



## Kapiti Aeromodellers' Club Update --- October 2016

### Visit to Airforce base Ohakea

The RNZAF base at Ohakea is home to several aircraft, including the NH90 medium size helicopters and the Augusta A109 light utility helicopters.



The NH 90 taxiing back after a quick flight around the base.



Starting my pre-flight checks on the NH-90 ... Yeah right!

I was recently privileged to attend a family day held at the Airforce base. My daughter's partner is a Helicopter mechanic, working specifically on the A109's . The staff were allowed to invite some family members for the day to have a look through the hangars and to go for a flight. It was quite a unique experience to be shown through the workshops and to have a close look at where our tax dollars go. Due to the large numbers we were asked a couple of weeks in advance as to which helicopter we would like to go in. We opted for the A109 , thinking that it would give you a better view and more of a flying feeling than the big NH-90. Although the flight was very short it was a great experience, with some tight turns and steep banks and hovering with the doors open, before returning to the apron. A most enjoyable day, thanks RNZAF.



Photo – Kelly Lynn

Getting ready to board the A109

## From the Presidential Parlour

Back from beyond and I'm glad to see I wasn't indispensable. Nobody is. One of the great things with the new weather station was being able to take the time occasionally to see what had been going on.

Far too much flying I thought, especially when after we returned the weather turned glacial.

It was disappointing to find our trees had been affected by spray during the time, but thanks to GWRC who took up the issue with those concerned and replacement trees will be planted soon.

As a committee we have met since my return, and I'm pleased to say there are no major issues we are having to deal with. Financially we are not as strong as we would like due to the cost of replacing equipment after the robbery. Hence my call to see if we can have a smallish outdoor table donated to replace the plastic one that was broken into many pieces by the wind.

The weather station is functioning much better since we replaced the SIM card, but we still have issues at times. These are signal issues, and we have now obtained an external aerial which will be mounted at the top of the pole to (hopefully) give better reception.

Thoughts now turn to the Rally and I have today emailed the ad to go into Flyers World. A poster for the rally will be different to the add and this is yet to be developed. Planning for the rally will start in earnest in November. Hopefully we will see some good flying days ahead!

## A visit to a very interesting place... Steve Hutchison

When I was a wee lad, it was probably aircraft that first took my fancy, but cars soon overtook that interest. Although I modelled as a teenager, took a few flying lessons as a young married man (ran out of money far too quickly) and did a little bit more modelling when I lived in Hamilton in the early 70's, I always had an avid interest in cars and motorsport, culminating in my building a kit car and racing that for a number of years. Returning to modelling in recent times, the interest in aviation has rekindled, but I would have to admit that my knowledge of aircraft isn't that great compared to the knowledge gleaned of motorsport. Having said that, aviation has a real fascination for me. So whilst we were planning our recent trip, we had some 4-5 days once we landed in the UK before we could join our daughter Joanne. As we started planning what might be possible, I decided to start looking at where some interesting aviation things might be. I had read about the Shuttleworth Collection based at Old Warden at some point in time, so looked up where it was. After some discussion it was agreed that we would be able to fit in a visit.

The collection was started by Richard Shuttleworth on the family property. He had made his name in motor racing until a bad accident ended his racing career and he took up an interest in aviation. He was interested in historic aircraft and would track down abandoned planes and restore them. This was the beginning of the collection, and when he was killed flying a Fairey Battle in a training exercise early in the war, his mother kept the collection going and it is still thriving today. There are 6 hangars of planes based at Old Warden, which is the family home and also a grass airstrip.

Kath was very patient as we processed thru the hangars, always finding a seat to sit upon and look very interested whilst I took innumerable photos.

We spent a couple of hours going thru the hangars and then the workshop. The same workshop that Shuttleworth used himself all those years ago.

I know some of you have visited Old Warden, but for those that haven't, if you ever have the opportunity, it is well worth it.

Obviously One needs a whole album to do justice to photos, but here are a few interesting ones



20lb Cooper bombs and bomb rack for the Sopwith Camel



Sopwith Tri plane



Very important I would think



Tautness meter for setting up rigging





Obviously they thought of losing limbs way back then.

and here in use.



Just like building a model. Sopwith Triplane wing.



Instruments of yester year. On the left a strut mounted vane type airspeed indicator and on the right a strut mounted temperature thermometer.



The LINK trainer. Who said Simulators are new. This was designed in the 30's, was used by the airforce thru to the 50's. Has been fully restored.

Photos - Steve Hutchison

## Club Night-- July 2016

**Wayne Boness** gave a talk on what is going on in Queen Elizabeth park. There is plenty that goes on behind the scenes, with planting and weed spraying, ongoing maintenance , restoration of wetlands, the cleaning and shading of waterways , getting culverts rebuilt and getting the water flowing again. Also the construction of the cycleway has brought more people through the park and a lot of school children are now cycling from Paekakariki to school and back, saving their parents a lot of money by not taking the bus. Very difficult to condense Wayne's talk into a few lines, but there is a lot going on.

There were also several models on display showcasing what some members have been up to during the winter and other non flying days.



The Croz-plex 44"



The Dynaflite



and.... The Hawker Headbutt

The above just some of Ian Crosland's collection... a great article further on regarding the Hawker Headbutt





Barry Mansfield's sexy looking Zephyr



John Von Hartitzsch, discussing the finer points of building his Corsair.

I'm looking forward to it's maiden flight... or maybe not, I think he asked me to help him with the test flight...

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

Only two more club nights before the end of the year with some different things coming up. So stay tuned for Steve's club night notices!

## **We have separation...** Steve Hutchison

Those that attended the recent club night, will recall Ian (Crozy) Crossland showing his 'Experimental glider' – Hawker Headbutt.

Crozy's cunning plan was to have this carried aloft on a 'mother ship' and launched at an appropriate height and piloted in glide mode.

So on the date of September 25<sup>th</sup> in the year 2016, Crozy and his assistant John 'Chuck Yeager' Miller turned up at the strip ready to trial the afore mentioned aircraft launch plan. Activity in the pits was soon going on at a frantic pace until Crozy discovered an important piece of equipment had been left behind and whilst he drove the drive of shame to rectify his forgetfulness, much debate ensued as to whether or not the day would be successful.

When all was ready, Headbutt was loaded on top of the mother ship – Crozy's ever faithful trainer, and take off was attempted. The PAY load was obviously up there as most of the strip was needed for lift off. The enthusiastic audience at the viewing platform must have wondered what the hell was going on. Crozy piloted the mother ship to a suitable height and John 'Chuck Yeager' Miller pulled the necessary stick. Alas, no separation. Further pit work identified the problem as the release mechanism coming adrift. Repaired, attempt 2 got underway. Again the strip was used to maximum. At height, no amount of climbing, diving, turning inside-out would shuck the pay load from the mother ship.

Same problem identified and corrected.

Attempt 3 and with an expectant hush over the watching gallery, Crozy gracefully coaxed the mothership into the air. At the appropriate height a release attempt was made, initially without success, but suddenly separation was attained. Whilst the mother ship returned to Terra Firma, 'Chuck' coaxed the Hawker Headbutt down towards the strip where it landed without incident.

A sigh of relief was given by all.

Some modifications perhaps required before further attempts are made, but your scribe witnessed a moment of history in the aviation journey of KAMCI.







And NASA thought they were smart carrying the Shuttle on a 747 , this is priceless!

The plan was apparently available in the RC Model Flyer of Dec 04.

## Hawker Headbutt Plan



Plan Number: MF 145  
Free plan with purchase of Model Flyer  
Magazine Issue: Dec-04  
Designer: Gray  
Power: mini glider

## Testing the Anti crash , AS3X device... Wayne Elley



I was at the airfield on Monday after work and was interested in the Spektrum AS3X that Kerry was trying to activate on his HobbyZone eFlight Timber.

Pic shows a very interesting moment trying to figure out whether the stability system was active in "on" mode or inactive in "on" mode. After intense discussion and trials it was discovered that the mode was reversed.

Not sure how subsequent test flights went!

Wayne

## Indoor flying

As our own Indoor flying has been grounded thought I'd share this from Wellington MAC ,if anyone is interested.

Next Indoor 7pm Friday 30 September 2016 -7pm-10pm

We will continue having separate time slots for fixed wing and quad's/heli's as the trial we did for the last indoor last year was very successful, it has worked well this year as well.

Members of other clubs are welcome.

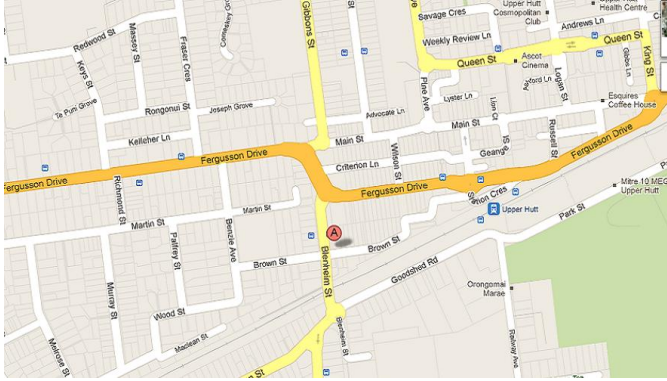
Also for those that like to plan ahead I have added the dates of all the indoor flying meetings in 2015 to our Google Calendar on our website.  
<http://www.wmac.org.nz/calendar.shtml>

Event will be held at Expressions Hall - next door to H2O Xtreme Upper Hutt (A)

Please note that door charges are \$10 for Pilots.

Spectators are now free.

Map shows Hall location at "A"



And finally a couple links :

From John Von.

<https://youtu.be/3ILIEp9I-Is>

From Neil Upton.

[https://www.youtube.com/watch?v=8yf\\_QTbDeWM](https://www.youtube.com/watch?v=8yf_QTbDeWM)

*Ed's note , Glad I wasn't the structural engineer on this job.*

And that wraps it up for another month. Let's hope for some good (weekend ) weather.

Thanks to the contributors this month , it made for a bumper issue with minimal input from me... just the way I like it.

"Fly hard, land soft"

Cheers

Don