

SIMPLY MAJESTIC



The DC3 of Chatham Airways ran sightseeing flights from Kapiti over the weekend of 11/12 Jan.

Unfortunately, we were to be away, so was unable to go for a trip. Gordon missed out but took a few very nice photos.

(I'm a bit annoyed the props aren't in sync, Gordon).

It certainly looks good in its original NAC scheme.

From the email I put out, nobody seems to have gone for a fly, but Ian 'Crozy' Crosland submitted his thoughts.

DC3s. I have worked on them and flown in them and would have spent more hours working on them than flight hours. I have been on the flight deck but never had a go at flying one. The skin on the outer planes ripples between the ribs at the point of being airborne. Holding a C of A on these old planes in this day and age is not cheap, especially if the work is farmed out and internal corrosion would be high on the list. I think NZ has three Dak's still air worthy and I take my hat off to those keeping them current. Cath suggested I go for a fly but I have been there and done that and would rather spend the \$100 on something else. It would have been a good experience for anyone who has never flown in one; low and slow but safe and a sound all of it's own. I have to admit I did look up every time it flew over.

Ian.

From the Scribe:



Wind wind and more wind! At least it has been general, and it isn't only the Kapiti Coast affected.

Flying days since Xmas could probably be counted on the fingers of one hand!

I guess for some it has meant some hangar time.

I've been busy rebuilding the engines for the Hog and my little aerobat.

The aerobat ran an ASP 52 2 stroke, that was put together from 2 good engines some time ago. Fortunately, I still had a good crankshaft in the box and along with a new set of bearings, runs sweet.

The ASP 91 4 stroke in the Hog was running rough and making bearing noises, so stripped and cleaned and replaced the bearings. When re-assembling, I found one of the tappet adjustment screws to be broken inside the rocker.

A 3mm cap screw suitable shortened has worked well. The only problem was cutting a driver slot. Even with a very fine cutting wheel in a Dremel, still a bit large. However, it has worked and now runs well.

The undercarriage for the Smith Miniplane has needed some serious work and is back in. Long term we may need to change some things here.

I sold the Cap prior to Xmas and am working on sorting out the Edge 540 I bought to replace it. Aside from having some engine problems, it's been hard to trim and I still don't trust it.

This has been an interesting experience.

The airframe, I was told, had only some 4 flights on it. I think they were pretty hard flights. It was obvious the undercarriage had been torn off and a few other things needed attention. I found at the strip, after inspection by Don, that one of the ailerons was quite a bit out. I struggled to understand why but set to adjust the clevis. Not very good those Seagull clevises. Broke in my hand. So replaced all of those and then found the control horn holes on the ailerons flogged out and they fluttered!

I was approached the other week by the Tramways Museum at QEP to write an article for them. Apparently, they are going to publish articles in their newsletter about other clubs active on the park.

Membership has perked up in the last month or so, with 4 new members signing on and another interested.

Welcome aboard Ian, Nick, John and Phillip. I look forward to seeing you at the strip.

Paul has circulated the notice for the P. North Aeroneers fly-in in March. Repeated in this newsletter. A few years ago, a group of us went to their birthday celebrations. Last year Mike Hall and I went up. Be good to get a group together this year. They support our rally, so we should support theirs.

Cheers,
Steve

2020 – the club is turning 25!

There has been much discussion on how the club could celebrate 25 years.

There was agreement at the AGM that we post a list of founding members in the Club house. This has been done.

The Rally has been advertised as our '25th Anniversary' rally.

BUT, its hard to come up with an activity as such that benefits everybody, or everybody who contributes, or has contributed.

The committee has therefore decided, to celebrate 25 years of a great club, that the club fee will be waived for the 2020/2021 year.

This will apply to all forms of membership.

It will not, however, cover a member's MFNZ affiliation fee.

The club is very strong financially, testament to the founding members and strong governance over the years, and this way, all members benefit.

The Committee

Show us yours!

Following last month's article, a few more members have sent in offerings. Would like to see some more though!

So, who is the callow youth in the photos? None other than Neil Upton from long ago.



Neil started modelling with help from his dad at a young age. Free-flight and control line were the only options available at the time. The prospect of losing a model/motor with a 'fly away' meant that getting giddy going round in circles with control-line became a regular modelling treat. Hey, it was a healthier option than kids doing drugs today.

Initially, a trusty 2nd hand ED Racer 2.46 cc diesel motor provided the noise up front. Diesel fuel in those days was harder to come by than today and homebrew was the only way to go. Medical grade castor oil was available in small quantities from the chemist but cost a fortune

beyond the pocket money afforded to a young lad. An evil brew of 1/3 ether, kerosene and 20/50 car engine oil were used. The resultant mix was down on power, poor on lubrication and resulted in the blackest gooiest exhaust residue imaginable. Unsurprisingly the poor ol' ED Racer soon wore out.

At about the time the ED Racer died (late 1960s) Neil acquired a brand new PAW 1.49 diesel motor. The PAW enjoyed proper castor oil based fuel and although down on capacity had more "go" the ED Racer. Still favouring control-line he continued to go round in circles getting giddy but by now was joined by mates in a very amateur attempts at 1/2A team-race and 1/2A combat. Hours of fun at the local park embedded the model building and flying spirit that continues to this day.



P.S. Neil still has the now 55+ year old PAW 1.49 – growing old together – ah, how sweet.

Large model assembly stand:

You will recall that Clive has had 2 of these for sale, and one has been in the clubhouse for a few months hoping for a buyer.

The committee has agreed this would make a good investment, so has purchased from Clive. It will stay in the club house for anybody's use, but remember, it's only needed for assembly/disassembly, so no hogging it!

Steve

February Club Night

Your chance to get your own back on the 'weatherman'. Gordon Wood has arranged for a visit from met service. Our speaker specialises in aviation forecasting. Should make for an interesting evening.



March Club Night

We have a documentary on the Shuttleworth Collection at old Warden.

Some of us have visited there and Ian spoke about it one night, but this will give a much better perspective.



January Weather Woes - The Fox Report



HOLFUY

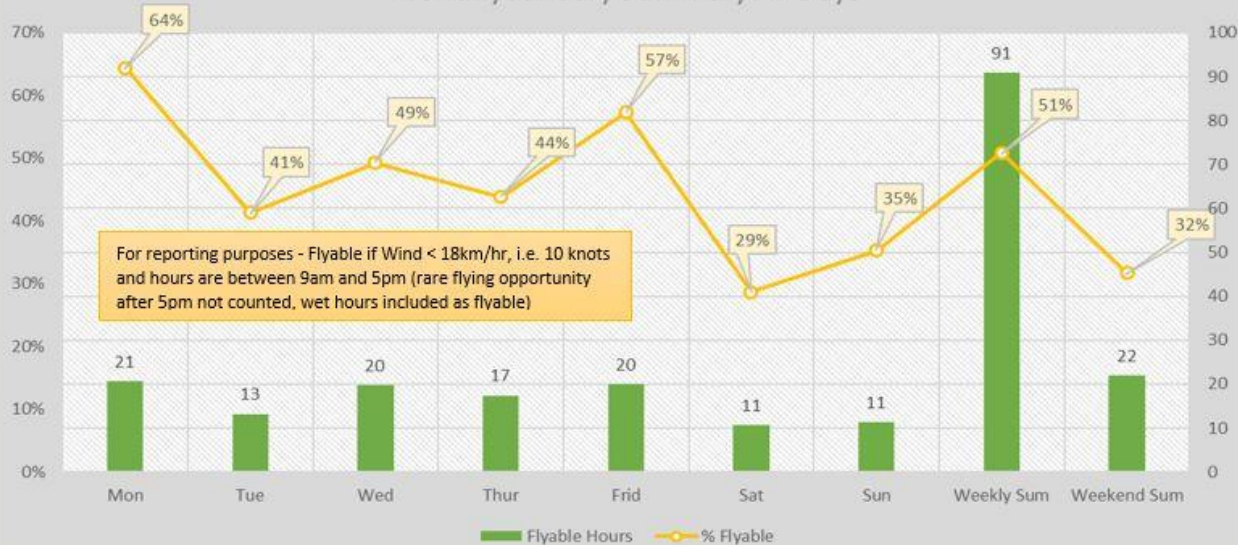


Should I have flown this month!

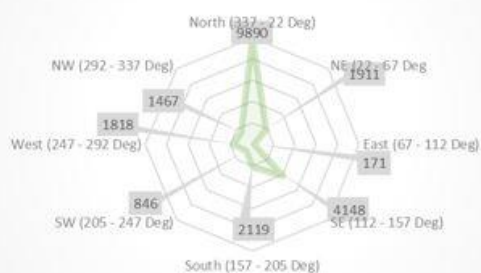
Our weather watcher stats show conditions were average for January. Best weekday Monday flyable 64% of available hours. Weekend flying hours Sunday 35% flyable. That said there have been a couple of very good days through the month and with it being the holiday month opportunity for all to enjoy.

A simple prediction from the Von: It has been windy, will probably be OK the week after next.

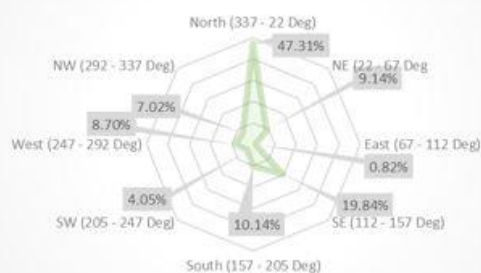
Monthly January Summary All Days



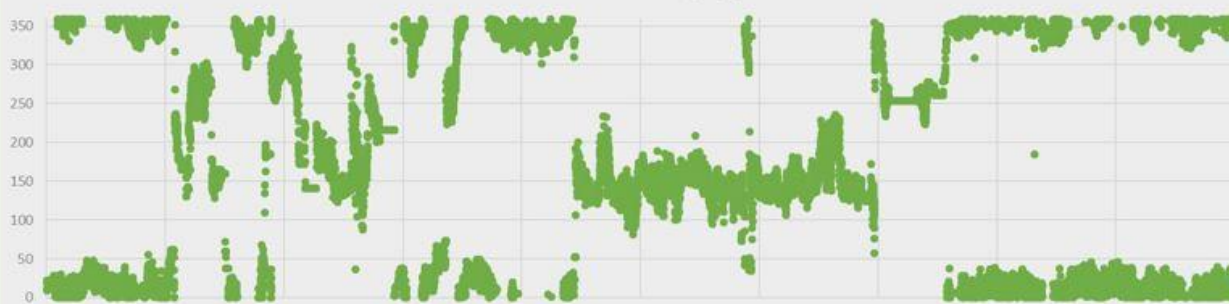
Wind Direction



Direction Percentage Spread



Wind direction (deg)



Tomboy on Steroids!

I an Crosland has sold his camper and his garage has been screaming out for something large to take it's place!

Progress report on my twice size and a bit Tomboy ready for covering. Refer 3 photos attached. Note rounded tips including more rounded fin and rudder, under cart 65mm further aft, modified nose and tandem sedan cockpit. Covering to be transparent red on wing and tail plane and transparent yellow for fuselage, fin and rudder, solid white for nose and black outline around windows and top of nose. Now that the bus has gone I have moved out of the room I had inside and into the garage. The two cars are side by side and in the front of them I have a lovely big workshop. Next project, a Tiger Moth fuselage coffin.

Ian



It's a pretty impressive piece of kit and obviously built to Ian's very high standards. But wait... there's more (or not enough):-

There is a major part of the frame missing. First person to E-mail cath.ian@xtra.co.nz with the answer wins a chocolate bar!

For Sale



Sig 4 Star 40. Magnum 52 4 Stroke. \$325. Top Flite Elder 40. ASP 52 4 Stroke. \$425. Offers considered. Phone John.0274417592. Will also consider selling as bare airframes.

Red Eagle H1210 Happy 3D Profile Foamie



Interested?
Ring Roger
White. \$30

0274314632

Did you get what you were expecting?

One of the challenges we have when ordering from overseas sources, is relying on the item description/photo being accurate. One can understand, perhaps, when ordering a 'cheapish' item on AliExpress that the goods may not be described accurately. However, I've never seen a photo misrepresented.

With the Pitts S2A I'm building, scale requirement show a sprung, 3 leaf, tailwheel assembly. I had ideas of cutting up an old saw blade and making one, but saw that SIG sold such an assembly that was close enough to scale for my purposes.

Their website shows this photo:



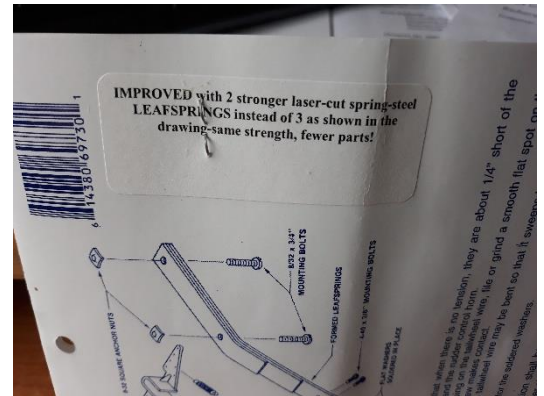
So, I ordered one, in spite of the cost, and duly waited its arrival. Christmas week I found the long awaited package in the letter box, gave to Kath and said "Here's my Xmas present".

On Xmas day at the family gathering and pressies being given out, I unwrapped my 'gift' with expectation. I

was confused. It was a tail wheel assembly but with only 2 leaf springs.

On the back it had this photo and description.

Now, given the photo is on their website, how difficult would it have been to update it with the product they are actually selling? Needless to say, I'm not impressed.



Charger in club house.

Wayne Elley has donated this charger to the club house so anybody can use if in need. However, the output is an XT60 plug and we need some XT60 to battery type connectors for it. If anybody has some spares, would be appreciated.

Results from Nationals:

I've been through the results of the nationals and have identified the following members who competed and were successful.

There were a couple of noted absentees from last year:

I haven't gone through each competition and place:

<i>Stewart Cox.</i>	Not long retired to Waikanae and is an associate member. Stewart entered a large number of competitions and did quite well.
<i>Terry Beaumont.</i>	Entered a number of Vintage classes and also performed well.
<i>Kerry Nichols.</i>	Kerry is an associate member with us and performed well in the aerobatic classes.
<i>Ian Hill.</i>	Or 'Windy' Hill as we have nicknamed him as he seems to prefer flying on windy days, performed well in his chosen aerobatic classes.
<i>James Farrow</i>	Placed 2 nd in advanced Imac.

If I missed anybody, I apologise, but can't see you on the MFNZ entries.

Congratulations to you all for at least competing.

Steve.

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**

Get that rally
date in your
diaries now!

Join us and visit the P.North Aeromeers fly in.

Palmerston North Aeroneers Open Day

Sunday 22 March 2020, 10 am-4 pm

Rain off day 29 March

End of Spur Road West, Colyton



**Landing fee \$5
Registration from
8.30 am**

**Pilots must be an
affiliated member and
have a wings badge.**

**Pilot briefing at 9 am
BBQ and refreshments
on site**

No Eftpos available

**For more information
please contact
President, Mike Randell,
0274 486 003
president@aeroneers.com
or www.aeroneers.com**



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

Steve