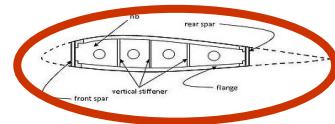




*April 2021*

# The Spare Rib News



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

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

## The President's podium

Hi all.

Sadly, this week we learned of the passing of Alan Johns.

Alan was a well-known member of the club before electing to move to the Levin Club a few years ago. Many of us ran into Alan at the Kapiti testing centre when going for a WOF. Alan was part-time there until relatively recently.

Our thoughts are with his family.

WELCOME BACK George Brickell. George was a stalwart of our club for many years but left for Levin following a move up that way. He has visited several times over the years and always flies at our rally.

George has taken out an associate membership with us.

March is such a busy month when hopefully the weather improves, and we get more flying in.

Around that we organise the rally and it seems the same week we have club night and the BBQ.

I guess the busy-ness got to a few as numbers were a bit down on club night and it was one of the smallest BBQs for a while.

I guess we couple that with people travelling at this time of the year and it is not surprising that numbers can be a bit down.

Having said that, it was good to have Wayne Boness speak to us at our March club night. Wayne covered a lot of what is happening in the Park, future planning and the challenges of coastal erosion.

We saw the plans for the South end of the park where this has been taken into account, the proposed re-siting and replacement of the surf club rooms as well as Wayne covering off the future of farming in the park and the regeneration of bush in a number of areas.

For those that were aware, Wayne also covered off the small scrub fire which had occurred in the park a few weeks earlier. The photos and explanation of where the fire was, how it burned, how it was ideally placed for appliances to get at, and we realised just how susceptible the whole park could be to fire. This risk is exacerbated by the lack of grazing at the moment, leaving pasture to grow wild and die off and gorse etc. re-establishing itself.

Wayne explained the short-term plans for hay and bailage making and short term grazing licences.

A comment I heard was, 'There's a lot more to running a park than you think', and that is surely born out from what Wayne was saying.

This month we have our AGM.

AGM notices have been sent out as well as committee nomination forms and requests for any notices of motion.

These are due back next week, and AGM documents will then be circulated once they have been processed.

Hasn't been much flying lately, but what there has been, has been enjoyable.

Enjoy the month ahead and if you can think of anything for the newsletter, it would be good to have some other input.

Steve

## Pilot Pete:

A big shout-out to Pilot Pete who donated a number of items for our prize pool at the rally. He appreciates the custom he gets from our area and this has been his way of saying thanks, so keep supporting him.

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## Rally 2021.

The forecast for rally weekend was good, and it was hoped that, for once, it would hold true.

Auspicious signs was the working bee held on the Friday.

It is the largest working bee I've witnessed at the club in my time and in fact I struggled to get jobs for everybody.

Nobody wanted to be left out. When Ron arrived a bit later than others and a lot had been completed he pulled out his trusty weedeater to clean up around the fence posts and gateway to his satisfaction. Warren Abbott along with his partner turned up and the club house was cleaned inside and out.

A big thanks to all.



Saturday dawned fine and we were soon erecting the tent and putting all the last minute things in place that are needed to get things going. You never know until the day just who is going to

turn up to fly and just what the public response might be. Starting with no wind, the Southerly clicked in and got quite strong.

It didn't bode well.

However, late morning it suddenly swung to the North and settled down, giving perfect flying conditions.

There were some great displays on the Saturday, with James and Ryan at one stage flying tandem displays in their IMAC models. Pete Brown was impressive with his Wessex helicopter and sport jet and everybody who climbed into the air enjoyed the conditions.

Saturday night many of us went to the rally dinner at 180 degs bistro, and again enjoyed and a pleasant night out.



Working Bee time

Sunday saw fewer pilots than Saturday. Often, we have pilots just for one day and that splits between Saturday and Sunday, but this year we didn't have anybody turn up Sunday who wasn't there Saturday.

Sunday dawned still and clear and early in the air was Colin with a powered glider. With the

air quite still and nobody else venturing up, Colin was having a ball until the lights went out and the glider was seen heading South. He and Graeme Rose headed off in the van for a look, venturing up to the lookout on Paekakariki hill road to see if they could spy anything with binoculars. They returned to the strip just as my cell rang with a lovely lady from Paekakariki inquiring if anybody had lost a beautiful model that has crashed onto her patio.

Model was retrieved and I believe the lady received a suitable bottle and profuse thanks in return.

Sunday saw the wind get up and some models just weren't going to handle those conditions. The bigger models had no issues and James brought the Corsair out to play.

That was certainly a crowd favourite.

We had a number of prizes for the weekend.

We had a lucky draw for Saturday and Sunday, a Pilots choice award and a President's award.

Most of the prize items were donated, from Pilot Pete, Mike Hall's estate and Graeme Rose.



Pilots Choice for the weekend went to James with the Corsair, Draw for Saturday went to John Miller, draw for Sunday went to Harry and Gary from Egmont and the Presidents prize to Ian Crosland.

We also ran a raffle the prize of which was a windsock and a gallon of pre-mix glo fuel. This was won with a shared ticket by Graeme Rose and Colin Taylor.

Across the weekend we also had a number of items for sale. These came from the estate of Mike Hall, the remainder of the estate of Bob Upton and some donations from Jim Hamill.

Sale of these items was very successful with some \$453 being added to club funds and some of the items from Mike being used in our prize packages.

The hard luck story for the weekend was Tony Withy. All the way down from New Plymouth and his beautiful Harvard spread itself across the dunes. A sad end to a beautiful model.



All in all, the weekend was a success, but we need to have a really good look next year at the rally and what we expect from it. We are not getting the numbers of visiting pilots from other clubs we once had and public attendance was down. All these things can be addressed and, as always, we must *look at why we are doing it, it's relevance and how we do it.*

*My thanks to all who helped prior, during and over the weekend.  
It's a lot of effort and the many helpers make light work of it.*

Steve

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### Gareth Newton Memorial Vintage Event

Levin 27/28 March

By Stew Cox



The weather leading up to the original date for the event was brilliant with about ten consecutive days of very flyable weather. However, as the planned date neared, it was apparent that the dire forecast was coming to fruition and the event was postponed to 27/28 March. This decision proved to be wise with wind, rain and very low cloud each contributing to an unflyable weekend. The postponement date was by contrast much better and the event was held in very pleasant autumnal conditions with light winds all weekend.

While attendance by Kapiti members was good, overall attendance was down with a number of regulars not able to make the revised date due to prior flying. Twelve fliers attended from Ashurst, Feilding, Levin, Kapiti and Wellington. It was great to see Noel Fisher from Kapiti bring along a new Buzzard Bombshell for his first vintage event. While the model needs a few minor tweaks before recording times, Noel enjoyed some good sport flying. Both

competition and sport flying of vintage models is welcome at these events.

Precision was the most popular with Bryan Treloar of Ashurst the only one to make the spot for all three rounds. He managed the spot again on his flyoff flight which was only two seconds off a perfect score. Kapiti's Wayne Elley, Terry Beaumont and John Miller were all close to a perfect score, each missing one spot landing. In Wayne's and John's case, it was their last flight having a perfect score up until then.

It was pleasing to see more attempting other classes in addition to Precision.

IC Duration saw Terry Beaumont put up some excellent flights with his very floaty Lanzo Bomber. John Miller also flew his lovely Vic Smeed designed Mamselle in Classical E Duration. The spot





seemed particularly elusive for the duration events with only seven of a possible 18 spots made. As with Precision, landing on the spot is a key challenge in all vintage classes.



In 1/2A Texaco, the challenge of getting a long run out of a standard Cox Babe Bee 049 saw Bryan Treloar and Stew Cox get good runs from two of their three flights but early cuts on the other flight made the difference in the scores. Most of us will recall in our youth getting runs of 2 ½ - 2 ¾ minutes with a Cox Babe Bee full tank. Flying to an 8 minute max for this endurance event, Stew managed an astounding 8 minute 20 second engine run on his first flight and a 7 minutes and 28 second engine run on the last

thanks to the advice gleaned from excellent articles in AVANZ News, NZ's superb vintage newsletter. It's fun having a play with such a simple and common engine to get the longer runs needed for 1/2A Texaco.

A Texaco is another endurance event in which the diesels dominated able to run a long time on the limited capacity tank made from a standard Humbrol paint tin. Bryan Treloar's Oliver Tiger powered Lanzo Airborne ate the target flight time of 10 minutes. Trevor Glogau of Wellington had a new model he built in lockdown, a 1945 Corsaire covered in Solartex powered by an Enya diesel. The Corsaire is an interesting design with a box fuselage and shoulder wing and flew extremely well.



Free Flight was represented at this event with Des Richards (Levin), Graham Lovejoy (Feilding) and Stew Cox indulging in a fun Vintage Catapult Glider competition. For those that think such simple models are child's play, think again. These small models with fixed surfaces launch at extremely high speeds and need very

fine adjustment to climb, transition and then circle optimally in glide let alone be launched into a thermal picked from the ground. Des flew well to post a very creditable six flight score and all involved agreed that we will fly this class again at the Levin vintage events.

Linda and Ivan from the Levin club put on a nice BBQ on the Saturday which was appreciated by the fliers.

The next vintage event at Levin is the **Bob Burling Memorial on 8 and 9 May, 2021**. Look forward to seeing you there on one or both days.



## 2021 Gareth Newton Results

### Vintage Precision

1.	Bryan Treloar	Ashurst	Red Zephyr	1936	600 + 198 = 798
2.	Barry Hall	Wellington	Buzzard Bombshell	1940	590
3.	Wayne Elley	Kapiti	Miss America	1936	589
4.	Terry Beaumont	Kapiti	Playboy Senior	1940	588
5.	John Miller	Kapiti	Buzzard Bombshell	1940	583
6.	Owen Stuart	Kapiti	Playboy Senior	1940	576
7.	Stew Cox	Wellington	New Ruler	1940	561
8.	John Ellison	Kapiti	Tomboy (2x)	1950	459

### Vintage IC Duration

1.	Terry Beaumont	Kapiti	Lanzo Bomber	1938	764
2.	Stew Cox	Wellington	New Ruler	1940	703
3.	John Miller	Kapiti	Buzzard Bombshell	1940	655
4.	Owen Stuart	Kapiti	Playboy Senior	1940	386
5.	Wayne Elley	Kapiti	Miss America	1936	361

### Classical E Duration

1.	John Miller	Kapiti	Mamselle	1955	712
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#### Vintage 1/2A Texaco

1. Stew Cox	Wellington	Playboy Senior	1940	1250
2. Bryan Treloar	Ashurst	Rambler	1939	1045

#### Vintage A Texaco

1. Bryan Treloar	Ashurst	Lanzo Airborne	1938	1860 + 669
2. Trevor Glogau	Wellington	Corsaire	1945	1218
3. Stew Cox	Wellington	Brooklyn Dodger	1942	1028

#### Free Flight Vintage Catapult Glider

1. Des Richards	Levin	278
2. Graham Lovejoy	Feilding	267
3. Stew Cox	Wellington	229

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### *The Edge 540 - Final instalment.*

Last month I talked about the challenge of repairing the cowl. The pressure of getting that done for last month's newsletter was welcomed as I really wanted the model finished for the Rally.

With the cowl finished and painted and mounted on the model, it was time to have it checked and sort c of g etc.

As the model needed to be inspected, and I didn't know when I could get to the strip to test fly, I bribed Don on the Friday a week before the rally to call in for a beer after work and go over the model with me. With Don's blessing, I carried on and balanced for the C of G.

You will remember comments early on in this repair story, that I was carrying a lot of lead up front and was moving the elevator servos up into the fuse to try and counter the need for as much.

Well, with the model balanced on the same spot as previously, I needed 221 grams less weight.



A considerable saving.

There's still 200 gms odd mounted across the standoffs, but I'm sure less dead weight will lead to better performance.

With all this done, my opportunities to test fly were almost zero. Wind wasn't kind leading up to the rally, but I got down there late a few days before and test flew and trimmed in gusts of 30k. It wasn't a pleasant experience, and at the end of the day, although I took the model to the rally, I decided it probably still needed a lot of trimming and gave it a miss.

Following the rally, I ventured forth on a day with

steady winds and spent quite a bit of time trimming it. I'm very pleased now with the result and the way it is flying.

I just need more airtime on it. So different to flying the Smith.

In the subsequent flights over a few days, I wasn't happy with the engine tune. It wouldn't idle comfortably and hunted in the mid-range and seemed to be lacking top end.

Took the carb off and gave it a good clean and still had trouble getting it to run consistently.

So, out with the tank.

Now I don't know what planet I was on when I put the tank in. It was the one that came from the crash, and I simply re-installed it without having a good look.

On taking it out, I saw that 2 of the tank tubes are aluminium and both were bent considerably and more or less flattened.

In replacing those, I found the tank to engine fuel line was damaged and had a pin hole in it.

Fixing those things has fixed the problem, just need some good weather – which doesn't look likely in the near future.



## *It's amazing what you find...*

Many clubs do newsletters and post to their websites.

They are always good for a browse.

Checking the Hawkes Bay site recently, <https://mfhb.org.nz/>, (51 pages their Feb newsletter)

I came across Kapiti related items I knew nothing about.

Warbirds over Awatoto relative photos have been posted to our website.

BUT did you know.... (pinched with permission).

### *The Spirit of Vintage at Levin.*



HB have a healthy vintage scene, but in their vintage report covering Levin, featured 2 erstwhile Kapiti members.

John Miller and Barry Simmonds.

Feb 26<sup>th</sup> – 28<sup>th</sup> the NZ Aerobatics 'Rumble' was held at Awatoto. Lo and behold we find a couple of Kapiti-ites featured.

#### **IMAC Basic. L to R.**

James & Andrew Farrow.

Mike Shears & Rob

Lockyer. Ricky Maitland.

#### **IMAC Sportsman.**

**Below L to R.**

Derek Whelan, Paul

Tomlinson, Aaron

Maitland, Ian Hill, Mike

Granddad (Baldrick)

Briggs.



**IMAC Intermediate.** Andrew (Stinky) Stiver, Ewan Galloway, Mike Shears & Jayden Molloy, James Farrow.

Andrew has suddenly become 'Aaron'. Wonder if 'Aaron' has filled out a membership application.

**Pattern Clubman. L to R.**

James & Aaron Farrow / Ricky Maitland, Josh Oushana & Family.

**Expert Pattern Below L to R.**

James Farrow, Ian Hill, Mike Briggs, Aaron Maitland



James and Andrew were both placed in their various comps, as was Ian Hill.

James won 'Unlimited IMAC'

James also won a prize for the most improved IMAC pilot over the past year.

A number of our Pilots featured in the annual Warbirds over Awatoto rally.

Paul Buckrell was there with his spitfire, James flying his Corsair, Pete Brown with his jets and helicopter and Ryan Groves with his BEA Hawk.

James won WW2 with the Corsair.



**WW2.** James Farrow from the Kapiti Coast with his Chance-Vought F4U Corsair. A large model powered by a Valach radial motor which sounds great in the air.



Pete Browns magnificent Vampire.



Ryan was unlucky with his BEA Hawk. Fully extended flaps are believed to have blanketed the elevator.



Ryan Groves' BEA Hawk on a pass not long before it was lost at the above crash site. **RIP Hawk.**

*A big thanks to the Awatoto boys for letting me pinch the above.*

Steve

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### Events Coming up.

*The AGM will be held on April 20<sup>th</sup> in the Kotare room, 7:30.*

*Notices have been sent out and nominations and any proposed notices of motion are due on 5<sup>th</sup> April.*

*It's your AGM, your club.*

*Look forward to seeing you all there.*

Steve

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*If you want to know what is happening around other clubs, check their newsletters online. Here are some.*

Hawkes Bay - <https://mfhb.org.nz/>

P. North Aeroneers – also includes Levin MAC. [www.aeroneers.com](http://www.aeroneers.com)

New Plymouth. [Home\(npmac.org.nz\)](http://Home(npmac.org.nz))

Tauranga. [www.taurangamodelfly.org](http://www.taurangamodelfly.org)

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

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

Have a great month.

**Steve**