

<http://www.kapitimodelflyers.org.nz/>

Kapiti Aeromodellers' Club Update --- April 2016



Tomboys at our recent rally

A bit of camera wizardry from Jeff Wastney. Using multiple exposures and all that other smoke and mirrors stuff that the new age creative photographer has at their disposal. Just as well it's done with the camera, I imagine it would be quite interesting if we had that many tomboys up at the same time.

Some more rally photos

from Alastair Rivers and Kelly Lynn



And even more photos from the Rally can be viewed/downloaded from

<https://www.flickr.com/photos/93535622@N06/albums/72157663627975623>

I'm not sure who took these ones.



The Presidential Podium

Hi all.

It's been a very busy month and I would like to especially thank everybody who has been involved at the club over the past 2 months.

The rally was a huge success. The weather always helps and although the winds were a little fickle on the Saturday, the wind was at least straight down the strip.

There were a lot of activities on around the Coast that weekend, which no doubt affected public turnout, but those that came had a great time.

The sound system this year worked throughout the weekend although it's range wasn't perhaps what we would have liked. Warner was great on the microphone as his knowledge of models added weight to his words.

We have also been blessed with some improved flying weather, and it has been good for the soul to be able to get down a few days in a row.

I've been endeavouring to finish a few models in recent times, but seemingly to no avail. I guess one day they will get there.

When I have been flying, I have taken an interest in the traffic on the cycleway. Our big concern a year ago was the increase in traffic the cycleway would create and what impact that might have on our activities. What I am observing is an increase in traffic, but not monumentally. It all goes by fairly quickly.

The observation seat put in by GWRC seems to be a magnet at times and is well used. That seems to be contributing to people keeping moving. The track is also lower than it was, meaning there isn't the line of sight at the end of the strip there used to be.

The flaxes planted in line of the strip end aren't doing that well, although whilst many seem to have died, there are quite a few growing afresh from the root stock.

GWRC have promised some more plants later in the year.

Safety.

You will all be aware that safety is at all times of prime importance. With the new H&S rules coming into force, the club has been required by MFNZ to complete a Risk Assessment and Club Safety Plan.

These documents are deposited with MFNZ. This work was completed recently and signed off by the committee.

The finished documents will be posted on the website under Club Stuff/Documents/ Club Rules.

It is no longer acceptable to have a 'she'll be right' attitude and safety is everybody's responsibility.

The new Pilots box is a prime example. It has been placed mid strip to give equal distant viewing. Spaced out so that pilots are easily able to move around. It is acceptable to move into a better position when landing, but all pilots must use the box when flying.

I have personally witnessed 2 incidents where the safety of the pilot box has prevented injury to pilots when aircraft on the ground have got out of control whilst landing.

Gates etc. and Electric Fence.

Just a prod to the grey matter.

Twice recently I have found the top padlock on the doors to the shed not through both hasps. The doors don't line up easily and us shorter people can be challenged. However, if you put the top lock in place first, it is easier to line up the doors. The bottom is then easier to handle. At least twice we have had the padlock on the main gate closed and locked but left on the combination.

At least once I have found the fences up at the strip but the main switch left off.

There have been some challenges on the farm in recent times with the electric fence, but it is currently working and we haven't had any stock on the strip. Much of the fence is being rebuilt across the farm and I believe the 'break' fence which will run West/East from our Eastern boundary fence will be installed very soon. When this is built and the fences over the hill to the East of the strip put into 5 wire, the cells will be completed and stock rotated through them. We are unsure yet of what the cycle will end up being, but Drew thinks we will have 2-3 days North, 2-3 days South and then a few weeks break. We won't know for sure until the cycle is started. If you have been observing the large paddock that was put into Plantain across the road from QEP, you can see the cell system working there with parallel fences breaking that paddock up and stock moving up the paddock every few days.

Club Night ... March 2016

This was mainly about reviewing our very successful Rally.

It was felt not much needed to be changed, but some salient points for thought were:

Publicity:

We didn't have as much in the local papers. I was too late in getting stuff to them.

Prize Giving:

A good debate on prize giving and how it is done. Was voted to keep it going but rethink what happens when people are only there for the Saturday.

Model Inspections.

Tables will be used for all inspection's next year. Extra fold up tables to help with the numbers. This will speed things up.

Consistency across inspections also will be addressed.

Toilet.

Better Toilet signs but perhaps the portaloo should be at the other end, near the car park.

After the rally review, Steve gave a brief talk on The Vintage Aviator hangar at Hood in Masterton and what can be seen there.

Steve then played parts of a DVD which gives history and highlights many of the aircraft in the Vintage Aviator collection. The video shows the planes at rest and at flying.

We also had 2 new prospective members show up who signed up on the night.

Glen Brumby and Iliya Labaznov

Paul circulated their details the other week.

AGM.

To be held on the **19th April** commencing at **7.30 pm**.

Please guys, if you only attend one meeting a year, this is the one to attend. Please make an effort to get there.

Rescue and recovery missions.

And yet another recovery mission... by Steve Hutchison

Warner's 'Heavy Hauler' hauled itself North of the strip and into the blackberry patch when he failed to recover from a stall turn. Elevator servo failed. With trusty sidekicks of Steve and John M, the bridge was transported across on the mower and the track cut some months ago to recover Owen's tri-motor was re-used to access and cross the stream. Some deft work with the slasher soon had us on the spot and recovery completed.

Warner's biggest concern was breaking one blade of the 3 bladed prop. The rest of the aircraft was intact with only the undercarriage being pulled off.

No doubt he will be in the air again in no time.



Happily re-united



Ahh! so that's where you been hiding!

Website.

If you haven't visited the website for a while , take a look. James has given it a new refreshed look. There are also plenty of new photos including some of the recent rally. Thanks James for your efforts and time you put into keeping the website up to date, it is appreciated.

Model repairs

I have spent a lot of time repairing models lately. Only one of my own, but several for other club members. Some major, (taken a few weeks) and others not too bad (couple days). Arf's can be quite tricky to repair as most of the bits are very thin interlocking plywood. These bits cannot simply be butted together and flooded with cyano. Although that sometimes works the joint is often not that strong, so either a new part needs to be cut, otherwise a strengthening strip needs to be positioned across the joint.

I was quite surprised by the number of people that are not really interested in repairing their models, and never envisaged that there would be a demand for aircraft repairs. I enjoy the challenge of repairing but can't spend all my time repairing other people's models without reward. So, I have decided that I will still offer to repair models, however will charge a fee for the repair. Cost will be based on a time and materials basis. I'm happy to have a look at the model and give anyone interested an estimate of what I think the repair will cost, then they can decide whether to get me to repair it, or give it a go themselves.

Below some photos of a Sbach fuselage rebuild. The wing also needed some serious surgery.



After impact with the ground



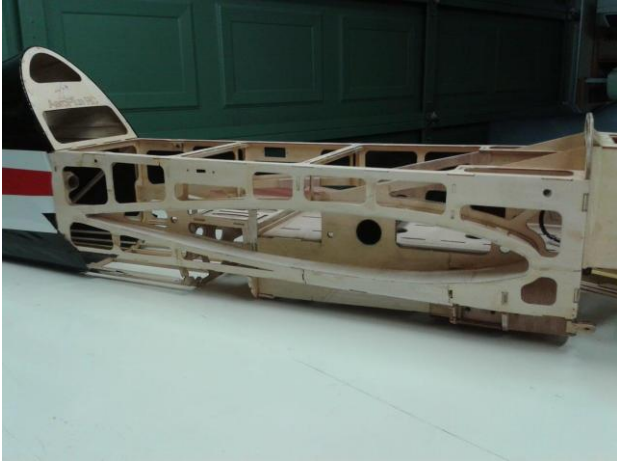
On my bench



Shark bitten wheel pant



After some fibre glass surgery



Fuselage ready for covering



All good to go!

Remember any model that has been extensively repaired must be inspected by a model inspector before returning to the sky.

Thanks to Steve for adding so much this month , I have been doing some building work for my daughter and sort of ran out of time , so just as well Steve helped me out with the rescue/recovery story as well as the Club night report . That's over and above his usual Prez's update.

And that's it for another month ,think I've covered all the bits that people have sent me , if not , remind me and I get them in the next edition. Keep the articles coming in .

See you at the AGM

Fly hard ... land soft.

Cheers
Don