



Club Update--- April 2018



Last one in?

When I heard that Air NZ was canning the flights to and from PPQ, thought I'd better get the photo that I have been wanting to take for a while. The weather just gave me a short break and I managed to get the Q300 on approach coming in over Kapiti road. You don't get much time when standing at the fence with a short 50mm lens but at least I got a few pics.

Maybe the next picture will be a SAAB 340 from Air Chathams... who knows, hopefully it's not their DC-3

From the Prez

Hi all and welcome to another newsletter.

The last month has certainly been busy, with the Rally taking pride of place in the March events calendar. The rally was extremely successful and is reported on elsewhere.

We used the Kotare room at QEP for the 2nd time this month and all went well.

I did wonder why, at one point, why nobody was leaving, but it seemed they were waiting for me to open the gate! Once we got that sorted, people left in groups and as the cars lined up at the gate, I opened it.

Don will also be set up to be able to control the gate so there is cover if I'm not there or am busy.

We've written to the Surf Club thanking them for their support over the years in allowing us to use their facility.

There's been a few flying days of late and it's been good to see a good mix of people down there.

See you all at the field sometime.

Steve

Old Timers.

There are now a group of members building Old Timer type models, led by Warner. This group travels to Levin every month for competition. Most of these competitions do not include mass fly offs but timed flights and are carried out throughout the day whilst normal club activity occurs.

We have been approached to alternate with Levin to host these events and we have agreed.

There are not that many competitors and impact on normal activity should be zero.

We will, however, advise when such a weekend event is occurring.

Mowing and Flying.

In the nearly 4 years since John and I took over strip maintenance, we have endeavoured to plan mowing days on non-flying days, i.e. windy days. Sometimes, however, the weather gets in the way. i.e. rain. Sometimes the forecast is inaccurate, and we plan to mow on what should be a windy afternoon which then turns out not to be so. Although we sometimes mow in the morning, it very much depends on overnight weather.

So, whilst we nearly always manage to avoid activity, it's not always so, especially of late.

This has meant, at times, that we are busy mowing and members turn up to fly. Whilst members have been very co-operative, especially not flying whilst we are mowing the strip itself, we find the whole exercise of working around members slows us down and we also cannot keep an eye on what is happening whilst others are flying.

Although we may plan to mow on a particular day, some days ahead, we usually only confirm the night before.

So, from now on, we would ask that members do not fly whilst we are mowing any part of the environment.

To assist, we will do the following.

1. Email members the evening before to advise that we will be mowing the next day
2. Two large traffic cones will be up on the assembly table nearest the club house. These will only be up there while we are actually mowing. Between times they'll live under the table. So you can check on the camera if we are active.

If you do turn up whilst we are mowing, please either park in a mown area or outside the strip itself until we are finished.

To assist with this we will mow the parking area first.

Thanks,
Steve and John

Rally Report.

John Miller told me some weeks before the rally that the long range forecast looked good.

About 3 weeks before I must admit to checking long range forecasts almost daily. They were good one day, bad the next, so it was with some relief that in the week of the rally the forecasts steadily improved and the working bee Friday was in good weather and high spirits.

Saturday dawned fine and although a tad windy at times with a cross wind that worried a few, we knew we were in for a good weekend.

An early start saw the Spare Rib Café tent go up pretty quickly and this year we created an outside seating area under a gazebo with some picnic tables and camp chairs. It was good to see it was well used.

Flyers arrived early as did a number of members of the public. Getting the sign posts in the right place obviously helped as it soon became noticeable that we didn't need to man the gate all the times.

Members were around the area and able to help out if needed. There are a couple of members of the public that come every year, come early, setup for the day in the same place every time.

It's good to see.

Numbers of flyers this year was slightly down on other years, but that was made up for in the quality of the flying. It also took quite a lot of pressure off the flight line and we found on Saturday we didn't need to manage it all the time.

Warner and I shared the microphone as and when needed and that worked well.

It was also good to see several members of other clubs who came to just enjoy the day and as, always, they were welcome in the pits.

Pilot Pete ventured down from Whakatane and setup shop. Unfortunately his daughter, who had accompanied him, took sick the night before and couldn't make the Saturday. It meant Pete was without his eftpos which certainly affected things for him. The club stepped up and offered to back any Kapiti members who wished to buy off him, leaving their contact details for later payment. On the Sunday, with his daughter no better, they headed home. We thanked Pete for his efforts and he responded thanking us for having him and letting us know that a number of those who contacted him on the day, have placed orders since.

Sunday flying conditions were better than Saturday, the flight line was busier and although the wind switched North to South during the day, the wind for most of the day was from down the strip. This meant glider tows were happening as well as some other models a little more sensitive.

Phil Eldridge from the Wellington Club was busy with camera throughout Saturday and part of Sunday. As usual, Phil has shared those photos with us, and can be viewed from here:

<https://eur01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.flickr.com%2Fphotos%2F93535622%40N06%2Falbums%2F72157693639787424&data=02%7C01%7C%7Ce56e51bbe97d4237e36f08d587d1d1ea%7C84df9e7fe9f640afb435aaaaaaaaaaaa%7C1%7C0%7C636564257593412023&sdata=7QL3BGrHRbUGZpcyl%2F8Epog69tnQoPOSZjENXOVDBuA%3D&reserved=0>

The Café was flat out throughout the weekend. Ran out of patties on Saturday necessitating a quick drive to the shops.

All in all, the rally made a profit of \$730. Whilst the aim isn't about fundraising, the income from the rally certainly helps subsidise your subs.

John V H had me do an exercise across other rallies and do a comparison. It was difficult to do as some other years there have been raffles and yet other years it seems little or no costs reported. Leaving the raffles out to get a like for like comparison, it was the most successful financially in the last 7-8 years.

A big thanks to all who attended, helped, watched, participated.

An extra word of thanks for those who ran the Café, Brendan, John, Peter, Roger, Kath and Jen

Some photos to impart that successful feeling.

Steve



Licence Application.

The application is wending its slow path through the various people involved in reviewing it. I have been asked a number of questions. I hear on the grapevine it is now being talked about by a number of relevant people such as Wayne Boness, so I'm hopeful that we will be meeting with them to discuss sometime in the not too distant future.

Steve

Weather Station

You will recall that when we purchased and installed the weather station, we wrote an article for Flyers World about it. This fulfilled an obligation we undertook with Holfuy who offered us a discount if we publicised the station amongst other clubs.

Certainly, it generated some interest. One other club, Highbrook, have now installed the system and it went live last week. Station number is 452 if you want to have a look.

Also, some of you may notice that from time to time the camera stops working and we need a reset to get it going again. Holfuy have updated the software and by the time you read this, we should have it updated. The new Firmware is designed to fix this problem.

Steve

Cirrus RC Flyklubb.

Last month I shared some photos from some other sites using Holfuy. I am always intrigued with the Cirrus RC Flyklubb in Norway.

So I grabbed some more pictures. Even in the depths of winter we don't have these challenges.

16:09 on 13/3 Snow



11:39 14/3 some activity windsock,



table cleared, track cleared



14:09 on 14/3. We have pilots.

Having our field underwater for an hour or so after heavy rain just doesn't cut the mustard.

Steve

AGM

You have received the AGM notification and by now a reminder that nominations for committee and any remits should have by now been received by Wayne, the secretary.

The AGM is to be held in the Kotare room, QEP on Tuesday 17th April at the usual meeting time of 7:30pm. Last year we just scraped in by one on having a Quorum. It's important the meeting goes ahead, so please make an effort.

Steve

Club Membership.

The vast majority, if not all, have now paid their membership fees. Remember if you haven't paid by now, you are not covered by MFNZ insurance and therefore cannot fly.

Our membership figures are static. Whilst we have picked up 3 new members, 3 of our older members, no longer able to fly and participate, have resigned.

They will continue to receive the newsletter and we have made it clear they are always welcome to the BBQ and club night.

4 wheel drive at the Park?

A few weekends ago a number of 4 wheel drive vehicles drove up the dune opposite the clubhouse, stopped at the top and had a good natter. A week or two ago, there was another group on a tour. I have been asked the question if GWRC are now letting 4x4 clubs use the park.

The answer is no.

The first Saturday tour was a group of Park managers (I think from around the country) who came together with the local guys to share ideas and such. Tours of the park were part of that. A 4x4 club was used to provide transport.

The other tour a couple of weeks back was much smaller and part of the Summer Programme – looking behind the scenes. There was a morning group and afternoon group.

So, no, we are not under threat from 4x4 folk.

Steve

The MFNZ Aerobatics SIG is pleased to announce our Loop, Roll and WIN promotion.

The competition is open all year, and the winner will be drawn at the next Nationals in Matamata.

We are trying to encourage pilots to get out and give some simple manoeuvres a go – even just doing a loop and a roll! Maybe you have a fun fly coming up – it could be fun to get everyone to do a loop and roll during their flights, and then take a picture of each pilot and their model so they can send it in to us. It's a great prize they could win!

Thank you for your time

Andrew Palmer
Aerobatics SIG



LOOP ROLL WIN COMPETITION

**WE WANT YOU!!
WE'LL A PHOTO OF YOU
AND YOUR MODEL AT LEAST**

This could not be easier! Take your model, do a loop and a roll (in any order!) and after you land send us a selfie of you and your model together with your name and contact details. Your picture will be posted on the Aerobatics SIG website and each accepted picture will put you in the draw for a chance to win the awesome prize of an AJ Aircraft 82" Acuity, Castle Creations Talon ESC and 4x Savox 1251mg servos!

Please email your photos to looprollwin@nzrcsa.co.nz
The competition winner will be drawn at the next Nationals Aerobatic AGM.

- One complying entry = 1 chance to win.
- Be sure to have completed at least a loop and roll before emailing in the picture of you and your model.
- One model can be used by multiple pilots.
- One pilot can send in multiple entries with different models.
- The Aerobatics SIG may use the photos to promote aerobatics in NZ.
- The winner need not attend the 2019 AGM, but would be great if they did!
- The winner will be notified by return email.

The prizes have been kindly donated to assist the Aerobatics SIG in promoting and developing RC aerobatics flying in New Zealand. Our sponsors are:
Andrew - Jesky Aircraft, HOT Ltd and Galloway Enterprises.

AJ Aircraft
THE LOTTE LTD
celebrating 50 years of excellence in RC since 1969

Club Night - March

Another great evening at the Kotare room. A really pleasant and comfortable venue. The main theme was the Rally review. It appeared that everything seemed to go well. Most people just got stuck into what they were going to do and everything ticked along nicely.

James Farrow , demonstrated his new "small and mighty" 3D printer that is capable of printing a lot more different materials than his other one.

John Miller had a nice looking plane, never took note of its name, but open truss construction fuselage , lovely pieces of cedar with neat gussets, looked very good. It did it's maiden on Friday and it flew like it was on rails, sure John would have been happy with that.

Terry Beaumont had a electric powered glider that he had owned many years ago , never built it , then sold it , then bumped into the fellow that bought it, He had also not built it, so Terry bought it back and has got it all going , I believe this too flies very well.

John Von got stuck into making the tea and coffee accompanied by some good biscuits wrapped up a good evening.

I think I've covered everything , apologies if I have missed something , I need to make notes as the memory misses a few things now and again.

Terrorising the neighbours

Ian (Crozzzy) Crosland might be away in the Bus, missing all the fun stuff like the rally, but you can't keep a good man down.

Flying his Foam Tiger and terrorising the neighbours late in the day.

"still keeping my hand in"... from Ian Crosland





Making aircraft from seaweed!

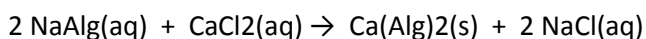
Article sent in by Roger Balfour, Photo and credits to RSC.

The De Havilland Mosquito was one of the most successful combat aircraft of the Second World War. Originally designed as a bomber fast enough to outpace enemy fighters, it was also used as a fighter and night fighter. Nearly 8000 were built.

A De Havilland Mosquito

The Mosquito was unusual in that it was built largely of wood. This was for lightness (hence its high speed) but also because metal (mostly aluminium) for aircraft construction was in short supply. The reason for this was that aluminium ores had to be imported from overseas by ships that were liable to be sunk by German submarines. In fact there was an organisation responsible for locating shot-down aircraft, both Allied and German, and salvaging the aluminium to make new aircraft. Aluminium was also collected from homes, so that many British aircraft were made of metal that had once been part of an enemy plane or a British saucepan.

Some of the wood used in the Mosquito was balsa (as used to make model planes) and this did have to be imported - from South America. So the search was on for a substitute material which was as strong and light as balsa. One chemist, Dr Peter Plesch (now a retired professor at Keele University) recalls his work on this project. The idea was to make a foam using sodium alginate, which was readily available from seaweed. Sodium alginate is a long chain polymer and gives seaweed its strength in the same way that cellulose does for wood. Sodium alginate is soluble in water so, to make the foam solid, he reacted it with calcium chloride to make solid calcium alginate:



While sodium alginate is soluble, calcium alginate is almost insoluble. This is because the doubly charged Ca^{2+} ions link alginate chains together. The resulting foam could be set in moulds in the form of planks, 100 cm x 30 cm x 2-3 cm. However, the planks had to be washed to remove the soluble salts and then dried.

Plesch recalls that. 'The resulting fairly floppy slab of gel, still containing about 9 kg of water

per kg of calcium alginate, could be dried in an air oven to a fairly rigid material resembling toast, provided the specimens were no larger than a sheet of A4 paper. Anything bigger, let alone an entire slab of gel, warped uncontrollably into bizarre saddle shapes.'

Eventually Plesch devised an entirely new method of drying. Paradoxically this took place under water. The method involved heating the gel electrically. The gel conducted electricity because of the ionic salts that it contained and so the gel could be heated from the inside. He comments that his method of doing it would not have met modern day Health and Safety legislation.

'I removed half of the water from the planks of gel by drying them under water. I fixed strips of galvanized iron sheet to serve as electrodes to the ends of the planks, sank them into running water in rubber-lined wooden vats, and connected the electrodes to the 220 volt mains. The heating from the current carried by the salts drove the water and the dissolved salts out through the surface into the cold running water. The process shut itself down when the removal of the salts cut off the current. The planks of foam, then containing only 50% water and free from salts, could be dried in a timber kiln to give hard, undistorted, non-hygroscopic planks of density around 0.1 g cm^{-3} , which was what was needed.

The De Havilland engineers made up a dummy fuselage and declared the planks of foamed calcium alginate fit for purpose, but by 1944 there was no more need for what would have been an expensive process, because the German U-boat threat had receded. One surviving plank, with its story, is in the Science Museum in London, another one is in Professor Plesch's office at Keele University, as hard as it was when it was made in 1944.

RSC | Advancing the
Chemical Sciences

Nats update.

I was reading through Model Flying World and came across these photos on page 37, featuring IMAC winners at the Nats. It features one Kerry Nichols. Kerry is the nephew of our very own Ron Nichols. Kerry is also an associate member of our club, joining a year or so back when his job based him on the Kapiti Coast. He is often at club nights, but I don't think he has yet ventured to the field. Reason being he, at this stage, returns home to the Wairarapa on the weekends.

So Kerry, sorry we didn't include you in our list of Club results at the Nats.

Steve



Photos from Model Flying World



Kerry with trophy

ED's Note: I see Ian Hill, also associate member was placed just behind Kerry, well done.

Sorry guys, I searched for KAMC when I checked the results and you were listed under WRAP and WMAC respectively.

Congratulations on your achievements.

Vintage update.

Warner sent me a newsletter from the Vintage SIG, if you would like to see it in full please let me or Warner know, or better still contact the Vintage SIG, sure they will oblige. I have inserted the cover page, along with some of our boys featuring in it.



Need some more parts / models ??



Tauranga Model aircraft Club auction.

Put a trip up to the Mount in your diary , never know what you could find.

Last reminder!!

The AGM is to be held in the Kotare room, QEP on Tuesday 17th April at the usual meeting time of 7:30pm. If you only attend one meeting a year, please make it this one.

BE THERE !!

And that's about it for this month.

Thanks Steve for your huge contribution again, much appreciated.

Hope to see you all at the AGM

Till then

Fly hard... land soft.

Cheers

Don