



Club Update--- April 2019



When I grow up... a tale of two Extras

Pictured above at our recent Rally, Ross Heald's 3m wingspan Extra dwarfing Don's 1.2m wingspan Extra. The larger version being petrol powered, while the little fellow is electric... just thought I'd state the obvious.

Ross kept the crowd entertained flying in the wind while the little fellow remained snuggled up enjoying the sun in the back of the station wagon, although it did have a couple flights later in the day.

From the Prez.

Hi all.

It's been a busy month one way or the other, but at last some regular flying days. Last week I flew the Monday but was out of town Tuesday. Tuesday night at club night, you could certainly tell who had been flying on the Tuesday, by the sun-burned faces.

So, when I went down Wednesday expecting another large crowd, it was quite quiet. Guess everybody was flown out.

The rain we have had in recent times has certainly greened up the strip and encouraged growth. Having got used to fortnightly or longer mows, it was a bit of a shock when we mowed on Sun 17th, 11 days after the previous mow, just how much growth there was. Given the growth in the recent weeks, we will now be back to mowing weekly.

The bald patches in front of the club house have been sprayed to get rid of the weeds there, in preparation for re-sowing in the next week or so.

April club night is the AGM. By now you should have sent in any nominations you might have as well as any motions to be considered. AGM documents will be in your hands before the AGM.

Remember, we need a good turnout AGM night to have a quorum.

It's your club, be there.

BUT WAIT – there's more.

Nearly 15 months after submitting our application for a 10-year Licence at QEP, the deed is done. Signed and sealed.

Still cannot understand the timeframe, but very happy with the result.

Members have all been given a summary of what it is.

No complaints, so assume all are happy.

This is Don's final newsletter.

To bribe him to carry on, both on the committee and as Club Captain, he needed to lose the newsletter.

Unless somebody comes forward, I'll manage it with help from Alistair Haussmann.

The problem isn't the newsletter. The problem is content.

I'll be looking for some members to become regular columnists!!!

If you think you can commit to something every month or so, get in touch.

Steve

***From the Tauranga newsletter, with thanks to Dave Marriott.
Slightly altered.***

Glow twin needle idle adjustment.

Frequently the Prof. notices someone spending time in the pits twiddling one or both of their needles. (?!). This generally arises from an incomplete understanding of how the simplified carburettors on a model plane engine work. In simple terms this is how to set up your idle setting: -

- The high-speed needle only adjusts the top end. The low speed screw adjusts from idle through to mid-range.
- First run the engine at full throttle and set the high-speed needle to give max rpm – then back it off a small amount so that it is slightly rich (better a rich mixture than a lean one which could damage the motor). The high-speed needle valve sets the maximum fuel flow rate at maximum revs.
- Do not play with the low speed adjustment until you are happy with the high-speed setting.
- As the throttle is opened you will see that the throttle drum moves on a spiral and moves

across as well as rotating. It is this sideways movement which opens or closes the low speed jet. The idle jet provides a reduced fuel flow at partial opening of the carburettor.

- Every manufacturer has their own method for setting the idle screw. For OS carbs, the starting position is with the idle screw flush with the outside body of the carburettor. ASP use the blow through method(1), Magnum (v similar to ASP) have a method where you open the throttle fully, then screw in the idle jet until it bottoms out and then unscrew a given number of turns, MVVS have a system where you can see the idle jet through the carburettor opening and can use the eyeball technique to see when it just starts to open.
- Some engines such as the OS LA (Blue Head series), are different again in that the low end is set using a bleed screw on the front of the carb. This works opposite. Opening it allows more air in and therefore leans the mixture and screwing it in, enriches the mixture.

Each method just gives an approximate position, but you will need to fine tune by moving +/- up to half a turn either way.

From idle - **if the engine dies when the throttle is opened - it is too lean - if the engine coughs and splutters and puts out blue smoke when the throttle is opened - it is too rich.**

- Once set, the idle mixture will very rarely need to be adjusted - perhaps for a change in altitude or different fuel blend.
- Always make throttle movements slowly - a quick transition from idle to full speed means that the engine does not have time to match its speed against the new mixture and can stall.
- Once you set the idle, go back and recheck the main needle setting. The two are interrelated and you may need to go through a couple of cycles to get it right.
- Once you get it right it is useful to make a note of the setting(s) so you can quickly re-establish that position after an overhaul etc.

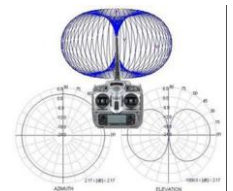
1). *The blow through method. "It is best to adjust either the servo travel in the slow position, so that the amount of opening is approximately the diameter of a modelling pin. Now connect some fuel tube to the fuel inlet nipple and set the high-speed needle at the full speed setting (or 1 1/2 turns open from the fully closed position for an initial trial). Now close the throttle and while gently blowing through the tube, establish the setting of the idle needle where air just starts to escape. The correct idle setting will now be ½ turn open from this point. As a check on settings, if you, while still blowing through the tube, open the throttle, you will find a rapid increase change in air flow when the arm has moved about 15 degrees from the slow position."*

Again, from the Tauranga newsletter.

With some additions.

Loss of radio link

One of our flyers recently lost control of a jet directly after take-off. The model was completely unresponsive to any control input. Post-crash investigation has not found any problem with any of the radio equipment and it is now thought that there might have been a loss of signal through the receiver being shielded behind equipment (eg jet unit, fuel tank or battery). Radio waves do not bend around objects. Most receivers use a quarter wavelength aerial as this is naturally resonant at the transmitted signal frequency. For a 2.4GHz signal the quarter wavelength calculates at 31.2mm long. Some manufacturers further optimise this by adding components in the receiver and have aerials in the 23-35mm range. This is not very big, and you can see how the aerial can easily be shadowed behind a big lump of engine or battery. For this



reason, higher quality receivers are often fitted with one or more additional "satellite" receivers to ensure no signal dropout. This is called "diversity".

Maximum signal is transmitted/received from the side of the aerial. There is very little signal transmitted in the line of the aerial. The statement about orientation of aerials is equally valid for receivers as for transmitters. If you have your transmitter pointed directly at the model there is a significant downgrade in signal strength and this is further degraded if the receiver aerial is pointed directly at the transmitter. *It would be highly unlikely for a standard club model to run dual receivers. Spectrum, and perhaps others, have a satellite receiver system available.*

Most other receivers have 2 aerials. These create the diversity, but must be mounted appropriately. See below. (SH)

Simple rules.

1. Where possible always use multiple receivers (main + one or more satellites). *Usually only in high end models. Not standard on most systems.*
2. Carefully plan their installation such that there is no orientation where they both could be screened by other equipment. (tanks, engines, batteries, carbon fibre.)
3. Make sure that the aerials are at 90 degrees orientation to each other.
4. Do not point your transmitter aerial directly at the model.

Comment. (SH)

I have noticed a problem in recent times, particularly with smaller foam models, that receivers are not always installed using best practice. Receivers should always be 'mounted' in the aircraft (I find Velcro the best as the receiver does not move and the Velcro isolates vibration).

Where 2 aerials are available, THEY MUST be at 90 deg to each other, That is how diversity works.

The aerials, and receiver, should certainly not be mounted on top of the battery, or servos. Separated if possible. This can be hard on a small foam model, but one trick which helps is to poke holes either side of the fuse and poke the aerials outside the aircraft.

In recent times I've twice seen a problem where signal has been lost. The aerial wires are floating around the electronics and the receiver also floating free.

It's a small thing, takes a bit of time, but saves the model.

Steve

A day with the P.N. Aeroneers.

As many of the Aeroneers members support, or have supported, our rally over the years, it was a good opportunity to attend their open day on Sunday 24th and return the favour.

So I duly packed a few models in the car and headed up 1st thing Sunday morning.

The day grew steadily warmer and brighter as I headed north, arriving at the strip around 9:00am.

Mike Hall was there in support of the open day and attends most years as a spectator rather than a flyer.

Pete Brown, member of our club but also an Associate with them, was also there.

I was made to feel very welcome by all those I spoke to. I spent quite some time also quietly observing how 'they do things' as possible learnings for our rally. They have a lot more room there for static display than we have, and they had a good area set aside for models, small and large, some still in the construction phase. I thought when I arrived that it would be hard to get flight time with so many models there until I realised many were on display.

They had to run the flight line with various slots as they had numerous helicopters there, as well as an R/C combat group, bungy launch for gliders as well as jets.

The flight line worked well, but sometimes was hard to find a slot.

There were a Pawnee or 2 as well as a Cessna ag-wagon and a couple of those guys flying in formation was good to see.

The combat guys were interesting. These models are basically made from coreflute. The wing shape achieved by a full depth spar around which the core-flute is bent. They are powered by mainly 40 size glow engines.

It's sheer bedlam when they hit the skis. I didn't see any ribbon cut, but those things did everything but hit each other. No such things as circuits when they were up!

They had the full range of activities as we have, but with a few more jets than we have had lately. The strip itself is smaller than ours, but a lot more open, so larger models are easier to fly.

One thing they certainly did better than us, was announcing. They had 2 or 3 people who shared the announcing throughout the day. It worked very well.

I have noted some other things which will be pondered upon.

I checked on the forms they use to compare with ours. Their Model Inspection form, although laid out differently, is virtually identical.

They had several flyers from other clubs, including a few from Levin. Understandable as Vintage was being run at Levin that weekend.

I also met the lady who does their newsletter.

I had recently had a look at their newsletter on their website and was very impressed. 'Must be a professional' I thought.

Turns out she is/was. A graphic designer in the newspaper/publishing world. ED's note ... [so what are you saying Steve.](#)



Combat guys in their pit. Hand launch. Each started on the stand they are sitting on.

Serious model helicopters. These have been professionally made for customers. My pockets aren't deep enough. Only on display.



No, Colin wasn't there, but glider tow was.

Part of the display area. That's a huge glider under construction.



How low is that plane?

With the over-flights we have at the strip, there is often discussion on how high an aircraft might be when it goes over. Saturday 23rd was an interesting experience. The Chatham Islands flight came in across the Northern end of the strip. The day was exceptionally clear, and as often happens in clear air, the plane looked very close, well below the 800 ft of the danger area. Neil Upton grabbed his phone, pulled up FlightRader24 and read the numbers.

We had been crossed at 1500ft.

It's just so hard to understand the heights without measurement gear.

So!! What's going on in your shed? ... Article and Photos by Alastair Rivers

A visit to John von Hartitzsch

No, Ian Crosland hasn't 'retired', just on holiday, so I'll try to fly solo for this month.

John Von, as he is affectionally known in the club is one of our real stalwarts, contributing with his regular mowing of the field – 100 plus times to date. He is also one of Brendan's *Spare Rib Café* chefs who does such sterling work every year and is often cooking at the monthly BBQ's.

Joining the club in June 2011, he built his first model a Tut 40 and set about learning to fly it. The first flight was August of that year and let's just say the model had an interesting history, but the end result was an enthusiastic flier who obtained his wings badge in November 2013.

The indoor fliers will also remember John as a regular supporter and his garage has several models from that era Waiting for another flight?

As John says, he enjoys building and since joining the club has built and flown over 10 models, his last and current one under construction being a Buzzard Bombshell. A model John anticipates will be easy and relaxing to fly with its 1820mm wingspan and powered by an OS 40 LA motor. Building is progressing well, but John is reticent about when the first flight will be.

Likewise constructing the Corsair, which is 'paused' while the BB is completed, should also be a model of distinction when it flies with its Reno type colour scheme and dedicated to his son, Robert John.

In fact 'paused' seems to have often been the fate of the Corsair as it has been a long term project over the last 7 years. Like a good cheese though, it will be worth waiting for!

A record of achievements





The F4U Corsair

Empennage framing also complete



Rally 2019 by Alastair Rivers

Another rally has come and gone.

This year was better than some from the weather point of view in that Saturday turned out to be a lovely day, despite raining at 7.45 am. Sunday was also a good day for visitors and the Park's "Jewels of the Crown" festival, but again as was the case on Saturday, it had been wet and cold in Wellington (*no comment!*) so we felt that many from further south may have been deterred from attending.

There were quite strong winds on Sunday which prevented the light weight planes performing. However there was some excellent flying by the "Staunch 4", Ross Heald, James Farrow, Oliver Waters and President Steve. These fliers flew nearly continuously throughout the day giving the visitors and all of us, action to watch in the sky.

However, despite any setbacks, all who attended enjoyed themselves and the club lived up to its reputation of running a good rally.

For various reasons, there were not as many fliers from other clubs as usual, but our regular club visitors were present and of course we welcomed and appreciated their loyal attendance.

About 17 attended the dinner on Saturday night in the 180° Café.

The Spare Rib Café did its usual busy trade and contributed to the overall profit of the event. This year at the café there was a supply of Park events cards for children to get stamped as they went round which added another reason to visit the café.

It was a disappointment for both "Pilot Pete" with his mobile shop, who was caught up with tyre trouble and couldn't make it this year, but he emailed clients and offered free freight as 'compensation'. – better luck next year Pete!

An unexpected but welcome feature this year was Jonathan Shorer with a sales table of aeromodelling "pieces" of a retiring aeromodeller. I think we all bought something ... to add to our own 'collections'!

Organisation for the rest of the rally was excellent with all contributing - car parking, registrations, model inspections, flight line control, PA etc.

The only rather disappointing aspect was that not many of our members (of membership of 97) had models on show or participating, which is something as members, we should do something about. ... Hint Hint - for next year?

Alastair Rivers
26/03/19



Crowd pleasing fly past



Graeme making some final adjustments



A lazy plane ... or is that Lazy spectators

Some planes on display



Photos by Alastair Rivers

Club Captains communique

This past weekend was the first in a long time that both Saturday and Sunday were great flying days. Sunday for me was the best, with a slight Northerly, straight down the strip and not too busy. Saturday was a "full house" with the pits full of cars and the "trailer park" North of the clubhouse full as well. Great to see. As Steve has mentioned earlier, this is my last newsletter. I'm taking a break. My first newsletter was back in July 2015. I hope you have enjoyed them over the years but I feel it's now time for change and a fresh approach. Please help the new editor and supply them some content. The cover picture on that edition was of the Gripen JAS 39 still flown by the South African Airforce. They have actually got more of them flying now and would you believe are using them fitted with the Israeli defense company, Rafael designed radar system to track and spot Rhino poachers. What a great way to eliminate a poacher, fire a surface to ground missile from a fighter jet.

Thought I'd wrap up with a couple pictures of one of my favourite aircraft of the day ... I got to know them, and some of the pilots quite well back in late 70's early 80's when I was in the operational area in Zambia and Angola. South Africa managed to secure 16 Mirage F1 CZ's and 32 F1 AZ's from the French just before the arms embargo took effect in 1975. The AZ variant had the radar system removed and replaced with an extra fuel tank and some other all weather avionics. So pilots needed to be awake when doing the low level stuff.



Pictures from internet with credits as shown.



Those days we were not allowed cameras and social media and cell phones were non existent.

If my budget and skills allowed I would definitely model one of these.

Club Night March

Liz Hardy (Airways – tower manager) gave us a great insight to what goes on in the tower at Paraparaumu Airport ... A lot more than I thought. It was great to have someone from outside the club letting us know what goes on at the airport. She also answered a lot of questions from the floor.

She was even treated to a personally delivered "cup of tea and biscuits" from our very own Colin. A moment I just had to capture . Well done Colin.



Thanks very much to Liz for taking time out to share some of her knowledge with us. It is really appreciated.

Random picture

I received this picture via Steve sent by Steve Gibbs. Unfortunately I have no context, so Steve might be able to add some in the next newsletter.

Looks like there could be an interesting story here



Some results sent in by Warner

Kapiti Vintagents Monthly comp. results

Vintage Gentlemen flying Vintage Aircraft

Duration - 11th March

2019

Name		Flight1	Flight 2	Flight 3	Totals	Standing
Warner Summerton		2:45 + 20	2:27 + 20	2:55 + 0	526	3
Terry Beaumont		3:53 + 20	2:50 + 0	2:34 + 0	677	1
John Ellison		1:25 + 20	2:54 + 0	2:47 + 0	446	4
John Miller		2:35 + 20	2:57 + 20	3:01 + 0	553	2
Owen Stewart		1:35 0	1:48 + 0	1:50 + 0	313	5

Duration 19th March 2019

Ian Crosland		1:34 + 0	2:18 + 20	2:00 + 20	392	4
John Miller		2:25 + 20	2:49 + 0	3:14 + 0	538	3
Terry Beaumont		3:23 + 0	4:09 + 20	4:50 + 20	723	1
Warner Summerton		2:42 + 20	3:22 + 20	4:55 + 20	664	2

Precision 19th March 2019

Owen Stuart		3:06 + 0	3:02 + 20	3:02 + 20	570	2
John Miller		3:05 + 0	3:28 + 20	3:03 + 20	544	4
Ian Crosland		2:28 + 0			168	6
Terry Beaumont		3:23 + 0	3:08 + 20	3:10 + 0	519	5
Bob McGrath		3:04 + 0	3:05 + 0	3:00 + 20	551	3
Warner Summerton		3:02 + 0	3:01 + 20	3:01 + 20	576	1

Congratulations

To Ian Matheson on going solo on Saturday. it was a busy day and he managed just fine. Please support Ian as he works towards getting his Wings badge. Thanks to John Miller for the time and effort put in to get Ian to this stage.

On the scrounge- Wanted Dead or Alive.

Many of you have probably got some planes lying around that are either surplus to requirements, or will never be built or flown, or are just too much effort to repair, so thought I'd put the word out. I'm looking for the following, preferably around the 50cc size, but a 30cc might do as well.

Extra 300

SBach 342

Edge 540T

A reasonable reward will be paid depending on condition and included items.

If you have anything that fits the description, please let me know.

Thanks

Don

Some photos from this weekend by Alistair Haussman.



View from the gate



Full house at the airport lounge

HOT OFF the press , just in from Wayne.

Is it a bird or a man?

Looks like Steve fixing the web cam

19:06

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name or id [Register](#) [Login](#)

Holfuy Webcamera: Kapiti Aeromodellers

2019-03-31 11:16

Last image:	2019-03-31 18:56 NZDT
Ambient temp.:	19.2 °C
Mode: Daytime	(Light: 226/1000)

Time 17:15 17:30 17:45 18:15 18:30 18:45

And that's a wrap... Thanks to all those that have contributed over the past (almost 4 years) .

Ended up with a bumper issue this month, just shows when members send in articles, it soon adds up.

Fly hard... land soft.

Don... "Out"