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Kapiti Aeromodellers' Club Update --- July 2016



Aerial spraying ... help needed to identify this aircraft

I was just North of Levin earlier this month when I spotted this fellow doing some aerial spraying. Unfortunately the Nikon and 300mm lens that I should have had with me was lying at home and I had to make use of the trusty phone camera. Not the best photos but at least captured the moment. We were travelling South near Waiterere when the aircraft did a low pass. I frantically looked for a spot to pull off the road but had to wait until the next side road, turned off SH1 and looked for a clearing. By the time I found a decent vantage point I was way out of phone cam range but thought I'd have a go anyway. First impression is that it is a Tiger Moth, but I thought that the Tiger Moth crop dusters were long retired?.

I'm sure someone will know. I'll publish the answer(if I get one) in August's newsletter.



From the Presidential Parlour

Hi all,

Another month has raced by, but at least we were able to get some flying in.

Hasn't been the best for weekend flyers perhaps, but for those of us able to get down other times, we have had some very good days.

One stretch had me fly 6 days in a row.

I was quite happy for the weather to turn after that. Other stuff needed to get done!

You will read elsewhere in this newsletter about the planting of the 'hedge', the midyear dinner et-al.

The club is in good heart, so a big thanks to all members for making it what it is.

The CAP 231.

A number have asked me about the CAP 231 rebuild featured last month and has it flown yet.

The answer is YES. And it is still in one piece.

I had problems getting the balance right and ended up having to strap 377 grams of lead to the engine bearers. Carting dead weight around isn't always conducive to a well performing model. I knew the SAITO 125 4 stroke was at the very low end of power recommended, but hoped for the best. After Don gave it the once over, a few adjustments and it was time.

The model took off gracefully and 'puttered' around the sky. The engine running well, but not enough power for that size and weight of model. Gaining some height, I tried pulling a loop, but it just fell out of the sky near the vertical. Recovery was no problem, but there just isn't enough engine authority.

The DLE 30 arrived the other day.....

Rabbits:

These little buggers are not conducive to keeping the strip in the best condition.

Recent increases in activity had me mention this in regular contact to GWRC.

The Pony Club were also experiencing problems, and Wayne Boness had their Pest control officer pay us a visit.

The upshot of it all was a poisoning programme carried out by GWRC. It was amazing how quickly the bait was hoovered up over the next couple of nights.

Whilst there is still signs of some rabbit activity, I'm sure a dent in the population has occurred.

Wayne tells me they will do some shooting in the near future and another poisoning exercise getting on for spring.

Weather Station.

The new weather station has been shipped and should be with us in the next week.

Tree Planting at the Park.

You will recall a couple of years ago, that Alastair Rivers arranged for park users to hold their own planting day in the park, to help plant some of the 12,000 trees they plant in the park annually.

This went well and was much appreciated by the Parks management and it was good to contribute to the wider environment.

Since then, GWRC have changed the way they run their planting days. Fewer days, more effort, as it was getting harder, I believe, to get numbers to some of their days.

Last year they pushed a '5000 plants in a day' concept and planted that number in a little under 3 hours.

This year they have an aim to plant 6000 trees in a day.

This is a good opportunity for the club to once again participate and we will adopt this day to do our bit.

DATE:

Sunday 10th July

10:00am.

Parking is behind the Rangers office. You will be directed.

Make sure you wear club hat or badge etc.

A good turnout will be much appreciated.



Steve



Couple images from a previous planting day



From the Club Captain's Cabin

We are experiencing the cruel winter weather again which tends to curtail our flying somewhat during these midwinter months, although we do get the occasional glorious day such as today (Fri 24th) which was a pearler and a number of us enjoyed a great flying session. Unfortunately with the unpredictable weather it is rather difficult to arrange activities at the field on set days. I had hoped that by now we would have run round one of Q 500 races and also a round of our club fun fly event. Still patience is a virtue and no doubt we will get our chance.

Our new weather station is getting closer to delivery and will be much appreciated by members. More so due the fact the old wind reporting system took a direct hit by an errant model recently rendering it out of commission and so depriving those further afield information regards weather at the site. We all look forward to a new state of the art system to impart this info to the troops.

By the time you read this we will have gathered for a mid winter feast at Cookies in Paraparaumu which I'm sure will be a welcome event to help the passage of the cooler months.

Should any of you have a suggestion or idea, the committee is receptive to all for consideration. A recent idea put forward is for us to hold an auction in conjunction with a club event of some kind and if this is welcomed by members we should look at the feasibility. So get your thinking caps on and see what we come up with.

As you will be aware MFNZ are looking to expand and modernise the wings program. We as a club have some responsibility to contribute our vision of what we consider to be a workable and satisfactory wings test schedule. A number of members have long experience in the training roll for new students and advanced wings programs and to these people I urge you to submit your thoughts as to the best system you feel will benefit our organisation going forward. This is your opportunity to contribute to the improvement of our wings program and it may be the last for some time so don't let it slip.

I am happy to say that recently we have not had any incidents or serious prangs to concern ourselves with, long may good fortune smile on us.

A big thanks to Phil Patterson for his presentation on the dark arts of glass fibre at the last club night. A most worthwhile insight into the complexity of his subject and also a in depth understanding by, Phil.

Just a heads up at this time regarding our display this year which will again be held at Kapiti Primary School On the 8/9 October so get those masterpieces out polished and ready, more info to follow as we close in on the date.

That's about it at this time so fly safe and have fun.

Warner.

World War Two. New Zealand Aircraft

I received this article from John von Hartitzsch, which he got from a family member. I do not know who wrote the article, but from reading the text , it appears his name is Mike.

Ed's note . "I have taken the liberty to re-format the article , to better fit a Word document as it was embedded in an e mail and several photos duplicated. "



This is the actual photograph of Franklin D. Roosevelt signing the Lend-Lease document.....soon after the Japanese bombed Pearl Harbour. The order that was given to open the throttles on those Japanese decks doomed the Japanese Empire, and millions of its people, to a terrible fate. Such is the lunacy and evil generated by the military and greedy, cowardly politicians.

This is a revised version of an item that I wrote many years ago. I must stress that it is not a definitive history, but rather a partly personal memoir in which I recall my childhood years amongst the Rukuhia aircraft 'Graveyard' and provide an outline of their fate. Should anyone wish to obtain a copy of Document 87, just use the Google engine, or other search systems. If you have never read Document 87, and much other Lend-Lease material, you will have trouble understanding the huge importance of "Lend-Lease" to the outcome of WWII.

Below is an early image of the RNZAF aircraft loaned by the USA and flown to Rukuhia aerodrome during 1945 and 1946. From my age of 5 years I must have heard and/or seen all these aircraft on their final flight as we lived only a few miles from the circuit area of Rukuhia.



This view is of the main aircraft dump and the one that I used to try and do a count of the aircraft types. It is taken looking across the aerodrome towards the north-west. Out of the view to the top right was the area on the northern side where many aircraft were parked. This is where the first control tower was located; a three-level wooden structure.



This is a number of RNZAF Corsairs on the North side of the aerodrome. That is the Signal Square beside the original wooden three-level Control Tower in which I spent many hours using the big Aldis Lamp.

In the distance, on the other side of the aerodrome, was the Waikato Aero Club hangar and clubrooms and the National Airways Corporation (NAC) building; rather like a house in shape really.



The two images above provide a graphic view of the quite awful state that the New Zealand air defences were in at the time that WWII began; in September 1939. These British Vickers Vildebeeste general purpose and attack torpedo bombers were the mainstay of the RNZAF.

A squadron of Vickers Wellington medium bombers had been ordered but they were retained in the UK after WWII began. The Wellingtons formed No. 75 (NZ) RAF Squadron.

At full throttle the Vildebeeste could attain 120 knots.

A read of google Wikipedia will indicate what an utterly useless aeroplane it was for wartime use.

By a comparison, below is a RNZAF F-4U Corsair based on the Piva 1 airstrip on Bougainville Island.

Except in a turning dog-fight, the 2,000 bhp Corsair was far superior to the Zero or an Oscar. It was also heavily armed and one of the fastest fighters of WWII....similar to a P-51 Mustang; particularly the -7 with 2,400 bhp "W" water-injection.



What was WWII Lend-Lease? Its execution was straight forward, assuming the U-Boats or Ju-88s did not locate the shipping convoys , but its political and financial detail was complex. Briefly, it worked like this. It was a 1941-1945 programme under which the USA supplied the UK, USSR, China and the other Allied nations with war materials. In 2008 terms, \$759 billion worth of supplies were provided. The agreement stipulated that the materials were to be used until the time for their return after the cessation of hostilities, or their destruction.

Reverse lend-lease/reciprocal aid also took place. The Americans were supplied with bases, for example. In our case, New Zealand supplied food to the US forces in the South Pacific. After the War, some countries, such as the UK, needed to continue using the equipment which was sold to them at 10% of their book value. I was astonished to learn that the Brits. did not make their final payment, at 2% interest, until 2006! The lend-lease system worked well in practice but was a bean-counter's nightmare with many arbitrary values being placed on items.

In New Zealand's case, the war-time deal with the USA was tidied up, on 10th July, 1947, when the USA Acting Secretary of State, Dean Acheson, and our Minister of Finance, Walter Nash, signed Document No. 87 "Lend-lease and Reciprocal Aid". This is a lengthy legal document with the key statement being:

"In recognition to the mutual benefits received by the two Governments from the interchange of lend-lease and reciprocal aid, neither Governments will be required to make any payment to the other for lend-lease and reciprocal aid articles and services used in the achievement of the common victory."

There was a section of Document 87 which did say that a payment of up to 4.75 million dollars should be made for non-combat aircraft which NZ continued to use in peace-time. These included Douglas C-47s, Lockheed Lodestars, Harvards, some Catalinas and a few Grumman Avengers. It also included ground equipment for meteorology, communications, navigational aids and other airport articles. I think NZ got a pretty good deal as most of the equipment soldiered on for many years until more modern replacements could be obtained.

Lend-lease worked well for NZ, as the United Kingdom could not assist us and we obtained modern aircraft to replace the small numbers of obsolete and, except for pilot and engineer training and coastal patrol, useless biplanes we had after the formation of the RNZAF in 1937.

During WWII, the RNZAF received, from the USA, considerable numbers of Curtiss P-40 Kittyhawks, Chance-Vought and Goodyear Corsairs, Douglas SBD Dauntless', Grumman TBF Avengers, Consolidated PBY Catalinas, Douglas C-47s, Lockheed A-29 Hudsons, Lodestars and PV-1 Venturas and N.A T-6 Texan/Harvards. They were provided in order that the RNZAF could support the USAAF, US Navy and US Marine Corps in the South-West Pacific theatre of operations against the Japanese; primarily in the Solomon Islands, Bougainville and during the lengthy bombing campaign against the Japanese SW Pacific stronghold and HQ of Rabaul and other bases on the islands of New Britain, New Ireland and, to a lesser extent, the Admiralty Islands (Manus) further west.

At the peak of its strength in late 1944, the RNZAF was operating 1,336 aircraft and had 42,000 personnel of which about 10,000 were aircrew; mainly pilots and navigators. The majority of these were serving in RAF Bomber, Fighter and Coastal Commands and tactical units in Europe, North Africa, Italy and the Far East; India/Burma. The RNZAF was comprised of 34 squadrons of which 25 were, in the main, overseas in the South and South-West Pacific region. When the bulk of the US forces moved west to take other islands and the Philippines, and to undertake the long-range strategic bombing of the Japanese home islands, the NZ squadrons did not proceed with them and were mainly engaged in low level ground attack 'mopping-up' work with their Corsairs which had largely replaced the P-40s. After VJ day, most of the combat aircraft were of no further use except for some Corsairs which went up to Japan with the NZ Occupation contingent.

To put the above into perspective, at the outbreak of war in 1939 NZ (about the same land area as the UK) had a tiny population of about 1.5 million (just a fraction of that of London and about the same as Melbourne) and, whilst we had the status of an independent Dominion, we were still, in many ways, a quasi-colony of Great Britain. Indeed, the RNZAF itself had only been legally formed a couple of years previously and was miniscule in manpower and flew a relative handful of already antiquated aircraft. A condition of the

lend-lease deal was that the aircraft not pass into the hands of any party who might continue to use them and the USA certainly did not want them as they already had over 50,000 (my guess) other machines to dispose of world-wide. It was also the dawn of the 'jet age' so most piston-engined fighters became redundant.

The aircraft were offered by public tender and a "Waikato Times" item of May 29th, 1946, gives the total as 475 with a nominal value of 14,000,000 Pounds Sterling. One source says that the accepted tender amount was 10,000 Pounds; about 30 pounds per machine. To the best of my knowledge, a Mr. Jack Larsen obtained the rights to dispose of more than 80% of the combat types that had not been lost in operations or non-combat accidents; of which there had been many.

Mr Jack Asplin is believed to have got some of the remaining aircraft with a others going to various individuals. I certainly recall a great deal of material, including a Corsair and parts of a Hudson, stored behind 'Asplin's Garage' at Rukuhia on the main road to Te Awamutu. There was a Hudson parked in a paddock near Cambridge and a Cambridge car dealer had a Corsair on show in his yard. During the 1960s, the Asplin Goodyear FG-4D Corsair (c/n 32823) was towed to the nearby Rukuhia aerodrome where a band of Waikato Aero Club members embarked on the laborious task of restoration. Under the leadership of Club Captain and President, Richie Hoban, and assisted by the Club's engineer, Ron Pepper, the team stripped and repainted the aircraft, replaced its fabric and got its engine and systems operating to the stage where it could be taxied. Much to the disappointment (to put it mildly) of the unpaid Aero Club volunteers who had put so much time (and money) into the project, Mr. Asplin decided to sell the aircraft to the USA where it was further restored to flying status. To the best of my hazy memory, it later went to the Hannahs' 'Old Flying Machine Company' in the UK and eventually to the 'Old Stick and Rudder Company' at Masterton in New Zealand where it currently resides. I was out of the country during the restoration period so know nothing of the Asplin/Aero Club discussions. During the earlier 1950s, there was also another Corsair, in good condition, standing on a WWII concrete pad a short distance from our Waikato Aero Club clubhouse. I recall spending much time clambering all over it and sitting in its cockpit to study all the switches etc.

Despite the 1946 date above, I read another source which lists many P-40s being transferred from the RNZAF inventory to J. Larsen on March 2nd, 1948. I also found a business reference which states that the "Rukuhia Salvage Company Limited" was registered from 1954 to 1978.

The aircraft from the South-West Pacific and Operational Training Units were delivered to the RNZAF base of Rukuhia aerodrome, some seven miles south of the provincial town of Hamilton (Population approx. 20,000); about 80 miles south of Auckland. The town and its 550 acre airfield were adjacent to the North Island main trunk railway line which was one reason why an important RNZAF stores and supply base had been established at Te Rapa, just a few miles north of the town. A smaller stores depot was also operated at Te Awamutu. This was closed shortly after WWII ended. The Govt. Stores Board held auctions at both depots at which large quantities of instruments, radios, rubber dinghys, tools and parts sold for very low prices.

During the war, aero-engines were overhauled in the large Bledisloe Hall in the town centre and I have hazy memories of my Dad, Jimmy to his chums, in his Air Force uniform, taking me there as a four-year old.

But let's now examine the old aerial photograph. The Larsen smelting plant and the area pictured now lies partly beneath the present Hamilton Airport terminal building, Eagle Air's offices, the motel, airport car park and the main road. The photograph was taken looking west in the direction of RW 26. Running across from right to left in front of the aircraft 'grave-yard' is the old main mile-long runway 02/20. When the present sealed runway was constructed in the mid-sixties, it was re-aligned to magnetic North-South. Out of the picture to the right was another area along the airfield's northern boundary and adjacent to the original wooden three-level war-time control tower where many P-40s and Corsairs were dumped. I have another old 1946 photograph of the entire field taken from higher altitude. From it, I counted on the northern side about 60 P-40s and 80 Corsairs.

Apart from the large areas of high-grade sheet aluminium alloy ('Duralumin') which was mainly melted down into ingots and then used for making kitchenware and a range of other fabricated and cast items, the aircraft provided many other useful items for peace-time use. The wheels and tyres were much sought after for farm trailers and were still in use decades later. There was a huge number of 'AN' hardware nuts and bolts made to US 'Army/Navy' specs/standards. These products were of top-quality metal and were superior, with respect to tensile strength, to the non-aviation hardware found at the local store. In 1985 I happened to be in a Hamilton engineering workshop and was surprised to spot several old WWII ammo. boxes which contained large quantities of AN nuts/bolts, hydraulic fittings etc. This treasure-trove was clearly from the Rukahia source.

There was miles of top grade braided steel cable. Just from a P-40's aileron, elevator, rudder and trim tab control runs, I estimate some 420 feet! From a Ventura much more could be salvaged including all the finer cable running out to the various engine items; throttles, mixture controls, carb. heat etc.

The power plants were another matter. A few V-12 Allisons were used in racing boats and cars, but the big air-cooled radials were really quite unsuitable for anything other than aeroplanes. However, they did have large capacity starter motors; ideal for some winch applications. Fuel and hydraulic pumps were also much used by farmers and contractors. The cockpits were a source of electrical switches, ampere and voltmeters, oil and fuel pressure gauges etc., but the bulk of the flight instruments were of interest only to collectors and aviation enthusiasts. The magnetic compasses naturally found their way into many boats. Items such as joysticks and throttle levers were sought after by ex-pilots and other collectors. There was miles of electrical wiring, thousands of fibre pulleys and fittings and all manner of items useful to a small country trying to get back on its feet after nine years of economic depression followed by six years of war and then post-war rationing and shortages.

Using my large "Junior Boy's Sherlock Holmes Detective Kit" magnifying glass, I examined the aerial photograph and counted 158 Corsairs, 72 Venturas (there are a few Hudsons

amongst them) and 2 Avenger. The RNZAF received 424 Corsairs in total; 60 of which were the Goodyear-built FG-1D. One of these is still flying and is based at Masterton, NZ. I experienced quite strong feelings of nostalgia as I pored over the photographs as, in my mind, I could almost see a young lad and his chums propping their bikes (mine had been overhauled, repainted and wheeled into our living room by my Dad for me to discover one Christmas morning. I do believe that I treasured that first bike as much as my first car; a 1931 Ford Model A). against a fence and sort of sneaking in amongst the aircraft.. I still have vivid memory flashes of scrambling up into the Venturas and exploring their interiors...turrets, bomb bays and the cockpits. I can recall the signs of crazing and yellowing of the perspex/plexiglass and actually smell the unique combination of odours that lingered in these machines that had been up in the very same equatorial areas that I was to work in later. When I was based in Rabaul, I flew into various Bougainville airstrips on a daily basis and often recalled the aircraft at Rukuhia as I looked down at disused WWII bases, such as Piva 1, where many of our RNZAF aircraft and men had been stationed. It was sort of 'eerie' looking at the quiet sites that had once been so active during the aerial campaign against Rabaul.

And I recall another memorable experience. I had got to know a NZ frozen food company rep. who travelled in our Fokker F-27s. One late afternoon, we were enjoying a cold ale at the Rabaul Yacht Club. He was looking thoughtfully out across Simpson Harbour when he quietly said:

"You know Mike, I have flown here before...."; and his voice trailed off as he sipped his beer. He then explained that he had been an RNZAF Douglas Dauntless pilot and had dive-bombed the very harbour-side area that we were now relaxing upon some 30 years later. I only wish I could recall the name of this modest gentleman whom I think worked for the Watties company.

It is now some 65 years since I began to bike out there with my WWII surplus gasmask bag holding the sandwiches and an old army flask of cordial which my Mum insisted I take with me. Can you feel and smell the warm grass as we lads lay in the sunshine amongst the quiet graveyard studying our wartime aircraft ID booklets and chatting about the latest cut-away aircraft drawings from our favourite "Eagle" magazine. Does anyone still recall the futuristic space adventures of Dan Dare? Sometimes we would swap Biggles books and wonder at the exploits of he and his loyal flying chums, Bertie, Algie and Ginger. Can you hear the cheerful song of the skylark high overhead and see a hawk lazily circling within a thermal bubble, keen eyes scanning for field-mice? Sometimes a DC-3 or DH-89 "Dominie" would amble past to lightly touch down on the soft grass and the Waikato Aero Club instructor, Guy Robertson, would usually be training in the DH-82 Tiger Moths which puttered slowly around the circuit, the distinctive sound of the airflow whistling past their rigging wires reaching our ears. Guy fought the Japanese in many of the same P-40s which now lay on their bellies around the large grassed 'field. In about 1949, he and some Waikato Aero Club members fired up a P-40 so Guy could high-speed taxi it at an air pageant. Guy retired to the nearby Bay of Plenty region and died only last year after a wonderful long life.

Below is a photograph I took at Thames airfield in February 2009. We were all gathered to "farewell" a real nice chap who had founded Thames Aerial Topdressing Co.....Fred Sawyer. A very dapper 90 year Guy Robertson is chatting to us all. He and Fred were good mates.



This early close contact with so many fine aircraft must surely have triggered my life-long interest in aviation and a latent ambition to become a pilot. Well that certainly happened, as well as other interesting aviation career lines.. By age 15 I was already receiving dual instruction on the very same airfield and am typing this memoir just a few miles to the north of historic Rukuhia. And during recent years, prior to his death last year, I sat with that same WWII and Waikato Aero Club flight instructor, Ken Fenwick, enjoying a beer as we both looked out across the aerodrome, each with our private memories and thoughts of all the people, places and aircraft we have known. Not such a bad way to spend some time in the twilight of our wonderful years on and over our home planet.....



I thought that this drawing of the Rukuhia aerodrome might be of interest as it shows the grass vectors pretty much as they were during WWII and up until the sealed runway 18/36 was constructed. This is from about 1958 and was used as a briefing diagram to indicate various parking areas for one of our Waikato Aero Club air pageants. The original WWII control tower was near the northern boundary. I can recall the senior air traffic controller, Bill Pullar, trotting across the 'drome of a Sunday evening to purchase a couple of bottles of ale from the club. Bill had been a champion runner prior to WWII and was a real nice chap. I spent quite a bit of time in that old tower with Bill and Reg Roberts; another friendly chap who retired to Wanganui after a senior position with the MOT's Civil Aviation Division in Aurora House on The Terrace in Wellington. I worked there also and recall Reg well.

No. 87. AGREEMENT BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE GOVERNMENT OF NEW ZEALAND ON SETTLEMENT FOR LEND-LEASE AND RECIPROCAL AID, SURPLUS WAR PROPERTY, AND CLAIMS, SIGNED AT WASHINGTON, ON 10 JULY 1946

The Government of the United States of America and the Government of New Zealand have reached agreement as set forth below regarding settlement for lend-lease and reciprocal aid, for certain surplus war property, and for the financial claims of each Government against the other arising as a result of World War II. This settlement is complete and final. Both Governments, in arriving at this settlement, have taken full cognizance of the benefits already received by them in the defeat of their common enemies, and of the aid furnished by each Government to the other in the course of the war. No further benefits will be sought as consideration for lend-lease and reciprocal aid, for surplus war property covered by this Agreement, or for the settlement of other financial claims arising as a result of World War II, except as herein specifically provided.

This is the preamble to Document 87.



As I mentioned the Piva airfield on Bougainville Island in the text, I thought I would include this historic photograph of RNZAF Corsairs on Piva on 15th January, 1945. The other aircraft taxiing out is a RAAF CAC Boomerang of No. 5 Squadron. The Aussie Boomerang pilots sometimes acted as a 'Pathfinder' to lead RNZAF Corsairs on ground strikes against Japanese forces.

For those not familiar with the Australian designed Boomerang, it was urgently developed, following the Pearl Harbour attack, from the 600 bhp two-seat Wirraway. Fitted with a 1,200 bhp Pratt & Whitney R-1830 radial, it proved to be a fast and agile single-seat fighter and ground-attack machine but its performance degraded rapidly at higher altitudes due to its single-stage gear-driven supercharger impeller.

This photograph also shows the newly laid "Marston" matting; also known as PSP (Perforated or Pierced Steel Planking). Bougainville Island is a high rainfall region which could result in the ground turning into deep mud when used by wheeled vehicles. The PSP was vital and could be laid very quickly. About 1,200 tons would cover a 3,000 foot airstrip. In the absence of PSP, crushed coral was also used but requires huge quantities of fill. PSP was still in use for some PNG airstrips when I last worked in the country in 1999 and required constant maintenance as the underfill tends to wash out during periods of torrential tropical rain. The first time I landed on Marston matting, I was astonished at the loud rattling noise it generated. The quality of the WWII American steel was such that for decades one could see the salvaged PSP in use for fences and a variety of other uses. It also became known as "Marsden" matting but one reference says that it was named after the North Carolina town of Marston which is near Camp Mackall airfield where the product was first manufactured in 1941.

Tree planting:

Next time you get to the strip , you'll notice several (100 to be precise) trees/shrubs have been planted alongside the Eastern boundary fence. Once these get established they should provide a softer impact for those that wander off in this direction. Our ground crew will ensure that they don't get too high. Steve, Warner, Ian and myself , braved some blustery weather conditions to get them planted.



The plants getting their "Seasol" soaking.



Prez Steve checks which part goes into the ground



Ian at "full noise"



Warner, just managed to get out of bed in time to plant a couple.

Club Night-- June 2016

Phil Patterson, gave us a good insight to the art of fibre glassing. Fibre glassing is relatively easy , **but** , it's the making of the plug, then making the mould, then polishing the mould, applying release agent, spraying the primer etc. which is the labour intensive part. Phil went through what is required to make top quality parts. Preparation is the key and if you are using epoxy resin, mixing accuracy is crucial. After seeing all the effort that goes into making a single part , one can understand why the ARF's are so popular. If you need any advice or tips on making moulds or general fibreglassing, Phil is the man to ask.

Ian Crosland ...showed us some photos and gave us a short talk on his recent adventure.(He even kindly wrote his own article). *Ed's Note . "Now that's how I like it".*

Hard cases at Taonui Airfield [Feilding].

An interesting selection of micro lights, light aircraft and club members and well worth a week end visit.

The yellow micro light is an Australian Gazelle, used extensively as a club trainer. Note the full length ailerons supported on pylons which I first thought were fowler flaps. Of all the club members present no one knew why they were as such, so had to work it out myself. One member asked if I flew or would like to have a go. My answer was. "Getting a medical could be a problem". Their answer. "Yiv' got a pulse haven't Ya"!



The Radial engine aircraft is a vintage American Porterfield beautifully restored by the owner who informed me he managed to register it as a micro light, lucky, as the Piper Cub falls just out side that. The only other Porterfield I know of in NZ is a non radial static example in the Ashburton Museum.



Mid Winter Dinner.

A great dinner at Cookies. Nothing fancy , but a good hearty meal. The restaurant is not usually open on weekends but will do so for a "quorum" of 25 people . We had 36 starters but with some late cancellations ended up with 30 . It was a good catch up and a chance to meet the " other half of the club". The wonderful ladies that let us spend hours in the shed or at the strip while they tend to all the other tasks around the house (some that we should probably be doing) *sssh don't tell them*.



Steve had arranged for some numbers to be placed under the chairs for some spot prizes , unfortunately the management forgot to do this and Steve had to do some impromptu selections. It all worked out well in the end with , Colleen, Noelene and Marion, being worthy recipients.



Now, there should be a number stuck to the underside of your seat...mmmh ...yeah right.



The Club Captain laying down the rules, and planning next year's function.

Indoor Flying:

I never get to the Indoor Flying , (don't have anything to fly indoors anyway) but I hear that the numbers have been down a bit , so please , if you have something to fly or want to see what goes on, head down to Kapiti College Gymnasium and have a look.
Dates are on our website , but have put them below as well.

Only 6 sessions left for this season.

July: 3rd & 17th

August: 14th & 28th

September: 11th & 25th

Upcoming events:

Tree Planting: 10th July, Queen Elizabeth Park.

WMAC Auction: 27th July, Belmont Hall, Lower Hutt.

Quick Link.

Link to another Lipo fire.. please take care when charging your Lipo's

http://www.nzherald.co.nz/bay-of-plenty-times/news/article.cfm?c_id=1503343&objectid=11654803

And that's that folks, Phew! been a busy month, hence the bumper issue.
Thanks to all the contributors .

Have a great month ahead.

Always strive to take home as many pieces as you arrived with.

Cheers

Don