



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

Kapiti Aeromodellers' Club Update --- March 2016



Kawasaki BK117 Twin Turbine Rescue Helicopter

Well it's not that often that we get to see aircraft of this size on the strip. So had to make sure that I got a picture .

As you probably all already know by now , we had a full scale rescue event at the strip recently, a club member became totally exhausted whilst looking for his plane in the blackberry patch, and needed assistance. To re-emphasise Steve the Pres's previously circulated note .

Members should not go looking for models in this area without support. We should go in two's and one member should have a cell phone with them.

Rumour has it that the fellow has been given the nickname "Chopper" .

Some action shots courtesy of Jeff Wastney, who had a real camera at the right time. I have knocked off some resolution though to keep the overall document file size down (Sorry Jeff)



The strip was in pristine condition for the landing, thanks to John Von and his team.



The Presidential Podium

Hi all,
When Don reminded me it was newsletter time again, it seemed only yesterday we did the last one. Have no idea where the month of February has gone. DEFINITELY not too many days at the strip. Just when you think it has come right and you get some flying in, it changes for the worst. So not much to report, but a few things coming up.

Rally.

You've had all the info and hopefully we will have some good weather that weekend. Goodness knows we need it. Every things seems to have come together and if the weather gods shine on us, I'm sure we will have a great weekend. I would like to encourage club members to fly at their own rally. I think sometimes we fear our skills or models are not up to the event, but our interests cover all sorts from the small foamies to the large scale Pawnee that Jim flies. All are interesting and all enjoyable.

AGM.

Yep. It's nearly that time again. A number of you have been tapped on the shoulder to give the committee a go. Most are 'thinking about it'. Hopefully we will have many nominations for the committee or office. I know many of you have served your time and for some a committee is not in their blood, but a good, strong healthy committee is what makes the club function. So give it a thought and when the forms come out, get yourself nominated.

That's all from me this time around,
See you at the Rally and have a great month.

Steve

Rescue and recovery missions.

Looks like this is quite a popular section, with contributions continuously coming in. I've still got one of my own to do , but will get that done when there is a quiet month. Even had a contribution from one of our long distance news letter readers in Auckland.

Fourstar 60 by Wayne Elley

The plane crashed into the...um...ground, LOL. I don't know how the ground got in the way so quickly, but one thing is for sure: I became disoriented after rotating out of flying inverted & the ground happened to be flying too close to me at the time (or something like that). It was a perfectly good day, blue sky, light winds, sheep grazing nonchalantly, fellow aeromodellers in their own respective bliss, so I don't know what business the ground had in getting so close in such perfect conditions.

It looks bad but luckily it has a lot of plywood in it & the pieces are big enough to patiently jigsaw back together.

Now for all the existentialists out there, isn't this patient repair job a bit like the work of the heart after some kind of tragedy...

By the way, I haven't heard yet from the club counsellor to shed a tear with (LOL)...but thanks to a couple of fellow aeromodellers who came over to the crash site over the eastern hill with me to collect the pieces.

The repair job is now well under away & I vow to practise aerobatics at a higher altitude, away from the unreliable ground.

Looking forward to many more great flights!

Wayne

Ed's Note: *Wayne, I look forward to seeing the "after" photo.*



Easy Star by Tony Vaughan (President of Highbrook club in Auckland)

Enjoyed your February Newsletter, especially the bit about retrieving the Apprentice from the tree's canopy.

Managed the same with my Multi -Plex Easystar before Christmas down at the Beach. Had to get our arborist to abseil into the upper reaches of a very tall and spindly Pohutukawa but all good with perfect recovery.

#2 grandson was doing his Dive course with us and was insistent we go down to the local sports field for a fly after dinner. All went well with several flights but in failing light plus poor eyesight I managed to let the model get beyond my visual capabilities and head in the wrong direction and out towards the coast line.

Rosemary yelled out to me when I headed seaward, so I shut down the motor and floated it to a graceful landing atop the tallest tree on the waterfront. All three of us subsequently took off in hot pursuit and located the model by running up the motor. However, the climb was beyond mere mortals like us, so I sent Chris, our Arborist, a please help message and got the acknowledgement "Tennis Courts 9:00AM!"

I'll let the pics confirm the story. Vintage motorcycle was only form of transport next day as Rosemary took Thomas into Whitianga each day at this time.



Ed's note!. *So who says that you need a station wagon for this hobby? Love the motorcycle Tony.*

Club Rally

Further to Steve's note. **Remember** it's our rally in just under two weeks time. Make a point of coming along and supporting the club. It's always good to have some extra help as well, so don't just stand around waiting to be asked to lend a hand, make an offer to help. It's a great occasion to showcase the club, see other models and meet people from other clubs. We usually have several spectators from the general public and weather permitting it will be a good couple days. Just couple points, you need to have your wings badge for the aircraft you are flying, and no first time (maiden flights) during the rally. This time the evening meal will be at Club Vista, and should be a good evening. Even if you don't fly, get your name on the list and come join us for a bite to eat and a nice cold frosty(or two or three).

Club Night-- February 2016

Last month's club night was well supported. It was the first for the year after a two month rest during the Christmas/New Year period. It was also probably the hottest night I can recall in the clubrooms. What a fine night to be working with hot wire cutters.

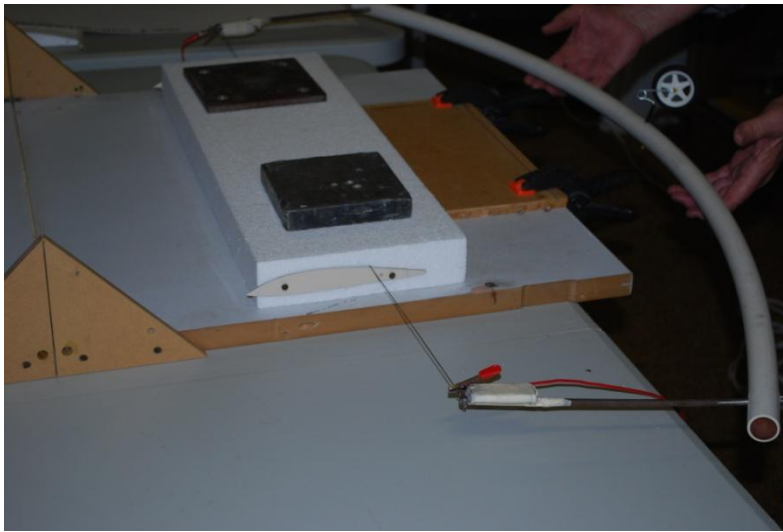
Alastair Rivers gave us a brief talk in how to create the "imitation stitches" that you see on the fabric covered planes. It initially looked a bit complicated, but once I got the idea it looks quite simple. Too difficult for me to go through how it's done. The best way if you need to do some, is give Alastair a call. With a bit of luck he may even have some that he "has prepared earlier".



a scroll of stitches, laid up with PVA glue



Barry Mansfield gave a great demo on foam cutting. He went through the various types of foam available and some of their properties. Assisted by Terry Beaumont they did some amazing cutting. Showed us how to cut thin sheets from larger blocks, profiled wings and pretty much everything in between. He made it look a lot easier that what it is. I have tried cutting foam before and mine looked like a dog had chewed through the foam. Barry's ones were perfect. There is a lot of pre preparation needed and formers used to guide the hot wire need to have a super smooth finish, otherwise every blemish will show up on the cut piece. There is way too much for me to cover here and Barry has many years of experience doing this , so if you need to cut foam, Barry is the man to talk to.



Almost through the top



Flipped over and doing the bottom, note Terry managing the "power control, pull the plug out switch system". Barry uses an old (very old) electric blanket controller for supplying power to the wire.

Jet meet Tokoroa

I was lucky enough to get up to Tokoroa last month to see some of the "big boys toys" on display. Some really impressive models as well as some impressive flying. I guess you don't invest huge amounts of money in your aircraft, unless you are a good pilot.

I don't know the names/types of all the aircraft or the pilots, but I have added some photos so you can see what I mean by impressive. Although a "jet" meet, a helicopter snuck into the air, (suppose he got special compensation as it was powered by a turbine). This one even had "missiles" that were fired, and really looked the part. I managed to capture some of the action. Thanks to Paul Buckrell for escorting myself and my brother in law through the controlled pits area for a close up view of the models.... much appreciated.



This 104G Starfighter must have the smallest wings I've ever seen on a plane but yet it flies so well. Scale detailing is mind blowing.



Missiles way



On target

And then this beast, I think it is a Single engine Eurofighter. It has thrust vectoring and about as much thrust as the real thing. The spindly wheels and struts show that they are built to fly and not fart around on the tarmac. I'm sure it's take off run was only about 5m and then pull to vertical. The performance is amazing, was doing manoeuvres that I don't know what they are called and can even pretty much hover. Just a pity there wasn't a pilot. Guess with those g forces even a scale pilot would struggle.



Left the legs and jandals in the photo for relative scale.

Links:

Steve sent through a couple links , one for jets in the UK, the other for a new RC crowd in NZ.

www.modeljets.co.uk

If you don't need any jets or parts , at least have a look at the video of the Breitling L-39 team. This is what you call being at the top of your game.

www.firebrandaerorc.co.nz

Looks like a new ARF supplier in NZ.

And of course some would argue that you haven't lived until you have flown a Tomboy.



Those crazy men and their Tomboys, wonder when they are going to learn how to use the runway??

and a special mention ... thanks to the guys at **Kapiti Bearings and Locksmiths.**

They have come to the party with the piece required to make our new clubhouse lock work – free of charge.

And that's it for another month , keep the articles coming in , it makes my life easier.

Fly hard ... land soft.

Cheers
Don