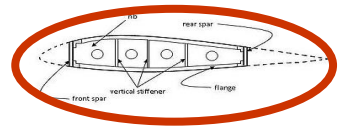




June 2020

The Spare Rib News



**The monthly newsletter of the
Kapiti Aeromodellers Club**

www.kapitiaeromodellersclub.org.nz

The Presidents podium



There's not much to say this month.

I didn't think I would have enough for a newsletter – how wrong I was!

We have been able to open the strip and along with putting the required protocols in place, things have gone along nicely. With the strip having been mown for us, we didn't have to rush the first mow. The strip was quite flyable although the grass in the parking areas quite long.

The first mow last Thursday found the mower struggling in those long areas. We've had a few good flying days and hopefully more to come.

I would like to thank all club members for following the required protocols.

Makes life much easier when everybody 'just does it'.

With the move to gatherings of 100 people, the 'No Visitors' sign on the gate has now been removed.

AGM. Will be held now in July. There will be no club night meeting in June.

See elsewhere in newsletter.

We're back, and as usual, a few incident-less days often lead to one or 2 with incidents.

John M had an experience when one side of a wing, undamaged in any way, broke off a model he was flying during a loop. Examining the break afterwards, there was no sign of any previous fracture. The model (not built by John) was too light in the spar area and the wing sheared one bay out. Food for thought.

The other incident brought home the requirement for all pilots to know exactly where you are in the sky in comparison to other models.

Enough said.

Cheers,
Steve

AGM

We had pencilled the AGM in for June.

HOWEVER, there is little certainty that we will be in level 1 by 16th June.

Indications are it will be the following week.

The committee have therefore decided not to hold a club night and AGM in June, but will hold it in July.

Under level 2 and the requirement to social distance, it's just too hard to have a pleasant evening in the meeting room.

So, we will follow up with a full notification, prior.

TMAC annual auction.

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

AUCTION UPDATE

As a consequence of the COVID-19 lockdown we have deferred the annual auction. A provisional date has been set of 4th October.



WANTED

Crozy is still after an OS FS 52.

Somebody may have an ASP FS52 that Crozy could be interested in.

Ian Crosland wanting to buy 1 OS 52 [4 stroke] engine.
04 2972917 or cath.ian@xtra.co.nz.

For Sale

Qty	Model	Type	Torque 4.8V oz.in	4.8V Speed (sec/60 deg)	Torque 6V oz.in	6V Speed (sec/60 deg)	Torque 4.8V kg.cm	Torque 6V kg.cm
1	HS-303	Analog	49	0.19	-	0.15	3.5	-
2	HS-322	Analog	42	0.19	51	0.15	3	3.6
2	HS-422	Analog	46	0.21	57	0.16	3.3	4.1
1	HS-425 BB	Analog	46	0.21	57	0.16	3.3	4.1

\$10 ea or \$50 for the lot. All have been sweep tested OK today.

Also:

4 x Futaba S3010 analog 6.5kg.cm @ 6V \$32 ea

3 x Hitec HS-7985MG digital coreless metal geared 12.4kg.cm @ 6V \$95 ea

These came out of my Aeroworks 84" P-51. All have been sweep tested OK today.

Contact Paul Buckrell.

paul.buckrell@outlook.com

ph: 021422633

Park News

Having had reason to chat with Wayne a few times over the last few weeks, here's some info on what is happening around the place.

Rabbits. Been a great breeding season and the area around the clubhouse has looked like craters on the moon or Hobbiton according to John M. Culling has reduced the population in recent weeks and they are looking for a bait drop in June.

Entrance way – wheeled gate. We again have some problems here with the weight of cattle walking over and around the coir matting barrier, basically removing it. Wayne's going to get this sorted and look to fence off with electric tape.

Tram tracks. You will have noticed that the tram tracks around the entrance to the farm near Wayne's office have been uplifted. This is part of work requested by GWRC to upgrade this crossing as once the bridge structure further along is completed, this will become the main vehicle entrance for the farm, which is currently off the Expressway.

Tree Planting. There will be no community tree planting events this year.

Car Park by Kotare Room. This has been an ongoing saga with delays originally brought about by GWRC reviewing its projects. Covid created another delay. The project had to be approved again and Wayne hopes that he can go to market shortly.

QEP future. A couple of questions have been raised following articles in local papers. These articles are a little misleading.

The article published a few months ago on the costs to GWRC of having a farm there was misleading in the costs quoted were cherry picked.

The more recent article on the future of farming was Penny Gaylor's report on council discussion of the Parks Network Plan. This plan is yet to go to public consultation. (It's some 2 years late. I was told originally it would be out in mid 2018 when I was interviewed as part of the Park User consultation). Until all of those steps are completed, there is no decision.

FYI. Beetham's lease for the farm was 5+5, meaning the first 5-year review is in a few months' time.

MFNZ vacant roles

A number of you are already aware that Jonathan Shorer is heading back to the UK shortly. Along with the resignation of the MFNZ Treasurer, MFNZ are looking to fill 2 positions.

We have received a communication from Paul Clegg asking clubs to nominate members for these vacant positions.

Full descriptions are available from the MFNZ website.

If any of you are interested, let me know and we will arrange nomination.

Steve

Reminiscences

Recently Mike Tucker gave me some old stuff for consideration for the newsletter. Two articles have already been published. One of Mike as a young fella aeromodeller and the other the article about John Wall.

In the info I received was a copy of the club newsletter from June 1992, when the club was still part of PAMINC.

In this newsletter was an article by Mike, so as he is still a member, and as I found it interesting, here it is. (I've needed to re-type as layout didn't lend itself to scanning).

Also. Remember article was written in 1992 when looking at costs he quotes.

I first saw a multi-channel R/C model in the shape of an Astro Hog at a fly-in on my home club field in Ashburton, Mid Canterbury, in 1960, and dreamt that one day I would build and fly one of these aeroplanes.

The Astro Hog in question was owned by a visiting modeller from Christchurch. It was fitted with the latest K&B 45 Green Head R/C engine and an Orbit 8 multi-channel radio set. Most of us had only read about such things in the Aeromodeller and to actually see these in the flesh and installed in an Astro Hog was mind boggling for we country lads, especially me, 15 years old and earning 5 bob a week delivering milk!

Radio control was in its infancy in N.Z. then and the only gear that any of our club members had previously seen were the locally produced Wright or HMY single channel sets.

Models so equipped and 'flown' by a couple of our members (KeilKraft Junior 60's and R6-B's) were generally about 95% uncontrolled free flight and 5% partially radio controlled, such was the seemingly impossible task of getting those radios to work properly. I am told, however, that some people had quite good success with these radios – they didn't live in Ashburton in my days there! The Orbit 8 channel radio gear fitted to the visitors Astro Hog used to retail at around 150 pounds, a hell of a lot of money in 1960 when the average wage was in the order of 10 pounds/week.

These figures make today's gear seem cheap don't they. Obviously, multi-channel flying was only for the very well to do!

I am not a technically minded person so will make no attempt here to delve into the technical details of the Orbit radio gear other than to say it was non-simultaneous (you were not able to operate more than one channel at a time) and non-proportional (hence the term bang bang controls). When a control switch was selected you got full deflection of the corresponding control surface on the model – exciting stuff! The transmitter did not have sticks but was fitted with 2-way spring loaded switches, one for each function. If you are wondering about the term 8 channel, it does not mean the same as today. The early reed gear required v2 channels for each control function i.e. 1 channel for up elevator and 1 channel for down elevator and so on, therefore, to get 4 functions; elevator, rudder, aileron and throttle, 8 channels were necessary. As far as I can remember 10 and 12 channel sets eventually became available, so did gear which offered simultaneous control. I don't think any of these old reed sets offered proportional control functions. Pilots had to 'pulse' the Tx switches in order to get the degree of control required.

Anyway, back to the Astro Hog.

The visitor from Christchurch flew his model several times that day in 1960 (very proficient he was too), and those of us present, to whom this had been the first demonstration of multi-channel R/C flying, went home thinking about our C/L and Free Flight models had about as much appeal as cold tea after what we had witnessed.

I had been building and flying models for about 4 years then, mainly control line plus a few free flight models (names such as Peacemaker, Toreador, Thunderbird and Nobler spring immediately to mind), which were flown with varying degrees of success.

This means I had a hell of a lot of crashes.

In 1961 I became the 50% owner of a Wright single channel radio set. What in God's name prompted this I don't know because we fared no better with this gear than the locals who had preceded us. This resulted in a rapid loss of interest in R/C, multi-channel was an impossible dream.

In 1962, full size aeroplanes took over my time and from the day of my first flying lesson in May of that year, model flying disappeared from my life for the best part of 15 years. My Father had the good sense to keep all of my engines and other associated model gear, as he guessed (correctly) that one day his little boy would again hanker for the stink of Acetone, Dope and Ether.

During the 1962-1977 period of flying, firstly training up to Commercial Pilot Licence standard, and then from 1965-1970 as an ag pilot and from 1970 on as a flying instructor, models were never far from the forefront of my mind, and in the mid 70's, when the first FP series Futaba radios appeared on the market, I was quickly hooked again. The owner of the model shop in Timaru (where I was the aero club Flying Instructor (from 1973-1982) was a member of the club and he quickly fitted me into a Futaba FP4 set, sending me home from his shop one day with this, plus plans for a Smog Hog, a heap of balsa and an OS Max H35 R/C engine!. A local 'expert' test flew the Smog Hog in 1978 and I had the best part of 4 years flying with this model until an argument with a tree in 1982 meant that the 'kitset' was consigned to the inside of a large plastic bag to await eventual rebuild. At about this time we left Timaru for Wellington to enable me to commence employment with what was then called the Civil Aviation Division of the M.O.T.

The 'kitset Smog Hog' was destined to remain in its plastic bag until about 3 years ago (1989) when the urgings of both Derek McDonald and Bill Smellie persuaded me to remove my modelling finger and get flying again.

Happily, I succumbed, rebuilt the Smog Hog and joined this club where my R/C floundering's may be witnessed at the field from time to time.

"Where is all this waffle leading?" I hear you say, "what about the 'Astro Hog'?" At last I have actually built and flown an Astro Hog. It took only 32 years for the dream to come to fruition – I guess you cannot rush these things!

As an interesting aside, my Private Pilots Licence cost 160 pounds in 1962, 10 pounds more than an Orbit 8 multi-channel radio set, for forty hours flying!!

Forty hours flying would now cost about \$5,000 (1992 figure), what price now for an Orbit 8?

Mile Tucker.

Whilst this isn't the actual gear Mike was talking about (1960 vintage) it's from the Orbit catalogue of 1966 Interesting.

	Transmitter	Receiver
4-Channel	\$ 70	\$60
6-Channel	80	65
8-Channel	90	75
10-Channel	100	80
12-Channel	110	90

Mikes article reminds me of a few experiences around this time (1960's). I too owned a Wright single channel transmitter and a receiver (of another brand). I couldn't get the stuff to work and after being hassled by the P&T to get a licence, disposed of it.

A friend of mine was also playing and he had a Japanese set which he set up in a boat to learn how to use it.

It was a lot of fun.

I recall making multiplugs for all the wires from old valve radios. You removed a valve and its socket. Smashed the valve and soldered your wires to the pins thus exposed. Then used 'Plastibond' to fill and create something you could grab to plug and unplug.

In the early 70's we were living in Hamilton and a friend and I would venture out to the local club field and watch radio control. In 1973, the gear had come a long way. I remember talking to one of the guys at the field whose model and setup was worth somewhere around \$900. I was earning \$3500 per annum, so was well out of my reach!
Steve

Orbit 10 volt, T-81250 nickel cadmium battery & charger...\$40.00
Orbit 6 volt, R5-600 nickel cadmium battery & charger...\$25.00
Optional 6 channel relay deck for use with 4, 6, 8, 10 & 12 channel receivers supplied with SPDT 50 ohm Dean relays.....\$60.00
Size: 1½ x 2 x 3 Wt.: 4 oz.

12-CHANNEL REED



Vintage

Bob Burling Memorial Vintage Event – Levin 16 and 17 May 2020

By Stew Cox

Having been expecting to have to cancel or postpone the event due to the Covid-19 Level 3 lockdown, things changed very quickly with the change to Level 2 the week the event was planned for. It was clear after contacting a few regulars that people were itching to fly and it then became a matter of whether we could conduct the event within the new Level 2 requirements which as you may recall were continuing to evolve and be refined as that first week of L2 wore on. We determined we could run the event within the L2 rules, and this proved to be the case – thanks to all those who attended for keeping to the guidelines.

Levin again turned on excellent flying conditions both days and attendance was quite good under the circumstances. Over the course of the two days, nine people recorded times over five classes. Another four did some Vintage RC sport flying without recording times and two sport fliers flew Free Flight Vintage models on the Sunday. Most got in some sport flying as well as recording times which is very much in the spirit of these events.

There was a particularly good attendance from the Kapiti club. John Miller and Terry Beaumont attended both days and got a lot of flying in, John with his IC Buzzard Bombshell and twice sized electric powered Tomboy, and Terry with his Lanzo Bomber, Mercury and Double Tomboy. Ian Crosland flew his Mercury and large Tomboy. Wayne Elley flying in his first vintage event had his elegant Miss America which he built and finished to a very high standard from a NZ produced Hangar One short kit. Peter Kettle and Owen Stuart both had fun sport flying their large Playboys in the lovely conditions.

Old age can be a bonus in vintage flying! The age bonus creates a quirky aspect to vintage flying which adds to the fun and also enhances your score. To encourage the building of older designs, models get a bonus point for every year their plan publication pre-dates the 1950 vintage cut-off. For example, the Mercury's of Ian and Terry that were published in 1940 get an age bonus of 10, one point for each year prior to 1950. What this means for most of the events, if Ian or Terry didn't make the required target time for their flight with their Mercury's, 10 seconds would be added to that flight up to the maximum flight time score. In Precision where three minutes is the target score, the age bonus creates a window such that the Mercury could land up to 10 seconds under or over the target three minutes and still achieve the maximum flight time before points for landing on the spot are added. Wayne's Miss America was published in 1936 and gets an age bonus of 14 seconds per flight whereas the Tomboy published in 1950 gets no age bonus.

The following classes were flown at this event:

Precision – This is an ideal class for someone new to vintage to give it a try. As always, this was the most popular class at this event as any RC vintage model is eligible with cabin models and duration designs able to compete on an equal footing. All you have to do is climb from launch until cutting your motor anytime you want before 60 seconds and then glide down to land at three minutes total flight time give or take your age bonus as described above. In addition, you receive an extra 20 points for landing on the spot which is a 30 metre diameter circle.

While not hugely difficult, it is still easier said than done and everyone had a lot of fun trying.

Achieving the spot landing on all three flights is a challenge and this was the main difference in the scores at this event. The top two achieved the perfect score and Joe Bradbury of Levin and Bryan Treloar of Ashurst made a flyoff flight, Joe winning by just one second.

John Miller, Ian Crosland and Wayne Elley finished 4th, 5th and 6th respectively

E and IC Duration – Again, three flights and the key here is a fast climb as most engine types are only allowed a 20 second run. From there, you are looking for a 4 minute total flight time for IC models and a 5 minute total flight time for electric powered models. You also get 20 extra points for making the spot landing and you can continue flying for over the target time rather than needing to land right on the target time like in Precision. The rules make clear maximum engine sizes for a given size of IC model and similarly battery oomph for electric.

E Duration: Ian and John M finished 2nd and 3rd

IC Duration.

Wayne Elley and Terry Beaumont finished 2nd and 3rd.

Texaco – While no-one from Kapiti flew Texaco, a brief summary of what these classes are about. All Texaco events are effectively fuel economy events. The events originated in the US and were sponsored by the Texaco fuel company.

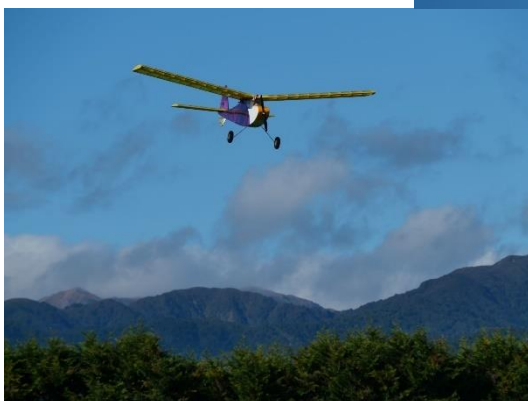
For the A Texaco class, you need any IC motor from 1.5cc to 3.5cc (.09 to .20cu inches) with four strokes and diesels normally proving most economical. The limited capacity fuel tank is simply a small Humbrol paint tin. Putter about for 10 minutes and land on the spot and you have a max. You can keep flying over the target time if you wish.

For Open Texaco, any size IC vintage model can be used with the fuel tank size determined by the wing area. This class has a 15 minute flight target with spot landing and again, you can keep flying beyond that if you want to continue to enjoy the thermal you've found.

There are also electric Texaco classes which are based around wing area determining maximum battery size.

The next vintage event at Levin is the John Selby Memorial on 19 and 20 September. Same format as the Bob Burling event. Some will also be using the NDC Vintage events as an excuse to air their vintage models with others at Levin throughout the rest of the year though of course you can use NDC as an excuse to get together flying Vintage models at any field.

For more information on vintage, go to <https://modelflyingnz.org/sigs/vintage.html> There you will find links to AVANZ News copies going back several years – a wealth of interesting reading on a rainy day. There are also links to a free plans service for vintage models. The page also has a link to the vintage rules.



Wellington Tramway Museum newsletter.

This newsletter is produced bi-monthly. I am now sent a copy and it makes interesting reading. If anybody would like to receive a copy, let me know and I'll put you on a mailing list.

The below photo and comment came from their latest newsletter.



Above: Since our article on “Our Near Neighbours – The Kāpiti Aeromodeller’s Club” in the Jan-Feb “Tramlines” the above photograph taken by David Jones has come to light. It shows Tram No.239 descending the hill and heading towards the depot. It is traversing the level crossing– in 1985 very rudimentary – that provides access to the aero-modeller’s site, plus it shows the roadway to the site. The aeromodellers’ site itself is located where the collection of people and vehicles can be seen in the background.

On this particular afternoon, March 31st, 1985, two things were happening. The tram is the “official” first tram to go “over the hill” to the temporary terminus which is now the stub siding on the Beach side of the hill. It is shown returning down the hill. And the collection of cars and people, far from being associated with the aeromodellers, were in fact partaking in a motocross event. The leading car on the road has a trailer with two motocross bikes on it.

Thanks to the Tramway guys.

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”

Signal from one Atlantic convoy escort to another:

COMMENCE HOSTILITIES WITH JAPAN

Reply:

REQUEST PERMISSION TO FINISH BREAKFAST FIRST

From Renown:

AM BEING ATTACKED BY ELEVEN DIVE-BOMBERS.

Later:

SEVEN DIVE-BOMBERS WILL NOT BAT IN SECOND INNINGS

From corvette to Base:

AM TIED UP TO NO.5 BERTH

Reply: SHOELACES ARE TIED UP. H.M. SHIPS ARE SECURED.

May Weather Woes - The Fox Report



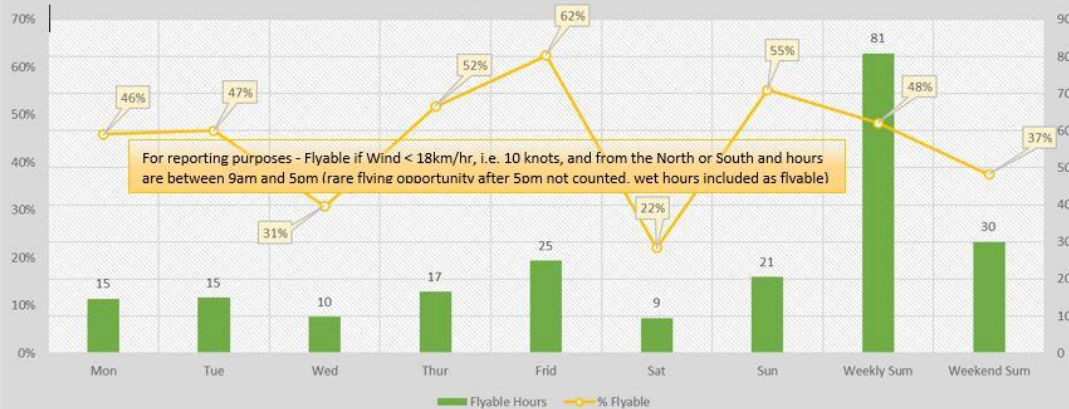
Was a partial fly this month!

Our weather watcher stats show conditions have reverted to pre lockdown conditions with some good flying available for those that ventured out. With flying opportunities getting back to normality and the strip being available, get out and enjoy.

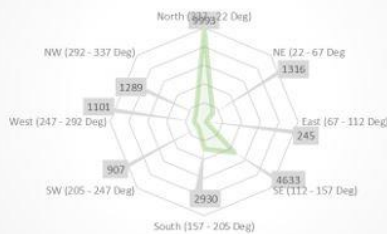
	Km/hr	Date
Max Average Speed	43	Wednesday, 6 May 2020
Max Gust	59	Sunday, 3 May 2020

Flying from Monday 18th May 2020, the days after enjoyed by a few able to make it out day by day.

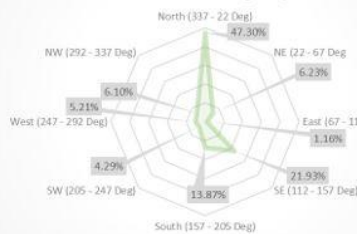
Monthly May 2020 Summary All Days



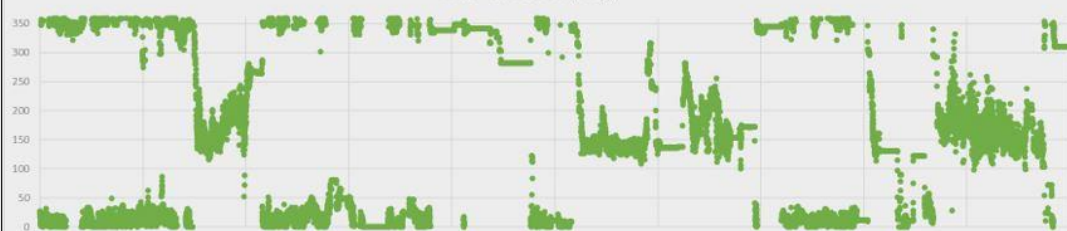
Wind Direction



Direction Percentage Spread



Wind direction (deg)



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

Steve