



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

Kapiti Aeromodellers' Club Update --- January 2016

Happy New Year



Hope you all have a great start to the New Year...

There has been a lot going on over the past month, although I have been somewhat pre occupied to take it all in. As many of you probably already know, my time at Unilever has come to an end. Due to corporate greed, the factory has moved offshore, leaving 57 of us redundant. I have done some enquiries but apparently, mowing the strip and keeping the clubhouse in good order does not pay that well and being the newsletter editor also does not bring any financial reward, so I'll have to start looking for some other employment soon. I know this is a bit of a plug, but hey, if it affects me purchasing new flying stuff it deserves a mention.

Christmas has been and gone and now it's time to get all those New Year plans into gear. For me, I will be taking January and probably Feb off, time to gather my thoughts and catch up with all the jobs around the house that I have been struggling to keep up with due to work commitments. I am hoping that the weather will improve so that I can get some flying practice. I'd also like to try make some progress on two models that I have started building, but somehow a third, an Aeroworks Extra 260 squeezed its way in ahead of the queue, plus I offered to help repair a fellow modellers crashed model, (I'll cover the repair story another time). So the year looks busy already. Hope your year will turn out as you have planned.



The Presidential Podium

Well. Don has excelled himself once again by putting out a New Year's edition of the newsletter.

This enthusiasm is just one of the many things that makes this club great. It's been a busy and eventful year, but the club continues to grow in stature and numbers.

Some items for all:

Deck.

The Deck was water blasted recently and many years of dirt/grime and growth removed. Sometime in the next few weeks the Deck will be stained with a stain that has a mould inhibitor. This will make the deck less likely to become slippery in the winter time.

Driveway:

GWRC through Wayne Boness arranged to dump the left over chip from the cycleway onto our driveway. Warner organised a working bee of a number of handy souls and using John Millers trailer spread the chip more evenly over the driveway. This has resulted in all of the major hollows and holes being filled. Thanks to those who helped with this.

Silver Fox Xmas BBQ.

This was well attended and many thanks to Ron for the extras and those who also brought along Xmas cake, Xmas mince pies etc.(or should I say to their wives for providing). It was great to see Bob Upton along and joining in as he hasn't been well in recent times. Also of note was we had Drew the Farm manager, Dane the farm worker and Wayne Boness from GWRC join us as our guests.

Fence and sheep etc.

Those that have been at the strip lately will notice that sheep are being grazed in the driveway paddock and that a number have escaped into the field around the strip. The sheep aren't meant to be there, but the farm has quite a lot of internal fencing to complete to make the various paddocks 'sheep leak proof'. I noticed when mowing today that members have used their initiative and raised the electric fence around the strip. Hopefully the instructions helped. What I also noticed in the one time I have been able to fly in recent days, is that the sheep keep well away when we are there. I don't know what size flocks will be put into those surrounding paddocks in the future, but I am now confident we will be able to lower the fence whilst we are there.

Fence Instructions:

Now that the fence is all finished and the electrics all connected I will review the instructions and bring up to date in the next few days. What should be noted at the moment is that there is a fence circuit breaker in each corner meaning either end can be turned off if being left down. There are 2 circuit breakers on the post as you come in the inner driveway gate. One is for that corner of the South end fence, the other is a master which turns everything

off. That switch has a tag on it now which means it is the master. So, if we were to drop both ends, simply turn off the master. Whenever we are flying we should turn the master off. NOTE that the switch under the club house no longer controls any of the electric fence.

Quickie 500:

I see a number of these models have recently been completed and taken to the air. Several others are well on their way to completion. Looks like fun times ahead.

What's coming up.

If the weather is OK, there will be a visit mid-morning on 21st Jan by a local school holiday programme. Would be great to have a good turnout.

On Saturday 23rd, it's the official opening of the new cycleway. Weather permitting, we have been asked to have a good number flying as part of that opening celebration at around 1:00pm.

I'll send out a reminder later.

MANZ rally end of Jan.

Steve

Mitre 10 balsa... from Ian Crossland.

I was in Mitre 10 and noted that they had a stack of balsa sheets as well as strips and ply all at a reasonable price and quality. They are also agents for Humbrol and have some paints and catalogue. I said I would let our club know and also suggested if they could stock thinner ply, say 1.5 to 2mm would be handy for us.

MANZ Rally:

Reminder:



The MANZ rally, as previously advised, will take place on the 30th & 31st January 2016, at our Club. Club members are welcome to join in providing they register and their model(s) meet the criteria. If you don't have a model to fly, then come down anyway, meet other like minded modellers and enjoy something different.

Paul Buckrell is the nominated contact for the event.

We will need some VOLUNTEERS to help man the BBQ over the weekend. So if you can help, please let Steve know

steve.kath@vodafone.co.nz

Cycle Way:

Reminder:

The official opening of the cycleway from Raumati thru to Paekakariki is Saturday 23rd January. The official opening is at 10:00am and they will have a Festival of Cycling at the Beach until 2:00pm. We have been asked, and have agreed that, conditions depending, we put on a flying display around 1:00pm. It's really just having people with models in the air. One thing we will need to be aware of on the day is increased traffic on the track.

Rescue mission.

Earlier this month , Steve expertly piloted the mighty Velox to a spectacular landing, unfortunately it was about 150m short of the runway, however due the finesse of the flare there was not even a scratch on the model.

Post analysis/crash investigation is pointing to the possible failure of the clubs ILS . Looks like there could be a possible link, between the ILS and our weather station. Since the weather station was modified to reset 3 times a day, a couple of things have been happening regularly. First the wind hasn't stopped blowing, and second, several models have made short landings. Investigations are ongoing.

Some pics thanks to Alistair Haussmann



A view from below



On my way up the tree ... model was perfectly positioned and I was able to reach it without too much effort.



Steve happily re united with the plane, not even a scratch on the covering, gives a new dimension to the term "bush pilot".

Take down a drone and win... link from Paul Buckrell.
(looking for all the techno geeks out there)

See <http://www.mitre.org/news/in-the-news/take-down-a-drone-safely-and-win-100000>

I read Jane's Defence Weekly and there are articles about the detection of drones in urban environments. A lot of money is being spent on this. The main countermeasure is to disrupt the communication link between the controller and the drone to force it into go-home mode using GPS. Then the FPV pilot can be found. Kinetic countermeasures i.e. shooting them down, are not favoured.

And if you are looking for a safer place to fly... link from Alistair Haussmann

<http://wellington.govt.nz/recreation/enjoy-the-outdoors/parks-and-reserves/management/flying-drones>

Some impressive photos here from Andy Dodson link from Alastair Rivers

Photos from the 2015 rally .

<https://www.flickr.com/photos/128862812@N02/albums/72157662014786645>

Andy's note

"On Flickr I'd recommend hitting the 'Play' Button near the top RH corner of the album page.

To download a photo, select the desired photo on the Flickr site then click on the 'down arrow' displayed in the bottom right corner, and select your desired photo size (the photos have generally been reduced to a nominal 2000x1200px size), or select 'view all sizes' in order to view a photo at a particular resolution, eg to view a photo at full resolution while browsing with a small monitor or mobile device.

If you spot any mistakes or have any suggestions (such as that I remove a photo!), please let me know. I'm not really familiar with Tomboy/vintage planes so could easily have made mistakes there."

Part 102 Unmanned Aircraft Operating Certificate

Notice to all Category 2 members...from Mark Brill

The new regulations from CAA that were passed into law in August 2015 have created a new class of operator for unmanned aircraft for those that cannot comply with the part 101 rules. A case was made to CAA by MFNZ to become a Part 102 Operator to cover our models 25kg to 100kg, and this was granted on the 4th December

With the new regulations covering our 25kg to 100kg class of models there are some changes to our system and how we will operate.

As from the 31st of January 2016 all authorisations that were active will be cancelled. This was brought about by the revocation of rule Part 19 that allowed Rex Kenny to give authorisations. To those that are affected I will be issuing new certificates. We will be implementing some changes that are required of us due to conditions on our Part 102 Unmanned Aircraft Operating Certificate.

Certificates will be for a 3 year term, after which all aircraft will undergo another Form B check. Some of the earlier aircraft will need to be done now, I will contact each individual separately to arrange this.

Those in this class will be obliged to fill out a short Risk Assessment Form before flying at all public events. I will look at getting some short form organised and placed on the website. Although everything is now in house there may be some small costs involved with CAA. I think I have covered all for the moment, as there is still some negotiations going on with CAA.

I will keep in touch if there is anything else.

Mark.

And... what would the world be without Engineers?



And that's about it. I look forward to another exciting (hopefully less eventful) year. I'd like to thank all those that have made, and continue to make, contributions to the running of the club. The classic saying of "Many hands make light work" is very prudent.

Thanks a lot to those that send me articles that I can add to the newsletter. This way it becomes a real **club** newsletter and not just my ramblings.

... from the quote department!!

"Great pilots are made not born... . A man may possess good eyesight, sensitive hands, and perfect coordination, but the end result is only fashioned by steady coaching, much practice, and experience".

— Air Vice-Marshal J. E. 'Johnnie' Johnson, RAF.

So get out there and practise!!

All the best for 2016

Fly hard ... land soft.

Cheers
Don