



Kapiti Aeromodellers' Club Update --- November 2016

Standing Room Only



A view from the top



Down the pit alley

Sunday 23rd October was a rare day , one of those when good weather coincides with a weekend. As can be seen from the photos, there was a pretty good crowd for a Sunday. With everybody wanting some airspace , you virtually had to file a flight plan to get a slot. It was great to see so many there. One days like this, the sky gets very busy , so please remember the etiquette and rules. Don't hog the flight line and make sure you have an observer.

From the Presidential Parlour:

Well I can't say that flying conditions have at all been much improved in the last month. One good day seems to be surrounded by many bad days. Then of course a really nice day comes along and one has other commitments! Sunday 23rd was a real pearler though. Cars were parked beyond the clubhouse even and a great days flying was enjoyed by all that were there. Always seems to be the case when flying days have been few, the first good day has a marvellous turnout. Monday also dawned without too much wind and I thought I would get another day in. Wind was straight down the strip. A bit chillier than Sunday, but acceptable flying weather. Contrast was I was the only one there, so come lunch time I packed my sammies up and went home again. Checked the camera later and found others turned up after I went. Trying to work out if there is a message in there somewhere!!.

Last report I mentioned that the trees along the Eastern fence had mostly died off from the spraying on the farm. I'm pleased to say that new trees have been planted a few weeks ago. These were planted in between those already there, as some of those showed they were budding and may recover. This way we will have redundancy for any losses and once established, trees that are no longer required will go back to the Park. Many thanks to Wayne and GWRC for arranging the replacements.

Thanks to Warner and Ian, broadleaf on the strip has been sprayed. This has certainly been knocked back but taking a lot longer to die off than thought. It's possible the spray in the shed was a little old, and some spot spraying will be done going forward.

Weather station, as you will have observed, has been playing up again with transmission of photos. Seems we get about 6 weeks of good stuff when we have a SIM card change and then it deteriorates. An external antenna has now been fitted, but hasn't resolved the problem. We have been in touch with the supplier who are looking at a software change to try and overcome the problem.

Have a great month
Steve

Decision tree:

Found on the Hobby Hangar website by Alistair Haussmann
(I'm sure they won't mind me sharing it.)



How's your tethering system?... by Steve Hutchison

I had a rude awakening the other day when I had a tether failure. I had taken a plane to the strip on a windy day with a new DLE 30 in it. About 10 minutes had been run at home, so I reasoned I could give it a good 40 – 50 minutes at the strip without bothering anybody. I ran it as one does in running in an engine, initially short runs, allowing good cooling time in-between and then progressing up and down the rev range. Engine was running really well. Initially I had to richen both top and bottom ends to get acceleration and top end. After about 40 minutes I decided the next one would be the last and I would tune the top end with the rev counter. This I was doing and was pretty happy with what I had, when I gave the thing full throttle and it tore it's tether from the ground and hurtled out onto the field at full revs, cartwheeled and broke the fuse in 2.

Obviously I was not happy!!

Thinking back over what had happened, a couple of things were immediately noticeable.

The DLE 30 is the largest engine I have ever run and perhaps the old screw driver tether wasn't ample. When I had pushed the screwdriver into the ground, it wasn't at the angle I would normally push it in at. It was too upright. I did notice this at the times but failed to correct.

Running in an engine like this means a lot of variance up and down the rev range, putting a lot of different loads on the tether. Far more than in a normal flying day.

I had the fuse only at the strip. Advice received since is that mounting the wings would have dampened down the vibration significantly and running in an engine should always be done with the wings on.

So last Sunday I cast my eyes around the pits at tethering being used and attitudes towards it. I have some observations.

Obviously the larger models using the starting poles are not a problem per se.

The tether should be substantial and not something that will break easily, or come untied.

The tether should be AT LEAST around one side of the stab and the tail. NOT to the tail wheel or any other protuberance. It might look and feel safe, but a change in angle would easily shake the thing loose. I don't think tow bars are a good anchor point. Sure you are not going to pull it off, but the angle from the plane up to the tow bar means that the model will not sit as it should and anything could happen.

I noticed a number of people with reasonably powerful engines running, standing in front of the model. That thing lets go, you are in trouble. If it lets go and flies across an intervening space and hits somebody, would you want to feel responsible?

Tethering is NOT a safety precaution. It's a must. It's a requirement.

Using the old screw driver becomes questionable the larger the model. What I did notice, was a number of people using screw drivers had screw drivers with very thick blades. These didn't go that far into the ground. It's not the strength of the blade you are after, but its requirement to penetrate and stay in the ground, so a long thin screwdriver is way better than a shorter fat one.

Whatever tether you are using, also needs to go into the ground at an angle back from the model. You should also make sure that the tether is tight BEFORE you start the engine so the model doesn't suddenly leap forward.

There are many different tethering mechanisms out there. Grant has built a couple of very good ones using 20mm high pressure plastic pipe, a couple of T joints and end caps to make an H shaped tether. He has mounted suitable size screw drivers into the bottom of the T joints and used hot water pipe covering for padding. I've looked at making one of those myself, but you only need a metre of pipe and Mitre 10 only sells 6 metre lengths. I need to look further afield.

Take a look at what you are doing and be confident it will not go wrong.

If in doubt, talk to some of the members who have had their fingers re-arranged!

Away day:

"The PN Aeroneers extends a warm welcome to the Kapiti Aeromodellers Club to come and celebrate with us our 70th year as a Club." Sun 30th Oct.

After a quick ring around by John Miller et al. they had formed a quorum, Eight vehicles were scheduled to leave from the Waikanae New World car park as a convoy at 08h30. Most were there, however, the squadron leader, simply drove through the car park with nothing more than a "tally-ho" wave from the Silver Falcon, and was on his way. He was soon followed by an ex boy racer in a Caldina with a big trailer attached (has a rc car as well) who claimed that he was slower and should be given a head start... the latter was not seen again, except parked up at the strip.

Iv'e learnt a thing or two about travelling in convoy's, it's always good to have an idea of where you are going or at least have a GPS backup. So once Steve turned off to do his family duties, the "follow my leader" game turned into "the blind leading the blind". Car 1 turned at the Woodville turn off, totally missed by car 2, but spotted by cars 3 and 4. Car 2 had to do a quick U turn to regroup. Cars 2,3 and 4 stopped for a brief consult but car 1 was gone. Fortunately all vehicles were equipped with GPS devices, but getting the address entered proved to be the biggest challenge.

Eventually this was sorted and we were on our way, now at the mercy of an American lady who had also never been to the strip before but seemed to have more idea than we did. After a scenic trip through Palmerston North we found the country roads, and seemed to be going in the right direction, after another wrong turn, car 1 magically appeared out of nowhere. After another roadside meeting and waving of hands we were on our way. At about 5km from the strip, the Squadron leader appeared out of the cloud, and most were together again. Not sure what happened to the others but we all arrived at the flying field. Shows all roads do lead to Rome... I mean Palmerston North Aeroneers field. There were several other Kapiti members there, who had obviously had filed their own travel plans.

There was a bit of a crosswind, but their strip and runoff area is a lot more forgiving than ours. We had several showers of rain (some quite heavy) coming through during the day, but everyone had a fly and enjoyed themselves. Great hospitality and a sausage sizzle made for a good day. I counted 12 from our club, there may have been more.



View of the pits, looking away from the strip.
(Note the dark clouds that were hanging around most of the day).

Club Night-- July 2016

James Farrow , gave us a talk and demonstration on 3d Printing.

James bought a 3d printer from Hobbyking to give it a go and learn about the technology. It looks like there is a lot more to it than just a simple plug and play, but that's how you learn. I think you need to know a bit about software as well to get going, fortunately James knows his way around a computer so no problem for him. Just as an example James started printing a bolt approx M12 x 50mm long (from a file that he had prepared earlier). You wouldn't usually print something like this as you could have driven to shop and bought one, however it was the technology on display. The print process took around 45mins. He has printed some "velocity stacks" for the carb inlet on his petrol model and is also helping out the old man with some cockpit details.

There are a lot of 3d models available on the internet for download from thingiverse.com , but if you want something that's unique you may have to draw or scan it yourself. To make 3d scans of objects from your phone, download an app from the Google Play store called 123D Catch.

If you want to know more about this , contact James I'm sure he will tell you what to look out for and what is required to get printing.

James also offers his 3d services at 3dhubs.com/wellington/hubs/james



James getting the printer set to go.



Some twirly wirlys... (try carving this out of a piece of plastic.)

Once again a great evening, topped off by the excellent spread, complete with tea and coffee put on by Ron.

Piggy back glider launch

Ian Crozzie's Hawker Headbutt featured in last month's newsletter really got the creative juices flowing and John Miller came up with his new revised version.

Thought you might be interested- we flew the piggyback glider setup when the wind dropped today, (Sunday 23rd) and all went great. I had the controls for the tug and Warner was in charge of the glider for the first 2 flights and then Ian flew flight number 3. The only minor issue is the tug needed lots of aileron and rudder to turn, probably because the cradle is acting like a forward keel, hence I will drill some holes in the side cheeks to reduce resistance. Pleased I installed an OS60 in the LT40 Kadet tug which gave plenty of power for the extra weight. When we reached a comfortable height, and we agreed to depart, Warner pulled the release lever and the glider gracefully rose above the tug- nice to know my interpretation of Ian Crozzies design worked well. Once we have tuned our skills, the suggestion of a double stack of gliders on the tug sounds a good challenge.

Flew again today (Monday) with Warner and Colin sharing glider controls (I think 8 or 9 flights) a lot of fun. Tug performed well with modified cradle. Warner also flew tug allowing me to fly glider. A lot of fun, strongly recommend.

Cheers John



The revised JM Piggy back glider system.

Wanted...

WANTED: OS 4B, 4BK or 4D Carburettor (to fit OS40 FSR). Contact Neil Upton nupton@slingshot.co.nz or call 04 238 4003

For sale

Calling all collectors!!

Mike Tucker recently contacted Steve regarding some special items for sale. These belong to a friend of Mike's, Ian Ferguson, who was involved back in the PAM Inc. days and flew at Reikorangi. I'm sure some of you may remember him (a bit before my time though). Ian's been having a cleanout and there is some stuff that just shouldn't go in a skip if there are interested parties.

The following items are offered to club members. Any reasonable offer considered.

- Kamco Kadet 60 inch span trainer. Used but could be got flying again with a minimum of fuss.
- BDL brand NZ produced kit; high wing trainer/sport model. (Original. In box).
- Graupner Piper Cub kit; 48 inch span 3 channel (no ailerons) model. Very complete kit.
- OS .15 R/C engine: brand new in the box
- OS Pet III .099 R/C engine: brand new in the box
- OS .25 R/C engine: was installed in the Kadet, removed for cleaning. Appears to have only had a little running.
- Cox .049 Babe Bee engine, used, condition of glow head not known.
- McCoy .049 engine, used, no glow head

If you are interested, please get in touch with Mike on 04 9022006



BDL Kit



Graupner Piper Cub kit



Kamco Kadet 60 inch



OS .15 & OS Pet III .099

If you have any items you want to sell, buy or scrounge just send me an email with a description and a photo, and I'll try fit it into the newsletter.

Couple of links.

I received this one from a friend of mine in South Africa, shows how far our newsletter reaches. Put your sound on as there is a commentary with this.

These fly out of Tyndell Airforce Base, Panama City, Florida.

F16 DRONES

Drone technology has advanced this far so quickly. These F-16's Boeing aircraft have been in the bone yard at Davis-Monahan for 15 years, and now being used as drones. Not a good day for the future of manned aircraft. Seems like the PILOT is on the endangered list.

<http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~%2cAAAAukPAIqE~%2coAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001>

Wonder if we'll get our Skyhawks back...LOL.

... and another great one from Alastair Rivers.

<https://www.youtube.com/watch?v=LOKZE8qgxN0>

And I think a real cracker of what the *dreaded drones* can do ... in capable hands!

And that wraps it up for another month.

Once again thanks to the contributors this month .

"Fly hard, land soft"

Cheers
Don