



May 2017

# Kapiti Aeromodellers' Club Update



## The big boys day out...

Alastair Rivers caught some of the action last week Sunday. Don't know where I was sleeping, cos ... not that I have anything to match these beasts , but look at that blue sky behind Ross Heald's Red Bull ... and there' s no photo shopping here!! Looks like the boys have been busy , haven't seen Ross's or Ryan's planes before , Ryan's Eurofighter looks fast even when its standing still.

## From the Prez



Hi all and welcome to a new financial year.

For those that weren't there, the AGM went well, although I was sweating on a Quorum, being one short with about 30 secs to go. We did it easy in the end being 3 over the required number. Over all turnout was considerably down on last year, but given Easter, school holidays and a number of people away it wasn't surprising.

The main items coming from the AGM was the increase in fees to Senior and Associates of \$5.00. There was some discussion as to whether or not this was enough, but that is the figure the committee had committed to.

As a committee we have also made a conscious decision that revenue from our investment, which is already subsidising fees, will continue to do so.

The motion that the committee should set the fee in future years and advise members by the end of February, was also carried. This means that going forward, we will be invoicing both the MFNZ and Club fees on the same invoice, with payment due by the end of March for financial membership to be current on 1<sup>st</sup> April.

Quorum for future AGMs will also be based on who is financial in the new year. The Constitution as it has stood is vague in this area and, from my reading of it, a quorum is made up of financial members at the time of the AGM. In theory, in the past, nobody has been financial as at the date of the AGM as invoices haven't been given out until that night at the earliest.

As has been previously noted, Warner stepped down from the committee and his role as Club Captain. He was thanked on the night for his input over the last number of years.

Don Lynn accepted a nomination as Club Captain and was elected, leaving the Vice President's role vacant. Nominations were called from the floor and Alastair Rivers accepted a nomination to step into the role of VP.

One of the tasks that will be needed in the future, is a complete revision of the Constitution to fall in line with changes to the Incorporated Societies Act. It is these proposed changes that have driven the proposed changes to the MFNZ constitution. Changes to the act, though, are not likely now until later than first mooted.

*"The Ministry is currently analysing the more than 100 submissions on the exposure draft. A number of important points have been made and changes to the Bill will be needed. The Ministry will report to Ministers by mid-2017 seeking decisions for changes to be made.*

*At this stage we are working towards the Bill being introduced into the House in 2018, with a view to enactment in 2019. The new legislation will then likely come into force in two steps – in 2021 and 2023.*

*The Register of Incorporated Societies will place guidance on the Societies and Trusts website well before the new legislation comes into force."*

So we do not need to rush into anything and there is little point re-writing until we know what we have to achieve. Hopefully, also by then, the much debated MFNZ Constitution changes will be a shining light that can be used as a very strong base.

I know the above is a bit boring for many, but the club needs to fulfil and understand its obligations.

**New Year – new committee.**

Going forward, the new committee has its first meeting this week.

One of the things I want to build again is a table of possible projects.

The idea is that suggestions put on the list can be from things that have to be done to pipe dreams. So if any of you have ideas, then please send them in.

As we establish the list and projects, I'll endeavour to keep all up to date.

We have a great facility, but it won't stay a great facility unless we keep making it better.

My own main task this year will be to achieve a 10 year license and work has now begun on this task.

**Membership.**

In our last newsletter, we published a graph of membership and age brackets.

Since then, a number of things have changed which change the landscape again, but in some instances can be traced directly to the graph.

Having the MFNZ invoices out comparatively early, we were able to take stock of our membership as payment was requested.

We have had a number of people resign from the club and moved elsewhere, but some also that are unable to continue to due to their own or family health.

Since then, we have had a number of other members who have pulled the plug on flying and in future will be Associates.

Our membership numbers have dropped considerably from a peak of 114 some 3 years ago to 89 as at the time of the AGM. There are a couple of new membership applications that came in about then but weren't counted, and a couple more in the pipeline. Membership is a fickle thing and it is very difficult to know where it will end up. In the meantime, it will affect some of the things we set out to do.

An example would be the numbers at the monthly Silver Fox Squadron BBQ. I can well remember numbers around 20-25 (and I've only been here since 2014), but counting attendees for the last 6 months, we've probably averaged 15. I know the weather has been crap, but times may well be changing.

**Visitors and encouragement.**

Since we put out the welcome sign a few years ago, we have had many visitors to the site. The opening of the cycleway also seems to have had an effect on this.

In recent times, keen kids with a parent have shown up and John M and Warner have had a number up on John's powered glider.

Last weekend Don and Phil had a father and 2 boys up on Don's trainer. (Dad is now looking at a family membership).

I was there for a short time on Anzac day, and we had a granddad and grandson turn up.

Grandson knew lots about us so assume he has been there before.

2 mothers out for a bike ride turned up with 5 kids. Couple of them were very interested, so we don't know when the seed is planted and when it will germinate, but encouragement is the answer.

Following the cancellation of the Rally, John M made a suggestion at the AGM that the club look to have an open day whereby we can encourage visitors down and give them a go if they are interested.

It's a good idea and we agreed to go ahead, but exactly what format it should take and when it should be held is open for debate. We would also need to decide how we let people know about it.

So, if you have some ideas on this please send them in and they will be gratefully accepted.

Cheers for another month,

Steve

## **Waiting for the rain ( or the tide to come in)**



I think Alastair got the wrong weekend when he went down to the strip to photograph both models the Singapore & Walrus ....looks pretty dry for a sea plane. Both models are 1/8 scale – emphasizes the difference in size between both! Both were designed in the late 1920's mid '30s .



Close up of the Walrus engine, subtly hidden is the "real" engine. The additional cylinders were drawn up by Rob West and then 3D printed.



## **Nostalgic day at Omaka**, while motor-homing top of the South by **Ian Crosland**, March 2017.

During the mid 1950s while working for the Aircraft Engineering Co of NZ Ltd I was involved with the building of the Andrews A1, the only Aircraft to be designed and built at the old Rongotai Airport. The brain child of Lynn Mac Gregor and Cliff Andrews. Span 7.3 mtrs, length 5.8 mtrs and powered then by a 65hp Continental. Designed as a cheaper way for ex WW2 pilots to gain a commercial rating for top dressing. A twice size aircraft was to follow fitted with a hopper which did not eventuate as Cessna's, Fletcher's and Beavers soon grabbed the market.

The present main owner of the A1 is John Saunders who has since re-powered it with an 85 Continental and I noted the aircraft has a C of A and is in remarkably good and original order. My intention to locate the aircraft is to build a 1/4 scale flying model, so I now have lots of photos and measurements. John also has a Harvard and is building a SE 5A and an RV3, I think, and his workmanship is of a very high standard.

While in the hanger John Reid called in and asked if I would also like to get involved with fuel boost tests on the Anson, yes please. Up close and personal with the this aircraft I was able to appreciate and admire the workman ship to restore it back to WW2 status, as this aircraft was stripped and converted in Australia to carry passengers. The Anson is housed and on display in the WW2 section in the Museum.

Photo 1= Andrews A1. Photo 2= A1 cockpit layout. Photo 3= L to R John Saunders, Bill Reid & me. Photo 4= Anson, Photo 5= Anson instruments( note needles), Photo 6= Back of cabin looking forward.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

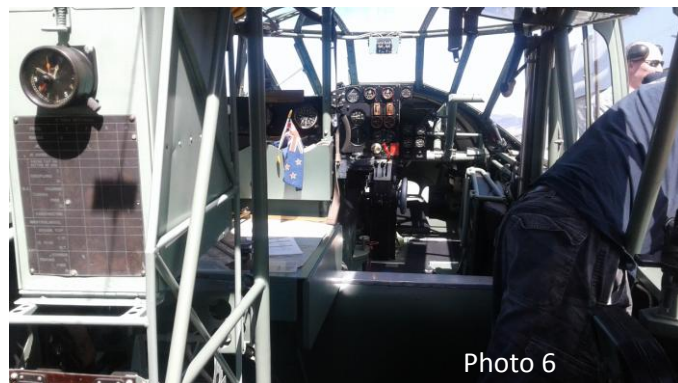


Photo 6

Thanks Ian, some excellent photos.



## It's Cheap, Easy to make – and Works! by Alastair Rivers

The problem:-

Pouring paints, dope etc out of tins with press in lids – without spills or filling the rim of the tin

A solution:-

- Cut a ½ circle of plastic, to fit the tin size, from the top of an ice cream container, or similar.
- Stick a thin strip of foam plastic to the back of the long edge of your ½ circle – to ensure a close fit in the tin's sealing strip
  - Draft stop plastic stripping is ideal

Result:-

You can easily pour from even a full tin without spills

When enough has been poured, just swipe any still on the plastic, back into the tin and replace the lid.

Good luck – and a problem solved!



## Some links

I get sent many links , and although I resist the urge to put too many in the newsletter , some are quite interesting, and .....you can always ignore them.

For those of you who can't handle the smell of aviation fuel , or petrol , some further advancements in the electric world...

From Jonathan Michelson.

<http://www.siemens.com/press/en/feature/2015/corporate/2015-03-electromotor.php?content%5B%5D=Corp>

From Gordon Wood

<http://www.bbc.com/future/story/20170404-the-british-airliner-that-changed-the-world?ocid=ww.social.link.email>

From John Von

<https://www.youtube.com/watch?v=BBKtRkmkX0g&feature=youtu.be>

From Wayne Elley

[http://www.modelairplanenews.com/dazzing-lightning-f2a/?utm\\_source=MagnetMail&utm\\_medium=email&utm\\_term=YELLE.ENYAW@GMAIL.COM&utm\\_content=ManEnews%5F3%2E31%2E17&utm\\_campaign=Brazilian%20B%2D25%20%7C%20Easy%20Brakes%20%7C%20Supersonic%20Interceptor](http://www.modelairplanenews.com/dazzing-lightning-f2a/?utm_source=MagnetMail&utm_medium=email&utm_term=YELLE.ENYAW@GMAIL.COM&utm_content=ManEnews%5F3%2E31%2E17&utm_campaign=Brazilian%20B%2D25%20%7C%20Easy%20Brakes%20%7C%20Supersonic%20Interceptor)

From Alastair Rivers

Is this the future of "model" flying?? Makes you start wondering why you want to build a balsa model, no repair worries , just hit " print "

- [https://aerofred.com/details.php?image\\_id=99267](https://aerofred.com/details.php?image_id=99267) à 48" Stearman PT-17 @ 119.00 Euros
  - 3D Printed STEARMAN PT-17 KAYDET This is a very detailed PT-17 Kaydet model airplane, it includes a 3D printed radial engine that you can paint with chrome acrylic paint, seats and even instruments dashboard and landing gear telescopic suspension. With patience and skills this model can become very realistic. Please have a look at the videos tab. Length: 946 mm / 37,2 inch Wingspan: 1217 mm / 47.9 inch Height: 356 mm / 14.0 inch Wing area: 44 dm2 / 4,7 sq foot Wing loading: 56 g/dm2 / 18.14...
- [https://aerofred.com/details.php?image\\_id=99266](https://aerofred.com/details.php?image_id=99266) à 61.4" Cessna 152 @ 119.00 Euros
- [https://aerofred.com/details.php?image\\_id=99272](https://aerofred.com/details.php?image_id=99272) à 55.5" P38 Lightning @ 95.00 Euros
  - Full description on website



## **New members, and equipment.**

I'm fully aware of the fact , that new members must supply their own equipment to fly.

I am often asked by prospective members or visitors, what is a good trainer? , or what radio should I get if I wanted to get started?. There are several schools of thought here , (and I'm not going down that track now) , however there is one common thread. If they have asked the question, then this the opportunity to start encouraging them. Your approach from here will make or break their enthusiasm.

I am looking for some ideas on how we can offer those that don't want to spend too much money initially , some options to get set up with some decent gear and into the air. Maybe it's a loan system, or even a "hire" for several months to see if they really want to continue or if it is just a passing phase. It needs to be basic, beginner and instructor friendly.

Let me know your thoughts.

And that's it for another month. I think I have covered everything that was sent to me. If I have missed something , send me a reminder and I'll try fit it in next month.

Thanks to those that sent me articles and photos , not much for me to do this time , just a heap of cutting , pasting and formatting.

Trust you all have a good month ahead.

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

Cheers

Don

Editor