmosphere and a great lot of goodwill exhibited by all concerned. CD Allan Knox ably assisted by Stewart and various others, not to forget the valuable contribution of Jonathon Shorer and the Levin boys ensured smooth running of the meet and a enjoyable time was had by all over the entire weekend. The weather cooperated as well and both Saturday and Sunday were excellent days of fine, sunny and light breezes plus a fair sprinkling of thermal activity to assist duration events .

Attendance from over the North Island was on hand with contestants from as far north as Auckland and ranging to other clubs with Wellington being the most southern. A large number of classes were flown and I found Allan and Stewart were most helpful with encouragement and assistance to the newcomers at the event. There were a wide range of models on show and all of a high standard of build and finish. Great to see so many constructed planes and a distinct absence of ARF's.

I have to say I haven't enjoyed a weekends flying as much for some time and Allan informed me he is hoping to stage more events on a regular basis at this fine location. To that end I encourage our members to get involved in the vintage and old timer model movement, especially as we get on in years and larger and slower planes are a sensible option as at least one can SEE them flying.

So all in all a great event and thanks to all concerned with the staging of it. I for one look forward to the next one and it would be great if others from Kapiti gave it a go.

Club Night -- March 2017

from our roving reporter Steve

Club night for March wasn't as well attended as most club nights are, with a turnout of some 9 members. However, attendance was boosted by 2 visitors from the Wellington Club. Roy Hoare and Keith. Roy I've known for many years, living not far from him and being members of the Constructors Car Club together. Keith and Roy go back a long time and fly together. Keith also knows Terry from way back and apparently purchased his first car off Terry's father.

These guys had planned to attend the rally so thought they would come and visit anyway.

Also visiting was Ron Nichols nephew from Masterton, Kerry.

Kerry has just taken up a meteorologist position at Paraparaumu airport, so spends his weeks in town.

It was good to have a chat, but unfortunately he can only report on what is happening and going to happen, rather than plan what we would like to happen.

Alastair Rivers showed the very good film he has stitched together of the gestation, building and taxiing and water trials of the Singapore.

Quite mind blowing when he talks about 7 8x4 sheets of ply being laser cut for ribs etc.

This was the first club night sans Ron and his reviving cuppa, but the new system kicked smoothly into gear and Alastair made himself useful in the kitchen

No club night as such next month, it's the AGM, if there is only one meeting you attend each year make it this one !.

Bye Bye blackbird.. from a SR 71 pilot...

Source : Internet , sent via John Von.



In April 1986, following an attack on American soldiers in a Berlin disco, President Reagan ordered the bombing of Muammar Qaddafi's terrorist camps in Libya ..

My duty was to fly over Libya , and take photographs recording the damage our F-111's had inflicted. Qaddafi had established a 'line of death,' a territorial marking across the Gulf of Sidra , swearing to shoot down any intruder, that crossed the boundary.

On the morning of April 15, I rocketed past the line at 2,125 mph.



I was piloting the SR-71 spy plane, the world's fastest jet, accompanied by a Marine Major (Walt), the aircraft's reconnaissance systems officer (RSO).

We had crossed into Libya , and were approaching our final turn over the bleak desert landscape, when Walt informed me, that he was receiving missile launch signals.

I quickly increased our speed, calculating the time it would take for the weapons, most likely SA-2 and SA-4 surface-to-air missiles, capable of Mach 5 - to reach our altitude.

I estimated, that we could beat the rocket-powered missiles to the turn, and stayed our course, betting our lives on the plane's performance.



After several agonizingly long seconds, we made the turn and blasted toward the Mediterranean 'You might want to pull it back,' Walt suggested. It was then that I noticed I still had the throttles full forward.

The plane was flying a mile every 1.6 seconds, well above our Mach 3.2 limit.

It was the fastest we would ever fly.

I pulled the throttles to idle, just south of Sicily , but we still overran the refuelling tanker, awaiting us over Gibraltar



Scores of significant aircraft have been produced, in the 100 years of flight, following the achievements of the Wright brothers, which we celebrate in December.

Aircraft such as the Boeing 707, the F-86 Sabre Jet, and the P-51 Mustang, are among the important machines that have flown our skies.

But the SR-71, also known as the Blackbird, stands alone as a significant contributor to Cold War victory, and as the fastest plane ever, and only 93 Air Force pilots, ever steered the 'sled,' as we called our aircraft.



The SR-71, was the brainchild of Kelly Johnson, the famed Lockheed designer, who created the P-38, the F-104 Starfighter, and the U-2.

After the Soviets shot down Gary Powers U-2 in 1960, Johnson began to develop an aircraft, that would fly three miles higher, and five times faster, than the spy plane, and still be capable of photographing your license plate.

However, flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy, to construct more than 90 percent of the SR-71, creating special tools, and manufacturing procedures to hand-build each of the (40 planes.. (Wow ! ! ! 40 planes???? I thought only 7.) Special heat-resistant fuel, oil, and hydraulic fluids, that would function at 85,000 feet, and higher, also had to be developed.



In 1962, the first Blackbird successfully flew, and in 1966, the same year I graduated from high school, the Air Force began flying operational SR-71 missions. I came to the program in 1983, with a sterling record and a recommendation from my commander, completing the weeklong interview, and meeting Walt, my partner for the next four years.

He would ride four feet behind me, working all the cameras, radios, and electronic jamming equipment. I joked, that if we were ever captured, he was the spy, and I was just the driver.

He told me to keep the pointy end forward.

We trained for a year, flying out of Beale AFB in California , Kadena Airbase in Okinawa , and RAF Mildenhall in England ..

On a typical training mission, we would take off near Sacramento , refuel over Nevada , accelerate into Montana , obtain a high Mach speed over Colorado , turn right over New Mexico, speed across the Los Angeles Basin, run up the West Coast, turn right at Seattle , then return to Beale. Total flight time:- Two Hours and Forty Minutes.

One day, high above Arizona , we were monitoring the radio traffic, of all the mortal airplanes below us. First, a Cessna pilot asked the air traffic controllers to check his ground speed. 'Ninety knots,' ATC replied. A Bonanza soon made the same request. 'One-twenty on the ground,' was the reply. To our surprise, a navy F-18 came over the radio, with a ground speed check. I knew exactly what he was doing.

Of course, he had a ground speed indicator in his cockpit, but he wanted to let all the bug-smashers in the valley, know what real speed was, 'Dusty 52, we show you at 620 on the ground,' ATC responded. The situation was too ripe.

I heard the click of Walt's mike button in the rear seat. In his most innocent voice, Walt startled the controller by asking for a ground speed check from 81,000 feet, clearly above controlled airspace. In a cool, professional voice, the controller replied, 'Aspen 20, I show you at 1,982 knots on the ground.'

We did not hear another transmission on that frequency, all the way to the coast.

The Blackbird always showed us something new, each aircraft possessing its own unique personality. In time, we realized we were flying a national treasure. When we taxied out of our revetments for take-off, people took notice. Traffic congregated near the airfield fences, because everyone wanted to see, and hear the mighty SR-71.

You could not be a part of this program, and not come to love the airplane. Slowly, she revealed her secrets to us, as we earned her trust. One moonless night, while flying a routine training mission over the Pacific, I wondered what the sky would look like from 84,000 feet, if the cockpit lighting were dark. While heading home on a straight course, I slowly turned down all of the lighting, reducing the glare and revealing the night sky. Within seconds, I turned the lights back up, fearful that the jet would know, and somehow punish me.

But my desire to see the sky, overruled my caution, I dimmed the lighting again. To my amazement, I saw a bright light outside my window. As my eyes adjusted to the view, I realized that the brilliance was the broad expanse of the Milky Way, now a gleaming stripe across the sky. Where dark spaces in the sky, had usually existed, there were now dense clusters, of sparkling stars. Shooting Stars, flashed across the canvas every few seconds.

It was like a fireworks display with no sound. I knew I had to get my eyes back on the instruments, and reluctantly, I brought my attention back inside. To my surprise, with the cockpit lighting still off, I could see every gauge, lit by starlight. In the plane's mirrors, I could see the eerie shine of my gold spacesuit, incandescently illuminated, in a celestial glow.

I stole one last glance out the window. Despite our speed, we seemed still before the heavens, humbled in the radiance of a much greater power. For those few moments, I felt a part of something far more significant, than anything we were doing in the plane.

The sharp sound of Walt's voice on the radio, brought me back to the tasks at hand, as I prepared for our descent. The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71. The SR-71 served six presidents, protecting America for a quarter of a century.

Unbeknown to most of the country, the plane flew over North Vietnam , Red China , North Korea , the Middle East , South Africa , Cuba , Nicaragua , Iran , Libya , and the Falkland Islands ... On a weekly basis, the SR-71, kept watch over every Soviet Nuclear Submarine, Mobile Missile Site, and all of their troop movements. It was a key factor in winning the Cold War.

I am proud to say, I flew about 500 hours in this aircraft. I knew her well. She gave way to no plane, proudly dragging her Sonic Boom through enemy backyards, with great impunity. She defeated every missile, outran every MIG, and always brought us home.

In the first 100 years of manned flight, no aircraft was more remarkable. The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire.

On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 Minutes, averaging 2,145 mph, and setting four speed records.

Getting to grips with a greased pig.

An unnecessarily long and tedious review of the Black Horse Heinkel 112 model.

by Andrew Farrow

I picked up this kit from Steve Webb models while on a trip to the UK. It's a good shop that handles tax refunds for overseas visitors and web orders. I would recommend them as a source of model stuff. Particularly for servos. The website is stevewebb.co.uk

I had good nose around the shop and looked in the boxes of several models before swapping my pounds for the Heinkel. Even though its only 60" span .90 glow power size model the box is pretty big. But instead of paying for the excess baggage to bring it home I realised that I could easily fit all my clothes and paraphernalia from my outbound bag into the model box and just leave the bag in the UK. A genius move! Instead of an anonymous large black wheelie bag my checked baggage became just one large cardboard box. Without paying anything extra the box gets VIP treatment from the airline. No waiting at the carousel, just go pick it straight up from the oversize baggage reclaim desk. Brilliant. I'm tempted to use a large cardboard box for all my future international flights!

About the Heinkel 112B. Well it was designed in 1933 as the new standard Luftwaffe fighter. But after about 100 were produced it lost out to Messerschmitt's Bf109 – mainly due to political reasons more than performance. The Bf109 was smaller, cheaper and managed to gain exclusive access to the powerful Daimler Benz 601 engine rather than the second best Jumo 211 that Heinkel was forced to use. Beyond propaganda photos of long rows of He 112B fighters they never actually saw any action with the Luftwaffe. But this minor detail didn't prevent RAF pilots claiming close encounters with the He112. It is most likely they had in fact been firing upon other elliptical wing aircraft flying at that time; Spitfires.

The model is slightly unusual in shape a very long fuselage, short, elliptical, gull wings, and an implausibly large tailplane. It stacks up remarkably well with 3 view drawings of the original. This is certainly not necessarily the case for other Black Horse offerings. To those gifted with any sense of scale their Spitfire ARF is an unforgivable travesty to the familiar shape of that classic aircraft. But I digress, the He112 model is a fairly unremarkable ply and balsa ARF job finished in a strange pre-printed stick-on heat shrink film. It appears to be intended for 90 glow, 15cc petrol or equivalent electric. Electric would be the sensible choice but I had no intention of nurse maiding Lipo batteries when that irrepressible need for speed takes hold. I figured a DLE20RA would provide more than adequate motive entertainment. I ordered it from the cheapest Chinese supplier I could find. Manufacturer support and customer service for engines seems to be just about worthless here in NZ so it doesn't matter where I get it from. Although the rear exhaust arrangement of the DLE seemed like a good idea for the narrow cowl it took considerable effort to contrive an acceptable installation. I employed my son James' 3d design and build skills to produce a velocity stack for the rear mount carburettor and a dummy radiator core which helps maintain the structural integrity of the large underslung cooling duct.

Electric retracts from Hobby king fitted perfectly in the mounts. And I was able to use the Black Horse supplied aluminium oleo legs. I assumed that Black Horse had built the model strong enough to handle my best landings, but not my worst. So I enacted the all too familiar ritual beefing up of the airframe and gear mounts with carbon, fiberglass and ply. The retracts have proved very reliable but the stock oleos were not equal to the challenge of one of my less graceful touchdowns. So were soon replaced by fairly cheap but infinitely better oleos from Hobbyking.

The model comes complete with flaps, but I doubted they were really necessary. So I disabled them and saved a couple of servos and this has proven to be the correct decision.

To differentiate it from every other BlackHorse He112 I added a few extra scale details and a spot of paint here and there. And as a final thumb to the nose of political correctness I made proper scale swastikas for the tail fin out of solarfilm. It has the colour scheme of a 1937 Luftwaffe He112B2 machine.

After previous experience with DLE engines running superbly right out of the box I was very surprised to find the DLE 20RA very difficult to prime and start. This was found to be caused by a jam in my choke mechanism, so I'll take the blame for that one. In fact the engine starts very easily indeed. But it still wasn't exactly the sweetest running motor I ever saw richening the needles helped so I pressed on regardless to maiden the Heinkel.

My test pilot James wasn't around so I just got on with it. No nerves, perhaps one of the very few advantages of owning a number of more expensive, larger, and scarier models than this little thing! The Heinkel took off briskly hooking hard to the left, I proceeded to wrestle the wayward machine which flew like a pig on roller skates. Terrible lateral control meant I could scarcely roll it into a turn without it snapping over onto its back. The next few minutes of random gyrations was a battle of wills getting to grips with a roll, yaw and pitch trims in an only partially successful attempt to encourage straight and level flight. I was beginning to get the hang of it by avoiding right turns when silence suddenly replaced the rather unhealthy sound of the half throttle motor. I surprised myself and all those familiar with my flying skills with a convincingly expert dead stick landing. That was the first occasion I have needed to deal stationary prop syndrome on a gas engine (discounting the self-inflicted occasions which we will never speak of again).

Home to investigate. Firstly the dodgy engine. The fuel tank is a tiny 200ml but there was still plenty of petrol left so I consult the undisputed expert advice of the internet discussion groups. "Small gas engines need a large spark plug gap" Sounds plausible so I open it to .60mm. "Heat soak from muffler to carb causes problems on the DLE rear exhaust engines". So I install a heatshield made out of a beer can. "Gas engines running rich never quit" so I richen the low needle a bit more. I can't go wrong with this sage advice from the collective expertise of amateur model aircraft hobbyists who have nothing better to do than argue the toss between DA and DLE engines.

Now to tackle the Heinkels aerodynamics or lack thereof. I wonder why a jig built ARF model needs a barn doors worth of right roll and rudder trim? Possibly because the wing trailing edges (made up of unused flaps and ailerons) are subtly warped in all the wrong directions so I persuade them to follow the straight and narrow. I did have time to try a loop which was pretty nasty too. I had seen a similar problem on my old F86 Sabre Jet where split elevators were not synchronized properly. I discover the same problem with the Heinkel but this time it's a single servo so I needed to fix it mechanically by making one highly adjustable elevator horn that allowed me to synchronise up, down and centre perfectly with the stock horn on the other elevator.

The next flight was abandoned at the last moment when I noticed what appeared to be a “mix” in the rudder and elevator controls! This was caused by a bump in the workshop which jolted the servo tray loose at one end. Not enough glue and a bad design by Black Horse there. A fortuitous and timely discovery I think as the model would likely have been totally uncontrollable.

The following week James is up ready to take on pig wrestling duty. The Heinkel took off like a trainer and he quickly re-trimmed it to his satisfaction before wringing it out pretty nicely. It was fast too, the retracts working well. I congratulate myself on being so clever turning a greased pig into a decent flying model. But sadly no. James reported that he thought it was flying strangely turning left and right differently. I had the next go and yes it is much better than my first horrible flight but I still find it hard to fly straight and level let alone make a decent turn. I don't know how James was disguising the grotesque handling and throwing in a rough rolling circle to boot! I dial in an implausible amount of right rudder trim and take out nearly all the expo in a reasonably successful attempt to sort the wayward machine so that it turns in both directions and can loop without corkscrewing off the top.

Both James and I enjoyed enthusiastic flying with the Heinkel at this year's Warbirds over Awatoto event. I still have some more work to improve the control harmonisation but its greased pig handling characteristics have been largely eliminated now. Hopefully in the course of time I will discover the true path of righteousness for this unusual warbird.



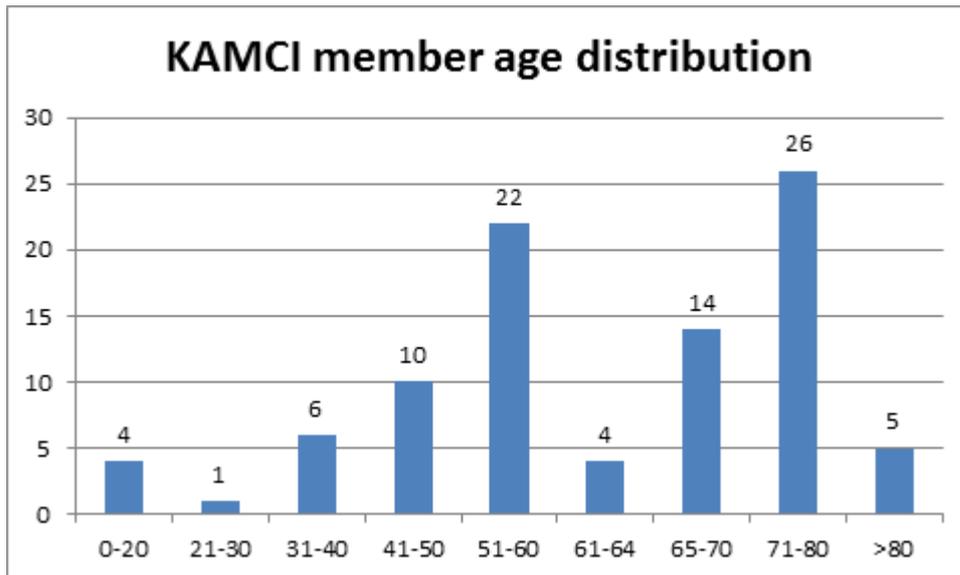
Photos by Andrew or James or both

Interesting age stats:

Some stats pulled off our database: by Paul Buckrell

Comments by Steve:

Whilst we will have people past 65 working, what this shows is that there are only 4 people in their 60's under the retirement age. So if we assumed that all 65 and over were retired, we don't have a rush of new retirees coming on. I would also hazard a guess that we will drop members out the top faster than we bring them in into this age bracket. (Illness, change of interests etc.) .Thinking particularly of BBQs and stuff, the figures don't show a growth there in the near future.



And that's it for another month.

Trust you all have a good month ahead.

Thanks to those that contributed. It really makes it a lot easier for me.

Until then... Fly hard , land soft...

Cheers

Don

Editor