



## September 2017



### **For those that don't have enough garage...**

While the Piper J-3 Cub may have been a relatively small airplane, it still took up a lot of room in a storage hangar. For efficiency's sake, they are tilted up on their noses using the steel frame device shown behind the closest Cub. This photo is possibly taken at Piper Aircraft's factory at Lock Haven, Pennsylvania where the Piper Museum stands today or possibly at Wiggin Airways of Boston, a major dealer for the Cub.

Thanks to Alastair Rivers for finding this picture, I wonder if he was looking for some more garage space.?

## Prez's report.



Very quiet this month. Must be due to a lack of flying time / opportunities!

A couple of good days has meant turning a blind eye to the outside weather and getting out the paint brush. Trouble with the camera at the field is, you can either feel smug because it isn't good down there, or depressed when it is and the car park is full.

Our August club night was good value with Andrew giving us the lowdown on his Tempest build. That is some serious aeroplane. The engine is a beauty, but with an in line twin, cooling is the challenge. James is busy with the 3d printer apparently, making ducting.

I attended the Friends of the Park AGM the other week.

I was sort of expecting some robust disagreement with the Parks management. The Friends at times seem to think the only way is their way. So I was pleasantly surprised when I read the Chairman's annual report and listened to him talk to it. It seemed all very calm and constructive. Even the talk of spraying didn't generate a lot of angst.

Their statement that the Park was for recreation purposes was good to hear, because at times it seems their view is it isn't. However, their view of recreation is quite different to ours.

Since then we've been brought back to reality with a letter to the Editor in the local rag this week which fair castigates GWRC and farm management practices. Mainly spraying.

No really constructive I don't think.

It was worth the visit, just to see what was going on. GWRC gave a presentation which was good value and there was another company that presented which covered work they have been doing for alternate means of planting. We'll look to get Wayne back in on a club night sometime to give us an update. Talking with Wayne the other day, our driveway is still on the agenda, he's just waiting for Goodmans. He is also hopeful that there might be some blackberry spraying this season.

The year has fair rocketed by, be Christmas before we know it.

Have a good September.

Steve

## Club Rules.

The club rules are currently undergoing a review. Roger has had some input before he went away, Don has massaged and the committee asked for their input.

That input is still being pulled together, but the wider membership should also feel free to suggest changes etc. As a member of the club, you sign up to obey the rules, so they have to make sense.

Not only that, but as you have signed up to them, then they need to be obeyed.

Practices change over time. Requirements change.

Rules need to be updated regularly even if it's only to verify that they are still what is required.

We also need all of our rules, noise measurements, H&S documents reviewed for the new License application. No point including documents that don't appear to have been reviewed for a long time.

So in reviewing the rules, we should take into account things like flying Tomboys.

For this comp. to work, all need to be launched at once and usually from on the field.

Given the nature of the model etc. this isn't a problem.

The flight normally wouldn't last more than 5 or so minutes, so securing the airspace for that time should be fine. The thing is, that unless we acknowledge this within the rules, then in theory we are breaking the rules, so it makes sense to take these things into account. So, if you have some ideas, get them into Don, asap.

### **Sticking to the Rules.**

Whilst at times we can be practical, there are some rules that are set in concrete. That is not to say other rules aren't, but we exist at this field following agreement with CAA not so many years ago, on a few fundamental rules that enabled the club to keep flying there.

The 3 CAA dictated rules are:

**Use of Observers** – and we have to keep a list of recognised observers in the club house.

**Height restrictions.** They aren't by choice. They weren't set by the club. They were set by CAA.

**Flight line.** I know years ago it was a circle. It isn't now. Deliberate flight behind the pilots box is strictly not on. It is out of bounds. Again, dictated by CAA.

Anytime you have your back to the field, your obviously out of bounds.

That applies to ALL aircraft, Tomboys, gliders, anything.

I know there is good lift there. Sorry, but that's no excuse.

To say that the public can fly a glider off the beach so what harm are we doing, isn't acceptable.

Firstly, the public can't fly off or above the parking and picnic areas. That's actually forbidden by GWRC. The beach is the Domain of Kapiti Council.

Whatever the status is in those areas, isn't our concern. Our concern is the club, and the restrictions placed on us to exist there. These rules should be self-policing. Nobody should have to bring it to another members attention. Ever.

We certainly should never have to discipline a member for disobeying the rules, but I know it's been done in the past and can be so again.

It's your club. Don't lose it for others.

Steve

### **Club night** August 2017

Well, Andrew brought along his huge Hawker Tempest , which will be ready for some air trials , in the not too distant future. He ran through the history of the Tempest and how it came to be. Andrew's model will be powered by a Vallach, 120cc inline twin , 4 stroke. Quite a beast of an engine , but then it's a beast of a plane. Even with a plane this size it's still a mission to get the engine into the cowl. James is busy designing some ducting/baffling to try keep the air flowing through the engine. Looks a bit complicated to me , but the 3d printer should be able to do the job. Hopefully it will work and keep the engine temperature where it should be. Looks like another excellent build and will definitely be noticed once in the air. Well done Andrew and James.



Andrew and James add some perspective



James with the 3d designed ducting

## Club pictures

I was sent some interesting photos, which show the club from a different perspective. The first couple from Alastair Rivers, who clipped them out of a video, taken from a camera strapped to the wing of Andrew Farrow's plane. Really shows what a cool place we have and why we need to look after it.

The other photo sent by John Von. shows the strip from a more familiar view, that of our weather cam. Taken the day after they had mowed. Looks like the frost fairies did a fly by and gave the strip a good sprinkling.



## **Dead stick... but hang on, its electric.**

Several weeks back I was enjoying my outing at the strip . Quite a busy day with test flying a rebuilt model ( another story about that sometime) , and getting a couple students in the air on the buddy box.

On one of the flights, I took off with an electric trainer, and commented to Ian , that the motor sounded a bit like a rattly old glow engine, and not a smooth running electric motor. Anyway we duly circled the sky and Ian was doing a great job , the timer went off and I took over , landed the plane, and all was well. Ian took the model back to the pits and decided to examine why the motor was making such a noise. Nothing too obvious, could have been the bearings on their way out , or the magnets coming loose, but it was rather rough turning it by hand. Not to be put off , Ian whips out a new identical spare motor from the flight box and replaces the motor with a new one. Gives it a good rev up and all sounds OK , good to go. So after a short coffee and sandwich break , time to hit the sky again. Once again I took off , the new motor sounded a bit better , but still not as smooth as I was expecting. Anyway, another couple circuits , with all going well ,we decided to attempt some approaches, the model was heading towards to the pilots box, so I instructed Ian to add some power , climb and turn away . His comment was , " I don't have any power", my instinct kicked in and I took over , the model still had a fair amount of speed which was good, I was away from the pilots box and the pits (for now) . I still had flight control but was out of power and starting to lose height . So now I'm looking for a safe spot to put her down. One of those dead stick moments that you have to make a quick decision and stick with it. At the South end of the strip we have a lovely animal drinking trough just waiting to eat a model. So I bank the plane a bit more right , only to look up and see a couple cars parked in the visitors parking. So it's a bit more right, and I end up passing over the corner of the pits and heading towards hill , fortunately a lightly loaded trainer and still gliding , so now it's a left bank along the road , at least out of the way of the parked cars, and I end up landing just off the road , In the nice long grass . No harm done , plane intact .. all good. On returning to the pits , all flight controls are good , battery is good, but motor is knackered. Appears to have lost a "phase" or something like that and gone into "motor fibrillation".

So even when flying electric, you still need to be alert, although rare, it looks like they can also fail at any time. Cause of motor failure still under investigation.

Don

## **Model for sale**

Trevor Pullen has a model for sale and offering to club members first before placing it on Trade Me

Brand new ARF - still in box  
VQ de Havilland Beaver ARF  
Wingspan 112" (2.850m)  
Length. 68" (1.727m)  
Flying weight. 14.4lbs approx  
Engine. 26-30cc  
Radio. 6ch with 8 servos  
Price: \$780.00

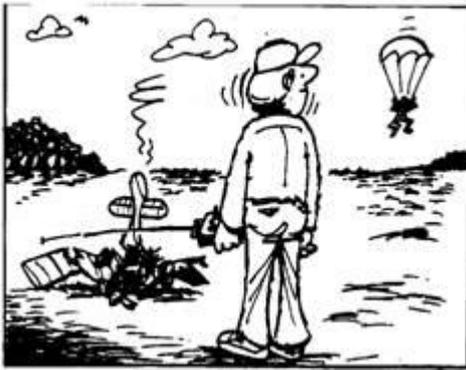
If interested , let Steve or myself know and we'll pass on Trevor's contact details.

## Links.

I had some more links sent to me , but I had a problem with them , and ran out of time trying to tidy them up , so will sort out for the next edition.

This one from Gordon

<https://www.youtube.com/watch?v=ihAEyZ25qfU>



Ever thought of how the pilot you put in your plane , feels about your flying skills?

That's it for this month folks.

Trust you all have a good month ahead.

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

Cheers

Don