



Kapiti Aeromodellers Club Inc.

Newsletter, June 2019

From the Scribe.



Many thanks to those who have been contributing articles. It's great to get a variety of input.

Sometimes just a chance remark can lead to something interesting.

A casual comment at the strip recently highlighted the fact that James had recently competed and did well at an IMAC competition. We also found out that Ryan Groves, Kerry Nichols, Ian Hill were there as were father and son team of Clive and Oliver Waters. Photos were apparently also taken. So, after a few broken arms, James gives us a

write up this month.

The roving reporters (Ian (Crosy) Crossland and Alastair Rivers) have been on the prowl again and another intrepid contribution from these fearless men appears in these pages.

So, stuff can come from anywhere, you just have to seize the opportunity.

Enjoy the month.

Steve

The use of Drones for commercial purposes



When I attended the MFNZ AGM in 2015, Callaghan Industries gave a presentation on what they saw as the future use of Drones in the commercial world. At the time, they had launched a competition for a Drone design to carry camera equipment that could remain on station in not perfect conditions. I also recall that agriculture was to benefit greatly from the use of commercial drones.

Well, here we are just a few years later and the use of Drones in the commercial world has exploded. The local Airport Manager spends time everyday authorising the use of drones in the area. Mainly from real estate firms, but also from roofers etc where it saves having to climb onto a roof to have a look.



I guess it shouldn't have been a surprise, but when meeting recently with Wayne Boness and discussing the spraying of the Blackberry and general spraying on the Park, he brought up the use of drones. The intention was to use a drone to spray those types of small areas, and boundary areas in the park and then bring the helicopter in for the larger areas. The advantages are accuracy, the lower height the drone can operate at, less intrusion etc. With GPS and ground following technology and the slower speed, it's a better deal.

The spray flight is mapped into the drone and it automatically covers the required area.

I've heard figures of 10, 20 and 40 litre capability, but even if only 10 litres, that's 10 kilos to lift. Pretty impressive.

I researched a little bit. The company they are using is Dronesprayer.

Took me a while to find as when using Mr Google, there are 'agdrone' companies everywhere.

There's 'dronsprayer.co.nz' and 'dronespraying.co.nz', 'agdrone' and 'agridrone', so you get plenty of hits, but can't always get what you want.

Dronesprayer are from Auckland. There are others in the Wairarapa and Whanganui to name a few.

Have a look on Mr Google.

Obviously need lotsa batteries and charging capability.

This company has gone the full hog with this beast:

From their website:

'To service the furthest reaches of farm properties, our 'Home Base' vehicle is an Iveco Daily 4x4.

The Daily 4x4 is a purpose built off road, light commercial truck which features front, centre and rear differential locks and ultra-low gearing....

Equipped with 750l water storage, high capacity generator, full battery charging station, chemical storage....as well as the fridge and microwave for crew comfort.'

Steve



Alastair and Ian's visit to Warner Summerton's Hobby Hangers.

(or as Warner referred to them, the 58 minute crew as they didn't quite last 60 minutes.)

As you can see from Alastair's photos, Warner has a large number of aircraft and his workshop is kitted to build and repair all types. The 'Edge' fuselage on the floor is a plane he has built up for Ross Monk. The military observation Piper Cub under repair is almost complete and the Fokker DR1 Triplane is work in progress. The Sopwith Pup hanging above is a beautiful model and one I am sure a lot of us would like to see flying more. Name any type of model

aircraft engine and chances are Warner has one and knows how to service them all. His Garage also has model related gear, fuselage's hanging on the wall and wings racked in the ceiling.



Warner started modelling in Te Awamutu in the early 1950s at the age of 11 or 12, first on rubber and his favourite then was a 'Keilcraft Ajax'. He advanced to Control line and free flight, his first motor being a 1cc ED Bee and his favourite kit then was a 'Keilcraft Pilot'. From then on there was no stopping him and he well remembers Ron Nichols in the 1950s. Warner



worked for Aerospace New Zealand and with a pilot's license was also able to ferry aircraft for them. He went to Australia in the late 1970s and purchased his first radio, a 6 channel 'Micro' and installed it into a 'Hustler' followed by more. While there he worked for de Havilland at Bankstown and for a while had his own Cessna 172. As well as models he has also built full size home built aircraft. Now back in New Zealand with a wealth of knowledge and has never stopped building and flying models.

But wait – there's more: –

Warner is having a bit of a clean out. He has a variety of models he is looking to sell. From small to large. With and without power.

As can be seen from the photos, there is a fair collection. He intends taking a number through to the auction at Tauranga but would like club members to have first dibs. So if you're interested in any of what he has to offer, give him a bell on: **022 479 6714** or email : wqsumm@gmail.com

IMAC competition Norsewood

James Farrow

On Friday the 26th of April, I drove up to Norsewood, just north of Dannevirke, for a combined aerobatics competition weekend.

The competition was supposed to be up at the Hawkes Bay Model Club, but due to the Airport nearby not providing us with a NOTAM, Pilots flying the Unlimited IMAC class would have had problems because they require much more space and height than other classes. So, the whole event was reorganised to be held at the excellent airstrip at Ewan and Hamish Galloway's farm.



When I arrived at around lunchtime, they were already well into it. I flew Intermediate IMAC and Expert (sportsman) Pattern with my 2.6meter Yak 54 you've all seen at the field. We flew four rounds of IMAC, each containing two runs of the IMAC sequence including an 'unknown' round which is one where the pilot is given the sequence one hour before the flight; no practice can be done in the air beforehand. This is what makes IMAC completely different from Pattern aerobatics.

Oh dear. Been up late Clive?

In my class, I was competing against a total of five pilots, including Ryan Groves, Kerry Nichols, Chris Wong, and Ewan Galloway. The competition was quite close for a while between Ewan Galloway and me. He was flying better than I was in just about every single round I flew,



but it didn't stop me tailing him in the second position. It was in the unknown sequence where I managed to pip him. Because everyone is in the same domain having no practice flying the unknown round, it becomes anyone's game. I was in second position, so I was supposed to fly second, but I hadn't quite got the plane ready, so everyone else went ahead of me, and I went last. This proved to be to my advantage because I was able to see the tricky bits people struggled with and how the wind and weather were going to affect the plane. I learnt from all this, and I positioned the plane

better in the sky, setting me up better for the whole sequence. Only one flight of an unknown sequence is flown so it's essential to get it right because it can completely change the game. All in all, there were around 15 pilots in total at the competition including Clive and Oliver Waters, Ian Hill, and Ryan Groves from our club. Clive and Oliver won both their classes (Basic and Sportsman IMAC), which is awesome, and Ryan ended up coming third in Intermediate IMAC, but that's only because he wasn't present for the final round of unknown.

I also flew Expert Pattern, which isn't as impressive as it sounds, I believe it's just the second one up the class list of four pattern classes. So, I flew two rounds of pattern aerobatics with the Yak, not an ideal pattern model, but it's all I have. However, this was ok because I was

competing against one other person who was also flying with a large IMAC model. Pattern aerobatics isn't too dissimilar from IMAC, but it is different, and it lends discipline to ones flying and can improve it significantly. I ended up winning Expert Pattern, but again, only by a handful of points. It was very close between Kerry Nichols and me.

All in all, it was a great competition and a highly enjoyable and entertaining weekend. Thanks to Bogan for organising it, and thanks to Ewan for letting us bed down at his place. Flying some IMAC or Pattern aerobatics is excellent practice for your flying and disciplines it, so maybe give it a try?



Sportsman

Total scores in Sportsman ranged from a low of 6,547.0 to a high of 6,906.3 (a range of 359.3)

Rank	Pilot	Final Score	Rounds							
			Round 1		Round 2		Round 3		Round 4	
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2
1	Oliver Walters "City" (Extra 300 - 20cc motor (Dinner date))	6,906.3	1,000.0	962.8	978.9	986.4	982.2	978.4	1,000.0	944.0
2	Jacob Wardley (Jansons Extra 18 Dads PTE Motor ???)	6,889.1	0.0	0.0	957.9	964.1	1,000.0	1,000.0	945.0	1,000.0
3	Ben Hill (Edge 540)	6,547.0	911.9	1,000.0	1,000.0	1,000.0	884.9	878.2	882.2	882.0

Intermediate

Total scores in Intermediate ranged from a low of 2,824.9 to a high of 4,837.7 (a range of 2,012.8)

Rank	Pilot	Final Score	Rounds							
			Round 1		Round 2		Round 3		Round 4	
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2
1	James Carter "Dart"	4,837.7	907.9	991.0	934.7	880.0	920.0	942.1	1,000.0	1,000.0
2	James Cuthbert "Dart"	4,828.3	1,000.0	1,000.0	1,000.0	1,000.0	940.0	940.0	940.0	828.3
3	Oliver Walters "City" (Extra 300)	4,341.3	0.0	0.0	922.0	945.0	945.0	945.0	911.2	0.0
4	James Carter "Dart"	3,664.7	0.0	0.0	905.9	932.7	1,000.0	1,000.0	881.0	878.9
5	Oliver Walters "City" (Extra 300)	2,824.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Norsewood April 2019 Contest Results

As of 28-Apr-2019 00:50

Basic

Total scores in Basic ranged from a low of 3,691.3 to a high of 5,956.3 (a range of 2,264.9)

Rank	Pilot	Final Score	Rounds							
			Round 1		Round 2		Round 3		Round 4	
			Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2	Seq 1	Seq 2
1	Oliver Walters "City" (Extra 300)	5,956.3	1,000.0	966.3	1,000.0	1,000.0	1,000.0	1,000.0	1,000.0	956.3
2	James Cuthbert "Dart" (Motor ???)	3,774.4	974.2	1,000.0	963.9	942.2	914.9	921.0	940.0	1,000.0
3	James Carter "Dart" (Motor ???)	3,691.3	0.0	0.0	0.0	0.0	916.4	921.0	1,000.0	924.9

It's a maiden

We all know Phil for being one of the most accurate pilots in the club, so it was somewhat of a surprise some 18 months ago to hear he had written off his Xtra, having flown it successfully for many years.

A new one has been crafted from

the moulds and it was my privilege to do the inspection and observe the maiden. Nary a trim out of place.

Nice and new and shiny, Phil was soon beating up the skies. Steve



You need one of these!



Kit is a Balsa USA 1/3 scale Sopwith Pup complete with spun aluminium cowl, spoke wheels, pre-bent struts and necessary hardware. The kit is un-started. This is not the re-engineered version currently on sale for US \$775. Open to Offers.

Neil Upton: 021 434999. neil.upton@slingshot.co.nz



May Weather Woes - The Von Report



HOLFUY

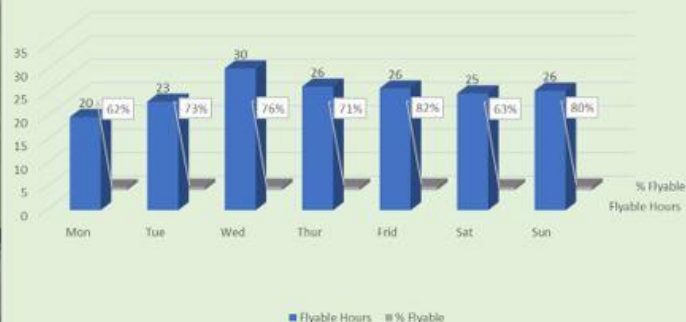


Should I have flown this month !

... what does the "VH" man say: stats show conditions were pretty good for a lot of the month, a Friday weekday was the best choice being flyable 82% of available hours, Sunday weekend by comparison flyable 80%. But the weekend warriors lucked out again this month with threat of rain casting a bit of doubt over flyability on the day.

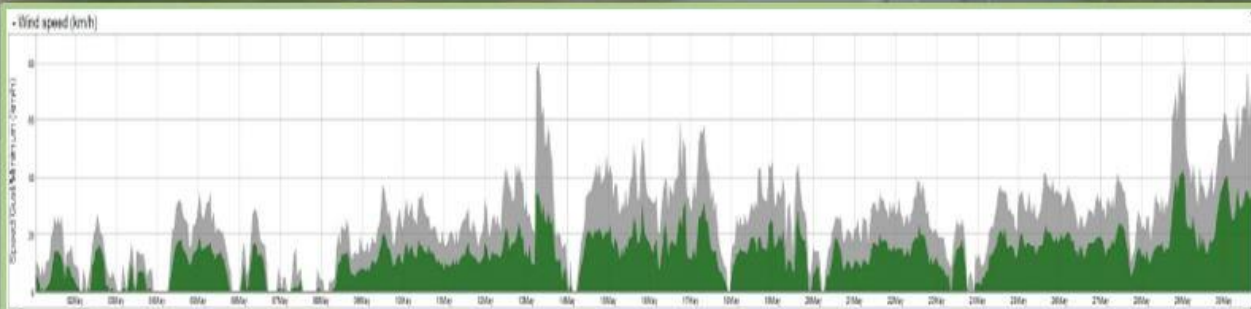
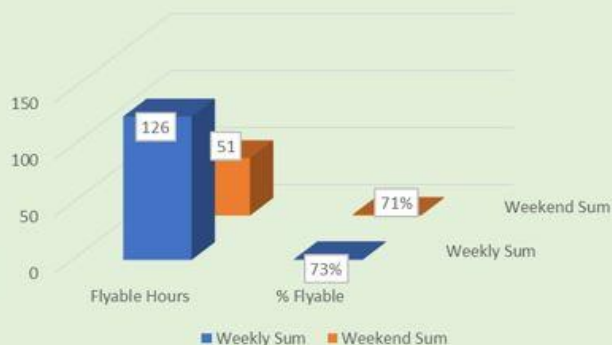
Advice for hesitant - "Every time you take off the value of your plane becomes \$0.0 so fly to enjoy until the last piece stops moving and get your value for money".

Monthly Summary All Days



For reporting purposes - Flyable if Wind < 18km/hr, i.e. 10 knots and hours are between 9am and 5pm (rare flying opportunity after 5pm not counted, wet hours included as flyable)

Monthly Summary Week Day versus Weekend



A 'craft' of another kind!

AR testing the Rivers A1 special.
Wings and tail feathers yet to added.

Powered by 1 Man leg power.

2 barks for left, 1 for right.
3 barks for stop.



June club night

Martin Burdan will be along to talk about his Harvard which is based at Paraparaumu airport.

Thanks to Peter Kettle for organising.



What's been happening?

Well a few things since last month.

I believe spraying was done on the park last Thursday morning by helicopter, but as yet the Blackberries are not done. They will be done by Drone and they are just awaiting the planets to align.

The Rules Workshop was very successful with the numbers that turned up and offered their opinion. Jonathan Shorer also came along to see what it was about. The input has given the committee plenty to think about and a lot of work has been done with a lot more to do. As communicated to those who attended, nothing has changed at this time. The rules are still as published.

There have been 3 who have volunteered to help with mowing, and a few have undertaken newsletter articles. Much appreciated.

The Silver Fox Squadron BBQ is still without an organiser and it would be great if somebody stepped forward to manage this.

Looking for ideas for club nights.

Weather is not the greatest at the moment, so I hope all are in the hangar building!

Have a great month.

Steve

Tomboys

The Tomboy Flying Meeting is normally held the last Tuesday in the month, or wind date the following Thursday.

Fortunately, we did some Tomboy flying last BBQ day as this week is unflyable.

Report on the May 23rd meeting.

North west wind made getting a spot landing difficult.

Only one round flown by 4 members.

Terry Beaumont	= 238	no spot landing	= 239 points
Bob McGrath	= 200	" "	= 200
John Ellison	= 142	" "	= 142
John Miller	= 99	" "	= 99
Warner Summerton	No Flight = ESC Fault		
Peter Kettle	No Flight		
Ian Crosland	No time recorded.		

Terry Beaumont

No Vintage this month as weather has been unsuitable

A gem from Facebook



Viking Air Limited

May 23 at 7:25 AM · 🌐

👍 Like Page

Not to be overshadowed by the anniversary of the Twin Otter's first flight recognized earlier this week, the mighty Chipmunk also celebrates an anniversary this month! On May 22nd, 1946 the DHC-1 Chipmunk took its first flight and marked the first de Havilland aircraft to be produced in Canada. Originally designed as a flight-trainer, the Chipmunk was delivered with a 140 BHP Gipsy Major 1C reciprocating engine, max. cruise of 124mph and MTOW of 1,930 lb. A total of 217 Chipmunks were produced in Canada between 1946 - 1956 with the lion's share delivered to the RCAF.

A favourite of legendary de Havilland Canada test pilot & Canadian Aviation Hall of Fame member George Neal, George flew his beloved Chipmunk (pictured below) well past his 96th birthday earning him a spot in the Guinness Book of World Records as the oldest active licensed pilot before he passed in 2016.

The DHC-1 Chipmunk was the start of something great for de Havilland Canada, and a true pioneer in Canadian aviation!



Ernie Thompson I had the privilege to meet George Neal in 1979 in Toronto he showed us around de Havilland plant and a year later he came and stayed with us. We enjoyed several flights in my Chipmunk ZK ARL which is actually a Canadian example. We flew to Dairy Flat a couple of times and spent time with Myles Robertson and Don Subritzky. George acquiring some Hind exhaust stubs from Don for his Hawker Fury project.



May Club Night

May club night brought together two erstwhile glider pilots, although one also has a Vintage modelling bent.



Colin has worked with wood his entire life, so it's no surprise that he prefers this medium for his models when building. It's also no surprise that he prefers scale models of older designs. Colin brought along his partially built, ½ scale Swedish design Elfe.



Whilst ½ scale sounds very large, the original was very small and a man of Colin's size wouldn't have fitted it. The largest piece of timber on the original was 10mm square.

The design hails from 1954.

Colin gave us a good run down on the building techniques he uses and brought along a finished wing and almost finished fuse.

Allan Knox, on the other hand, prefers to build in composites. The glider he brought along is some years old now, but was built with foam core wings using stressed carbon fibre skins. The fuse was built almost on the lost foam method, although in this case the 'core' was wrapped in plastic and then extracted from the shell when completed. The nose cone was completely built using the lost foam method.

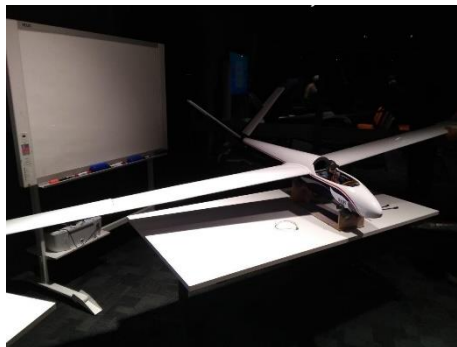
He even built the pilot himself using a head from HobbyKing and craft clay hands.

Allan had a full presentation showing his build blog and I think we all got something from the night.

Pete Brown has also taken an interest in gliders and turned up with a glass slipper he recently purchased at the right price.

It is yet to be completed.

We had a great turnout, great comradery and a fantastic supper served by Colin and John von.



Steve

Success

For those wanting to buy/sell in last months newsletter. Crosy has his OS10, I believe Ryan has 2 Pattern Ships and Colin is a sander shy.



AUCTION
SUNDAY 16TH JUNE

CLASSIC FLYERS MUSEUM
Jean Batten Drive, Mount Maunganui

REGISTRATION 8.30am AUCTION 10am

For further information
contact: Bill DeRenay 027 4788 594
or taurangamodelfly@gmail.com

TMAC
Tauranga Model Aircraft Club Inc

Information on the auction has already been circulated to members, but if you've lost it and need it again, let me know.

I know of at least 2 of our members going up.

Steve