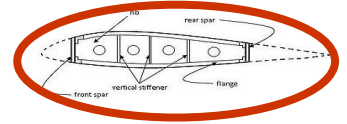


The Spare Rib News



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

June 2021

www.kapitiaeromodellersclub.org.nz

The Presidential Scribe



Hi all.

The last few weeks haven't been the greatest for weekend flyers, but the Silver Fox mob have managed a few good days.

Some mornings lately have been a bit of a challenge to the extremities with dropping temperatures, and it must have been quite cold as Kerry has been seen in jeans. (Jandals are still 'de rigueur' though).

The Vintage guys had another event at Levin. Fine Saturday but cancelled for the Sunday. James (Slim Jim) and Ian (Windy) Hill have also been away competing in Imac. For Vintage and IMAC, see reports later in the newsletter.

We received quite a good summary of concerns from MFNZ on the discussions with CAA on drone registration.

From our own members and committee inputs, combined with what we received from MFNZ, we put in our own submission on behalf of members.

Of interest, was that there was so much interest in the matter and members and the public putting in submissions, the closing date was extended to 4th June.

I know of at least one member who also put in their own submission. I encourage you all to do so.

Time will tell what eventuates.

If anybody would like a to see a copy of our submission, let me know and I will send to you.

Paul has just advised applications for 2 new members, Alister Reburn and Amer Khan. It's good to see a steady stream of interest and new membership applications.

Cheers,

Steve.

Tram Crossing:

Following on from last month's report, the track was widened by hand by PD workers. This was an improvement, but not perhaps as much as we would have liked. The bank cut was also sheer, so would eventually collapse.

Wayne's team had a small digger nearby and needed some sand fill after repairing a water pipe, so said digger widened the cut a bit more and battered the bank.

It is much improved.

The stop sign is yet to go in and I will be in touch with the tram guys to get some metal from them to put down.

Steve.

Park News

John Pfahlert and I met with Wayne recently to discuss what current projects are happening etc.

The following is a summary of main points.

Please NOTE the last topic.

Grazing.

It is still intended that a 3-year grazing licence will be given, and grazing is expected to start August time.

It is thought that, prior to grazing, flat areas will be cut for baleage.

Car Park and exit gate changes.

Work for this is dependent on the TG people finishing their road works outside the current entrance.

Fence line review.

This is intended to be carried out around about the time grazing re-starts and at this time we will work on the fencing at the Southern end of the strip.

Fire Safety.

An independent review of fire risk in the park, especially for when grazing finishes, is being carried out. Discussion on our fire risk was also undertaken. See later item.

Planting of driveway paddock.

See later item.

Steve

Club Nights.

For the May club night, we showed some video of the Shuttleworth collection at old Warden. The documentary was all flying and it was amazing to see these things in the air.

This was preceded by a short video of Ken Wallis flying an auto gyro. The statements made at the beginning of the video that he was an ex-Boeing designer and 102 years old, were incorrect, but the film was fascinating.

Look him up and check out this version of the same video.

https://www.youtube.com/watch?v=CYQoGtvu5_Y

June Club night.

We have something of a nautical theme. A friend of Dons' is going to talk about the restoration/completion of a vintage r/c boat he inherited. The model is some 60 years old. The work is on-going. It's not a small boat, but a decent size some 35 inches long.

AND it's not a yacht.

Pricked your interest? Come along and all will be revealed.

As always, any new additions to the hangar or interesting items should be brought along and shared.

July.

The July club night will the 'Don and Andrew' show.

They will be presenting on some technical stuff/build stuff. What it is I'm not sure, so turn up to find out.

August

Will see the return of the extremely popular quiz night, hosted by Alistair Haussmann.

September

Will be the Andrew and James show.

RALLY 2022.

Will be held on the weekend of 19th/20th March 2022.

New Plymouth rally is being held the following weekend.

A sneaky maiden

John Pfahlert bought a 2nd hand giant stick some time ago but had issues with a heavy landing on its maiden flight. U/C was torn off, fuse broken as well as tail feathers. He was going to bin it, but reason prevailed, and he re-built it, this time powered with an OS 120 2 stroke.

Having had the model checked over and COG adjusted, John was in the air. The first flight went well but the following 2 (with yours truly on the sticks) both ended up as dead sticks.

Engine re-tuned and John enjoyed more airtime.

A well-prepared machine.



Norsewood Aerobatics May Competition

Back a couple of weeks ago, I drove up to the big, combined aerobatics weekend up in Norsewood; where's that, you might think? 😞 North of Dannevirke, halfway up to Napier.

Our club was represented by myself and Ian Hill.



Bloody good weekend, but cold. We were all wrapped up in jackets and woolly hats both days, nearly all day thanks to the stiff cool southerly breeze. We even had some two diesel powered vineyard heaters out and a wind break to keep us warm!

We got in lots of flying and judging of both IMAC, Pattern and Classic Pattern.

I was flying Intermediate IMAC because we didn't have the numbers for Advanced IMAC, so I could fly the sequence just fine, given I have been practising Advanced. We didn't fly an Unknown round, so I managed to scrounge all the points for that one. We had four pilots

flying Intermediate: Andrew "Stinky" Stiver, Jayden Malloy, and Ewan Galloway.

We flew Pattern aerobatics mainly on Sunday. I flew the next class up to what I had been flying previously; Masters, or Advanced as the FAI call it. I hadn't flown the most current sequence, so I struggled a bit, especially with the crosswind creeping our models in ever closer despite our efforts leaning on the rudder stick a bit more. I wasn't scoring very highly but was getting better with each of the three rounds we flew, with the second and third getting it done right, flying it at the correct distance away and telling the wind who's boss, keeping it all in line.

As always, flying up here at the Galloway farm, we're treated not only with their great runway but also a place to stay for a night and to have a couple of beers and laughs.



I would encourage all members interested in aerobatics to come and learn more and those already in the

loop with this stuff to get involved and keep the numbers up!



Unfortunately, the group photo is a little out of focus. But a good turnout.

James Farrow (aka Slim Jim)

Aerobatics. The how's and whys.

James is interested in hosting an aerobatics/training day at the club, where people like me could learn how to do it properly. Anybody who is interested would be welcome. You don't need a great big IMAC machine.

Come and have a go and learn what the rudder stick does! 😊
If you're interested, let James or me know.

Steve.



Driveway Paddock - planting day.

As everybody has been made aware, the driveway paddock has been retired from farming as part of the re-generation work GWRC is taking across the park. The area includes the driveway paddock and the hill area behind the club house, although I'm not sure how far North. Viewing areas on the hill will be left open for our Rally days and the flat areas either side of the driveway will also be left open for parking.

This area will be planted through the public planting day, which we normally support, on Sunday 22nd August.

The flat areas where we have rally parking would be used for public parking.

It is possible that the BBQ they run will be in our pits area.

Given this activity, this would be a good opportunity for us to mount a static display in the club area as a PR exercise.

The strip would be closed for the day.



NOTE: Planting is not of the large tree variety and is not under our flight lines.

Steve

Wanted.

Jamie Lafrentz is after a DA 100, DLE 111 or something similar.

If you can help, he can be contacted.

0212937709 or

jamielafrentz@gmail.com.

Also wanted. DLE 55 or similar for me.

Steve. 021644 595 or

Steve.kath.hutch@outlook.com

Website.

I know some of you noticed we had some troubles with our website this past week. It was still accessible through its old address at WordPress, but not its proper handle. All is fixed now and should not happen again.

Fire fighting and Risk assessment.

It is time to review our Risk Assessment and Club safety plans.

Following a comment in the last flyers world and an incident at Tokoroa with Jets, fire assessment, prevention and handling of, has been discussed in depth by committee. This discussion was also had with Wayne Boness who himself is an expert in rural fire control.

The upshot of these discussions is that the club has purchased a 16-litre backpack, water sprayer type extinguisher. Such an item is too heavy for easy handling and will be mounted on a sack barrow so it can be easily moved to where required.

Fire safety, though, is about minimising risk to personnel. An effort to extinguish flames should not be at risk to those there, and if a fire looks like establishing, then 111 is the first port of call followed by a call to Wayne.

The park has their own firefighting equipment.

There will be a 'Steps to Take' document posted on the inside of a club house window so everybody can easily see what needs to happen and to follow the instructions.

Steve

Bob Burling Memorial Vintage Event Report

Levin - 8 May 2021

by Stew Cox



Now then.. Just where was I John?

The Bob Burling Memorial Vintage Event is a long-standing Levin Club event which is enjoying a resurgence in interest. Held at Levin on 8 May, the event was very well attended with 15 fliers recording times and six clubs represented including a group that came down from Hawkes Bay for the day. There were also a couple of sport fliers and a number of supporters and spectators. A few regular attendees including some from Kapiti couldn't make it so the numbers could have been even greater.

These Vintage events are all about low key fun and everyone seemed to enjoy their day.

After a lazy High had hung over the area for over a week preceding the event, it was clear from the forecasts that the calm weather would just hang on long enough for Saturday and then deteriorate. All flying was completed on the Saturday.

That day the Levin Club Holfuy weather station showed a peak temperature of 21.5 degrees and a peak mean windspeed of 7 km/hr. It was flat calm at the end of the day when we locked up. Great weather for May! Everyone had a good day Saturday and the decision to cancel Sunday due to the weather proved to be the correct one.

There was a wide variety of vintage and classical models on display with over 30 models counted!

Nine classes were flown, in part due to the excellent teamwork of the Hawkes Bay club fliers and their supporters getting through a large number of flights in a very relaxed manner befitting Vintage flying. Predominantly flying electric models also enabled rapid turnaround between flights by the Hawkes Bay boys and others.

Vintage Precision was the most popular with 14 participants. Barrie Russell and Bryan Treloar made the fly-off with a Stardust Special and a Red Zephyr respectively, Barrie winning only 5 seconds off a

perfect fly-off flight. Wayne Elley flew very well missing just one spot and took third with very close scores behind him. Wayne also flew Vintage Duration achieving a good score.

Terry Beaumont had to get away to a function but got some quick flights in on Saturday morning. In addition to their competition flights, John Miller and John Ellison got in a lot of Vintage sport flying.

Vintage ½ A Texaco is an endurance class flown with Cox Babe Bee powered models to an 8 minute max with spot landing. Stew Cox and Bryan Treloar both had their stock standard Cox Babe Bees on song – Stew's shortest motor run was 7.30ish and best 7 minutes 45 seconds. Key to this class is using a large slow-fly prop with just enough revs to enable the model to slowly climb while extending the motor run to times two to three times that which we got out of Cox Babe Bees in our youth.



Terry Beaumont. Always a keen Vintage man



Wayne Elley's gorgeous Miss America

Last flight of the day was an amazing flight in Vintage E-Rubber of nearly 33 minutes by Stan Nicholas with his super lightweight Gollywock, landing right on the centre of the spot to cap off a great day.

While there were some excellent scores, the day will be remembered for the great variety of vintage models flown in perfect conditions in a leisurely low key fun day.

Thanks to Ross Gray for the photos.

The final Vintage event for 2021 at Levin is the John Selby Memorial on 25 September.

Results:

Vintage Precision

1. Barrie Russell	Hawkes Bay	Stardust Special	1940	600 + 195
2. Bryan Treloar	Ashhurst	Red Zeph	1936	600 + 191
3. Wayne Elley	Kapiti	Miss America	1936	591
4. Flemming Ravn	PN Aeroneers	Kloud King	1938	589
5. Bruce McKay	PN Aeroneers	Red Zeph	1936	588
6. Stan Nicholas	Hawkes Bay	Stardust Special	1940	585
7. Barry Hall	Wellington	Buzzard Bombshell	1940	579
8. Stew Cox	Levin	Brooklyn Dodger	1941	574
9. Ross Brinsley	Hawkes Bay	Flying Quaker	1936	571
10. Terry Beaumont	Kapiti	Mercury	1938	541
11. Trevor Glogau	Wellington	Corsaire	1945	505
12. Stuart Hubbard	Ashhurst	Quaker Flash	1937	439
13. John Miller	Kapiti	Buzzard Bombshell	1940	373
14. John Ellison	Kapiti	Mercury	1938	338

Classical Precision

1. Stan Nicholas	Hawkes Bay	Night Train	1968	599
2. Barrie Russell	Hawkes Bay	Night Train	1968	572
3. Brett Robinson	Hawkes Bay	Night Train	1968	542

Vintage IC Duration

1. Wayne Elley	Kapiti	Miss America	1936	596
2. Terry Beaumont	Kapiti	Playboy Senior	1940	260

Vintage E Duration

1. Barrie Russell	Hawkes Bay	Stardust Special	1940	960 + 461
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Classical E Duration

1. Brett Robinson	Hawkes Bay	Night Train	1968	817
2. Stan Nicholas	Hawkes Bay	Night Train	1968	755

Vintage 1/2A Texaco

1. Stew Cox	Levin	Playboy Senior	1940	1490
2. Bryan Treloar	Ashhurst	Rambler	1939	1466

Vintage ½E Texaco

1. Brett Robinson	Hawkes Bay	Stardust Special	1940	1576
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Vintage Open Texaco

1. Bryan Treloar	Ashhurst	Lanzo Airborne	1938	1586
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Vintage E Rubber

1. Barrie Russell	Hawkes Bay	Voodoo	1949	2588
2. Stan Nicholas	Hawkes Bay	Gollywock	1939	2468



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

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

Have a great month.

Steve.