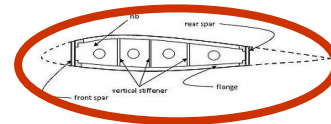


The Spare Rib News



The monthly newsletter of the
Kapiti Aeromodellers Club

November 2023

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



We're back.

From what I've have been told and what I observed from afar, I didn't miss much, if anything, in the flying department. Somebody has said there were only about 2 or 3 flying days during the time we were away.

Obviously, weather was better over there. We saw a little bit of rain in the UK, and by the time we left, temps had dropped a bit, but Spain and Portugal was pretty good. Shorts and sandals every day. A cool day was 30 degrees. Often around 35. I did note

something interesting about temperature there. Where our temps tend to top out around 3 in the afternoon, theirs was considerably later. I mentioned this to a friend on my return. Apparently, Spanish time was matched to German time, back in the 30's (I believe), so it doesn't follow the sun properly. Also explains why there is an hour difference when crossing into Portugal.

Left Barcelona at 32 degrees, arrived for a stop over in Dubai. 40+ degrees. Arrived Wellington. 13 degrees.

Shorts haven't been out since!

Its good to be back and a few flying days have been enjoyed over the last couple of weeks. I've been busy in the Hangar doing maintenance, so I don't have breakdowns over summer. It's amazing what you find. Had to re-plumb the tank in the Smith, also had tank problems in the Edge. Spats loose, covering loose etc. etc. So hopefully now all good to go. I'm looking forward to summer and some great flying days (I hope).

Have a great month.

Steve

Presidential thoughts

Well I've returned from cycling in France in 32 degrees to 13 degrees and rain.....

Liz and I covered 1650km and enjoyed the trip. Not much to report on since I've been away for two months.

This club night in November I'm going to bring along a bunch of aeromodelling stuff from the shed of Neville Pritchard in Wainuiomata. He wanted someone to clear out his shed, so I obliged him.

There are a number of small foam RC models, a selection of 2.ghz transmitters and receivers, wheels/undercarriages, electric motors, ESC's, spinners, batteries etc. All proceeds to the club.

It doesn't look like I've missed much in terms of weather while I've been away. Anyway, see you at the field.

Fly safe!

John Pfahlert
0211509763

Rally 2024



Kapiti Aeromodellers' Rally
Sat 16th and Sun 17th March 2024
Queen Elizabeth Park
Mackay's Crossing
Paekakariki

No landing fees
MFNZ wings badge required

Come fly with us

[www. Kapitiaeromodellersclub.org.nz](http://www.Kapitiaeromodellersclub.org.nz)

The rally date for 2024 has now been confirmed.

We are going back to a 2-day rally as in previous years, and the date is the weekend of 16/17 March 2024.

This date avoids clashes with other rally's and the Tokoroa jet met.

November Club Night

Associate member Michael Cuthbert was to talk with us about EDF jets.

Many of us have admired Mickael's collection and performance down at the strip.

Unfortunately, Michael cannot now make it and will do a meeting next year.

So, this month will be a 'surprise'.

John P will also bring along the collection of goods he obtained before he went away.

He noted these in last month's newsletter.

Items will be sold for a donation to the club.

BUT WAIT, THERES MORE.

As this is the last meeting for the year, super will include some of Mrs H's world famous Christmas cake.

Modelling gear John will bring down. Is available on the basis of a gold coin donation to the club account. There are a heap of used servos, some new servos - all small, ESC's, electric motors, spinners, wheels and 5 operative small foam electric planes. There are at least a dozen transmitters and receivers. Many appear to be 2.4ghz.

Club competitions:

25-26 November - Kapiti Scale Fun Day "From a distance it definitely looks like a Cessna".

See separate article

2-3 December - Vintage Rally Day "Pre 1970 models – for reasons".

NOTE. This has been brought forward a week.

Wanganui Club

Our newsletter is shared around a number of other clubs and individuals we have a relationship with. Rarely do we hear from any of these good people unless they are advising they wish to stop receiving the newsletter.

So, it was with some pleasure I received the following email.

On behalf of the members of the Wanganui Aeromodellers Club I would like to thank you for your monthly newsletter we all enjoy reading it please keep sending it.

Regards

Steve Englefield

Secretary

Wanganui Aeromodellers Club.

Further correspondence ensued, and I was asked if they could list items to sell in our newsletter.

Of course they could and they are listed elsewhere.

Scale Fun Day

Saturday 18th November 2023 (Alternate day – 19th November)

Get your best scale model sorted out. Leave the trainer and the Fourstar at home. Bing them if you must, but Extras, and IMAC type models are technically scale, but they are kind of discouraged at most scale competitions and rallies.



Convince us that your model is an accurate representation of a full-size airplane. Pictures and photos of the full size are used in proper Scale Competitions. If you can bring some that would be good too, because secret judging may culminate in a finale of breathtakingly valuable prizes.

Andrew and James



Vintage

John Selby Memorial Vintage Event – Levin 7 October 2023 Report by Stew Cox, Photos by Ross Gray

With the strong El Nino causing persistently strong westerly winds for the lower North Island from the outset of Spring, we were very lucky to fly this event, albeit at the third attempt after two postponements. As it was, this entailed most attendees leaving home in rain and in many cases unflyable wind and driving through continuous drizzle all the way to Levin, trusting either their own weather instincts or the writer's email the day before saying that the murky wet weather would clear at Levin late Saturday morning. Thankfully this came to pass and the attendance was pretty good under the circumstances, particularly as several regulars were otherwise committed for this date. There were thirteen fliers who attended from six clubs being Wellington, Kapiti, Levin, Ashhurst, Palmerston North Aeroners and New Plymouth. Kapiti were well represented by Ian Crosland, Terry Beaumont, John Ellison and John Miller.



Crozy in the pilot's seat

While the drizzle had stopped at the Levin field for the planned 9.30am start, it soon returned and we spent a pleasant hour or so chatting in the clubhouse. All agreed that the return of the drizzle coincided with Terry Beaumont's arrival and that he must therefore have brought it with him..... The drizzle started to abate and low cloud lifted a bit about 10.30am and by the time people got models out and assembled, flying commenced about 11.00am. Apart from one shower during the BBQ lunch break, the weather was dry and improving for the rest of the day as anticipated and the wind stayed down. The highest mean wind speed for the day was 10 km/hr although there were a couple of gusts of 17 km/hr but the day became very flyable.

About half of the fliers recorded times but many were happy just to sport fly. Dave Crook came down from Waverley and said before he left that it was the most flying he had done for a long time. Dave estimated he had over 2 ½ hours of air time spread over the many models he had managed to squeeze into his car. John Ellison sport flew a typically well built electric model for several good flights as well as helping club mates Terry, John M and Ian with their contest flights. Ian Crosland also sport flew his nice 1957 Nostalgia Veron Deacon. Everyone seemed to enjoy their day which was the main thing and the last fliers left about 4.30pm after which the sun finally came out and the writer enjoyed many thermal flights with his Discus Launch Glider, not Vintage but fun all the same!

There were some interesting models and engines on display, some of which haven't been seen at this event before. Bryan Treloar from Ashhurst flew an 82 inch Radio Queen designed in 1949 by Lt Col L J Taplin. The really interesting aspect of this model was the engine, an original Taplin Twin 8cc diesel engine. For those that don't know them, this is a two cylinder alternate firing engine, 4cc per cylinder. Bryan has more than one original English Taplin Twin, initially powering the model with a MkI version. However, he found the model was a bit underpowered with that engine that produces 0.27 bhp and has now replaced it with the MkIII version that produces 0.42 bhp and powers the model very well. This engine happily swings a 14x4 Top Flite wooden prop.

Precision kicked off first given the cloud base was initially still a bit low for flying higher. The spot seemed elusive for some but the writer managed a perfect score including exactly 3.00 minutes with spot for his fly-off flight which is an exact time as it isn't adjusted for the age bonus. Terry Beaumont managed one more spot landing than his Kapiti clubmate John Miller to pip John for second place. Ian Crosland's Mercury flew well as always but seemed to have an aversion to the spot with its lovely floaty glide.

Vintage IC Duration flight scores were reasonable considering what little lift was about was very light. However, overall scores for Duration could have been a lot better had there been

more spot landings achieved with only three of the nine flights making the landing spot. The light breeze that had sprung up in the afternoon was just strong enough to fool some of us into more extended downwind legs to the landing circuit than was desirable and several landings dropped safely into the long and forgiving spring growth short of the landing spot when airspeed and height literally expired.

In Open Texaco, Wellington's Trevor Glogau nearly made the 15 minute max on the first flight with his exquisite KeilKraft Falcon. Ian Munro, also from Wellington flew his 1936 TD Coupe complete with Brown Junior 60 spark ignition engine. This was a new engine for this model and Ian made a lot of flights as he worked to improve the reliability of the engine run. The model sounded great and had great character in the air. Ian also sport flew a Simplex with a Mills 1.3 type engine that Ian had made himself and which ran very well.

Three of us also had a go at Vintage Catapult Glider. This free flight event is a lot more challenging than it appears and the very wet long grass also played havoc with tailplanes that soaked up the water like blotting paper. The resultant change in trim and balance made for some erratic flights but we still had a lot of fun. It was great to see Levin club member Paul Robertson fly this event for the first time and achieve a creditable second place behind mentor and old hand at Cathy, Des Richards, also from Levin.

Results

Vintage Precision

1. Stew Cox	Wellington	New Ruler	1940	600 + 200
2. Terry Beaumont	Kapiti	Southerner	1947	565
3. John Miller	Kapiti	Buzzard	1940	560
4. Ian Crosland	Kapiti	Mercury	1939	523

Vintage IC Duration

1. Stew Cox	Wellington	New Ruler	1940	741
2. Terry Beaumont	Kapiti	Lanzo RC1	1936	628
3. John Miller	Kapiti	Kerswap	1941	526

Vintage Open Texaco

1. Trevor Glogau	Wellington	KeilKraft Falcon	1949	1369
2. Ian Munro	Wellington	TD Coupe	1936	642

Vintage E Rubber Texaco

1. Dave Crook	New Plymouth	Toots	1940	2189
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Vintage Free Flight Catapult Glider

1. Des Richards	Levin	Hervat	1936	218
2. Paul Robertson	Levin	Hervat	1936	176
3. Stew Cox	Wellington	Vartanian	1941	166



Aerobatics day

The first of our fun, basic, competition days was held on Saturday, 21st October. Those of us entering hadn't flown in any sort of competition before and it was a real eye opener.

James took a subset of the Basic Aerobatics schedule and spent some time explaining what was required.

It all looked and sounded quite simple.

...and then everything went pear shaped!

There is so much difference to just flying a manoeuvre at will when having a fly compared to flying the same manoeuvre in a specified order, in a specified direction in a specified place.



For my sins I volunteered to be first. Big mistake. Totally lost the plot after take-off! Once we got the hang of what we were doing, it was a lot of fun.

With all the mucking around, a slightly late start due to the rugby and the wind picking up in the afternoon, we only managed 2 rounds.

The consensus was that it was a lot of fun.

Ross and I both believed the discipline of having to fly this way has already improved our flying.

The day ended up with a prize giving. Don won the day and took home a chocolate fish, Steve and Ross finished 2nd and 3rd and won a small chocolate bar.

All other contestants received a gummy lolly.

Roll on the next episode.!



Open Invitation to attend Levin Glider Fun Fly

Saturday 9 December 2023 - 9.30am start (No wind/rain date)

After the success of the Glider Fun Fly held last summer, the Levin Club is keen to run two Levin Glider Fun Fly's this summer, the first being on Saturday 9 December, the second in 2024 with the date to be advised.

Format: Fun fly for soarers. Dig out those gliders or electric soarers that may have been tucked away for months or years! Bring along your electric, winch, bungee or hand launched glider and go soaring. All welcome. The day is about having fun flying soarers together no matter what your ability or sophistication of model. We anticipate Radians/Gentle Lady's right through to F3B soarers. Help available on the day, don't hesitate to ask the organisers.

Christmas Lunch: The Levin Club is putting on a Christmas Lunch provided at no charge for club members and Glider Day visiting pilots. Bring your own plate, cutlery, glass and chair. Make a day of it!

Location: Levin flying strip, Tararua Road. Coming from the south, having turned right over the railway line opposite the Allied fuel pump and then immediate right at the T intersection, continue along Tararua Road past JB's on the right and Trayla on the left. The field turnoff is on the right about 50 metres past the 80km speed sign – you can see the clubhouse and the hay barn from the road.

Cancellation notification: Given the busy time of year and the need to work around the farmer's silage cutting plans, the event will either be flown on the advertised date or cancelled. The lower NI Glider Email List will be notified on the Friday afternoon whether the event is on or off (if you want to be added to this Glider Email List please advise Stew at Flierstew@gmail.com). This will also be advised on the Levin Club website [Levin Model Aeroplane Club - Home \(sporty.co.nz\)](http://Levin Model Aeroplane Club - Home (sporty.co.nz))

If uncertain on the day, feel free to ring Stew Cox on 027 548 1894 or Kevin Daly 027 446 3822

You can also check out the Levin Club weather station for conditions on the day at <https://holfuy.com/en/weather/1073>

Hope to see you there!

Thermals

Stew Cox & Kevin Daly

For Sale: / Wanted

Brand new ASP S52 All engine with remote needle valve still in box, \$285:00 plus courier (what a bargain)

Wanted to Buy:

1300 mm wingspan EPO construction Tundra in good condition.

I can be contracted at steveandlindaenglefield@xtra.co.nz

September Club Night

Wayne Elley reports.

About 24 members showed up for the night.

Steve Southey, our Vice President, helped with the MC job and moved things along.

The evening kicked off with Ian McMillan showing off his Miss America vintage model. It's being made from a HangarOne short kit and Ian has done a great job so far. A few minor modifications were needed from the plan as a couple of balsa wing-tip ribs weren't quite accurate. So far the tail pieces, wings and fuselage are made. Lots of nights chipping away still to go.

Next, Gordon McArthur presented on how to convert K-Mart foam chuck gliders to RC. This garnered great interest. A large, a medium and a very small glider were passed around for all to see the handiwork. Some trial and error is involved in balancing and trimming, and down-thrust angle. Helpfully, Gordon handed out an A4 copy with instructions and gear list. As they are made from EPO foam, the gliders are very bendy so carbon-fibre stiffeners are needed for the main wing spar and longitudinal fuselage strengthening. The demonstration of bendiness raised a few chuckles. The dihedral in the wings can be bent out by heating the wing in boiling water! A big foam glider at K-Mart is \$14 - [Big Foam Glider - Assorted - Kmart](#) James Farrow then gave a good overview of the different aerobatics areas (Pattern, IMAC, and Classic) with a view to the upcoming club aerobatics day on Saturday 21 October. James used one of Gordon's foam gliders to demonstrate the various manoeuvres in the aerobatics categories that he covered (who would have thought that a little foam glider could do all those?!). The manoeuvres soon get complex as you move through the levels and someone to do the calling is essential for the pilot (thanks Dad!). James' passion for aerobatics and flying in general was evident as he took us through things.



To finish off, Ian Crosland showed and spoke about the beautiful small silver Tiger Moth that he has made. It's superbly finished even with authentic instrumentation detail. It is modelled after a full-size Tiger Moth that Ian had and flew in the 1950s (see last newsletter). It's covered in Litespan and looks great. Looking forward to seeing it in the air once the equinox winds run out of puff. Thanks also to Ross who followed things up with coffee, tea and chocolate biscuits.



CAR 102 and resitting of wings badge

At our October club night, MFNZ Secretary and club member, Peter Randerson had an open discussion with members seeking input on how this might look.

Members have to realise that this is a requirement from CAA as part of CAR102, and not something that has been instituted by MFNZ.

It became obvious early in the discussion that if retesting was done in the same way as we do initial wings nadge tests, then we would be testing forever.

Input that came from members discussed how the theory side of the test might work, and that perhaps the test be split into 2 distinct parts and perhaps the theory test is an on-line test, and perhaps even an open book test.

It is felt that the practical side of the test will then be quite easy to get through as in most cases we are dealing with known flyers and known capabilities.

Obviously with people who haven't flown for some time, this may be different.

MFNZ are still working through how this is going to be applied and how the start dates and recurring dates are arrived at. Could be birthday based, for example.

It was an interesting discussion with all there taking part.

October Club Night

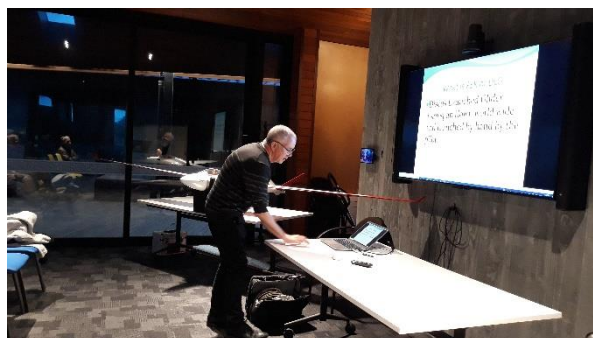
The October club night was run be Wayne Elley in John Ps absence.

First up was peter Randerson who discussed with us possible options around Wings Badge re-testing. See separate report.

Our main speaker was Peter Williams from the Wellington club. Peter is a local Kapiti resident and threatening to become an associate member with us.

Peter's main interest in our hobby is gliding, and in particular, discus launch gliders. His presentation was extremely thought provoking and in parts quite technical. Peter ran through 2 Power Point presentations with us.

New Zealand has had some incredible international success in this part of our hobby.



New Zealand F3/5JK Success

- F3K (DLG)
 - 1st Place Team World Champs Sweden 2011
 - 2nd Place Team World Champs Denmark 2013
 - 1st Place Team World Champs Croatia 2015
 - 1st place team for 4 years Trans-Tasman
- F3J (Hand Tow Duration)
 - 1st Place Team World Champs 2010
 - 3rd Place Team World Champs 2012
 - 2nd Place Team World Champs 2014
- F5J (Powered Soaring)
 - 1st Place Team World Champs Slovakia 2019
 - 1st Place Team World Champs Bulgaria 2023

So what is this discus glider?

What is F3K or DLG

- Discus Launched Glider
 - 1.5m span flown world wide
 - and launched by hand by the pilot.

Peter took us through the various stages of setup. Using the aileron setting at launch to get the best lift by changing wing camber, and then going to other setting to get the best performance once in the air and in

flight. Peter covered 2 parts to this part of the hobby in his presentation. In fact, 2 presentations. We learned about the models themselves, their design and performance parameters etc. They are incredible light, slim and strong.

The goal of discus is simple, Get maximum height with a good throw, steep climb and a good setup. Height obviously gives time for performance.



To get a good performance, we then need to understand what the air around us is doing. So Peter gave us a good breakdown on how to find thermals, how to stay in them, how to 'hunt' them.

Unfortunately, our sea breezes aren't much help!

I didn't realise you could do so much by sensing the movement of air on

the hairs on your legs! It's a fascinating topic.

Things to Do and How to Fly

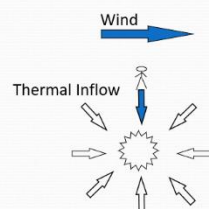
- Constant bank angle constant speed circles.
- Correct speed to fly (faster in sink)
- Be patient and persistent (within limits)
- Re-center and constantly evaluate
- Enter downwind of thermal
- Drift with prevailing wind
- Launch High!

Thermal

- Lighter than surrounding air.
- Different shapes
- Wind gradient has an effect
- Thermal Streets
- Phases of the day
- Weather Map Predictions.
- Clouds tell stories
- Surroundings make thermals (Ground Heating)

Application - Clues to Finding Thermals

- Detecting thermal inflow
 - Inflow signs
 - Wind lulls, changes
 - Wind shifts
 - Do not confuse with thermal inflow
- Ground signs
 - Look for the "third vector"



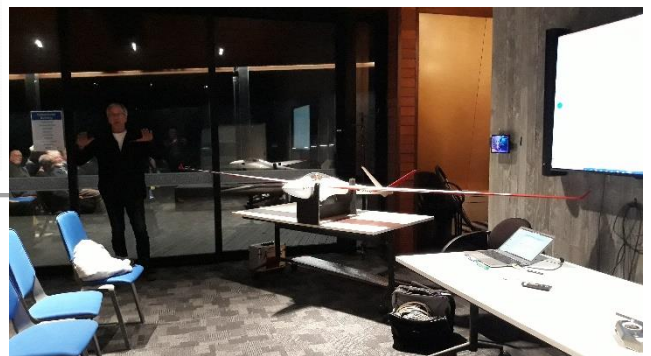
What you feel
(Wind + Inflow)



It was a most fascinating evening. I didn't realise there was so much science in it.

I guess we sort of cheat with our power models.

Pete Brown also brought along a tow glider to show. We have seen this early on in its life, but its now finished and flying well.



And that's it from me.
As Don would say, 'Fly hard, land soft'.

Steve