



# June 2017

## Kapiti Aeromodellers' Club Update



**John, Warner and Ian** , with their latest accomplishment... being closely observed by John's pooch.



### Starting Tables.

A few of our very hardworking members, John Miller, Warner Summerton, and Ian Crosland put in some serious effort, measuring, cutting and fabricating a couple starting tables. Give them a go next time you are at the strip and give us some feedback. The idea is to have your model safely restrained , at a decent height , when starting. Sure it's got to be good for the back and knees of our aging membership. Thanks guys , great work. More on this, and see one in action later in this issue in Steve's update.

## From the Prez



Not a lot to report this month, other than the fact we at last seem to have been enjoying some great flying days.

After a summer that was unmentionable, with flying days that when good, were often only a few hours, Autumn has provided some brilliant days so far. Some have had little wind all day, with some putting in some pretty long shifts.

Work towards an application for a 10 year license is underway.

It is not a simple matter of writing a letter, but the preparation of a fairly robust document.

One of the challenges has been to fully understand the layout sought after and making sure all requirements covered.

Fortunately GWRC are being very helpful in providing guidance for preparing the document.

I would guess many of the Concessions sought (leases etc.) are for commercial reasons, and the requirements seem to be more fully aimed at those.

We are fortunate, I think, that we are an existing activity and noted within the Park Network Plan as an allowable activity.

It is also to our advantage that the club has a good set of rules, and H&S plans as created and filled with both MFNZ and GWRC last year. Those documents are going to be of great benefit.

Alastair R and I met with Wayne Boness and Brendan Bulliff early in the month to catch up on park matters. Much of the relevant info has already been disseminated, but one item that we should see soon is the change of signage on the track at the end of the strip and the painting of yellow lines there. Hopefully another rabbit poison drop will happen on our strip before too long, and another reminder to keep your speed down thru the park.

Today (Monday 29/5), Terry organised as Tomboy day and invited Levin members along. Only taker was George Brickell who brought a mate along with him. I had never met George before, but of interest was his comments on the state of our field and clubhouse etc. He was most impressed with the current standards.

It is often only through others eyes that we appreciate what we have.

### Website.

What's in a name?

I know in the past, questions have been asked as to why the registered Domain Name for our website was: [www.kapitimodelflyers.org.nz](http://www.kapitimodelflyers.org.nz)

I've never quite understood it myself, but wasn't here at the time it was put in place.

The Domain Name simply redirects traffic to the actual website which is:

[www.kapitiaeromodellersclub.wordpress.com](http://www.kapitiaeromodellersclub.wordpress.com). You will note on your address bar it will display as: <https://kapitiaeromodellersclub.wordpress.com/>

The website can be accessed directly using this address, but it's a big mouthful and not easily remembered and understood. The club could save the annual Domain name fee of some \$30.00 by discarding our Domain name and simply accessing the website using the WordPress address.

So..

The club has registered a new domain name:

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

This domain name also accesses the website by redirecting to the Wordpress address.

Club members should now change the url they use to access the website to the new one.

The old one ([www.kapitimodelflyers.org.nz](http://www.kapitimodelflyers.org.nz)) will stay in place for the next 12 months whilst any documents and other websites that might hold the name are changed.

We had also hoped to make some registration changes at Wordpress that would display the URL as our address rather than the Wordpress one, but the cost of doing so has suddenly jumped from \$US10 per annum to \$US100 per annum. Needless to say that won't happen at this time, but we will look at other options.

#### **Coming up.**

##### **Midyear dinner.**

We will be having a midyear dinner sometime in the next couple of months. Probably in July after the Lions tour departs our shores. Venue is as yet undecided, but Fisherman's Table is probably the leading contender at this time.

##### **Club Nights.**

Don has reported on last month's very excellent club night when Allan Knox spoke to us about old timers. Brilliant presentation and exquisite models. For those that missed it, you missed a great night. Allan was also involved in the design and build of a very large scale V1 German buzz bomb for the Omaka airshow a couple of years ago. He has a presentation on this and has offered to present at some time in the future. We will definitely be taking him up on that offer. If any of you have ideas for Club Nights, please let us know.

##### **Tree Planting.**

The annual big planting day in the park will happen on 2<sup>nd</sup> July.

Like last year, we will endeavour to get a good number of members out to assist.

##### **Starting tables.**

Those at the AGM will recall Ian Crosland talking about making some starting tables, having seen same at Levin. At the last club night he announced the formation of the 'Tight 3' (being himself, Warner and John M) to manufacture same. Costings were done, designs made, discarded, made again and hey presto, 2 starting tables arrived at the field. I must admit to being suitably impressed. They have had good use to date, are easily moved about (having wheels on one end), and quite easily shared. Can be used up to a 60 sized model. Above that size, whilst the table may be big enough, managing to safely lift a larger size model off the table whilst running could be a challenge.



Leader of the 'Tight 3' Ian Crosland using one of the new starting tables.

### **Electric Fence**

There's been a few questions lately about switching off/on the electric fence.

John and I have also noticed at times when mowing, that the isolating switches in each of the corners have been turned off (pulled down) and not put back on.

The isolating switches in each of the corners are there to enable us to isolate a section of the fence.

At this time we haven't had the need to use them. The only switch you need worry about is the one on the gatepost as you come into the field. There are 2 there, but one is labelled MASTER. That's the only one that needs to be turned off or on.

### **Club Fees**

Thanks to all members for getting their club fees paid.

It's been more than a little confusing with having to send out 2 invoices this year, at different times. With the change to the constitution at the AGM, next year only one invoice will need to be sent, and will show the MFNZ fee and the Club fee as separate entries on the one invoice with a total due. That invoice will be sent beginning of March with payment due by end of March. With the club fee having increased by \$5 from \$52 to \$57, we managed a few whoopsies.

One member managed to pay \$75.00 instead of \$57 and graciously agreed to donate the overpayment.

At least one member managed to pay \$5 (the increase) instead of the fee of \$57 (as on the invoice) but was quick enough to pay the balance.

So many thanks to you all. Steve

### **The Club Captains communique.**

I have managed to get down to the strip several times in the last month or so. It's been a mixed bag of weather, couple really good days and some days that the drizzle held off just long enough to get airborne, and then force you to perform a hasty landing as it got heavier, then soon after the model had been disassembled and put back in the car it fined up again. However nothing we can do to change the weather, so just make the most of it.

A few things that I have noticed over several visits to the strip that need to be mentioned.

### **Observers.**

There is still a lack of observers when more than one person is flying.

Please offer to be an observer for others. It is a rule, and we all agreed to abide by the rules when we signed up and paid our subs. Even when one person is flying and no observer is required, if you hear or see a full size aircraft in the vicinity, walk over to the person flying and let them know where the aircraft is. The other day I was flying, (a small electric model) only person in the sky, so no observer required and I could hear a helicopter nearby. There were several members in the pits, but no one shouted out or mentioned a thing, I had to keep looking around until I spotted it. Ok it was a fair way away and no problem, but it would have been nice for someone to shout out or just check if I had heard it or seen it. It's not always about the full size aircraft, it's keeping an eye out as to where any other models may be and giving the pilot, for whom you are observing, the position of any aircraft that may be a hazard.

### **Dogs.**

If you have to bring your dog, please leave it in the car, (of course with the windows partially open). Our rules state that no dogs are allowed. It doesn't matter how big or small or well behaved your dog is, it does not belong there, and most definitely not in the pits.

### **Model checks/preflights**

I have witnessed a couple errant models at times that have had us ducking for cover in the pits. If you have a new or repaired model make sure you have thoroughly checked it at home before bringing it to the strip, then get someone to have a look over it before the first flight, besides this being one of our rules, they may just spot something that you were going to fix, just before you were distracted and then forgot to do.

I can't emphasise the pre flight inspection enough.

### **Check those filters, clevises and other bits.**

As most of you know I do a fair amount of model repairs for those that couldn't be bothered or don't have the skills. Most repairs are usually repairing ripped out landing gear, with the occasional major fix. Often when the gear rips out it takes a fair bit of structure with it, trying to make bits and get the jigsaw back together can be quite a challenge at times. I inevitably end up taking out the fuel tank and anything thing else in the way, so that I can thoroughly check the structure ( or what's left of it) before attempting the repair. On a recent fix I pulled apart the inline fuel filter just to have a look while I was removing the tank. To my surprise, this is what the filter looked like.



**Filter as removed from housing**



**Filter with debris alongside**

So if you engine feels a bit sluggish ... it may be worth checking the filter .

Some will argue that the sintered bronze filters are not the best for petrol engines, but this one certainly did the job. I have also often found clevises with no keepers, loose connections to ball joints and servo arms . It pays to give the model a good check over every now and then to make sure all connections are secure. Regularly check wear on control horns and see that there is no slop. Also make sure any metal to metal screw threads have had some thread locker applied to stop them vibrating loose.



## Club night -May

Allan Knox and Stewart Cox did an excellent presentation on Vintage models and spoke about the Vintage SIG. It was a really good informative evening by two guys that have a huge passion for this type of flying . There were plenty of models on display, and they brought models from several categories and described some of the rules and regulations. Wing area, weight, engine size, fuel consumption, just some of the things you need to consider. Looks like there is some careful planning that goes into these aircraft especially when some of them are only allowed a fuel tank the size of Humbrol paint tin. Far too many things for me to remember and write about , but fortunately Allan has offered to help anyone interested and he can be contacted at [allan.j.knox@gmail.com](mailto:allan.j.knox@gmail.com) .

Thanks guys it was a very informative evening.



Allan and Stewart



Texaco class



Some members models



Lack of knowledge and memory means I do not know or remember what this one is called.

## The sad end of the Eurofighter... by Ryan Groves

I thought I'd provide a little background to the Eurosport crash at the club the other weekend for the club newsletter ( wish I had a more positive story)

So I was feeling pretty bloody chuffed with the big orange Eurofighter last weekend as you may well have seen on my face while flying her. I was required to fly the 10 year old jet 5 times to get the CAA category 3 certificate on it, as it's never been done. I've had the model since last year and was not able to fly it as I didn't have a turbine wings badge myself. So I finally got round to getting this done a few weeks back with the great help and support of Pete Brown.

I had damaged the jets nose wheel the week previous as I tried to take off with the brakes on and as most of you have heard wasn't successful (don't rush your pre-takeoff checks) I had completed two of the required flights and she was running beautifully, so off we went for the third flight of the day. No issues had occurred over the last few flights so it was confident and the take off was without issue.

As part of the test I had to perform the standard aerobatic maneuvers that it would or should be able to do, this was a medium roll, loop, fast pass, slow pass, etc. I'd just done the slow pass and as I accelerated the throttle the engine flamed out. At this point my heart sank as I had all usable runway behind me! yip every blade of lovely mown grass was behind me. So here I was, no airspeed coupled with bugger all height and oh yes that's right no thrust! (As all good pilots know the only good runway is in front of you when landing)

I only had one option as I had passed the bike track heading north and the public seats were full of Sunday riders enjoying a free air show as they do most fine days at our club. I turned right and tried a turn to see if I could get her back inside the field at least (to reduce the amount of walking to the crash site) I pulled the nose up to clear the bike fence and as she came in downwind I truly thought, oh hell this is going to be one of my best saves yet. I was levelled off and heading back into the field with a nose up attitude. I was probably a little too nose up but I wasn't experienced with the sink rate of jets and I was just happy to see it coming back. I was already thinking its good its good., and then WAMMM at about a meter off the ground the wing just exploded and it threw itself on the ground in a heap.....

A fence I couldn't see from the flight line had jumped up and bit the right wing. The result was unfortunately carnage. Pictures show the resting place in the field. I was happy that I managed to get the aircraft away from public and back in the safety of the field but my God what a shame.

The wings are a write off and the fuz isn't great but possibly repairable one day. The Comp Arf model company that makes this aircraft have replacement wings but are \$600 a pop so it's being parked up at this stage. I have not found the reason for the flame out yet, but it looks as though the fuel pump has failed.

Thanks to the guys that came out to help bring back the pieces. Luckily the engine and all running gear is fine from the looks, I'll run it up this week and see what the pumps done.

Lessons? Not really sure there are majors on this one apart from keep the nose down and keep the thing flying, forward motion gives you more options. Fence's are cruel airframe eaters and I guess the last one is gravity and Murphy's law can be an awful combination when working together.

On a more positive note I've found a replacement aircraft and it's a much newer Eurofighter with all the extras, so look out when at the field in the coming months. (the White and Red model)

Below is a short video of the orange one flying

<https://www.youtube.com/watch?v=MrANSoLImp8&feature=youtu.be>



The sad face of the eurofighter, ..... and no that's not the drooping nose of a Concorde.

Ed's Note , *Not sure who took the photos or video , but thanks for sharing.*

### **Couple links from the boys.**

This one from **Ernie**, had a couple of similar ones like this come across the editors desk , but this one got there first, I also liked the formation take off of what looks like a couple of F16's in the background.

<https://youtu.be/Cn1Fvj16zw>

And a great nostalgic one from **Gordon**.

<https://www.youtube.com/watch?v=CZug7xcSRLc#t=6.678898>

And that's it for another month, keep the contributions coming in.

Trust you all have a good month ahead.

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

Cheers

Don  
Editor