

**October 2020**

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

[www.kapitiaeromodellersclub.org.nz](http://www.kapitiaeromodellersclub.org.nz)

## **The Presidents podium**



Hi all.

Hope all have enjoyed this last month.

Not as many flying days as we would like, but there were some real beauties.

Especially last weekend when we had more activity than I've seen outside of a rally.

Was good to see a few of the new faces there as well. Some under instruction, some learning and Al took his Wings test. Paul, who did the test, felt a little foolish

as many years ago, Al maiden a jet for him at Tokoroa.

You wouldn't know he has been away from flying for so long.

This week should see the new crossing going in, but the inclement weather of this weekend may well have scuppered plans. We'll just wait and see.

We are still being asked to sign in etc. at the Clubhouse, so scan the QR code or sign the register.

Enjoy the month ahead.

Steve

## **Flyers World**

We've received our hard copy and it is/will be in the club house, suitably labelled.

Please don't remove it from the club house.

## **James has a new toy... The mighty Biside**

### **Where did the Biside come from?**

Having been to a good handful of aerobatic competitions, there was always a class of aerobatics I couldn't really fly with my Yak 54, Pattern (precision) aerobatics. I have been flying a class of aerobatics called IMAC (international miniature aerobatic club). Last year, I had a go flying a pattern sequence with the Yak, this was allowed because the Sportsman class allows for any type of model to enter. It was only when Frazer Briggs gave me a go of his pattern plane, that I realized the finest nuances of flight are not the same as with these large scale IMAC-type planes.



Frazer encouraged me to get into this class of aerobatics, so I began searching around to find a suitable model. I found they all cost a bit more than I would have liked new, so I asked around for a second hand model because I wasn't really comfortable spending too much money on a plane destined for a line of aerobatics that I wasn't necessarily going to be interested in that much.

I discovered a few guys were selling pattern models including Gwyn Avenell who wanted to sell his BJ Craft Biside. I also discovered various people selling power systems i.e. motor and controller combos second hand, which is good because they're costly for this kind of model considering this type of model generally utilizes a 2.5Kw electric motor, 10 lipo cells, 100 amp speed controller and a 21" prop.

## Pattern vs IMAC

IMAC models are supposed to look like full-size aerobatic planes. Pattern models do not care about looks, as long as it's within the size and weight limits then it's fine. Hence why the Biside, and in fact most modern pattern models, aren't the nicest looking.

The main difference between the two is that pattern aerobatics is much more precision oriented whereas IMAC aerobatics are judged on a sequence of back-to-back complex manoeuvres.

Gwyn Avenell lives up in Auckland, thus the Biside too. I bribed my big brother who lives in Auckland to pick up the air frame and power systems on his way down to see us.

Together dad and I (mostly me) put it together pretty quickly. I was waiting for some essentials such as servos and a receiver, so this held things back by a week or two, but eventually it was all put together and ready to fly



Biside fuselage and wing. Reconstruction of the dad's Hawker Tempest wing in the background. Press him for a photo or two Steve!

*(Andrew, your on for next months newsletter then).*

The Biside has an all-moving stab or a flying tail. This made setting up a bit tricky as observed during the test flight, because I couldn't tell exactly where 0° on the stab was, so I had set it by eye.

Luckily, come the test flight, this was fairly well set it seems, though it did need a fair amount of down trim even though the CG seemed to be spot on.

Flying the Biside is not difficult. It's very light for a 2m long 10S model weighing in at less than 5kg and seems to handle the wind remarkably well which bodes well for windier competition sessions. I quickly got it dialled in during the test flight and started to get comfortable with it, learning how the roll and rudder coupling was going to work. I was eager to see how it handled precision rolls, loops and rollers, so I put them to work finding them quite easy as expected. The 4800mAh 10 cell battery gives me eight minutes of flight time.

The only thing I dislike about the model is the typical ordeal all electric fliers must live with. That of battery management and charging. I must admit I appreciate the fill and fly convenience of gas models; being able to fill them up and go again and again.

## Design and Production

The Biside is designed and made by BJ Craft in China who design models influenced by successful F3A legends with supposedly unmatched flight characteristics.





Original design of the Biside.

Composite fuselage, built-up wings and tail.

Length 1998 mm  
Wing span 1700 mm  
wing area 96 dm<sup>2</sup>  
H.Wing area 14.2 dm<sup>2</sup>  
V.wing area 16.8 dm<sup>2</sup>



Interestingly BJ Craft note here that no mixing is required to maintain a steady knife edge. I found that not to be the case, I will be fiddling with the CG which

adjusts the all-moving stab which could have an effect on this.  
I really dislike the use of mixes in general and avoid the using them because I prefer to make manual adjustments as needed in-flight.

## **It's a club. It's what we do..**

John Miller writes.

Noel (new member to K.A.M.C) has acquired a 40 engine size trainer model (Make unknown). The model was complete with servos, pushrods etc and required to have necessary clevises attached, OS40 engine installed, incidence checked, model balanced etc etc.

A workshop session was organised and the model is now ready for test flight and hopefully, if all good, Noel can use to complete his desire to obtain his wings. The eagle eye of master modeller Ian noticed a lot of "Washout" in the wing trailing edges. We measured the amount at each wing tip and recorded one side as 20mm and the other 25mm. This seemed excessive, so we agreed to try to even the amount by hand warping the wing half on the bench and applied heat to the now wrinkled covering. With persistence, both halves are now 20mm. We are wondering if any of our club members have had a flat underside trainer model wing with similar amount of wing washout. (The wing has dihedral).



All hands de-warping the wing

## **Ian Crosland writes: -**

### **Switches, yes Switches!**

Browsing through some of the magazines in the club house, I have come across, on more than one occasion, an article on switches and the importance of testing them on a regular basis.

*And...* if the model is flown regularly, the switch should be changed annually.

Well I don't know if I really need to get that extravagant, but it got me thinking. Maybe I should check some of my models, and I was surprised. I found a couple of suspect switches and changed them. One was not making a very positive contact and the other was well down on voltage output. To test, I connected a fully charged battery, checked with a voltage meter first, then removed the power lead from the receiver, connected the volt meter to the output lead, [not the charging lead as some switches have], then turn on the switch and wiggle it a bit. If the voltage fluctuates or is 5 to 10% less, or if you are in 'doubt', throw it 'out'. Ok, some of you will be saying. "We always check our switches on a regular basis". But how many of you are a bit like me and sort of ignore the importance of the humble switch? What about spraying a bit of CRC on it to try and get a better contact? You may improve it, but for how long? Some switches can be taken apart but to do this you have got to have a clean bench, a good light, pixy fingers and really know what you are doing. As I've said, if in 'doubt' throw it 'out'.

*San update on the lockdown project – the mighty Coz Duster.*

### **Croz-duster series 1. ZK- POO (own design)**

Span = 67" Power = Saito 56

Almost ready for covering, just the fixed slots to make.





## *October Club night:*

### *Spitfire Night.*

Brendan Whittaker will talk on the research and building of his spitfire.

Bring your spitfires or spitfire memorabilia along for a Spitfire night.



## *What a day. – Sunday 20<sup>th</sup> September*

Every now and then we have a day that is just perfect and on some of those days, everybody wants to com and play. Sunday 20<sup>th</sup> was such a day. It was the busiest I've seen it outside of a rally. We had new and old members and some we don't see often.

The pictures speak a 1000 words!



*Paul has a new machine. A Mamba 70cc from Flex Innovations. It was maiden on the day.*



*James maiden the BiSide*



*It's a stunning machine. DA 70 powered. Check it out on the web.*

*Sohail had James maiden his Red Baron before taking the controls himself.*





Was good to see Ryan and Cat with a couple of nice models



And then there were the usual suspects.



Can't do justice to everybody. It was a 'one out of the box' day.





# September Weather Woes - The Her Report

Another month gone, Spring Equinox past us 23 Sept!

Our weather watcher stats show conditions have been pretty crappy over the month, what a year to forget..

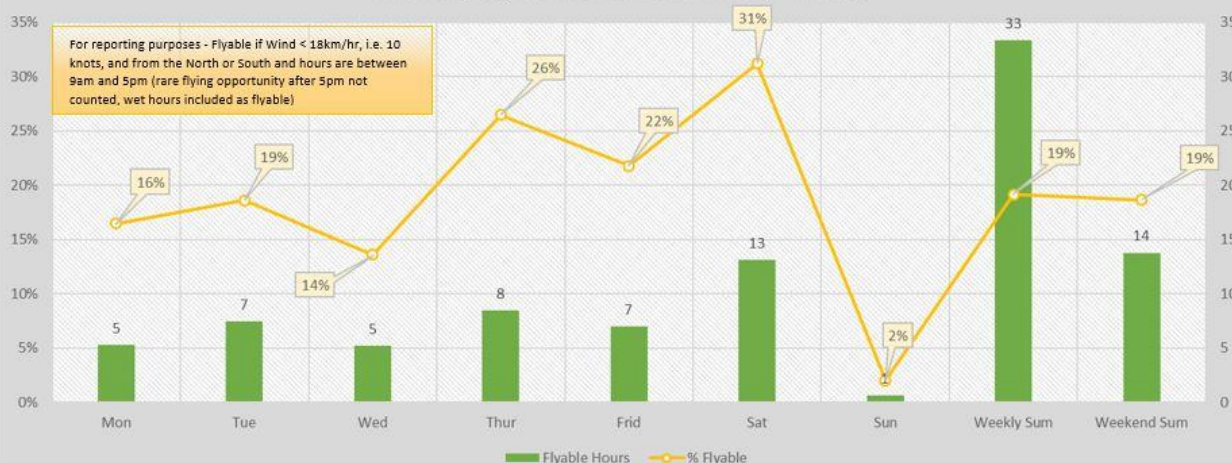
	Km/hr	Date
Max Average Speed	62	Sunday, 6 September 2020
Max Gust	88	Sunday, 27 September 2020



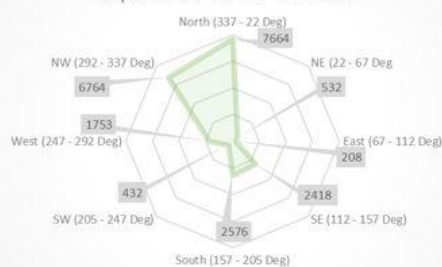
	TUE	WED	THU	FRI	SAT	SUN	MON
PROBABLY							
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RANDOM GUESS							



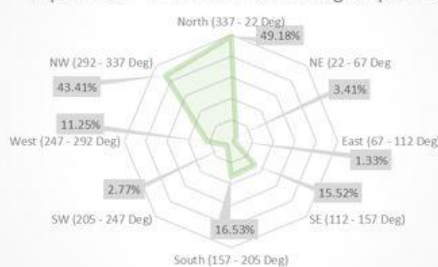
Monthly September 2020 Summary All Days



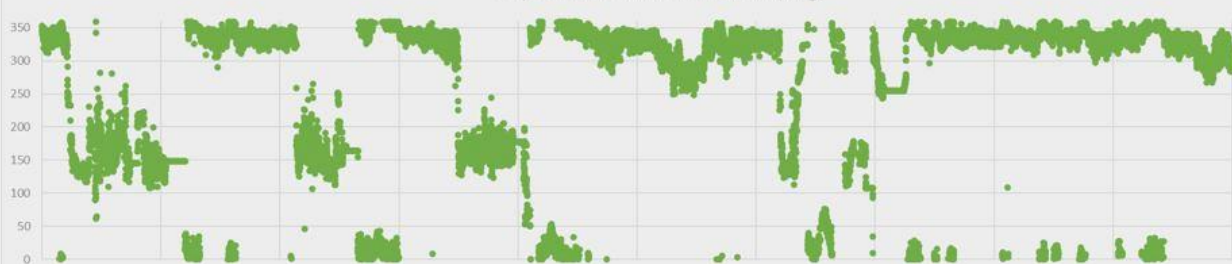
September Wind Direction



September Direction Percentage Spread



September Wind direction (deg)



## **For Sale.**

Deane is selling most of his models, just keeping some smaller stuff.

If interested, contact Deane: 021 0841 3652  
deane.searancke@gmail.com

1 x os .25	price	\$25
2 x magnum Gp .25		\$50
1x magnum Gp .20		\$25

1x Brand new OS .40  
1x Brand new OS .45 LA  
1x Brand new OS .15 LA

In respect of the brand-new items, interested parties can discuss with me and we hopefully negotiate price etc.



Phantom \$250  
Red Pattern \$200  
Yellow pattern \$150



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## **John Selby Memorial Vintage Event – 26 September 2020**

By Stew Cox

Considering the weather in the days before and the dramatic storm that hit the country on the Sunday and Monday, Levin put on yet another example of its excellent microclimate enabling us to get a full days flying in for the John Selby event. While the weather wasn't perfect on the Saturday, starting a bit windier than forecast, it was quite flyable all day and as forecast the wind dropped throughout the afternoon with there being virtually no wind and balmy warm conditions as we packed up. A lot of flying was done



A merry band of Kapiti Flyers.



on the Saturday but with the dire weather forecast for Sunday, the second day was unfortunately cancelled.



Barry Simmonds' Buzzard Bombshell soon after release by John Miller

There was a great turnout by Kapiti members with 9 attending. In addition to the competition flights, there was a lot of sport flying by the Kapiti boys throughout the day. Terry Beaumont was seen flying four different vintage models – little and large Tomboys (1950), Lanzo Bomber (1938) and a Mercury (1939). Peter Kettle flew his lovely Playboy Senior (1938) and Barry Simmonds gave his Buzzard Bombshell (1940) a good airing with a number of good flights. Noel Fisher came along to see what the event was about and was a great help to all of his Kapiti club mates throughout the day – thanks Noel!

As always, Vintage Precision was the event that most

were keen to fly. Wayne Elley flew his beautiful Miss America (1936) which was admired by all and likely to prompt the building of another one in Ashurst. Ian Crosland flew his stunning Mercury (1939). John Ellison put up a number of flights with his Vic Smeed designed Mamselle (1955) but only recorded one flight in Precision. John Miller flew his Buzzard Bombshell (1940) and Mamselle (1955).



Terry Beaumont and his Lanzo Bomber

The spot as always made the difference to the scores in Precision and the moderate breeze in the morning made finding the spot both fun and elusive for many. This seemingly simple class allows a motor run of up to 60 seconds to achieve a three minute flight but landing within a 30 metre circle on time for the three flights is easier said than done. Barry Hall from Wellington flew an electric Buzzard Bombshell (1940) originally built by John Ellison. Barry was the only person who managed to land on the spot for all three flights and he also made his flight times. Barry put in a near perfect fly-off flight

only one second over and again landed on the spot – a worthy winner.

John Miller placed 4<sup>th</sup> in Precision with Terry Beaumont 6<sup>th</sup>, Wayne Elley 7<sup>th</sup>, Stew Cox 8<sup>th</sup>, Ian Crosland 9<sup>th</sup> and John Ellison 11<sup>th</sup>.

Bryan Treloar (Ashurst) and Stew Cox also put up some A Texaco flights. This class is about endurance and the goal is to get as long a motor run out of a tank made from a Humbrol paint tin to help you achieve the 10 minute max followed by a spot landing. Bryan's 1939 Lanzo Airborne was powered by an Oliver Tiger 2.5cc diesel which on a large prop and just ticking over runs for around 12 minutes making the 600 second flights easily achievable. Bryan made the time on all three flights and missed only one spot to achieve a very good score. Stew was getting about 6 ½ minute runs from his OS20 and had one excellent flight and one land-out requiring a long walk.....

The first of the three Levin Vintage events for 2021 is in early March – see you there. Next year's Vintage dates are:

6 & 7 March 2021 - Gareth Newton Memorial

9 & 10 May 2021 - Bob Burling Memorial

25 & 26 September 2021 - John Selby Memorial

*(Sorry Crozy. Your caption arrived without the photo)*



Noel Fisher checks whether Terry Beaumont's twice size Tomboy has made the spot.



Peter Kettle launching his lovely Playboy Senior.





Wayne Elley pours on the power with his Saito powered Miss America



John Ellison and Mamselle

**Kulula is a low-cost South-African airline that doesn't take itself too seriously....**



**On a Kulula flight**, (there is no assigned seating, you just sit where you want), passengers were apparently having a hard time choosing their seats, when a flight attendant announced, "People, people, we're not picking out furniture here, find a seat and get in it!"



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

**Steve**