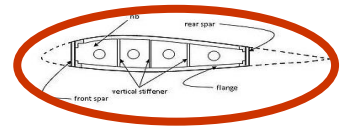




The Spare Rib News



March 2021

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

www.kapitiaeromodellersclub.org.nz

The President's podium

Hi all.

Just when we thought we were bullet proof, the alert levels changed again.

Unfortunately, we had to can our Feb club night. I didn't look at postponing it for a couple of reasons. In the past, alert levels have stayed high for an extended period of time, there was quite a lot of re-organisation to do and I was going to be away.

- That was the line I wrote a couple of days ago. Now they've changed again, putting a lot of things in doubt. If our level 2 extends beyond next weekend, the rally will be in doubt, but I am confident we'll be fine.
- There are 2 activities next weekend I'm aware of. The New Plymouth rally and Vintage at Levin. I haven't seen any notification as yet that they are off, but if you intend going, check. In theory they should be off.

We were able to have the BBQ, and we had quite a good turnout for that. It was also a reasonable flying day, so we saw a good few having a fly.

Wayne has agreed to address us at our March meeting.

Today (28th/2) we had a visit at the strip from David Tresseder. He's not in the best of health and a friend brought him up. He absolutely loved being there and is hopeful of paying a visit at the rally.

In a couple of weeks we have our rally, let's just hope the weather behaves.

Enjoy the month ahead.

Steve

Rally 2021.

We are only 2 weeks from our rally and all seems to have come together again.

We will need some help on the day.

Roger is again looking after the gate and will need a few volunteers to help out at times.

Brendan is again in charge of the Spare Rib cafe.

Paul is running model inspections with a nominated team and Neil will take charge of the flight line.

The flight line duties will be shared around with those there on the day.

We've again arranged to borrow the sound system from MFNZ and I would like some help with this accross the days.

Prizes. This year, as well as the lucky draws for Saturday and Sunday, we will have a Pilots choice award for the best model over the weekend.

PILOT PETE, in recognition of the business he gets from our area, has donated some of the prizes.

Rally forms are on the website.

We will do away with the bibs this year.

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**

Repairing the Edge cowl.

I thought the Edge would have been back in the air by now, but other commitments have delayed progress.

It's not far off now, with some finishing on the cowl to be done and the ailerons to be re-hinged. The hinges on these models are the CA type hinges and probably aren't strong enough for this size model. I had replaced the aileron and rudder hinges some time ago as they tore. I now have the same happening on the ailerons.



So, repairing the cowl. The cowl was pretty badly damaged with large pieces missing. I'm not any sort of fibreglass guru and there really wasn't a choice I could see of getting a new cowl.



As can be seen, the front of the cowl was pretty decimated. There were a lot of tears in the fibreglass in other parts of the cowl as well. The first thing I did was match those tears and tape them from the outside using either sellotape or packaging tape. Enough tape to stiffen the tear area. Then I glassed

from the inside.

This stiffened the cowl considerably and I was able to now look at the front. The first thing I did was



cut a new nose ring from balsa, and glue this in place using a little CA, then I glassed the top of the ring in place. The top left corner was also a mess, and I made up a plastic piece to fit here from the inside as a mold.

Once this was done, I then used packaging tape and cardboard to create an in place mold for the missing pieces. This isn't all that accurate, but does work. I didn't use heavy enough cardboard and didn't quite get the finish I wanted.

For those unaware, fibreglass doesn't stick to plastics in

general, and packaging tape was used over all the cardboard so it wouldn't stick.



Before and after shots here.

This was then good enough to carry on repairing and glassing as required. A lot of sanding required as the tears in the glass and other repairs, didn't always leave a simple scar and sanding

it even from the outside would go through the resin at times, meaning it had to be built up from the inside. The hardest part in glassing was mixing small amounts of resin. Using West Systems at 5:1 is pretty difficult when mixing 5ml at a time.



When all done, ye old bondy finishes it off. I used to be quite good at packing car sills with netting and rebuilding them with this stuff, but in these small areas, it's a patience game.

After a really good sanding with wet and dry, small faults show up. Pin holes are also a problem and these are filled using stop putty.

I don't have the fancy paint gear and rely on rattle cans for the finish. Supercheap often have a special (as in this case). Colour scheme for the whole fuse has changed.

It's not perfect and is only slightly heavier than the original.

I'll not look if you wont!



Fly by Wire.

Gordon Wood.

Some weeks ago, I took my life into my hands and made the decision, unbeknown to my wife and daughter at the time, to "have a go". I dropped the "bombshell" the day before the flight.



A short briefing takes place, and it is necessary to sign a form taking full responsibility for your foolish actions, pointing out a few medical "no-no's", and exonerating the owner/operator from any legal repercussions. Apart from this, the only restriction is a weight limit which currently escapes me. The entire "slot", including briefing, strapping-in and flight/fright takes 15 minutes.

A combination of things not helped by my lack of finesse with the handling (you only get a 5-minute flight and it takes most of that to get the hang of it) left me feeling underwhelmed.

The only comms you have with the operator on the ground are by hand signals so by the time I realized what he was trying to signal it was almost too late.

Also, there have been some important changes since the first owner/operator set it up some 3 years ago, and I'm guessing that Health and Safety have had a hand in this.

Originally, they pulled you up into the sky by the rear (of the aircraft!), which gave you a head start with the speed as soon as you operated the throttle, as you were already pointing nose down towards the ground. Now they hoist you up vertically and you accelerate from a standing start, which puts you at a distinct disadvantage speed-wise.

I tended to utilize too much helm (steering) which also reduces forward momentum.

Some earlier videos indicate that you can reach speeds up to 180 km/hr, and I was mentally prepared for that, but it simply didn't happen.

I was offered a second flight at half price but politely declined. (My original flight was on a special half-price voucher anyway). The full price is currently \$159, and I'd say it's not worth that.

Initially, I thought that my legs would turn to jelly when trying to climb out of the aircraft upon completion, but that didn't happen either.

Finally, having been attached very tightly with a safety harness I ended up with bruised ribs for several days!

An interesting experience, but somewhat disappointing!

I should have added that there is a 10-minute hard slog, including several steps, from the carpark almost opposite the Paekakariki turn-off, up to the hill road, and from there up the gully to the site. I needed a few minutes to simply regain my breath, so any daredevils need to factor this in!



Events Coming up.

Upcoming Levin Vintage Events

Gareth Newton Memorial on 6 and 7 March. Fly either or both days. Along with the Bob Burling event on 8 and 9 May,

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.

Some video for you

Some of you will have seen the videos posted by Wayne from 2 of his models flying over our strip. We now have one from Ian Crosland, shot at Xmas time.

All these videos show different perspectives of our strip, and I think Ian's shows the ideal approach when landing from the North.

Ian's video.

<https://www.youtube.com/watch?v=tJnRAio5jQU>

Wayne's Videos.

<https://youtu.be/kXNrviRsHdo>

https://youtu.be/_aDjIN6LUug

Flying the Atlantic during the late 1930s.

Deane forwarded an email he had received. The email was cut and pasted from Wikipedia and I've re-formatted.

It makes fascination reading.

We've grown used to long-haul flights being (ex Covid times) an everyday occurrence and needing Business or 1st class for it to be 'something special'.



Clipper passengers took their meals at real tables, not their seats. For most travellers in the 1st century, flying is a dreary experience, full of inconvenience, indignity and discomfort. That wasn't the case in the late 1930s, when those with the money to afford trans-oceanic flight were able to fly in the Boeing Model 314, better known as the Clipper.

Even Franklin Roosevelt used the plane, celebrating his 61st birthday on board.

Between 1938 and 1941, Boeing built 12 of the jumbo planes for Pan American World Airways.

The Clipper had a range of 5,700 kilometres — enough to cross either the Atlantic or Pacific, with room for 74 passengers onboard.

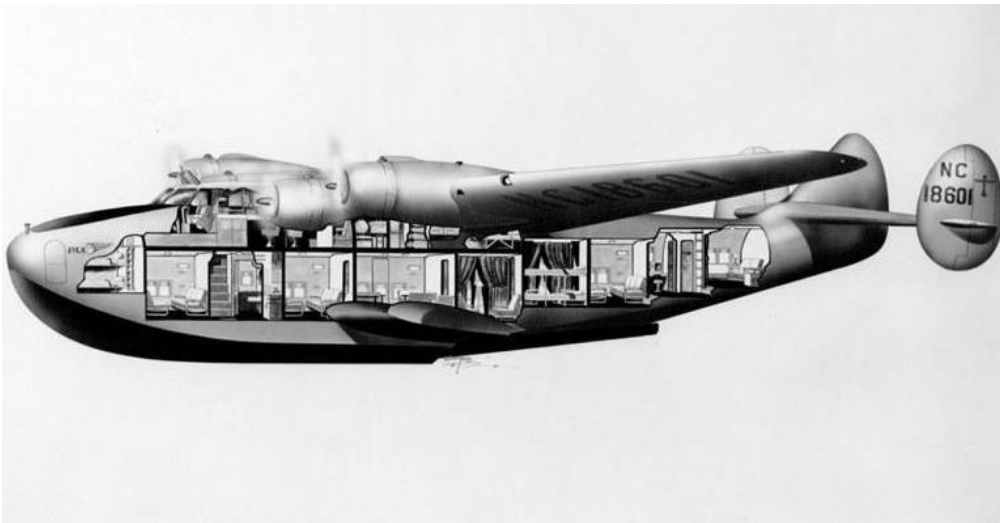


Of course, modern aviation offers an amazing first-class experience (and it's a whole lot safer), but nothing in the air today matches the romanticism of crossing the oceans in the famed Clipper.

The nickname Clipper came from an especially fast type of sailing ship used in the 19th century.

The ship analogy was appropriate, as the

Clipper landed on the water, not runways.



The internal layout



On the Pan Am flights, passengers had access to dressing rooms and a dining salon that could be converted into a lounge or bridal suite.

The galley served up meals catered from four-star hotels.

If you want to sit at a table to eat with other people these days, you have to fly in a private jet.

There was room for a crew of 10 to serve as many as 74 passengers.





On overnight flights, the 74 seats could be turned into 40 bunks for comfortable sleeping. The bunk beds came with curtains for privacy.



On the 24-hour flights across the Atlantic, crew members could conk-out on these less luxurious cots.

The lavatory wasn't too fancy, but it did have a urinal — something you never see in today's commercial jets, where space is at a premium.



Navigating across the oceans required more manpower in the air.



Unlike some modern jets that come with joysticks, the Clipper had controls resembling car steering wheels.



The ladies lounge had stools where female passengers could sit and do their makeup.

The Clipper made its maiden trans-Atlantic voyage on 28th June 1939.

But once the US entered World War II, the Clippers were pressed into service to transport materials and personnel.

The Boeing 314 Clipper was an American long-range flying boat produced by Boeing from 1938 to 1941. One of the largest aircraft of its time, it had the range to cross the Atlantic and Pacific oceans. For its wing, Boeing re-used the design from their earlier XB-15 bomber prototype. [Wikipedia](#)

Range: 5,633 km

Wingspan: 46 m

Top speed: 338 km/h

Unit cost: 550,000–550,000 USD (1936)

Engine type: Wright R-2600 Twin Cyclone

Manufacturers: [Boeing](#), [Boeing Commercial Airplanes](#)

Any excuse not to fly....

Uncle Phil arrived at the strip the other week on motorbike. 'Hey Phil. Why aren't you flying?'
'A dog ate my glasses'

Warbirds over Awatoto.

James and the mighty Corsair took out a prize for WWII model.

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

As Don would say, "fly hard, land soft".

See you all at the rally.

Steve