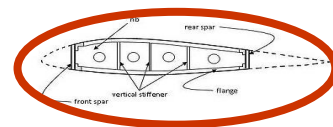




May 2020

The Spare Rib News



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

www.kapitiaeromodellersclub.org.nz

The Presidents podium



I was worried I would have little for this newsletter, given there is no activity.

But, as always, articles when needed, arrive.

I know many of you have been in the hangar, I haven't much.

It's been an opportunity to get some other things done.

From a flying perspective, we still have a little waiting to do.

I hope you have all enjoyed the 'Bubble News', put out a couple of times since lockdown.

I was doing something for the Rebus club whose newsletter I also do, so thought it would be easy enough to do 2 at the same time.

Cheers,
Steve

AGM

We have pencilled the AGM in for June.

We need to be past level 2 (as it currently stands) for the AGM to occur (social distancing etc).

So the easiest thing to do is plan for June. As we meet the 3rd week of the month, I'm quite hopeful by then we will be clear.

At this time we will work on that date, new documents etc. will be issued.

No doubt some of you may be concerned about the AGM being held late and what, as an Incorporated Society, this may mean.

From our Constitution:

ANNUAL GENERAL MEETINGS of the Club shall be held each year as soon after the first day of April as the Management Committee shall be able to convene same. The time and place of such meetings shall be decided by the Management Committee, and advised to members at least one month prior to the meeting.

The below has been circulated by MFNZ, following legal advice.

1. <https://www.bvond.co.nz/2020/03/16/holding-or-not-holding-general-meetings-of-members-in-extraordinary-circumstances/>
2. <https://www.bvond.co.nz/2020/04/13/not-for-profits-obligations-under-their-constitutions-and-statutes-and-covid-19/>

The Incorporated Society people are not going to be throwing clubs out for not submitting returns.

So we will go for June AGM.

Documents will be circulated at the appropriate time.

Regards,

Steve

WANTED

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

Vintage

My apologies to Stew Cox who submitted this article for the previous newsletter but got missed. The original has been updated to better represent today's environment.

With the increasing interest in Vintage models in the Kapiti club, I thought it timely to provide details of recent and upcoming events at Levin, albeit that whether future events this year proceed will be Covid-19 dependent.

Locally, in addition to the Tomboy and other Vintage flying that Terry, John, Ian and Owen have been promoting, there are three events each year at Levin where one can really give these lovely old designs some serious air. The Levin events are relaxed and are effectively very low-key competitions with a rally atmosphere.

"Vintage" flying covers a wide range of modelling periods with events defined as Vintage being for models published up to 31 December 1950 along with events defined as Classical being for models published from 1 January 1951 through to 31 December 1975. So, chances are many Kapiti members already have a model or two in their stable that fit either Vintage or Classical event classes.

We had an excellent turnout for the Gareth Newton Memorial event at Levin on 15 and 16 February which included five Kapiti members on the Saturday and two on the Sunday. In addition to Kapiti Club members, participants came from the Levin, Wellington, Ashurst and Feilding clubs. Both days were very relaxed with lots of chat between flights and excellent BBQ lunches provided by Jonathan Shorer along with great baking by Jonathan's wife Gill. There was sport flying of vintage models in addition to competition flights.

Vintage RC Precision, as always, proved the most popular with nine competitors. This is a fun event that anyone can fly with any eligible vintage aircraft. The motor run of up to 60 seconds to achieve a three-minute flight is generous enabling sport vintage models to compete equally with duration models. The skill in the event is landing within 15 metres of the spot, on time, at three minutes give or take the age bonus for the model. Easier said than done as none of the nine flying Precision managed all three landings on the spot. Terry Beaumont placed second and Ian Crosland third.

Rumour has it that there has been a proliferation of Tomboys produced in the Kapiti area so if there is interest, perhaps we should look to fly Tomboys as another class at the next Levin event, whenever that turns out to be.

The next two-day Vintage event at Levin is the Bob Burling Memorial, originally programmed for 16 and 17 May followed by the John Selby Memorial on 19 and 20 September. Any Vintage or Classical class can be flown on either day. All welcome! I will be advising vintage fliers by email nearer the date of the Bob Burling event whether it will be flown, postponed or cancelled based on the Covid-19 guidelines from the Government, MFNZ and the host Levin club. If you haven't been getting emails from me about the Levin vintage events earlier this year and would like to be on that mailing list for the future, please let me know by email – Flierstew@gmail.com

Those interested in Vintage flying, if not already receiving AVANZ News are encouraged to send an email to Bernard Scott scott.scott@xtra.co.nz requesting to be included in the free email circulation list of this excellent newsletter for all things about NZ Vintage flying. The newsletter comes out about six times a year and PDF back issues can be seen on the Vintage SIG page on the Model Flying NZ website at <https://modelflyingnz.org/sigs/vintage.html> All sorts of interesting articles and reports on recent builds, events, etc. The full report on the Gareth Newton Memorial event at Levin was in a recent issue.



Terry Beaumont refuels for another flight of his 1938 Mercury



Ian Crosland about to light up the four stroke in his Mercury



Ian about to take off with John Miller advising on wind direction and Terry poised to time the flight



Owen Stuart lines his 1940 Playboy Senior into the wind



Playboy rolling along the strip for another flight

Happy days eh Colin?

From the archives we find Colin playing with his Smith Mini Plane.

This photo was given to me when I launched mine, by Swampy. Thought I would use it as a filler sometime.

Then the other day the LMANZ Face Book page posted some old photos and the model appeared yet again. I then realised that the model features in the header photos for the page. Grabbed those and a comment from the current owner.



Photo is dated 1997



Derek Whelan It still lives and is much loved in my hanger. Spent some time improving the undercarriage and replaced the radio gear and tank etc. Other wise still in original condition and looking good.

Like · Reply · 16h

Show us yours

This month Ian 'Crozy' Crosland has 'fessed up.

The earliest that I can remember about model aircraft was when I must have been about six. My father bought or acquired a chuck glider profile cut out which looked more like cedar than balsa and Ata glued, [anyone remember the Ata glue smell] and I had to wait and wait for it to dry. But I cannot remember how it flew. At the age of ten or eleven I started earning a bit of pocket money and started on chuck gliders, the ones you cut out of a part sheet of 1/16" balsa, Spitfires, Mustangs, Zeros and ME109s. Do you remember them? Modelair also produced one called a Tui. I then advanced to built-up tissue covered rubber powered models. Photo one is an Airsail Skeeter ROG, [rise off ground, wow!]. There were two model shops back then, Mr Nixens Elizabeth St Book Shop and Don France down the Quay, also some book shops and chain stores sold the odd simple kit. To finance further, my first after school job was at Aitkins Arcade in Courtenay Place, later McKenzie's and my second was Turnbull & Jones, also Courtenay Place. My first motor was a diesel 1cc ED bee from Nixens. I built a fancy control line model of my own design, never had a bloody clue, no rudder off set, the lines were far too long and the C of G?--- Anyway after trying to take my head off it crashed. This was at Wakefield Park in Island Bay. The following weekend I was back at the park and spent some time with two fellows my own age who had a simple robust control line trainer. I took measurements and built one and bingo I taught myself to fly the thing. Most of my motors were diesels, five EDs .5cc, 1cc, 2cc Mk2, 2cc Comp Special, 2.46 Racer [my best motor] and a Frog .5cc. I also had a couple of glows, a Frog 500 and an Eta 29. I preferred the diesels as there was less gear to cart around. We could buy ether in a large jar from a wholesale place in town and go back for a refill, unbelievable. We mixed our own, equal parts ether, power kerosene and SAE 50 motor oil. There were a bunch of us and some older that flew mostly at Wakefield Park, so we decided to form a club, called the 'Island Bay Eagles'. Control line mostly, sport, scale, team

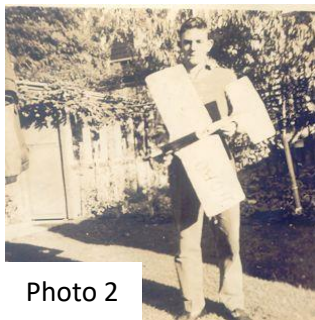


Photo 2



Photo 4



Photo 5



Photo 6



Photo 1

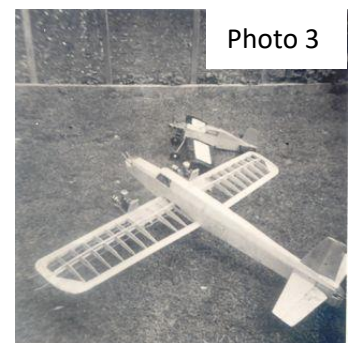


Photo 3

the 'Island Bay Eagles'. Control line mostly, sport, scale, team racing, stunt, combat, speed and one Dinajet. Small short free flight was possible on calm conditions and I only remember one RC proportional Rudder Bug short trial flight. Photo 2 is a stunt model of my own design with flaps that worked opposite to the elevator. Sorry about the clarity of the photos. Photo 3 is another own design twin engine; the Ravenswood brothers built a four engine Halifax. Photo 4 is a top-dressing Tiger Moth, you pulled a 3rd line to operate the hopper. I built several models in my youth, the Tiger moth was the last before I started my aviation apprenticeship. It would only just fit in to my *Austin Seven* so I took it to work one day to re-solder a wheel retainer. The boss made me go home and get the fuel and lines to fly on the tarmac. When I got back, he had half of CAA sitting on the fence waiting and the Herons ordered to taxi on the grass while I put up three demonstration flights. School holidays were spent at a relations farm west of Pahiatua and with wide open spaces I built two Modelair free flight kits, photo 5 a Kea and photo 6 a Sky rocket, both good flyers and I remember the Kea got holed by a pair of magpies one day. Photo 7 was my old license to fly.



Photo 7

Lockdown Antics

From secretary extraordinaire, Wayne Elley.

I had a soon-to-be sister-in-law coming to NZ from the USA in 2019 so I jumped on eBay and bought a relatively cheap O.S. FS91 for \$200. I had no idea what I'd do with it but who needs a reason? Anyway, fast-forward a year or so to lockdown and the need to do something in between cups of tea...

You'll 100% be aware that I had a noisy weed-eater-like 2-stroke petrol motor on my Four Star 60. Very noisy! It ran pretty well, nonetheless, and was cheap to run; it started well, yet was a little on the heavy side, requiring a bit of lead tail weight to balance the plane. Also, it loved to spit out black goopy sludge onto the poor pilot's canopy, plus he got his feet sticky dirty when alighting across the wing.



Spot the difference!

All of that will be a thing of the past now that the refurbished O.S. sits up at the business end of things. Nice glow smell now. However, there were a couple of surprises while getting the O.S. ready. First, I ran it briefly a few months back and it had a loud, shot-bearing-like sound. Yes, I should have fully dismantled it before running, I can hear you say. Well, this glow novice had a brother-in-law coming over again

from the USA earlier this year, so what better chance than to order a \$40 bearing kit from eBay.

Getting the motor apart was fine until arriving at camshaft bearing extraction. One end of the transverse-mounted camshaft has an alloy cover, the other is blind. Well, the blind-end bearing was truly corroded and gummed up. A good blast and soak of CRC and it still wouldn't let go. So the trick was to get a drill bit to fit into the inner race then wriggle vigorously side-to-side until either of us won the tug-o-war, or the drill bit broke. I won.

Cutting a long story short, once all cleaned and together again, it fired up and runs pretty well, just a few tweaks of mixture screw and needle valve needed. Not sure if my neighbours in lockdown appreciated the sweet sound of an O.S. 91 as much as I did.



So now the plane can do without the tail lead and yes, I remembered to change all the tubing from petrol tygon to glow silicone, including inside the tank. Still not sure about my throttle linkage but it does work, and I wanted it to be backwards-compatible with the nasty NGH17 still. No need for ignition module or



battery too, so that lightens things up a bit.

Last thing is to remember how to fly and how to get to work again once things get back to some kind of new normal. I'm in the market for more glow fuel now too.

Looking forward to seeing it in the air, Wayne.

Cessna 170B

John Ellison is still busy at the building board.

Thanks to Barry Mansfield who introduced me to Adrian Brittons designs. He gave me an article for a 44-inch Cessna 170B. I decided a bigger version would look good with flaps and ailerons and had the plan enlarged to 88 inches. Before we became residents of Coastal Villas, I had completed the wings and struts with ailerons and flaps and had almost completed the fuselage. Having recently built my 2nd big vintage Mamselle, also a Mansfield inspired model I thought it about time the Cessna was completed, so down it came out of my loft workshop to my building board. I completed elevator push rod linkages and sorted out where all the gear was to go. Ailerons and flaps, in the centre section of the attached but removable wing centre section, with separate receiver and battery. The motor, rudder and elevator on a 2nd receiver powered by the electric motor battery. This has been deemed better than having lots of long cables up to the wing centre section. I have had the system as outlined all working and seems to operate successfully. I have run all the cables for the pull-pull rudder and steering tail wheel but still have to connect. The motor is the standard for all my big boys, an Aerodrive 42/48 on a 14/7 prop with a 4 cell 3300 mah battery. My call up for surgery has interrupted my project, but once recovered, will be back into it during the winter months. The windscreen will test ones skills, as although i have made a pattern out of carboard, I will have to acquire a suitable thickness material I can cold bend to fit the cabin. Any suggestions would be welcome.



*Another lovely build John.
Look forward to seeing it finished.*



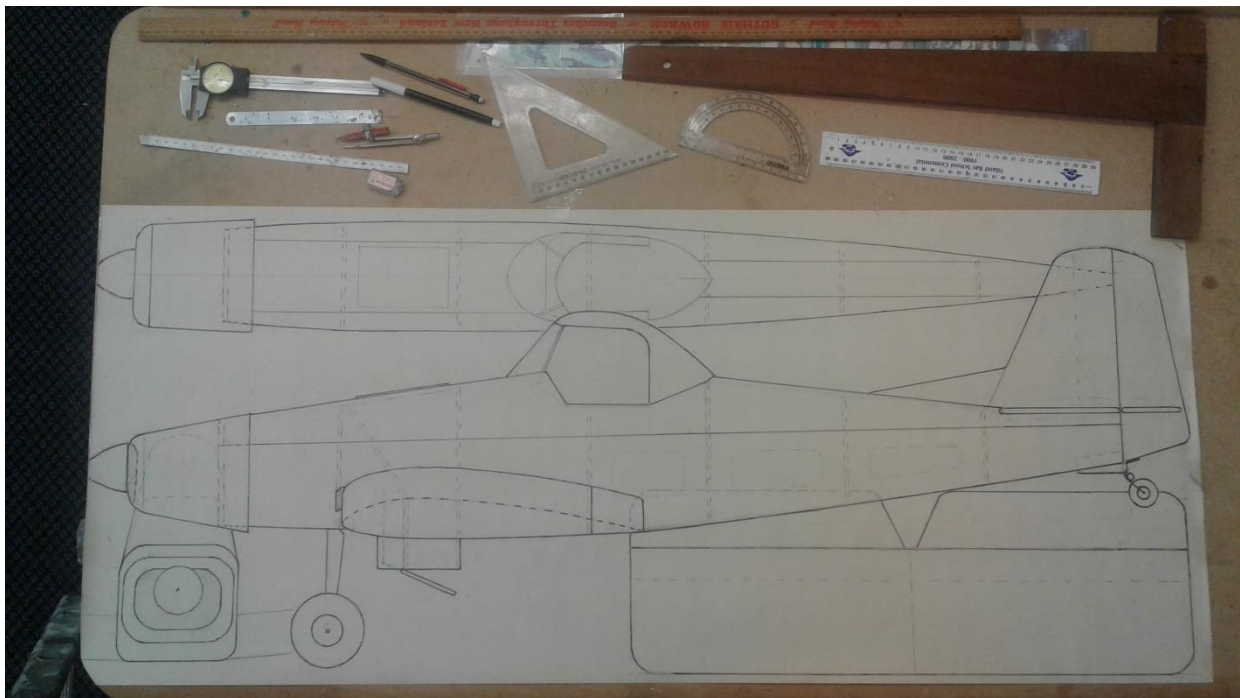
The Croz Duster

*Is it a Crop Duster or a Top Dresser?
I heard both terms over the years.*

*When Ian 'Crazy' first told me about this project, I am sure it was to be called a 'Croz' Dresser.
But not being of that persuasion, seems we now have a 'Croz' Duster.*

Ian Crosland design during lock down.

'Croz-Duster', based loosely on an Ag Tractor, span 1.650mtr [65"], cord 330mm, length 1.170mtr [46"], tail plane 615mm x 200mm. Est weight 4kg. Flaps, slats and a working hopper. Main plane yet to be drawn up.



Free to good home(s)

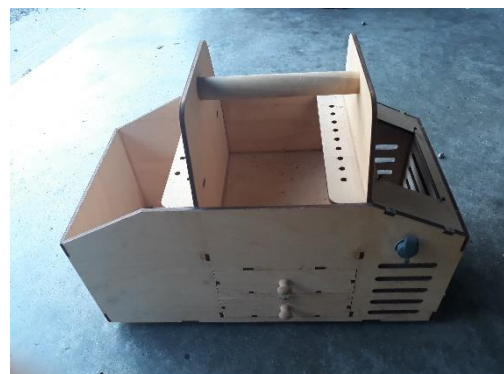
These are sitting in my loft going nowhere.

The genuine looking field box came from John Ellison originally, but I never did anything with it.

The caddy I used for tools and things over the years but hasn't been used in ages.

So free if you want one or both.

Get in touch.



THE VON IS OVER IT, I'M JUST NOT SURE WHAT I'M OVER.....

April Weather Woes - The Von Report



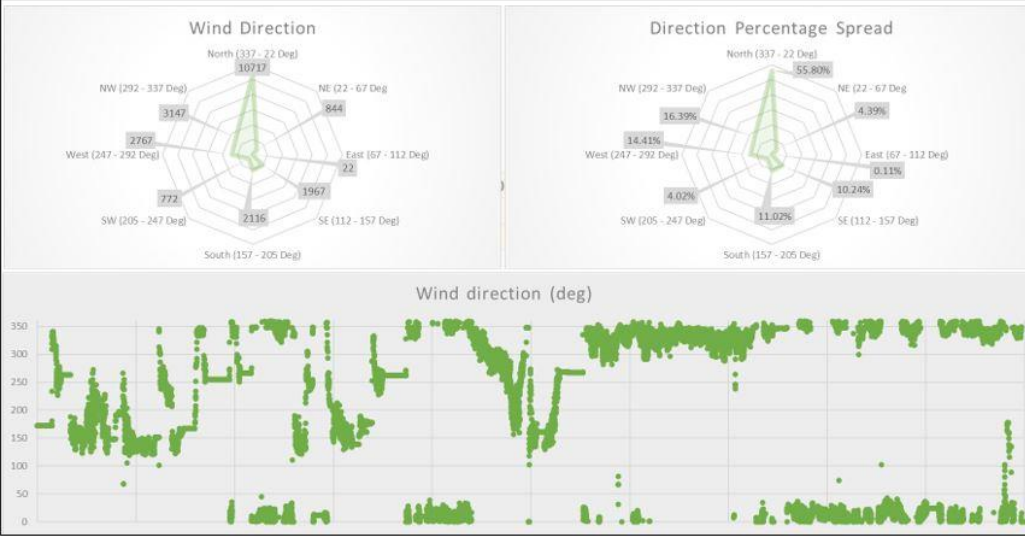
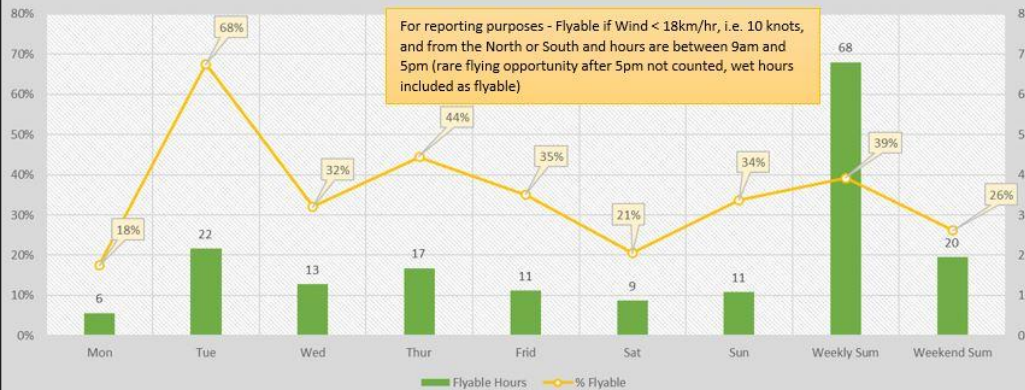
No I couldn't fly this month!

Our weather watcher stats show conditions teased us all, with OK flying available for what appeared to be most of the month. With flying on hold for all of us, I'm sure those that took the occasional peak via Holfuy revealed that the strip is still there as grass still not so green.

	Km/hr	Date
Max Average Speed	54	Monday, 13 April 2020
Max Gust	79	Monday, 13 April 2020

"Remember what is coming is better than what has gone."

Monthly April 2020 Summary All Days



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

Steve