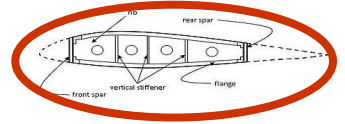


The Spare Rib News



*The monthly newsletter of the
Kapiti Aeromodellers Club*

June 2021

www.kapitiaeromodellersclub.org.nz

The Presidential Scribe



Hi all.

Well, winter has bitten with a vengeance these last few weeks. The concerns about water levels in the water tank were certainly short lived.

It's interesting, though, how the local weather behaves.

The Thursday following our water loss, I was returning from Wellington around 7.00 pm. As I drove past the park entrance at McKays, it was really hosing down. "Great", I thought, "that will fill the tank".

Down at the strip Friday, no such luck. The rain hadn't spread out through the park much at all, sticking more or less to the hills.

Our Last Silver Fox Squadron was a free one and we had a reasonable turnout, even some good flying weather.

Hopefully, this miserable snap we are in will disappear in the next few days, as forecast.

June club night was very different to our normal get togethers.

David Beck spoke about his inherited model boat and the drive to finish it. In truth it wasn't the boat itself that was of interest, but the backstory, and I think all of us related.

Some good stuff on the last page.

It's hard to believe another month has passed and certainly a lot has happened. Strap yourselves in and enjoy your monthly read.

Cheers,

Steve.

Club Nights.

July.

The July club night will be 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.

APPS or something.

Some crowd got in touch about an app called **Aeromura**. Download it and get info on all the local flying sites. Did so. It was free. Looked good, but about a week later info was missing and needed an in-app purchase. So I've deleted it.

*I saw Roger Balfour at the strip recently with an intriguing model.
Herewith the article.*

Building the CORROWOT

By Roger Balfour.

What is a CORROWOT you are probably asking yourself?

Well, it is a SPAD knock-off of the WOT4 from well-known UK designer Chris Foss.

I own a Ripmax WOT4 Mk2 EP, installed with the Electric option and have found this to be a great design, so it is no surprise that I thought the WOT4 would be a great candidate for an adventure in S.P.A.D (**S**imple **P**lastic **A**irplane **D**esign). (Corflute)

As with anything these days the journey started with a session Mr Google. It wasn't very long before I had found suitable plans had a copy downloaded.

After closer inspection it was apparent that key dimensions were missing from these plans for the wing construction.



Corrowot



WOT4 Mk2 from Ripmax

with
and

Back to the internet and a post to the SPAD group on RC Groups. I had some initial replies, however these were not very helpful. Some days later a reply arrived from a bloke in Australia who provided me with updated plans that he had also modified by extending the nose to make balancing with an electric motor easier.

He also provided construction photos of his model. Most SPAD wings are constructed with the "flutes" running cord wise on the wing and a single wooden

spar, but his construction method used ribs with a double 4mm corflute spar and the flutes running spanwise.

I decided I would attempt the rib and core flute spar build as this would allow the wing to be a bit larger and not constrained by the maximum sheet width when the flute run across the chord of the wing.

Building materials.

The plane is called CORRO. WOT as the polypropylene fluted material is known by its trade name CorroPlast – hence the "Corro" part of the name.

The majority of the plane is built from 3mm and 4mm corflute

Two internal formers are made from 6mm ply and the engine and landing gear mount is made from 1.6mm aluminium sheet.

6mm square balsa was also used.

(Building material costs for the Corrowot were about \$80 -not including landing gear or motor mount as these were ex my junk box).

Building Adhesives.

I knew from past experience that polypropylene is a difficult material to bond so I decided to sort out what to use and test samples before commencing the plane build.

Most of the SPAD info available favours flashing the plastic surface with a butane flame and then using cyno adhesive for the bonding agent.

For difficult areas most builders used ShoeGoo adhesive.

After testing I settled on the following:

- (1) 3M double sided adhesive tape (3M-300LSE from Aliexpress)
- (2) Selleys All Plastic Fix (Uses a primer applied with a felt tipped pen and a cyno adhesive- I found any cyno would work with the primer. This was helpful because the primer lasts for ages but the cyno in the pack was never enough)
- (3) ZAP GOO similar to ShoeGoo but works better.

Loctite also make a liquid primer, but I opted not to use this as it is rather a “nasty” product to handle requiring lots of ventilation around the work area.

I had successfully used a hot glue gun to make rat trap covers some years ago, but have no idea what the brand of hot glue was. None of my recent trials using locally available hot glue brands worked well at all.

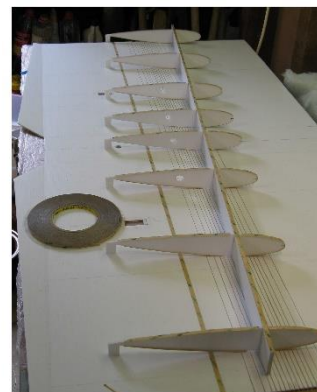
There are hot glue products available but the glue sticks won't fit normal hot glue guns and minimum order quantities are hundreds of dollars.

Building the Wing.

My attempts to build the wing with ribs and corro spar went well until the final bonding of the top corro sheet. My first attempts using the 3M tape failed as there just was not sufficient surface areas on top of the ribs to get a good bond. I finally resorted to using ShoeGoo to bond to the ribs forgetting that this adhesive would eat the foam material I had made the ribs from.

That wing ended up in the plastic recycling !!!

The second attempt used the flutes running spanwise and was successful.



The ribs and corro spar

The build went something like this:

- Cut the coreflute sheet to size (Top and bottom all one piece)
- Crease the sheet along the entire length of the leading edge
- Fold the sheet over on itself and apply weights (concrete paving blocks)
- Glue ailerons to the inside of the bottom wing sheet at the trailing edge
- Glue top wing sheet to top of ailerons
- Slide the 45mm cedar wing spar into position (primer applied before top side had been glued)
- Apply cyno adhesive at strategic points to spar and top and bottom inner wing surfaced (with great difficulty and lots of cyno !!!)
- Fit balsa end covers to wing.

Fuselage.

The fuselage, except for the top, is cut in one piece from 3mm corro.

Areas from the trailing edge of the wing forward have 3mm side doublers-these were glued using primer and cyno.

The two 6mm formers were bonded using 3m tape as was the aluminium motor mount.



Motor Mount

Tail feathers.

The rudder is constructed from 4mm corro and the elevator from a two piece sandwich of 3mm corro (flutes spanwise and chord wise).

All hinging was achieved by removing the bottom side of a flute. This gives a very robust hinge. The completed tail feathers were bonded to the fuselage using ZAP GOO as this allows alignment to be made at leisure (I would use epoxy on balsa builds for this task but it's not suitable for corro) The wings are fixed using rubber bands over carbon fibre tube "dowels".

Adding some colour.

It is possible to paint corro, but this needs special primers and nasty chemicals, so I resorted to using packing tape (just like we used on foamy slope soarers).

All suppliers locally were out of tape, so this too was purchased at reasonable cost from Aliexpress.

Running Gear.

The plane is powered with a Cobra 3525/14 brushless motor and uses a 60 Amp ESC

I am using a 13 x 6.5 APC prop and 6 Cell 2800mAh LiPo (43 Amps, 3530 gms thrust- thrust efficiency 3.7gms / watt)

Flying.

The plane handled well on the ground and flew well needing only a bit of up elevator trim.

It is relatively fast having a shorter wing (1230mm vs 1330mm) than initially planned.



Final thoughts.

The final results of my SPAD adventure were quite pleasing and a second build of a similar model would take much less time having ironed out some of the construction techniques.

Corrowot underside

The final appearance of these models are rather agricultural compared to a typical balsa covered build, but material wise they are much cheaper and most likely more rugged. I was rather surprised to determine that the final model weight was comparable to the Ripmax WOT4 and in fact slightly lighter.

It will be interesting to see how these building materials and construction methods stand up to the rigours of flying.

If you are considering an adventure into SPAD a good starting place is this website:

www.spadtothebone.net

June Club Night.

Don Lynn reports.

That Bloody Boat!

Thanks to David Beck for giving up some of his time to come and do a presentation for us. Thanks to those that were there for your support. Great to have a decent attendance when we have a guest speaker.

Good to have something different and especially someone from the "outside" prepared to share their modelling experience with us. David, as I guess a lot of us do, inherit projects. This one is no different. Started by his late father back in the 60's he has decided to complete it.

Unfortunately, technology let us down on the night with the TV deciding that it didn't like the HDMI input and kept dropping out, so we missed out on some good pictures and a short video. I have put a link to the video here https://youtu.be/XuqRvw7i_4 as well as some of the pictures later in the article.

The project, if I was listening correctly, earned its name from David's Mum, that apparently whenever they had visitors and they asked where his Dad was, the answer was along the lines, "Oh, he's in the shed, with the bloody boat"

Anyway, to the point...

The model is based on the RAF 46 FT FIREFLOAT Mk2 (Experimental Craft!)

RAF BOAT NUMBERS: 93 & 94

BUILDER: VOSPER LTD, Portsmouth

Vosper & Company, often referred to simply as **Vospers**, was a British shipbuilding company based in Portsmouth, England.

Only two were ever built, and as you can see by their history below, never really did much before being laid to rest.



FF 93

After trials the craft was accepted at Calshot

07.01.53

Placed in storage

22.10.53.

Transferred to Vospers for repair

21.12.53.

Returned to Calshot upon completion of repairs and stayed there until

06.07.55.

Offered for disposal

30.08.57.

Advertised for sale as lying at Calshot

12.06.58.

FF 94

After trials the craft was accepted at Calshot

10.11.52

Placed in storage

22.10.53.

Brought back into service

03.11.53.

Placed in storage

09.10.55.

Advertised for sale as lying at Calshot

12.06.58.

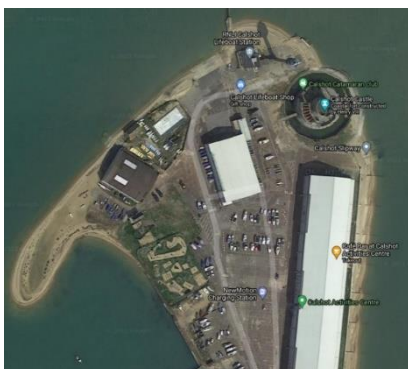
As the SARO Princess and Sunderland Flying boats faded in use, so did 93 and 94.

It is an Aerokits kit, and Scale $\frac{3}{4}$ " to 1' (34.5 inches long, or 0.87m)

They were originally manufactured 1954 – 1962.

Then 1998 – 2002

And 2007/09 to present. This particular model was purchased in the UK in 1960.



The large hangar shown here is where the Sunderland flying boats were stationed.



On the bench, waiting for some attention.

A trip to the Blackberry patch

We seem to have avoided the blackberry patch in recent times. At least, not losing a model way yonder.

That changed recently when Terry Beaumont decided it was time for a visit. Terry was flying one of his vintage models and was dead stick at a reasonable height.

The problem was, he was trying to turn onto base at the Northern end of the strip and the model had no penetration.

Although only a light southerly was blowing, the model kept getting further away, eventually coming down in the blackberry patch.



Finding it was a problem, but Terry had a bit of a brainwave. His transmitter has a signal strength meter on it, and the closer you are to the model, the stronger the signal.

Using this as a guide, Terry hunted around the area opposite the gate onto the cycle track. This area is reasonably clear and there are vehicle tracks, making it easier to walk in.

By using the signal meter, Terry finally could see the model, on a rise, across the stream, separated by a dense wall of blackberry.

The next morning Terry was down there early and armed with slasher and loppers, he cut a path to the stream.

On the stream bank, it was a sheer drop of some 2 metres to a level area, and then the stream came into play.

A group of us headed down there with Terry, carrying a light step ladder which opened out into an extension.

Arriving at the bank, the ladder was used to get down to the streams edge, then put across the stream and up on the other side where it just reached the model. The model was retrieved, without damage. Terry took it home, checked it out, charged the battery and was back flying it in the afternoon.



Fire fighting equipment.

As mentioned last month, we have a 16l hand pump water extinguisher.

It's strapped to a sack barrow and can easily be wheeled out of the clubhouse and down the steps.

Steve



Whatsapp.

I know many of you have whatsapp on your phone and Pierre Daigneault has created a Whatsapp group called. KAMCI FLYING.

The idea is that anyone going for a fly posts so that others know somebody is heading down.

We don't charge for you to join!

Pure Castor oil

If anybody is interested, we have 5 litres of pure castor.

We believe it is Kotz, but it isn't in a KLOTZ container.

\$25

Let me know if interested.

FREE to a good home.

This received from Warren Tatham, who has moved and divesting some older models.

As part of our move, I have set aside a number of part completed r/c planes that I would like to dispose of at no cost to anyone who wants to take these on. These include a Sea Fury 48 inch, 90% complete, Dalotel 56 inch 90% complete and a couple of others that are part built. As I mentioned these are being given away at no cost the only condition would be that the new owner would collect them.

If you are interested, Warren can be contacted on: 04 4787782 or tathamwt@gmail.com

He lives in Churton Park.

Ross is selling.

OS Gemini 120 II twin cylinder, four stroke engine. Supposedly brand new in the box.

Selling on behalf, looking for \$400.00 ono.

Contact: Ross Monk 04 292 8818



Repair project: SIG Clipped Wing Piper Cub (84" Span) accident damaged but repairable free to good home. Complete with servos, damaged fuselage and 2 damaged wings.

For further info contact Ross Monk 04 292 8818



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

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

Have a great month.

Steve.