

The monthly newsletter of the
Kapiti Aeromodellers Club

From the Scribe:



Just when I thought we were going to have some really good flying weather; we were teased and then Mother Nature locked it all away. Last week or so seems to be back to winter. The shorts had been seen sneaking out of the drawer and jandals were peeping from under the bed, but they've all now returned to hibernation.

The month was incredibly sad when we lost Mike Hall in the light aeroplane crash in the Tararuas. As expected, his funeral was huge. Report elsewhere.

We're approaching end of year and only one more newsletter to get out after this. Have really appreciated those who have contributed articles. It makes life so much easier. So please, if you think of something or see something that might be of interest, then send it on in.

Hobbyking. As John Miller mentioned at club night last month, the product they have most of, is called 'out of stock'. Pilot Pete has spoken with them and written about the issue in his latest newsletter. Repeated end of this newsletter.

Cheers,

Steve

How about this then.

I was taking a grand daughter through Southwards in the school holidays. Look what I saw: Was impossible to get a photo that showed the model off well.

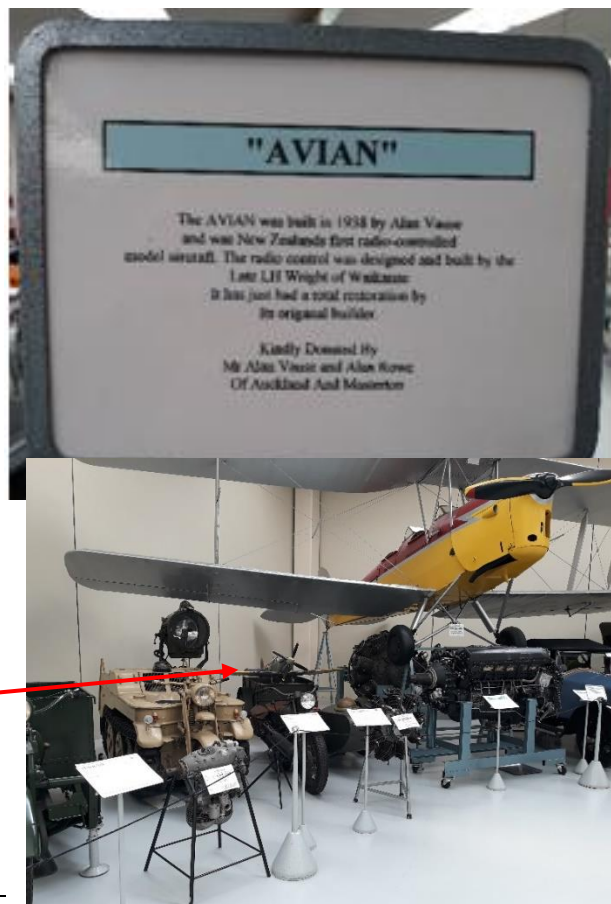


I also came across Ernie's spitfire which, unfortunately, you can see up close. It is in an area of the museum which has some WWII

stuff.

You can see the model in the back of this photo.

Steve



October Club night:

Unfortunately we had a bit of a glitch with some of the video, but what we did see was great. The Large Model show at Cosford was extremely interesting.

November Club night:

Andrew will bring along and talk about the Corsair that he and James are putting together for that wonderful 250cc radial that Andrew has. James has been improving things with some 3D printing as well.

I'll give an update on the build of the Pitts S2A currently taking over my garage. Will include a number of photos showing various stages.

One day, it will hopefully look like this.

Steve



TALKING of club nights.

Ideas going forward would be gratefully received.

Gordon is trying to set up a visit from a metervice person for next year, but yet to be confirmed.

I also note attendances at club night reflect the topic, which sometime I find disappointing. It's not always possible to have a riveting subject.

For Sale

Clive has 2 of these stands for sale.

\$40 each.

They are magic as model stands when assembling or working on large models.

If you want one, give Clive a ring on :

0272492279



TRAINER

Requires 4s battery and receiver.

Offers? Steve



Great Planes Ultimate Bipe.
New ASP 46 2 stroke.
Has only done test flights.
Has servos. Just needs rx and battery pack. \$350

Ring John on: 0274417592

SIG Cap 231 ex. Bare airframe.
Gear gone to another project. 73" wingspan. Front of fuse rebuilt a few years ago. In good nick.
Offers? Steve



Mike Hall

RIP

When I heard the reports of a light plane going missing in the Tararuas and the subsequent reports that an Instructor and student were involved, and that the plane had taken off from Foxpine, I immediately thought of Mike. Having had numerous conversations with him over his flying and instructing interests, and his flying out of Foxpine, there seemed to be too many co-incidences.

When the pilots were named, it became reality.

Mike had been a member of our club for a number of years, broken by the couple of years he and Lynda ran a B&B down in Wanaka.

He had been on the committee as Vice President before my time here, and came back on the committee at the 2018 AGM.

For a man with such vast management and 'getting shit done' experience, he could easily have taken over. But he didn't. His strength, to me, was his ability to follow discussion and distil that into simple and concise language. He had a lot of input into our new rules documents.

Given his position and work in the fire service, the funeral was always going to be a big one.



The auditorium at Southwards was almost full. A guard of honour was formed by the fire service as the casket was carried out.

There were 11 firetrucks in attendance and the casket was borne away on a Vintage fire engine from Otaki through another guard of honour formed by the crews of the fire trucks.

The club was well represented.

Besides numerous awards for his work in the Fire Service both here and abroad Mike was also given the Companion of The Queen's Service Order.

He lived a full and eventful life. He began flying at the age of 12.



October Weather Woes - *The Fox Report*

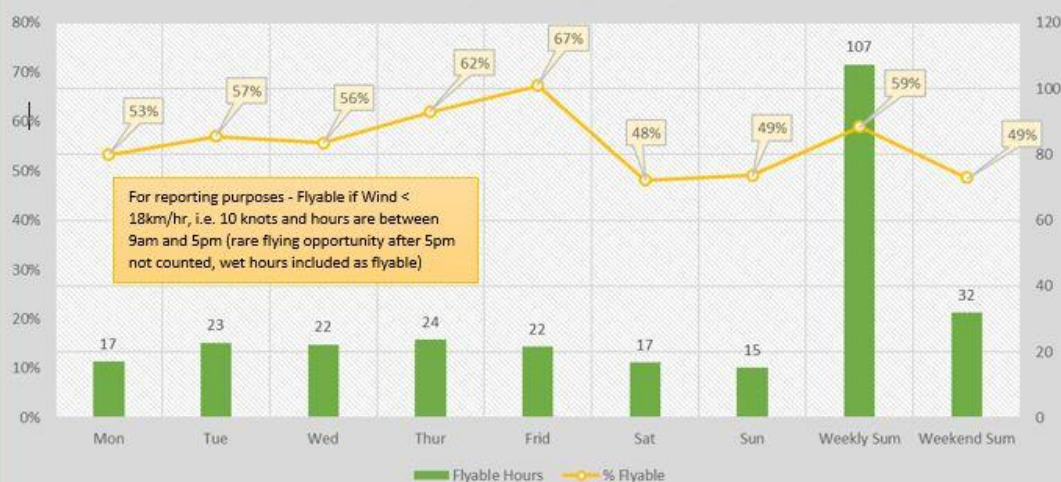


Should I have flown this month!

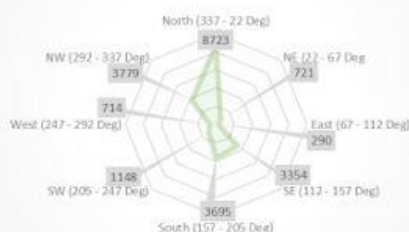
Our weather watcher stats show conditions were again pretty lousy for a lot of the month. Best weekday Friday flyable 67% of available hours. Weekend flying hours were disappointing with Sunday 49% flyable, this in perspective equates to 15hrs within the 31 day month 😞.

Apparently the mower completed more laps of the strip than planes were seen at the strip. It can still be fun to fly in a strong wind. Have faith, your aircraft will handle it, just expect it to be a little bumpy during take-off and landing, good for practicing your rudder/aileron control. So get out and enjoy flying your field 😊.

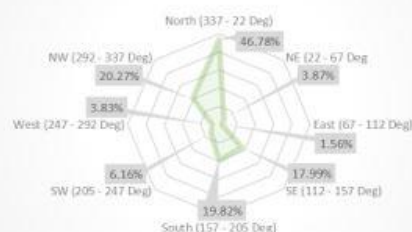
Monthly Summary All Days



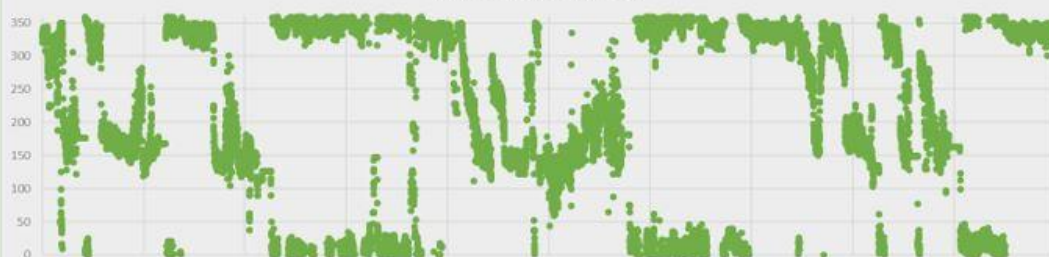
Wind Direction



Direction Percentage Spread



Wind direction (deg)



Thanks Crozy

For painting cupboard doors in the cub house.

It is much appreciated!



For Sale
Bare airframe
Free glue included



There were no takers at club night, so this has been consigned to that special place in hell for errant and disobedient models!

Celebrate daylight saving dinner



Some 26 of us met for dinner at the 180 deg. Bistro on the evening of 5th Oct.

Sadly, this was also the day of Mike Halls' funeral. Mike was down to join us for dinner that night and we took the time to sign a card of condolence for his family.

Also noted for his absence was Alastair Rivers who had managed to 'not' dismount gracefully from his bike and broke his hip.

A card did the rounds to wish him a speedy recovery. Absent without permission was Colin Taylor who has yet to master calendar entries and realise that October isn't November.

There were several members we don't usually see at these functions and that was good to see. Plenty of conviviality, lies being told and plans made.

This year we had 2 lucky draws for the 'boys' and 2 for the 'girls'.

The Presidents prize was drawn across both genders and Noeline Miller took home a nice bottle of red.

It was a night enjoyed by all, the only problem being, it

didn't usher in a sustained period of good flying weather!



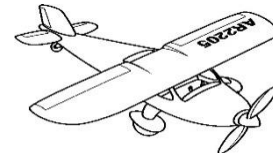
Dead stick landings

By Don Lynn

I've always been interested in where certain sayings or expressions originate.

One of these sayings that I have always pondered is the "dead stick". So it was time to head off into the wild world of the internet and do some research.

A couple of interpretations below



It's a bit of a mystery how the aeronautical lexicon came to include "deadstick." When the engine goes dead, the control stick remains effective. The word emerged from Britain's Royal Air Force during World War I, so one guess is that in the era of wooden propellers, an engine failure reduced the propeller's usefulness to that of a dead stick.

A **dead-stick landing**, is a type of [forced landing](#) when an [aircraft](#) loses all of its propulsive power and is forced to land. The "stick" does not refer to the flight controls, which in most aircraft are either fully or partially functional without engine power, but to the traditional wooden [propeller](#), which without power would just be a "dead stick".

Part of learning to fly a fixed-wing radio-controlled aircraft is demonstrating the ability to fly safely without engine power and perform a landing. Gliders, unless they have an auxiliary motor, do all their flying without power, and a trained pilot can touch down on virtually any spot he or she picks from the air.

The success of the dead stick landing largely depends on where the actual flameout or loss of power occurred and the availability of suitable landing areas. A competent pilot should be able to easily land the aircraft without power. Once again depending where the engine dies.

The instinct to stretch the glide by pulling the nose up will simply make the aircraft sink faster. The other major concern is attempting a low altitude turn back to the strip should engine power be lost shortly after takeoff. This normally results in a crash unless the aircraft is a lightly loaded model with a good glide ratio.

In the earlier years, engine reliability was poor so pilots needed to prepare for the likelihood that the engine would quit. Nothing much has changed in the world of methanol engines which are still prone to quitting.

Bugger, my engine has just died. What do I do now?

The “dead stick” landing is one of those things that doesn't usually happen often, but you need to be prepared for it when it does. The simulated dead stick landing forms part of the Wings test so should be taught to the student during their training phase.

It will usually happen at the most inconvenient moment, so you need to make a quick decision and stick with it.

As mentioned earlier, the dead stick does not refer to the controls of the aircraft, and unless you have had a catastrophic failure and lost power to the entire aircraft you will still be able to operate the control surfaces.

If an aircraft loses power, a useful number to know is the aircraft's glide ratio, the ratio of horizontal distance travelled to vertical distance descended. Say, for instance, a paper airplane travels 30 feet for every five feet it falls. Its glide ratio, 30 divided by 5, is 6.

Modern glider: 70

Hang glider: 15

Boeing 767: 12

Space shuttle during approach: 4.5

Human body: 1

Always good to have a test with the aircraft you are flying . Reduce the throttle to idle then practise a simulated landing , if it doesn't look like it's going to work , then power up and try again. This will give you a good idea of the aircraft's characteristics and may help when or if you need to do it for real.

A couple of examples of real events below.

Both have been on the TV series "Air Crash Investigations" for those of you that watch that.

Transat Flight 236.. Source Wikipedia... for full report see link below

https://en.wikipedia.org/wiki/Air_Transat_Flight_236

An Airbus A330 Air Transat glided for 75 miles for 19 minutes with no gas. Landing safely. Incredible.



The Gimli Glider

Another example of some real-life gliding skills, this time in a Boeing 767.

Once again for a detailed report see the link below.

https://en.wikipedia.org/wiki/Gimli_Glider



So, if these guys can do it we should be able to as well. You may not always get back to the strip, however if you have practised some simulated dead stick landings you will be more confident controlling the plane as you try to ease it back home.

Remember don't try stretch out the glide too much, if the aircraft stalls it's all over. Keep the nose slightly down and gently trade airspeed for height.

Happy landings

Don

Kapiti Aeromodellers Club

25th Anniversary Rally.

Landing Fees. \$5/day

Saturday 7th and Sunday 8th March 2020

PUBLIC ENTRY FREE
DONATIONS WELCOME

FAMILY FUN DAY
SAUSAGE SIZZLE

Queen Elizabeth Park - McKay's Crossing - Kapiti

Come and enjoy an amazing display of flying model aircraft

For details contact Steve Hutchison 021 644 595 or Don Lynn 021 366 393
or check our website www.kapitiaeromodellersclub.org.nz



As stated a few months ago, get it in your diaries now.

Don't want any excuses about doubled up activities this year!

I believe GWRC are also going to run some activities across the weekend. Not quite repeating what they did last year, but as yet I have no info.

Steve

What's happening in the park?

Several times a year I meet with Wayne Boness and discuss the club, it's activities and what is happening in the park that may be of interest to us. These meetings are now a part of our licence.

Car park at Kotare Room.

This was to have been finished by now but was held up as all GWRC projects were evaluated and also awaiting confirmation of Transmission Gully work at the park entrance.

The project now has the green light.

For us, access to Kotare on club nights will be much easier and better lit.

Rabbits.

Are having a field day around the club house and strip. The matter will be addressed.

Sand coming off the dunes onto our track at the wheeled gate.

Some retaining will be put in place to hold this back. That will mean when we clear the driveway, it won't relevel itself (hopefully).

Blackberry spraying.

It is still planned to be done by drone, but as we all know, weather (wind) has been impossible of late.

Triathlon in the Park.

A triathlon will be held in the park on 1st Feb. It is expected to be a large event. More info available at a later date.

Shouldn't hamper our activities.

Extracted from Pilot Petes latest newsletter.

HOBBYKING. What is going on?

I began dealing with Hobbyking nine years ago now. In those early days they had hundreds of model aircraft types kits and thousands of parts relating to model aircraft. A search now shows 32 with lots of double ups.

A quick check across the range shows thousands of items out of stock with no ETA so there is a worry that many of these items (covering film etc.) may not return.

[I spoke with a CEO of Hobbyking](#) last week as this situation can have a huge effect not only on my little business but on our hobby world wide.

He explained to me that they had a serious cash flow problem (hence the on going sales) and were shedding staff in the hundreds from many of their divisions.

"We have made a lot of mistakes and done many dumb things" he said "The biggest problem is that we diversified into other areas like trains, archery, 3d printing, drones and clothing to name a few and lost our focus on our proven core items"

"We have hundreds of thousands of dollars worth of stock that no one wants or is now obsolete and the sales and promotions we have had was targeted to get rid of these items. What happened in reality was that our best selling items were snapped up with offers like free shipping and across the board discounts so we have ended up with nil stock of top selling items and still have a lot of the old stuff sitting on the shelves tying up money"

*And that's it from me
for this month.
'tallyho' and 'chocks
away'*

Steve