

November 2020

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

www.kapitiaeromodellersclub.org.nz



It's not a sunny umbrella day, but John Ellison, Crozy, Barry Simmonds, Roger Balfour, John Miller and Noel Fisher take a lunch break after a busy morning beating up the skies.

The Presidents podium



Hi all.

The highlight of this past month was club night. The first for a while. From memory we managed the February club night, then we managed the AGM in July and looked forward to August, only to be thwarted by further restrictions. So, celebrating a club night in October was great.

We had the largest turnout for a club night that anybody could recall. 31 members turned up for Spitfire night.

The 1st BBQ since way back when was also held this past month, but not as highly attended as hoped. Nevertheless, it was great to catch up with those there.

Signing in at the field is still a 'thing'. Please do so. There are now 3 QR code posters with one on the Western side assembly table. I know its very easy to feel we don't need to, but if it was you they couldn't contact or, even worse, you who was infected and they couldn't track down club members, I'm sure you would regret not having done it. There are now enough examples to know that we can't believe it won't turn up and affect us.

Like a number of you with kids in the UK, we have a daughter there. Fortunately, she is not in a high hit area and their restrictions have eased in some areas. I'm really grateful we live here in God's own.

Newsletters. Always looking for input. Small, large, photo or anything. Any input appreciated.

Enjoy the month ahead.

Steve

QEP

Just re-iterating what has been in several club notices.

Farming.

At present there is no farm activity on the park. I believe there will be a farming/grazing licence let for the next 3 years.

We don't yet know when that will be.

In the meantime, we have been given permission to leave the roadside gate open when we are at the strip. However, it must be closed and locked at the end of the day.

The 2 inner gates should also be closed please.

I have been asked if we can leave the fences down.

Whilst in theory we can, the grass will soon grow up through the wires and make the fence difficult when we need to re-erect.

It's best that we keep it erected.

The electric fence doesn't need to be turned on and in fact the master switch seems to now be off.

Public Consultation – Parks Network Plan.

Whilst I asked if members had anything they wished included, nothing came back.

We have written a submission which was sent into Parks Planning and we have asked for the opportunity to speak to it.

Steve.

Massey University Model Aircraft Survey.

You all should have received an email from paul Clegg at MFNZ, asking you to take part in the Massey University survey on unpiloted aircraft.

The references for the survey are a little confusing as all unpiloted aircraft are referred to these days as Drones.

So. If you didn't complete the survey because you thought it was only for Drones, or you didn't receive the survey request, or you didn't fill out because you couldn't be bothered, then please do. Survey is here:

https://massey.au1.qualtrics.com/ife/form/SV_a8XpQezBUDW6P0p

Those of you that read English model mags such as RCM&E will be aware that each model now has to be registered.

We do not want that.

Anything to help and the survey is important.

Thanks.

Steve



Invasion of the Biplanes



James B-side on a very low pass!

Spitfire Night

October Club Night.

The theme for this night grew out of a conversation with Brendan Whittiker when I asked him to speak about the Hurricane he is building. 'Will do the Spitfire' he said. 'It's a great story'. So Spitfire night was born and we had 3 other Spitfire models turn up along with 2 very nice framed prints from Paul and other pieces of memorabilia.



Brendan acquired his spitfire kit whilst in the UK in the early 2000s.

At that time he didn't know what aircraft to model it on, he started work on it anyway.

A trip later that decade took him to Darwin. Now – Brendan is a gifted story teller, so after being

entertained by the adventures of his family exploring Darwin, we came across the sign for Livingston Airstrip. This airstrip was the base during WWII for 457 Squadron.

There is a museum there and Brendan visited the museum and subsequently read up on the history of the airstrip and the role of 457 squadron in defending Darwin from the Japanese.

It was a great story and very well told. There are a number of cut-outs down the strip area of aircraft. Brendan posed with a number of them.

From his research, Brendan decided



to model his spitfire on ZP Z, which was the aircraft of the Squadron Leader, K.E. "Ken" James.

Brendan's spitfire is beautifully finished as a craftsman like he can. Brendan hasn't been active in



the club for a few years and the 'Spit' is yet to fly, but he is returning to active duties in the next month or so and once up to speed again, we look forward to seeing this well built aircraft in the sky.



Note the large airscoop at the front. This photo actually doesn't show it very well. This was required for cooling in the conditions experienced in Darwin.
 Note the absence of any other cowl cooling or exhaust at this time.
 Those challenges have yet to be worked out.

Something I didn't know, was that the red centre of the roundels was taken out so that anti aircraft crew wouldn't confuse the aircraft with the Japanese markings.

Being Spitfire night, there was an open invitation for other models and memorabilia.

Three other models were brought along.

Neil Upton presented his model, something built sometime ago and again, not yet flown. This is also a well made model and when Neil was asked how the engine was cooled as there were no holes in the cowl, he explained ducting from the underwing radiator that goes up around the engine and out the rear of the radiator.

The 'math', he said 'works', but he he is yet to proved it in the real world.



Again, this model has not yet flown and was built before Neil went flying 'proper' planes before returning to the hobby a few years ago.

Ross Monk is always a dark horse and he also tipped up with a lovely Spitfire model. Again, Ross has yet to work out engine cooling. Another well put together model.



The third 'other' spitfire is an ARF brought along by John Ellison. This is a 40 size model that is electric powered and is also up for sale.

It's very hard getting good photos on club night because of the lighting and reflexion from the windows.

Paul Buckrell brought along a couple of Spitfire books and talked about one of those being the 'holy grail' for those pursuing true scale detail on a spitfire. He also brought along two lovely prints.



This print is of Pilot Officer Max Collett's Supermarine Spitfire IX, NH432, "Waipawa Special" No.485 (NZ) Squadron by Don Wilkie' an artist in the Hawkes Bay. When he builds his scale Spitfire based on the Brian Taylor plan and composite fuselage produced by Neil Schrader, it will be painted in Max's scheme.

This print was no 143 of a limited edition of 250 prints from a painting by Neil Schrader honouring 485 (NZ) Squadron. The print is signed by the 6 surviving squadron members Neil found at the

time: Johnny Checketts, Jack Rae, Harvey Sweetman, Stan Browne, John Patterson and Maurice Mayston. My example also has the signature of Pilot Officer Max Collett m.i.d.



Whilst it was Spitfire night, the Farrows brought along a couple of items of interest for scale modelling.

One is a 3d printed Pilot for the Corsair (on the left) and the other the pilot for the Tempest. The detailing is unbelievable.

They also brought along a sample of a 3d printed cockpit dash.



It was a great night and I thank everybody for taking part.

Ian Crosland writes: -

Gasket tips [the making of]

Material = brown paper as in postal envelopes. If thicker is specified, card as in birthday card.
Tools = Paper adjustable circle cutter, purchase from stationary shops. Small sharp chisels, flat and scalloped carving type. wad punches handy but not essential. Small sharp hobby knife or safety razor blade, scissors, a nail and a stamp pad.

Tape down the gasket paper on a smooth piece of hard wood and for internal circular cut outs as in engine back plates, simply set and use the circle cutter. For internal cut outs as gear and cam boxes, press the engine component on the stamp pad and transfer to the gasket paper and with patience cut out the inner section only using chisels and blades. Cut out the gasket allowing plenty of overhang and fit it to the engine with the back plate or cover. With pliers, heat up a nail using a flame and plunge it through the screw holes. Fit and tighten down the screws or bolts and brush meths on the excess gasket and set fire to it without burning the house down.

For exhaust manifolds, three or four layers of PTFE plumbers' tape. Don't bother to try and cut out for the exhaust. It will blow out on first start up.

Further inquiries, contact: - 'Crazy Croze's Crafty Cruise'y

I seem to recall that article in RCN&E a few years ago!

For gas engine exhausts, do away with gaskets. Use high temp silicone (the red stuff). Smear on one face and put a little under the bolt heads and on the bolt threads. Wont leak and bolts will not come loose. SH.

Corsair Update



Andrew tells us that the test flights and systems testing etc.etc. have now been completed on the Corsair and they are now applying the final finishing touches.

I would assume that also included that magnificent 3D printed pilot that James has created.

Tempest Rebuild.



Last year we were midway through the sixth test flight of the model when it became unresponsive in pitch. Unfortunately, this unexpected challenge was one that neither James nor I were quick enough to figure out what was going on and how to maybe make a semi-controlled landing. The problem turned out to be a fractured aluminium shaft in the elevator linkage, caused by vibration and fatigue. A RUD (Rapid

Disassembly) event ensued, destroying everything in the forward fuselage and the entire wing.

The engine, a Valach 120cc inline twin four stroke turning a 30x16 prop, was absolutely mangled, with bent crankshaft and crankcase. I made contact with the Czech manufacturer and despite their lack of enthusiasm for the modifications I had needed to make to their product to make it work in the Tempest a deal was struck for a repair. They returned it like a new engine after a few months, and I think I actually got a good deal as it was more or less a new engine with my old cylinders and pistons.



I figured I could repair the fuselage, but the wing was absolutely smashed. Somewhat surprising as I had built the wing to be an indestructible, carbon fibre reinforced, 2.5m span, one piece monolith. I had tested it to handle my landings by sitting on it. The retracts were fine, still safely tucked up into what was left of the wing.



Second time around for my building of a Tempest wing doesn't seem to make the job any quicker. I have spent the best part of six months on it so far and am still yet to skin it. Plus, of course, a huge amount of work to be done on the firewall, engine installation and cowl construction, so it will be a

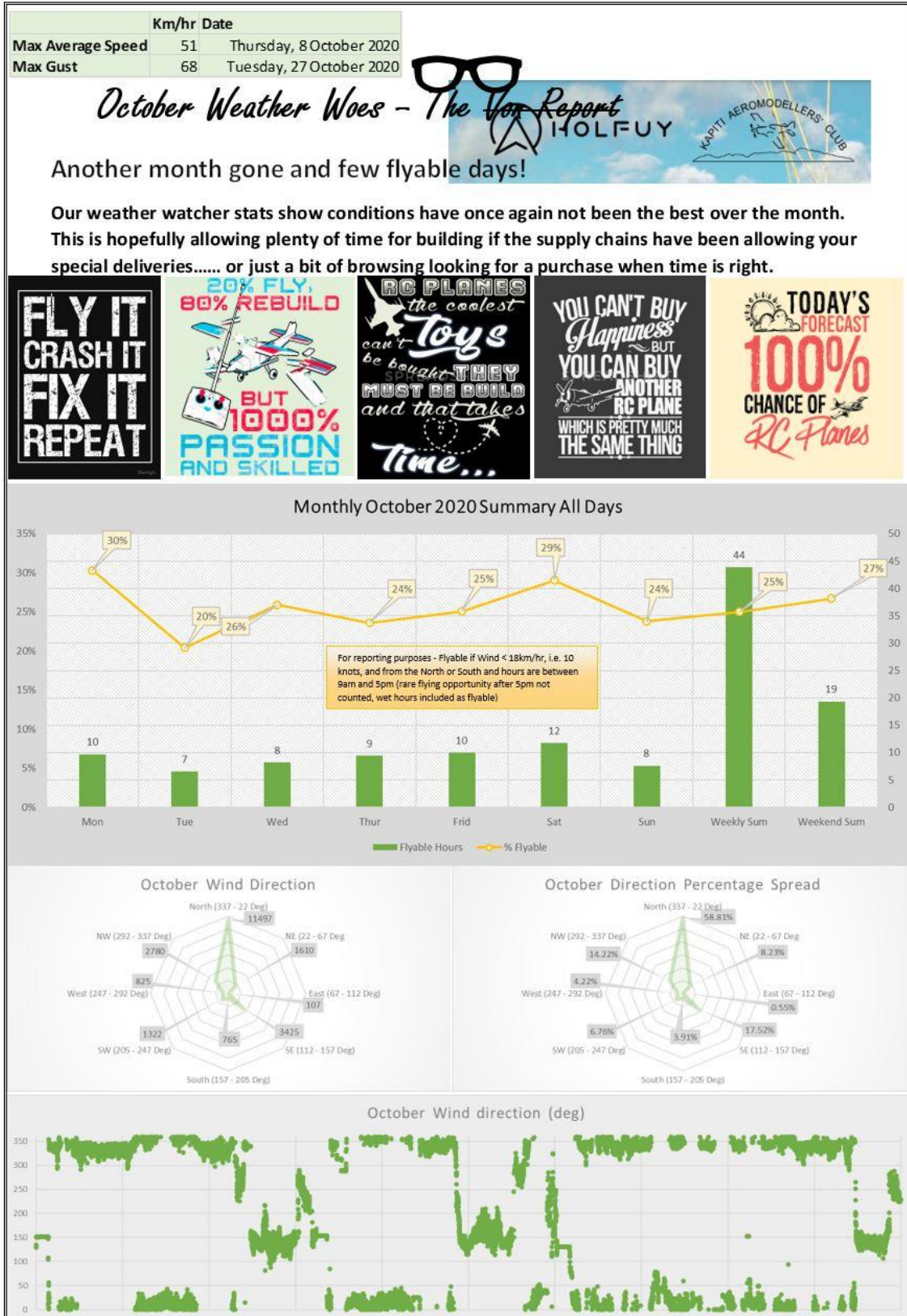
while before the mighty Tempest takes to the air again. The model had originally taken five years to build.



Andrew

November Plug Night:

Will be the final club night for the year.
This will be a show and tell night, so bring along your latest model, latest rebuild attempt or any item of interest.
I also have some video if we have time.
Share a piece of Xmas cake as we wrap up for Xmas.



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

Steve