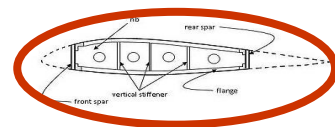




July 2020

The Spare Rib News



*The monthly newsletter of the
Kapiti Aeromodellers Club*

www.kapitiaeromodellersclub.org.nz

The Presidents podium



Hi all.

Another month down and it's great we are back to normal activities.

In recent years it's been unusual to have large numbers at the strip on a flying day, but the other week that certainly wasn't the case with a very large turnout. As a number of regulars were absent, it was good to see so many there.

Pete Brown has been down a few times this past month flying his new jet and we've also seen Ryan Groves a few times with his re-powered turbine. Certainly, jets provide an atmosphere all of their own.

It's been great to welcome a few new members to the club in recent times.

In fact, in one day I gave out membership application forms to 3 people.

Pierre Daigeneault is well known to a number of members from his WMAC days, visited the rally this year and we enjoyed his company at the strip the other Sunday. Malcolm Shute has been to several club nights, has Don sorting him out and I'm sure will enjoy his membership as will Paymon Armadi, a good friend of Shahab's and has visited a few times.

You never know where new members may come from and often visitors express a desire to someday take part.

Lighting the fire of interest is what it is about and hopefully the smouldering flames bring somebody back later on.

Have a great month

Cheers,
Steve

July

Is the return to normality.

The club night will be the long delayed AGM on Tuesday night 21st and the Silver Fox squadron BBQ will return that same week, on Thursday 25th

Auctions

WMAC auction.

The WMAC auction, normally held in July will this year be held on 26th August.

Venue to be advised as the hall they use is being renovated by council

TMAC auction.

We've received notification that TMACs annual auction is being postponed, with a proposed date of October 4th.

Membership Cards 2020-2021

I have had these a couple of weeks now. I've given out at the strip when I've seen members (although have missed a few. Ask me if you see me). Will hang on to them until the AGM and then deliver/post those not distributed.

Cessna 170B update

In the May edition, we featured an article from John Ellison on the build of his Cessna 170B. The model is now finished with just a few tweaks required.

John writes:

"It has turned out a little nose heavy, and one receiver seems to have gone out of bind, so I have a few issues to sort but otherwise model seems ok".

It certainly looks OK.

There's no doubt John build a lovely model.



Condensation made for a blurry photo, but great to have a busy day at the strip, even if we had to ground the planes for a bit!

Clear the Air

That was the request on a glorious and busy Sunday afternoon a few weeks ago. Wayne Boness rang and asked we get all models out of the air as



a member of the public using a metal detector had found a piece of ordinance and carried it out to the sandhills before alerting anybody.

The bomb squad was called in, and as they use radio-controlled gear, we were asked to get all aircraft on the ground just in case of any interference.

We were only too happy to oblige. About 30 minutes later we heard a muffled explosion and a few minutes after that came the call to allow us to resume hostilities.

The incident was reported in the local papers and of interest was the statement that the use of metal detectors in the Park is not allowed. For obvious reasons, I would guess.

Paper Clip.

When Mike Tucker gave me the material I have used these last few newsletters, the documents were held together by a rather unusual paperclip. No doubt from his days at CAA and I have no doubt, manufactured especially for them.

I actually found it harder to use.



Crozie's garage / workshop.

The motor home that took up half the garage sold before lock down and I now have a lot more space. The aircraft under construction is my own design 'Crozz Duster' with working hopper.



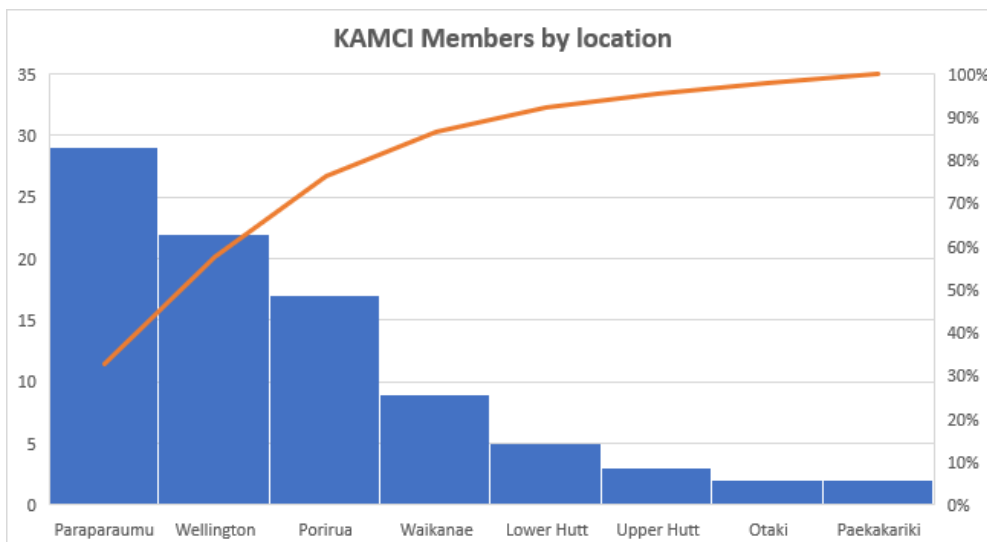
We expect a lot more output now, Crozy!

For Sale.

Paul has the following available:

- MDM-1 Fox 4 metre \$2,500
- 3 x Hitec HS-7985MG digital coreless metal geared 12.4kg.cm @ 6V \$90 ea

Paul has some time on his hands...



Always good to know where the good folk live.

An interesting piece of Trivia.

Rules of thumb for plane design

Roger Balfour has pulled this from his archives.
Valuable information.

Rules of thumb for plane design

This is a good place to start then you can experiment with changes to see what happens.

The ratio of the wing span to wing root chord should be 5 or 6:

- Example: If the wing root chord is 6" then the entire wing span should be 30" - 36" long.

Note: The wing root chord is that portion of the wing that attaches to the fuselage, measured from the leading edge to the trailing edge of the wing.

The wing thickness should be 12% to 14% of the wing root chord:

- Example: If the wing root chord is 6" then the widest part of the wing should be 3/4" thick.

Note: Foam profile planes do not follow this rule of thumb but still fly.

The aileron surface area should be 10% - 12% of half of the wing surface:

- Example: If half a wing is 6" x 18" then the wing surface is 108 sq inches. The aileron shape should equal 11 - 13 square inches of surface area.

The fuselage length should be 70% - 75% of the wing span:

- Example: If the wing is 36" long, then the fuselage should be 25" - 27" long.

The distance from the leading edge of the wing to the back of the prop should be 15% of the wingspan:

- Example: If the wingspan is 36" then the distance from the back of the prop to the leading edge of the wing should be 5.4".

The leading edge of the wing to the stabilizer should be 3 times the wing root chord:

- Example: If the wing chord is 6" then leading edge of the wing to the stabilizer should be 18".

The horizontal stabilizer should be 25% of the wing area:

- Example: If the wing is a rectangle, 36"L x 6"W, it has a wing area of 216 sq inches. 25% of 216 = 54 sq inches. The shape of your horizontal stabilizer should equal 54 sq inches.

The elevator (attached to the horizontal stabilizer) should be 25% of the horizontal stabilizer surface area:

- Example: If the Horizontal Stabilizer is 54 sq inches then the elevator surface area should equal 13.5 sq inches.

The vertical stabilizer should be 10% of the wing area:

- Example: If the wing is a rectangular 36" x 6" shape it has a surface area of 216 sq inches. 10% of 216 = 21.6 sq inches. The shape of your horizontal stabilizer should equal 21.6 sq inches of surface.

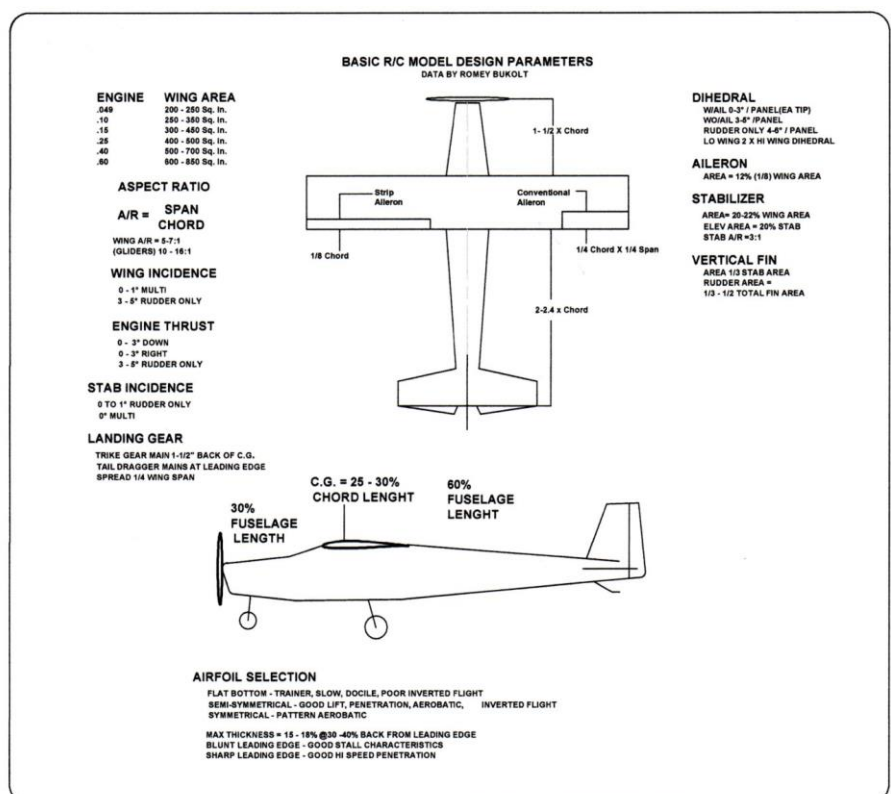
The rudder (attached to the vertical stabilizer) should be 25% of the vertical stabilizer surface area:

- Example: If the vertical stabilizer is 21.6 sq inches then the rudder surface area should equal 5.4 sq inches.

The plane should balance at 25% - 33% of the wing root chord:

- Example: If the wing root chord is 6" from the leading edge to the trailing edge of the wing then the Center of Gravity (COG) should be located 1.5" - 2" from the leading edge of the wing.

Note: This general rule is more for rectangle shaped wings, not necessarily for odd shaped or delta shaped wings.



Reminiscences

Last month we featured a story written by Mike Tucker many moons ago, about his early experiences with radio Control.

From that same newsletter – published in 1992 - comes this photo page.

I've enhanced as best I can. We have a couple of stalwarts here including Colin with black hair!



Colin & his Pixie.
Now certified & legal
nice one CT



Dennis Colin & Bob -
Starting problems



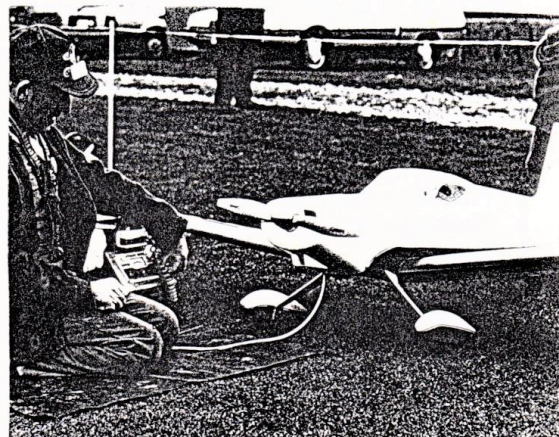
Harold's Laser, beautiful finish,
How do you do it?



Ladies in waiting,
Jenny & Beryl



James and Cub;
you were looking serious Jim?



Brian with his Bravo

Rally 2021

The rally for 2021 will be held on the weekend of 14th and 15th of March.
This works in with the New Plymouth rally which is being held on 5/6/7 March.
So, get it in your diaries now. No excuses!!!

Paul sent in some real doozies which will make great fillers over the next few editions.

Excerpts from A History of Naval Signals from Salamis to World War 2 “Make Another Signal”

From 1st cruiser to 2nd cruiser (in harbour at anchor):

YOUR MOTORBOAT HAS JUST DESTROYED MY STARBOARD GANGWAY. IT SEEMS THAT YOUR COXSWAIN COMPLETELY LOST HIS HEAD.

Reply:

PLEASE SEND BACK MY COXSWAIN’S HEAD

From cruiser entering harbour to Base:

HAVE YOU ANY NEWS OF LADY BLANCHE.

From Base:

HAS LADY IN QUESTION LEGS OR PROPELLERS.

A corvette was passing the Bar light vessel off Liverpool when she touched a magnetic mine somewhere in the shallows. It did not do much damage beyond bending the main shaft. A signal was sent by the corvette to the Port War Signal Station reporting the incident.

From Commander-in-Chief Western Approaches came the somewhat heartless reply:

DO NOT SINK IN THE SWEPT CHANNEL.

H.M Minesweepers *Prompt* and *Jason* were built, launched, commissioned and operated together. They were chummy ships and much friendly rivalry existed between them. One day *Prompt* struck an acoustic mine. While she was settling down in the water with upper deck awash:

From *Prompt* to *Jason*:

FIRST AGAIN.

22nd December 1854, Crimean War. Vice Admiral James Dundas was turning over to Rear Admiral Sir Edmond Lyons. The relationship between the two officers is revealed in the parting signals:

From *Britannia* (Admiral Dundas) to *Agememnon* (Admiral Lyons);

MAY SUCCESS ATTEND YOU

Reply from *Agememnon*:

MAY HANGING AWAIT YOU

From C.-in-C. Mediterranean to Sunderland aircraft which has just announced proudly by signal that she has shot down a small Italian shadower.

YOU GREAT BIG BULLY

In a Mediterranean convoy operation *Nelson*, flying the flag of Flag Officer Force H, was torpedoed.

From C.-in-C. Mediterranean to Flag Officer Force H:

I HOPE THAT THESE MY CONGRATULATIONS WILL COMPENSATE FOR A SLAP IN THE BELLY WITH A WET FISH.

Reply:

THANK YOU. AT MY AGE KICKS BELOW THE BELT HAVE LITTLE SIGNIFICANCE.

From American destroyer to Flag Officer Queenstown;

HAVE ATTACKED AND SUNK ENEMY SUBMARINE. WHERE AM I.

Reply:

TOP OF THE CLASS



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

Steve