



Kapiti Aeromodellers Club Inc.

Newsletter. May 2019

From the Scribe.



Well, Don's had a fair go over the last few years and all will have appreciated the effort he put in to turn out a monthly newsletter. I certainly have. I'm sure it's something everybody looks forward to, but at times it's hard to get interesting content, especially when the prez 'hogs' the headlines.

It was great in the last newsletter to see the results published of the Vintage competition. 'Vintagents' flying 'vintage' models still gives me a chuckle. The results showed there is a lot of interest in this discipline of modelling. Results of the Tomboy competition and general Tomboy write up came in after that newsletter was published, so are shown in this edition.

Alistair Haussmann and Roger Balfour have both signed up to contribute regular articles. If we can get a few more, it would be great.

I really would like somebody to also take on a regular spot and report on club night happenings. Photos always add to a newsletter and as they all go out electronically, there's no cost these days. So have a photo, send it in!

I've been checking around the clubs that have websites. Certainly not all have them, but those that do I've visited to read their newsletter. Many clubs don't have one, or perhaps don't put up on their website. Many of them have quite good publications. Some of them have names, like the P. North Aeroneers call theirs: 'Servo Chatter' Quite a good idea methinks, so if you can think of a suitable name, let me know and we can have something a bit different.

Enjoy the month.
Steve



The lazy Ace

Another magic model from the busy building board of John Ellison.

In John's words.....

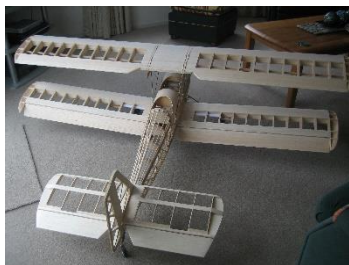
The design is by an American, Chuck Cunningham, and

appeared in American model mags in the 1970s. I acquired the

plan about the same time to add to my collection, but it has taken me 40 odd years to get around to building it. It has taken me, off and on whilst building other planes, about 3 years to build. The model is 76 inches span. Mine weighs in at 16 lbs giving a loading of about 19 - 20 ounces per square foot of area.

The power is an ASP 108 swinging a Graupner 3 bladed 14 x 7 prop. The original model weight was 9 1/2 lbs and was powered by a 60 motor. There are a number of different sized versions of the plane and they can be viewed on the "Outerzone" Free plans on Google. I am in the process of increasing rudder throw to get heaps more rudder to counteract torque and weather cocking which almost caught me out.





The maiden flight was Thursday 18th April. After a few taxiing tests which almost ended in flight, the model was flown with John Miller in close attendance to lend trimming help. It had a bit of a mind of t's own getting airborne, but once up and trimmed, flew very well.

Congrats John, on another well-built and presented model.



From the 'Those were the days' files.

Ron has been bringing little bits of memorabilia down to the club rooms in the last wee while. Some of the cuttings and articles have been of great interest. Here are 2 that a few of you may remember..

I'm unsure of the date, as the page the article was on didn't show the date portion. However, it's obviously after Reikiorangi, at QEP and before KAMCI came into being.

Local News

Flying with your feet on the ground

Learning to fly a radio controlled aircraft is not a simple case of just picking up the controls and "having a go", according to Mr Colin Driscoll of the Paraparaumu Associated Modellers Club.

"It requires a certain degree of training, as some controls are similar to those used on normal aircraft."

The club, which has been operating for the last 10 years, has a pilot training scheme which covers criteria such as aircraft inspections and an "apprenticeship" for trainee pilots.

The club was originally based on Reikiorangi, but moved to Queen Elizabeth Park in Paekakariki and over the years has developed an airstrip and built a clubhouse.

"We have more than 55 members in an age range from seven to 70" Mr Driscoll said.

The club meets every Sunday morning, depending on the weather. "Some retired members of the club fly on Thursday as well," he said.

Members sometimes travel to visit other clubs throughout the country, and when they do, their aircraft are covered by a \$1 million insurance policy under the national association, Mr Driscoll said.

The national association



Mr Driscoll is pictured with his model aircraft.

also provides a magazine for its members, entitled Flyer's World.

In addition to the regular flying days, there is also a club meeting on the third Tuesday in every month, except January and December.

The club's national association, the New Zealand Model Aircraft Association, holds an annual competi-

tion in Masterton at the Opaki racecourse.

"We are part of a pretty large organisation," he said.

Mr Driscoll said at present the club is trying to attract younger people to the sport with its "getting started" programme. Most aircraft are bought as complete sets, with prices ranging from \$300 to \$1300.

There are some very good suppliers of parts and kits in New Plymouth, Auckland and Wellington.

"Some of the aircraft flown by club members are to one-third scale, although some are bigger," he said.

For further information contact Mr Driscoll on (058) 32-048.

Living room acts as hangar



Model aircraft hobbyist Mr Stuart Wallace sitting with two generations of war fighter planes, at the Kapiti Airshow on Saturday.

Mr Wallace's 2kg 1915 Sopwith Pup, was somewhat dwarfed by several tonnes of Harvard, but it still created plenty of interest at the Paraparaumu Airport.

A member of the Wellington Radio Flyers, the Days Bay resident said the model fans had one big advantage over the pilots of the larger planes.

"The trouble being a pilot of a full-sized aircraft is you can't take it into your living room and work on it," he said.

His Sopwith Pup took three years to build and is powered by a 9cc engine. He said while it only cost him \$100 to put together, nowadays just buying an

engine can set members back \$1000. After a 25-year interest in model aircraft Mr Wallace has 10 or 15 aeroplanes cluttering up his home.

He said a tremendous improvement has been made to the radio equipment which "used to be primitive and plane crashes not infrequent."

"Now the planes can be out of sight before it's out of range and they can do everything that a full-sized aircraft can do."

The air pageant was staged to celebrate the official opening of the new civil aviation calibration flight hangar at Paraparaumu Airport by the Minister of Transport, Mr Prebble.

It replaces a Second World War vintage "Butler" hangar demolished last year after originally being erected in 1951 as a temporary home for calibration aircraft.

The above was from the Evening Post of 4th March 1985. Again, before the current club's formation.

I have been given a copy of the club newsletter from March 2002. Brian Hoult was President and included in his report was the following: -

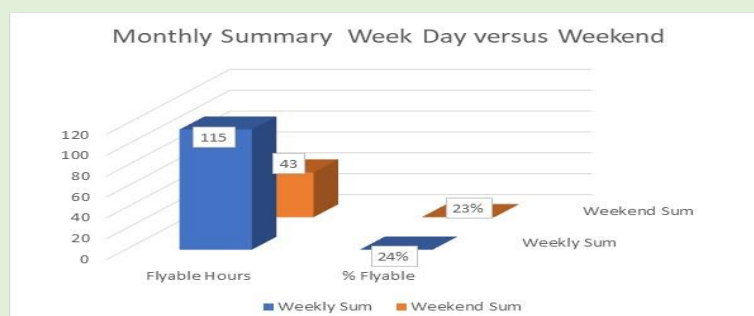
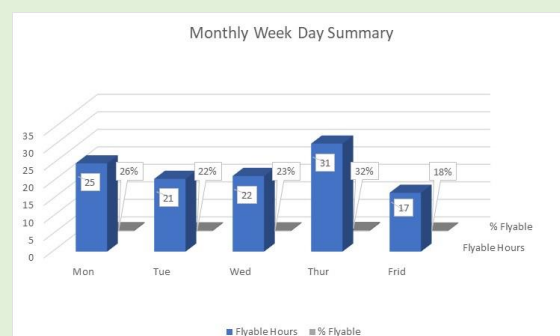
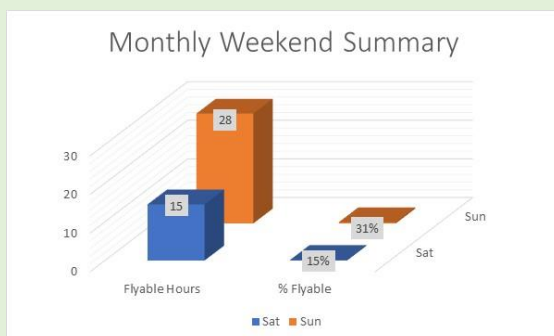
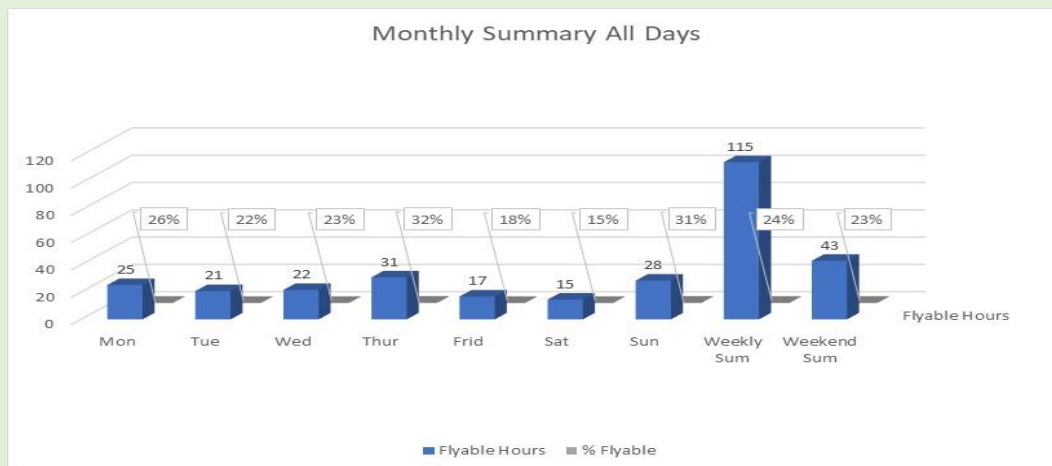
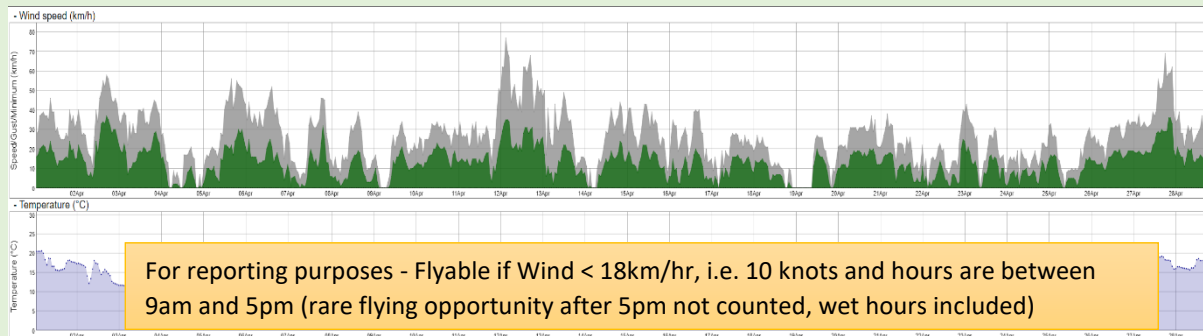
"On Tuesday morning, Colin Driscoll, one of the club's foundation members, died suddenly. Colin was an executive member

who helped to form the club in those early days. Colin moved up north for a period to pursue business interests and returned back to Paraparaumu last year...."

April Weather Woes - The Van Report

Can I fly today – Yeah No, Maybe, Sometimes

... and what does the “VH” man say this month: A Thursday weekday was the choice being flyable 32% of available hours, Sunday weekend by comparison flyable 31%. As advised by our resident glider expert – “in the good old days we would be out flying in any weather standing under the shelter of the van boot”: hence if it is wet it doesn’t matter just fly.

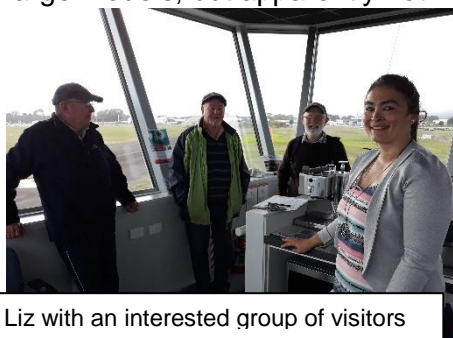


Visit to Kapiti Airport control tower.

Three groups have visited the tower over the last week.

Unfortunately, the timing meant a few who were interested couldn't make it, but Liz has agreed we can get them through at some time in the future. The new tower has a higher elevation than you would think and is as high as the old tower even though it's not on its own sand dune. 15 staff are on the roster, with only one staff member on at a time. I'm not sure if some of those are part timers or not. Liz Hardy, who spoke at club night back in March, came in in her own time to give us the low down. With the elevation and the clear views around, there is more to be seen than realised. The work in transmission gully is quite visible, so too is viewing the air force Orions flying figure of 8's out beyond Kapiti.

Also.... they can see our models flying when above tree height. I suggested this would only be large models, but apparently not. They often see small drones being flown in the area.



Liz with an interested group of visitors

Logging of activity was, surprisingly, somewhat manual. This is due to change next year when it will all be electronic.

On Saturday when I visited, the cloud ceiling was quite low and there was no activity from the aero club. However, we did manage to see the local chopper take off, Air Chathams come in and depart as well as the Westpac Rescue chopper come in on an emergency. That arrival timed at the same time Air Chatham's was to take off and

had to wait as the chopper had asked for medical priority.

Whilst not busy Saturday, Liz told us she handled 136 movements in 3 hours on Anzac day as aircraft returned from Omaka, with many of them stopping to re-fuel.

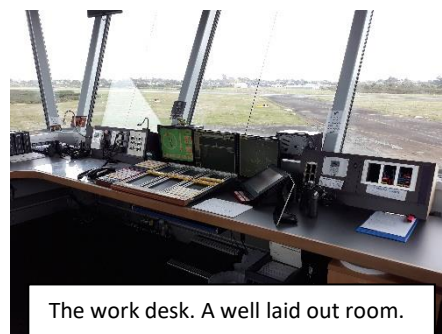
The funny story was of a group of Yaks, who, having refuelled, took off to head North with one of them realising he hadn't put the petrol cap back on properly and needed to land again to fix. As he did that, his mates waited for him by circling out behind Kapiti.

It was a very interesting visit. We had lots of questions and Liz

answered them with aplomb.



Matt, the controller, observes Air Chathams take-off



The work desk. A well laid out room.

You need one of these!



No, not the lawn mower which obviously needs a clean. The sander.

Colin has and uses its big brother, but this is sitting in his shed looking for a new home.

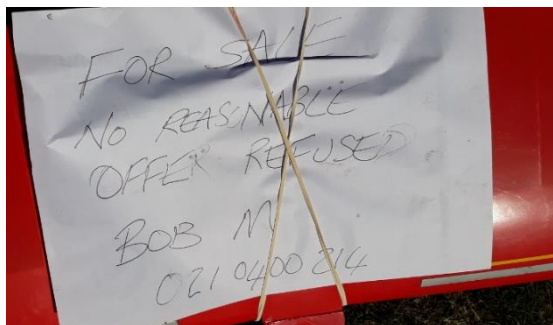
I bought the one Derek Symes had, and it's the best thing I've purchased.

Colin will part with it to the right person at the right price.

Give him a bell: 04 297 2353.....

But wait. There's more.

If it's still in the club house, Bob McGrath is selling this glider.
Give him a bell.



Found:

After the Rally.

It's in the club house for now....



Crosy wants one of these....

RC OS10 in reasonable condition. Contact Ian Crosland.
04 2972917



Ryan wants a classic pattern ship.

If you have one sitting in the hangar unemployed, then get in touch with Ryan:

Email: redleader.groves@gmail.com

Mobile: 021 630605

ZK-JIM has been given a birthday.

Jim's cub, otherwise known as ZK-JIM, has been flying for 19 years. It was powered by a 38cc Zenoah, but recently Jim upgraded this to a DLE 40 twin. The new motor is considerably lighter than the old (although extra ballast is now required) and much more powerful.

Even though the motor was replaced, the old one was still running fine. That's a pretty good life span.



From the desk of the Prez.

The AGM had the largest turnout for the last few years, with over 30 members present. The only AGM in my time that had larger turnout was my first when the Rotary Wing submission was tabled and debated. So, thank you all for coming along and making the night a success. It's a lot of work to get it done and gratifying when members turn up and support it.

The election of committee left us one general committee member short, but following the AGM, James Farrow volunteered to fill that position, and has now been officially co-opted.

The workshop on the rules is the next big thing, Thursday night the 9th May. There is considerable interest being shown and I hope we can have some very fruitful debate.

If you want to have input, then here is your opportunity.

Membership.

Membership has taken another hit now the renewals for the new year have been completed. When I joined the club in 2014, I'm pretty sure we peaked over that year with a membership of around 114. For the last year or so we have maintained a membership figure in the low 90's. This year we are down to 84. This is in spite of attracting a number of new members over the last few years. Some members of the younger age group have dropped out with other family commitments and again we have lost a few of our older members who no longer participate. Some of the members who have gone, I've never met. They haven't been active and obviously have lost interest.

It's a challenge for the club, but as we are financially secure, hopefully won't hit us too hard in the pocket.

Based on today's fees, we've just lost income of \$570. If we go back to the peak, that's \$1700.

Cheers,

Steve

Club Captains rumblings

Being on the Club Committee sometimes reminds me of the words from the classic Eagles song "Hotel California". "*You can check out anytime you want but you can never leave...*". So having just moved out of the Editors role, I get an email from Pres. Steve, with a (not so subtle) reminder that as the roles are now reversed he would like a Club Captains report!

I'll try get something in each month, might be an article on something I think may be of use, or an update on what has been happening at the strip, or might just be a blank!

In the November 2018 edition of the newsletter, I mentioned that we had a visitor to the club who was really keen and had brought along a homebuilt plane made of Corflute.

Never heard or saw from the guy again, until last week. He arrived with a completed membership form and still as keen as ever. He has been spending time on a simulator and it showed when I took him up with my trainer. The moral of this story is that it pays to be friendly and helpful to interested visitors that come to the club. Always a chance that they may come back and join up.

Cheers

Don



Venom Pro Quad 4 x 100 Charger

From Neil Upton.

Since getting back into modelling a couple of years back, I have slowly but inextricably been drawn into the clean green pastures of Electric flying.

For quite some time I made do with a very capable Turnigy 80w 4 button charger. It did the job but I came to appreciate the limitations. Because the Turnigy was limited to charging one battery at a time I would lose the best part of the flying day standing about waiting expectantly for those magic 100% full beeps.



After a bit of searching I stumbled across a new charger release by Venom. The Pro Quad 100w as its name suggests has 4 independent channels. It has an upright form so takes up only a little space on the bench. It can be run from either 240v or 12v supply and as a bonus it includes a couple of 5v USB sockets on the back.

Amazon \$239.99 + \$52.40pp as at May 2019.

I like my new charger very much and it has seriously reduced my charge time. Not having a separate power supply is a plus for me. The 4 button operation is very similar to older 60watt Turnigy chargers and easy enough to get you head around.

However, it's not perfect – biggest gripe is probably that the display is for one channel at a time ... each press of the button cycles to the next channel. Is it a big deal? No, not really. A battery will be fully charged in its own sweet time so being able to watch the milliamps entering 1 by 1 is a loser's game. Go make a cuppa and wait for the beeps.

Which brings me to 'the beeps' indicating the completion of the operation. There are 10 of them and they seem to go on and on. But that's only the ½ of it because if you are near the charger and want to shut up the infernal beeping and make the mistake of pressing the stop button, or any button for that matter then the beep remains on and there is no shutting it up unless you turn the power off. This of course resets any charging that is taking place on the other 3 channels. Damn.

- Is it the best on the market? Well, I don't know but I have read several Google reviews that indicate it is well liked but with similar reservations as stated above.
- Would I recommend it? Yes, I would.

Overall, I am very pleased with my purchase of the Venom Pro Quad. It has what I was looking for in a multi-channel charger.

<https://www.venompower.com/products/venom-pro-quad-100w-7a-4-port-ac-dc-lipo-lihv-nimh-battery-balance-charger-1>

Specs

- Included charge leads: Alligator, Deans, EC3, EC5, HXT 4, JST, Receiver (RX), Tamiya, XT60
 - LiPo/LiHV/LiFe/Li-Ion Cell Count: 1-6 Cell
 - NiCd/NiMH Cell Count: 1-15 Cell
 - Pb battery voltage: 2-20V
 - Charge current: 4 x 0.1 - 7.0A
 - Discharge rate: 0.1 - 1.0A
 - Circuit power: 4 x 100W
 - Current drain balancing: 300mAh per Cell
 - USB output: 2 x 5V 2.3A USB 2.0
 - Input: DC 11.0V-18.0V - AC 100V-240V
 - Display type: LCD
 - Length: 178 mm
 - Height: 235 mm
 - Width: 108 mm
-

Tomboys anyone? From Terry Beaumont

Tomboy Group Flying, which we started flying in September 2012.

The Tomboy design qualifies in the vintage class as do any three channel designs published before 1951.

The vintage Precision rules, which is a three-minute flight with a 20 second power on climb, and completed with a 2 minute 35 second glide, and a spot landing.

The objective is to land on the third minute and in the zone known as the spot, which is a max. 3 minutes being 180 seconds plus 20 for a spot landing = 200 a max any times under or over will reduce the score by 1 point per second off the 180 max.

We at the Kapiti Club have modified this discipline to a 25 second power climb to get as high as you can, then glide as long as possible and get a spot land of 20 points.
We add up all the seconds to get a score and add 20 points if a spot landing was achieved.

Report on the March 30th meeting.

4 rounds were flown by 5 members, below are the totals accumulated in 4 rounds.

John Ellison Leads with 897 points which included 3 spot landings.

Terry Beaumont = 2nd with 870 points with 2 spot landings.

John Miller = 3rd with 797 points with 3 spot landings.

Ian Crosland = 4th with 710 points with 3 spot landings.

Warner Summerton = 5th with 602 points with 3 spot landings.

We were running Tomboy flying once a month on the last Tuesday or the following Thursday, but now find weather a problem and look to fly Tomboys when light wind conditions allow. We welcome new participants to joint in this fun activity, and you will receive plenty of assistance from our group.

Terry Beaumont
0274 434803

What's coming up?

Gareth Newton Memorial Vintage competition at Levin.

Jonathan Shorer sent us this advice:

We will be holding the Gareth Newton Memorial Vintage competition at Levin over the weekend 11 and 12 May.

We are offering the following events to be competed.

Vintage:

Precision

IC Duration

E Duration

A Texaco

E Texaco

1/2 E Texaco

Classical

Precision

E Duration

E Texaco.

If you would like to compete in another event, please drop us a line and we will see if there is sufficient support.

We will be planning on a 10am start and lunch will be available. It would be helpful if you would let Allan or Jonathan know if you are planning to attend. Entry is \$5 per day. We have also been thinking about flying in rounds. Something like all of us flying Precision between 10 and 11am. Everyone flying Duration between 11 and 12.30. Then Texaco events in the afternoon. That way, all the entrants fly in the same air. Don't get bogged in the detail, what about the idea?

Free flighters very welcome, fly what you bring.
