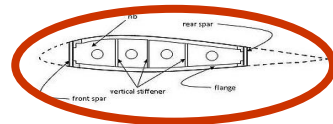




The Spare Rib News



January 2021

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

www.kapitiaeromodellersclub.org.nz

The Presidents podium

Hi all.

Welcome to the first newsletter for the new year. I hope you all had an excellent Xmas and bounced into the New Year with lots of ambition.

Probably by now such ambition is waning and the reality of broken New Year's resolutions coming home to roost!

For a while it looked like we had hooked into a good summer with numerous flying days, but the gods were against us and wind has returned.

Just prior and over Wellington Anniversary weekend, Kath and I had cause to travel to Auckland, Napier and back home.

It was windy when we left, it was windy on the way up, it was windy in Auckland, it was windy in Napier and Hastings and still windy when we got home.

It hasn't stopped.

Maybe this week!!

Enjoy the month ahead.

Steve

QEP

Lots happening and the long pasture around the fence lines have been cut for hay.

Wayne Boness will talk at our February club night and update us on what is happening and answer any and all questions.

Steve.

Spray those weeds.

In spring of 2019 we didn't get an opportunity to spray for flat weeds on the strip and surrounding areas.

The weather was just too windy for forever.

Autumn was lock-down and hopes rested on this past spring of 2020.

It was pretty windy throughout November, but in early December we had an opportunity.

To take advantage of a forecasted calm morning, Peter Kettle, John Miller and I fronted up at 6:30am.

We got everything ready, the day before and initially just loaded water into the towable sprayer to make sure it worked.

It didn't.

Back to the club house we dismantled the wobble pump, but couldn't find anything. We tried forcing water through with compressed air and this worked whilst there was pressure. As a last resort Johnny Miller blew compressed air in reverse through the hand wand. Don't know what it did, but we sprang into life.

Spraying went well and we've had a good strike %.



Events Coming up.

Warbirds over Awatoto. 6th/7th Feb

Always a great day/weekend.

See here for further details: www.mfhb.org.nz

New Plymouth Memorial Rally. 3 day rally. 5th – 7th March

Comprises Indoor/water/RC.

See here for further details: [New Plymouth Model Aero Club Inc NPMAC | Facebook](#)

Kapiti Rally. 13th and 14th March

Palmerston North Aeroneers Open Day. Sunday 21st March.

Rain Day 28th March.

It's good to support these guys as they support us.

The great 'weed whacker' bee.



With the surrounding areas no longer being grazed, the pasture grew high enough in places to hide the fences. This was particularly a problem with the North and South demountable fences. They wouldn't lie down and when they did, you couldn't find them. So, a 'weed whacker' working bee was organised and this wild stuff put to rest.

The metre-wide strips cut have now also been sprayed.



Erstwhile
'weed
whacker'
team.



Crozy writes.

I visited Ernie Thompson on the 14th of January at the 'Eldon Rest Home' 100 Valley Rd Paraparaumu, [over the Railway and up the hill]. I was surprised to see him in good health in spite of half a leg missing. He is reasonably happy where he is and appreciates being well looked after. He said a number of club members have called on him and he spends a lot of time on the computer to pass the time but did mention that sometimes the days are very long. So fellow club members, if it's no good for flying and you need a break from modelling, go chew the fat with Ernie.

The accidental maiden.

Late in the day on Jan 14th, Crozy tipped up at the strip and unloaded the now finished 'Croz Duster'.

Throwing it up on the assembly table he asked for an inspection.

As with all of Crozy's models, it is very well thought out and built. Everything worked and went in the right direction and nothing seemed to be missing.

'I'm not going to fly it', he said, "just some taxi runs".

The 'Croz Duster' had other ideas and after hitting a bump on the strip, leapt into the air.



With plenty of encouragement from those observing, Crozy fed it some fat and with yours truly helping to trim it, he soon had this thing parading the skies.

The compulsory exercise of landing was achieved without mishap.

It flew very well.

A return to the strip the following afternoon with John Miller soon had it fully trimmed out.

Handy tip from James.

I tried out sticking some strips of tape on the inside of the model to collect any grass and bits floating around the inside of the model.

Turns out it did collect some grass and floating debris and did a great job. So top tip there if you're getting some grass coming through or want to collect some bits of timber floating around.



To identical 144" span Airtrucks at the Nationals.

See James Nationals report.

Upcoming Levin Vintage Events

The first of three Vintage weekends for 2021 at the Levin flying site is the Gareth Newton Memorial on 6 and 7 March. Fly either or both days. Along with the Bob Burling event on 8 and 9 May, your best scores from these first two events at Levin will also count towards the NZ Vintage Championships, a new decentralised initiative by the Vintage SIG.

Having said that, the Levin events will be the same low key fun events that have become increasingly popular in recent years and both vintage competition flights and vintage sport flying is what the event is all about. Low key fun and enjoying flying vintage models together are the objectives.

We are so lucky to be able to fly events like this in these COVID times. There are very few places in the world where such events can be held so let's make the most of the opportunity we have and have some fun in the process! If you have a Vintage or Classical model, bring it along.

Come along either or both days and meet modelers with a similar interest to you and view a wide range of vintage models from other clubs in the lower North Island. We normally have attendees from other clubs such as Wellington, Levin, Palmerston North, Ashurst and occasionally the Hawkes Bay.

The format is that you can fly any Vintage (or Classical) class that you wish. There are no entry fees, and the flying is very much relaxed fun. We stop for lunch with the Levin Club putting on a BBQ with burgers and sausages at purely nominal cost. Normally most fly Vintage Precision which any Vintage IC or electric model can be flown in. This is a very straightforward class with three flights, each with up to a 60 second motor run and ideally a spot landing at 3 minutes give or take the age bonus of your model (a bonus point for each year the design was published before the 1950 Vintage cut-off date). Many of us will also fly other Vintage or Classical classes such as Duration and Texaco. If you aren't familiar with the classes, they are listed in the Vintage SIG section of the MFNZ website at [S04-Vintage.pdf \(modelflyingnz.org\)](https://www.modelflyingnz.org/S04-Vintage.pdf). The classes are all very straightforward and we are very happy to help you on the day "have a go" at a new class to you. Each class has its own challenges and appeal – all good fun!

To those that haven't attended before, come along and have a fun day of Vintage flying in a relaxed rally type atmosphere. To regular attendees, how about expanding your horizons to fly an additional class or two at the events this year!

Details:

Gareth Newton Memorial Vintage Event

Saturday and Sunday 6 & 7 March (fly either or both days)

Start time 9.30am both days

Levin MAC site, Tararua Road (between SH1 & SH57 on southern side of Tararua Road)

No entry fees.

Contact Stew Cox for any further details – 027 548 1894 or Flierstew@gmail.com



I've never visited the Nationals, let alone thought of competing, so this year decided a trip over the hill on a fine Tuesday to have a look at the first day of Imac and Scale would be well worth the trip. Many of our members have competed in these events in the past, but this year only James and Kerry Nichol were participating with Stew Cox competing in Vintage.

However, I certainly wasn't a lone Kapiti member there. Barry Simmonds bribed his wife to go in the Campervan with the promise of a holiday after. Terry turned up as did Phil Paterson on his motorbike, Ian McMillan and Colin Nankerville along with Pete Brown and Shahab were others that I met up with. I also had the pleasure of re-aquainting myself with some Auckland

folk from my days up there. I enjoyed the day and James has written an account for us from his side of the fence.

73rd Nationals.

James writes.

Clareville, Carterton was the venue for the 73rd MFNZ Nationals, and once again, the weather was great, at least for the three days of events we had entered. These were RC Scale Intermediate, IMAC Advanced aerobatics and Expert Pattern aerobatics.

We camped on-site at the A&P Showgrounds, enjoying the social side in the evenings, watching the superb indoor models, the "Aggy" event, and the bonkers control line stuff too. Much better than hauling the van over the Rematukas every day.



There were two half days of both scale and IMAC aerobatics at the same flying field, RC1.

First up IMAC. The first half of our first day was IMAC flying. In the Advanced class, I flew the mighty Yak54 with dad calling for me for the first time. A total of 19 pilots flying IMAC combined in classes Basic, Sportsman, Intermediate and Advanced. The Unlimited class

didn't happen because nobody other than Frazer Briggs, "Bogan", were man enough.

I certainly learned a few things that I was doing wrong after my first round. It turns out my snap rolls weren't quite right, apparently not demonstrating enough pitch break. My snaps are more like in full-size aerobatics where the aeroplane describes a cone. Because of the way the scoring works in IMAC, I got zero out of ten for all manoeuvres that include a snap. So, something to work on there. Watch me doing lots of snaps at the field soon.

Apparently, with IMAC in the states, the guys don't do pitch-breaks before a snap or even use any elevator movement. Snaps are a controversial one in the rule book.

I thought I was doing OK in the known rounds, but the unknown round was a bit of a stuff-up that both Dad and I will learn from. We wound up coming third out of the three in the end.

In both IMAC and pattern aerobatics, typically pilots from each class will judge the other class. I was judging the Sportsman IMAC pilots with John Knox who flew in Advanced with me. I was off the hook for judging Pattern aerobatics though this time because I'm new to it and wasn't quite ready yet for judging it.

A lowlight for aerobatics would be when Mike Briggs' Vanquish electric pattern model suddenly lost motive power forcing him to make an emergency landing in the next field in strong winds. The front end and gear mounts were damaged, but it'll live again.

Next up, was scale. We entered the big Corsair in the Intermediate scale class as at nearly 25kg it is far too heavy for the F4H class, and we don't have the required documentation either. In scale you get to pick a set of manoeuvres suited to the aircraft from a list plus four mandatory manoeuvres: take-off, landing, flat eight and descending circle. I didn't really practice the manoeuvres beforehand, so we were on the back foot a little.



Andrew and James all concentration

We had a few problems with the big three-bladed propellor vibrating somewhat and giving Dad some cause for concern, but the plane was flying well. My only issue being on one round flying through the Sun on a big loop and coming out very wonky. In the end, we got a disappointing fifth place.

There were two flight lines running simultaneously for scale because that was the only way to have got through all the competitors' flights. This meant having to be constantly on the lookout for the other model and waiting for the airspace to be clear over the runway to perform the next manoeuvre. Both Dad and I had to call several "breaks" to avoid possible collisions.

Now a very unfortunate lowlight of the week was a spectacular RUD (rapid unscheduled disassembly) of a large 144" Airtruck and a de Havilland Moth Minor which did collide in mid-air.

Day three for us to wrap it all up was Pattern Aerobatics. The weather was a welcome cool down from the previous hot day, and the few spots of rain in the morning were not a problem. This was my first time properly flying pattern aerobatics. I flew my newly acquired electric Bi-Side. The pattern classes are Clubman, Expert, Masters and F3A. I entered in Expert class. Quite relaxing, as F3A pattern models seem to be slow and steady and the sequences significantly less complex than Advanced IMAC.

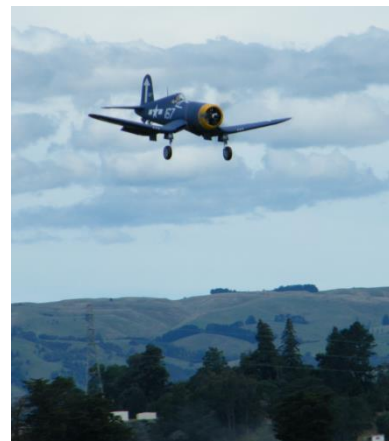
Dad once again did some good calling for me. Once again, I thought I was flying OK, but I seemed to get worse instead of better. From second in the first round, then fourth and then third. I wound up finishing fourth out of six entrants. Beaten by two kids! Good on them. So not the best results for team Kapiti3D at the 73rd Nationals, but we had a great time anyway. I would encourage anyone to have a go at the nationals. We are barely scratching the surface with the three events we entered; there are so many other events and classes. The competition directors seem to bend over backwards to accommodate just about any model and pilot skill level, certainly in most entry-level events. There is something for everyone and at any level of experience. It is great fun, but you need a thick skin to handle the vagaries of judging if you care about results and trophies.

Thanks James.

I certainly had trouble from the pits picking some of the manouvres. I found it very difficult with scale, as with 2 aircraft in the air I really had no idea what was going on.

When I had arrived in the mornng, Andrew wanted to know why I hadn't entered the Smith Mini Plane in one of the scale classes.

It got me thinking, but after reading James account of a mid-air, I'm not sure I would be game to risk the aircraft.



The mighty Corsair comes in for a landing in Scale.



Kerry Nichols is all concentration.



Above. Pattern competitors and IMAC competitors below.



Left. Kerry Nichols comes in to land.

Air Chathams Scenic Flight. Kapiti. 16th January 2021

Gordon Wood

This was my second flight in a Douglas DC3, the first being in India with my parents in late 1961,

when we flew to Srinagar Kashmir.

A memorable experience, as we were initially grounded for 2 or 3 hours due to low cloud.

As readers will know DC3 cabins are not pressurised and so they have a ceiling of 10,000 feet. Some of the mountains on our

journey were in excess of this height, and we were literally looking up to the peaks as we flew along valleys following roads, railways and rivers. Basic, hands-on, unsophisticated flying and navigation! Another memory was that not only was all baggage and freight weighed, but the punters as well.



ZK-AWP, was built in Oklahoma City in 1945. She was flown to NZ in April of that year and joined the RNZAF as Dakota NZ3543, being assigned to 41 Squadron until 1952. She was immediately pressed into making supply drops and ferrying servicemen back home and is the only surviving DC3 ex RNZAF WW2 veteran aircraft still operational. A few other DC3's are still in commercial operation notably in S. America and Northwest Canada.

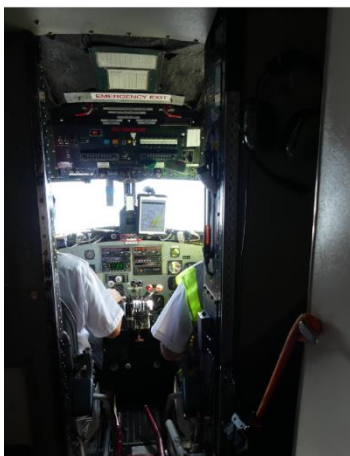
With a wingspan of 29m, length of 20m, a height of 4.5m and originally powered by two Pratt and Whitney R 1830-92 engines each of 1250 BHP, they were ideally suited to military service in the 1940's. Often operating from unpaved airfields, sometimes less than 1000m in length, they carried a standard load of 3 tons and had a range of 1200 nautical miles.

In 1952 she was handed over to National Airways Corporation (NAC), entering service on 2nd April 1953. AWP was originally named "Pouwhaitere", the Maori name for a red-crowned parakeet found on Chatham Island and other remote Pacific Islands.

Following a later conversion to a "Skyliner" with larger windows, heating and sound proofing, the aircraft was rolled out again with the new name "Kaitaia".

NZ-AWP flew NAC passenger services from April 1953 until the late 1960's.

Subsequently sold to service Samoa where she served until sold to Southern Air Super Ltd in 1973 and converted into a top-dresser. In the mid-80's the aircraft was converted to carry freight for Classic Air Services and then Fieldair.



In 2000 after some 46000 flying hours ZK-AWP was purchased by Pionair Adventures Ltd for charter work in NZ and OZ.

On 2nd June 2004, at the request of the Crown Prince of Tonga she flew from Christchurch equipped with long-range fuel tanks and carrying military equipment, landing 7.5 hrs later at Fua'amotou, to work with the "Shore Line Group", along with her sister ZK-AMY. In 2006 violent rioting broke out in the Tongan capital and AWP was locked up in a hangar for safety and security reasons, where she remained for the next 3 years, gathering cobwebs and dust.

The aircraft and hangar were later purchased by Craig Emeny, founder/owner of Air Chathams and major work undertaken to bring the machine back up to airworthiness standards. In 2010 AWP began

flying scheduled passenger services for Chathams Pacific, a wholly owned subsidiary of Air Chathams.

The aircraft was flown "home" to NZ in December 2013 via Fiji, New Caledonia and Norfolk Island to Auckland, some 20.1 hrs flying time.

Almost 70 years on, she remains in commercial service and is the last flying piston engine example of the RNZAF C-47 fleet.

In recognition of her long and extensive history with NAC, NZ-AWP "Kaitaia" has been repainted in the red and white colours of that airline.

Acknowledgement:

The above info was gleaned from the Air Chathams website and the rear of the onboard safety card which the Cabin Attendant kindly held up for me to photograph, as there were very strict instructions on the reverse (safety) side:

"Please do not remove this card from the aircraft".

Being a law-abiding citizen.....

Trip report:

Originally booked weeks before, I selected the Sunday 17th January 1230 flight, and being an avid weather watcher, took the opportunity to swap to the Saturday 1530 flight on Wednesday 13th January when there were, fortuitously, still 6 seats available. All seats were sold out shortly thereafter. For me, this turned out to be a positive decision, as weather conditions on Saturday were far more amenable.

Seats were not pre-allocated (other than for those with special/VIP status!), so it was on a first-come, best-dressed basis. Apart from nostalgia, my main purpose was to take some photos, so in order to obtain one of 14 window seats I arrived an hour early and secured 7A. Seats are arranged in a two-abreast set-up, with centre aisle, with the aircraft capacity of 28. Seat 7A is the last row on the port side and arguably has the best view (along with 7D), as all others are over the wing, with the possible exception of 1A and D which look out onto the engine, but also provide a forward view.

After boarding a formal safety announcement was made by one of the two Cabin Attendants, who also instructed those sitting in emergency row seats.

On the flight deck were two Captains, no doubt rapt to be able to fly such a hands-on veteran aircraft.



We took off on runway 34 into a light to moderate NNW'ly and were airborne in plenty of time. There was some minor turbulence and VFR rules apparently applied. I would estimate that we flew at an altitude of around 2000 feet, following a rough figure of eight course up the coast to Te Horo, before turning inland. Crossing the coast again to the north of Waikanae we flew down the western side of Kapiti Island and quite close to the rugged, steep and bush-clad coastline. Brief turbulence

was experienced rounding the southern tip of Kapiti. During the flight, we were permitted to walk around the cabin for around 10 minutes and to take photos of the flight deck from outside the security door, which remained open throughout the flight. (I'm guessing that those on the later Sunday flights probably had to remain in their seats due to turbulence from the stronger winds ahead of an approaching front). Before final approach, those on the starboard side of the aircraft had a view of Transmission Gully. Touch-down was smooth, but the steering motion of a tail-dragger was very noticeable at my rear seat location. Total flight time approx. 25 minutes.

Understandably no refreshments were served during the short flight, and regrettably, no souvenir certificates were made available. Also, I personally thought that we could have benefitted from a live commentary during the flight, particularly as not all the punters were Kapiti coast residents. If the pilots were too busy one of the two C.A.'s could have fulfilled this requirement.

After parking, one of the Captains said a few words, but I couldn't help thinking that it was only because we were on the final flight of the day, so there was no absolute pressure to get us to disembark promptly!

These are only minor criticisms, however.

All the punters appeared to have enjoyed the experience, and those I spoke to thought that the \$99 ticket price was reasonable.

My excuse was that it was an advance birthday present for me!

Footnote: Some of us were flying that Saturday morning and a couple of those flights went straight over the top of the strip.

They must have got themselves sorted as after that they passed further South or further North. It was, however, a magnificent sight as the DC3 crossed the skies above us on approach. It looked too slow to stay in the air!

Stuff for Sale.

There are still some items in the clubhouse from Ne8ils Dad.
Offers as marked on the box.

Neil also has a slope soarer fuse and a Blue and Yellow trainer.

Our rally is 2nd weekend of March. 13th and 14th.

I'll have posters in the club house before long to go to community noticeboards/library etc.

We will need some help on the day. Roger White is again looking after the gate and Brendan the Spare Rib café. We'll need some help on the microphone.

Paul will organise the model inspectors.

Kapiti Aeromodellers' Annual Rally

Queen Elizabeth Park
MacKay's Crossing
Paekakariki

PRIZES, BBQ.
FREE ENTRY SPECTATORS

Check our website:
www.kapitiaeromodellersclub.org.nz

Or ring: Steve Hutchison: 021644595
Paul Buckrell: 021422633

Landing fees
\$10.00

MFNZ wings badge required

**Sat 13th & Sun 14th
March 2021**

Most importantly, support your club event by having a fly.

*And that's it from me for
this month.*

Steve



James lands the Yak as the next competitor heads skywards