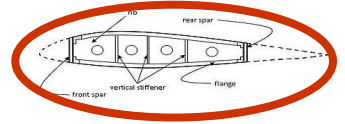


The Spare Rib News



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

May 2021

www.kapitiaeromodellersclub.org.nz

The Presidential Scribe



Hi all.

Here we go for another newsletter, but there's not a lot been happening and not a lot of info.

Short of articles a bit, so would appreciate some for the next few.

Sometimes it just happens, but this month (so far) is a bit of a dry argument.

However, here we go.

Rather than write a lot of stuff here, there is news under various headings.

Also, I haven't had anything back from members on the CAA discussions I circulated.

Cheers,

Steve.

P.S. Inner gates at the strip. I know there is no grazing at the moment, but could we please close these when leaving.

Tram Crossing.

Since the crossing has been installed, there has been some concern expressed by those with longer wheelbases and those that tow trailers on being able to align on the crossing squarely when leaving the field.

I've also been concerned at the axle loadings, especially when we had 2 fully laden fire appliances cross a few months back and the heavy equipment used when cutting and bailing hay.

After approaching the tram guys, we've all had a chat.

Safety, is of course, paramount, and being able to look up the hill for trams coming down is as important as not missing the crossing with our wheels.

Between Wayne Boness, Steve Porter of Trams and myself, a solution has been arrived at.

The small hillock on the left as you approach the crossing from the field side, will be cut back, allowing vehicles to approach the crossing more squarely.

A stop sign will then be put in place and members will need to observe that and look for trams when exiting.

It is probable that when the hillock is cut back, the surface will be a bit soft and need some gravel on it.

The tram guys have some suitable material, but we will need a working bee and a trailer to fetch it etc. It would only be one or two trailer loads. The work should happen in the next few weeks.

Steve

Remember these days?

AVIATION

DC-3 ZK-AOZ *Pakara* during a stop-over at Norfolk Island on 14 November 1949. Even in the islands people got dressed up when visiting the airport. Note the wartime steel runway matting used as a fence in the foreground. NAC continued flying to Norfolk Island until 1955. (Whites Aviation via Richard Waugh)

NAC - Kiwi Icon

By Peter Layne



From an article in the June/July 2007 publication 'New Zealand memories'.

No social distancing required back then!

Coming up. – from Stew Cox.

The second of three Vintage events at Levin for 2021 is fast approaching and will be of interest to a number of Kapiti members.

Bob Burling Memorial Levin Vintage Event
8 and 9 May
9.30am Start
Taratua Road Flying Site.

Now that's a trophy.



Last month we mentioned James had won a trophy for most improved IMAC pilot. He didn't get to take it home, but we now have a photo.

It's pretty impressive.

The competition James was flying at when he received this, was called 'The Rumble'

We reported on it last month by pinching stuff from the Hawkes Bay newsletter.

In grabbing this from James, he has also given me some other photos taken from that comp and you can see those below.

Frazer Briggs, who runs these IMAC comps, likes using nicknames for all the pilots.

His own is Bogan. The guy off a farm is called 'Worms'. James, I found out, is referred to as 'Slim Jim'.

Which reminds me. Paul put out a membership application notification the other day for a mate of James, who is taller than James.

Andrew refers to him as 'Stretch'. Quite fitting really.



What an incredible facility they have up there.

AGM

The AGM, held at this past month's club night, went without a hitch. The shortest AGM for some time. I was worried we wouldn't get a quorum, but Paul phoned to advise of a major traffic slowdown from Plimmerton, so we held off for a short time and had a good mustering of some 26 souls.

At the AGM I announced I would do one more year before stepping down as President. John Pfahlert accepted a nomination as Vice President and Gordon McArthur accepted a nomination from the floor to join as an ordinary committee member.

Thanks to all for another successful AGM.

Steve

May Club Night.

We have a documentary 'Aircraft of the Shuttleworth Collection'.

The action is all flying.

How some of these old planes fly is a miracle?



Did you know?

The first official contest for RC model airplanes was technically held in 1936, but no contestants flew radio-controlled models that year. The first official RC contest *with entrants* was in 1937. And it was not until the 1970s that this form of aeromodeling became so massively popular.

Early Days of R/C

The following has been lifted from an article in Model Airplane News I found on the 'net.

JOSEPH RASPANTE



Here's Joe Raspante with his R/C Super Buccaneer at the NY Mirror Meet. Note the car trunk that's full of transmitter equipment (circa 1946).

No story on the early days of R/C would be complete without recognizing the work of Joseph Raspante. Unlike most of the early pioneers of R/C, who were basically model airplane builders teamed up with ham-radio specialists, Joe Raspante was a superb designer and builder of early gas models as well as a competent electronic technician. His R/C system was unique in that he used a telephone dial to select various control functions. He placed second in the 1939 R/C Nationals and third in the 1940 event. Raspante was generous, and he shared his knowledge with young builders in the years that followed. Walter Good remembers that when thieves stole his brother's R/C transmitter from their hotel the day before the 1940 Nationals, Raspante offered the use of his own transmitter. This gesture was especially meaningful because the Good brothers had defeated him in the 1939 Nationals.

Raspante finally won the first place he yearned for at the 1946 NY Daily Mirror contest at Grumman airfield. It was my privilege to see him fly there. With the advent of the transistor and the integrated microcircuits, today's R/C builder hardly has any of the frustrations of the early pioneers.



Joe Raspante launches his R/C model at the 1946 NY Mirror Meet at Grumman Airport in Long Island, NY.

In retrospect, however, we see that most of the pioneer's dedicated efforts were largely foiled by overly complex electrical designs. But without their perseverance, I doubt that R/C flight would have progressed as quickly to where it is today.

Updated: July 28, 2015 — 5:28 PM

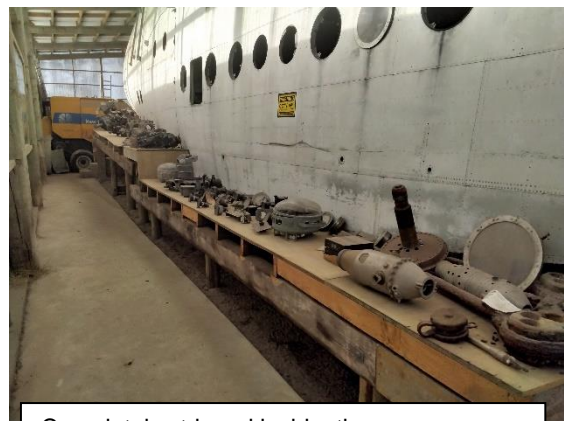
Crozy goes to the Chathams.

Crozy packed up his wife Cath and headed off for a week in the Chathams. Just to keep him company and in-line, 2 of his sisters-in-law joined them.

You can't keep a good man down, and Crozy, as roving reporter, brought back these photos.



RNZAF Sunderland, Chatham Islands first Air Transport. Holed hitting a rock in the lagoon.



Completely stripped inside, these are some of the parts.



Fokker Friendship in a junkyard nearby.



Air strip on Pitt Island.



Chatham Island airport

Thanks, Crozy. I know you had a great trip.

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

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

Have a great month.

Steve.