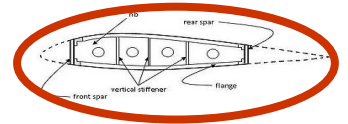


The Spare Rib News



*The monthly newsletter of the
Kapiti Aeromodellers Club*

November 2021

www.kapitiaeromodelersclub.org.nz



Kapiti Aeromodellers Club group

The Presidential Scribe



Well, I would have to say that the improvement in conditions over the last month has been very welcome.

It's been great to, at times, get several flying days in a row. Also, with daylight saving and the park open later, a number have been tempted to go down late afternoon when often the sea breeze abates. These are the flying sessions where it's good to take something simple for just a relaxing hour or so.

I had hoped to fill the newsletter with a report and photos of the 75th Aeroneers birthday celebrations, but this has been postponed. We had some 8 members planning to attend.

Checking on other clubs FB Group pages such as North Shore, we can see how lucky we are to be able to operate. I think somebody from North Shore recently went to check that the field was still actually there. We think we've done it tough, but the upper North Island has really suffered this time around.

During the month we were also able to get back to having a club night. This was well supported even though the Club Captain was so absorbed in the TV, he forgot to come! You never know when you advertise a show and tell what and who will turn up.

As it turned out, was a great night. Every time we meet there, I realise how grateful we should be for the facilities we are provided with.

There's not much news from the park. There is a new appointment to take over from Wayne. Jeremy Paterson has taken over the role. Previously he was the Belmont Park Ranger. I briefly met him when I was down watching the Police AOS training.

As of last week, there was no decision yet on a grazing licence being advertised. Public submissions didn't close until early in October.

It's onwards and upwards going forward. Our rally next year will be advertised through the normal channels. Again, we will not conflict with New Plymouth. There will be no landing fees next year.

Kapiti Aeromodellers' Annual Rally
Come fly with us

Queen Elizabeth Park
MacKay's Crossing
Paekakariki

PRIZES, BBQ.
FREE ENTRY SPECTATORS.

www.kapitiaeromodelersclub.org.nz

**Sat 12th & Sun 13th
March 2022**

No landing fees
MFNZ wings badge required

A few months back, Kath and I were in Fielding and visited the Coach House Museum. It's a great little museum to visit with an incredible collection of John Deere equipment. This article pinched from their newsletter.

Coach House Chronicle

Volume 06
Issue 21

July
2021

in association with

Feilding & Districts Community Archive

A collection of interesting items for friends and supporters of 'The Coach House'

Bristol Hercules Mark 735 Aero Engine

World War 1 saw a rapid development in aircraft engines. There were three layouts; the inline straight or vee; the horizontally opposed or the air cooled radial.

Without the need of liquid cooling radiators, the air-cooled radials were less prone to damage and lighter per horsepower produced. As engine capacity got larger the traditional poppet or stem valve for inlet and exhaust also had to increase in size. This resulted in the exhaust valves being prone to overheating and burning out. A solution was to use sleeve valves where an oscillating sleeve rotated between the cylinder wall and the piston and

exposed holes for inlet and exhaust at the appropriate times. Gas flow through a straight hole was not impeded by the valve, thus the arrangement was much more efficient.

At Bristol's, Filton, Bristol, England in 1926, Roy Fedden developed a series of sleeve valve, aero engines. He had seen sleeve valves used on other engines and in particular the Scottish Argyle 15/30 automobile of 1911. Bristol's made the first successful, single row, radial with sleeve valve in 1931 and named it the Perseus. This was followed with the Taurus, the first double row engine - two rows of seven cylinders each.



During Ian Wightman's experiences of twenty one years in the RNZAF, one was working on an engine in the extreme heat in Darwin, Christmas, 1974.

In 1936 the Hercules followed these engines and was the most successful 14-cylinder sleeve valve engine producing up to 2,000 hp. It entered the RAF service in 1939 and was used in the Stirling, later Wellington's Mk2, Lancaster's, Halifax and of course Bristol's own Beaufighter. Post WW2 saw it used in many aircraft types and in New Zealand the Solent Flying Boats of TEAL, the RNZAF Bristol Freighters and Handley Page Hastings. Hence the overhaul of Hercules engines was carried out at Mechanics Bay in Auckland by TEAL – Air New Zealand. The Hercules engine had two solid steel balls on the balance arm of the crankshaft called a Salomon damper. Its purpose was to act as a dynamic vibration damper. Those of you who flew in a Freighter would probably say it did not work very well. Engines with sleeve valves had to be well lubricated. The oil used was Aeroshell W100, a detergent type, mineral oil that cleaned as well as lubricated. They consumed oil whenever running and were renowned for being very oily to work on. Bristol's made approximately 66,000 Hercules engines. Towards the end of the Bristol Freighter's life, mid 1970s, the engines were prone to having knuckle pins fail. These were the connecting pins between the articulating conrods and the master rod. Failure resulted in catastrophic damage to the engines internal parts and the major item in the worldwide shortage was the crankshafts.

The author had to take a team to Darwin in November 1975, when an aircraft



Drivers for actuating the combined and reciprocating action of the sleeve

returning from Singapore suffered such a failure of the port engine over the Timor Sea. It lost a lot of altitude flying on one engine and was escorted into Darwin by RAAF Search and Rescue aircraft. The replacement engine and team were flown direct to Darwin by C-130 aircraft and the operation effected in the open, in extreme heat, over a period of five days. (Post Cyclone Tracy, on Christmas Day 1974, which left the Airport with one hanger.)

The ultimate engine, made by Bristol's, was the Centaurus, as used in the Hawker Sea Fury, possibly the fastest piston fighter aircraft ever produced. The layout was similar to the Hercules, but improvements had it rated at 2,740 hp. Quite a beast!

With thanks to Ian Wightman for sharing his knowledge and experiences in the RNZAF

November happenings.

Club Night – November 16th.

The last club night for the year.

This is the long-awaited Quiz night with grand quiz master, Alistair Haussmann.

Silver Fox BBQ.

This will be a week later in November and will be on Thursday 25th.

Levin Vintage – John Selby Memorial Vintage Event, 9 October 2021

By Stew Cox

With the region in Level 2, we were very lucky to be able to fly this event, albeit needing to postpone from the original late September date due to a combination of bad weather and cattle getting in and damaging the strip. The BBQ was the only COVID casualty.

We arrived on Saturday 9 October to find the wind as forecast averaging about 15 km/hr with



Terry Beaumont and his RC1

some significant gusts but forecast to drop from the middle of the day. Fortunately, it was blowing pretty much down the strip which had been repaired with a large commercial roller. However, the extent of the phenomenal Spring growth was a surprise, but Ivan and Linda from the Levin Club had come down to make sure all was well. Ivan quickly had the strip and pits cut to provide an ideal surface that was appreciated by all – thanks Ivan!

There was a good turnout with five clubs represented by 13 attendees including two from the Hawkes Bay. Kapiti was well represented with 7 members attending, four of whom recorded scores while others sport flew or helped their clubmates and others.



John Miller and his Buzzard Bombshell with support from Noel Fisher on timing.



John Ellison with his x3 times KK Eaglet

Thanks for supporting these Levin events guys and helping to keep them going. Quite a bit of Vintage sport flying was done with a variety of models flown that weren't flown in the competition, very much in the spirit of the Levin Vintage meetings.

While there were a number of early test and sport flights that confirmed the conditions were quite flyable, many were happy to mix and chat through the morning, simply happy to be there and out of the recent lockdown. Most then had an early lunch and got stuck into flying, trusting the weather forecast which delivered. While the average windspeed took a while to drop, the gustiness abated after lunch, the sun came out and we had a very pleasant afternoon's flying.

Most flew RC Vintage Precision, a seemingly simple task of 3 mins from an engine run of up to 60 seconds with bonus points for spot landing. While not a problem for flying, the wind was still sufficient to make judging the spot landing a significant challenge that found all of us wanting at some stage. John Miller flew well to come in second. Wayne Elley also flew well with his beautiful Miss America and missed third by just one second. Crozzy managed the spot on his third flight and the entry under Spot in the score sheet saying "YES!!!" summed up the achievement. Most who missed the spot came up short, well short in many cases. Reasons for this were normally due to not keeping up airspeed into the wind, sometimes

caused by mushy downwind turns from not keeping up downwind airspeed although turning too far downwind of the spot was also common.

RC Vintage Duration was flown by three of us mid-afternoon with strong thermal activity developing at height although only marginal assistance lower, enough to extend flights but not maintain height or climb away. Terry Beaumont showed the way here winning with his brand new stunning Lanzo RC1 finishing with a very big thermal flight.

There were three brand new models since the last Levin event, all demonstrating the wonderful variety of Vintage designs, and all exceptionally well built. Terry Beaumont's 7-foot RC1 looked magnificent and dare I say, much nicer than it looks on a 2D plan. It's a real floater which thermals well. John Ellison had the maiden flight of his scaled three times Keilkraft Eaglet and put in several trimming flights. Another construction masterpiece by John which flies well. Barry Hall sorted out some teething issues with his new Cavu 38 which flies very well and turns on a five-cent piece.

If you are interested in Vintage flying or would like to know more about it, send an email to Bernard Scott scott.scott@xtra.co.nz and ask to be added to the AVANZ News email list. This excellent NZ publication is free, jammed packed with build articles, plans and information about current Vintage activities and comes out six times per annum. Back issues can also be found on the Vintage SIG page at [MFNZ - Model Flying NZ SIGs - Vintage](#)

Results

RC Vintage Precision

| | | | | | |
|----|----------------|------------|-------------------|------|-----|
| 1. | Stew Cox | Wellington | Brooklyn Dodger | 1942 | 586 |
| 2. | John Miller | Kapiti | Buzzard Bombshell | 1940 | 572 |
| 3. | Barry Hall | Wellington | Cavu 38 | 1938 | 568 |
| 4. | Wayne Elley | Kapiti | Miss America | 1936 | 567 |
| 5. | Terry Beaumont | Kapiti | Mercury | 1939 | 559 |
| 6. | Trevor Glogau | Wellington | Falcon | 1949 | 547 |
| 7. | Bryan Treloar | Ashhurst | Red Zephyr | 1936 | 533 |
| 8. | Ian Crosland | Kapiti | Mercury | 1939 | 530 |

RC Vintage IC Duration

| | | | | | |
|----|----------------|------------|-----------------|------|-----|
| 1. | Terry Beaumont | Kapiti | RC1 | 1934 | 619 |
| 2. | Stew Cox | Wellington | Brooklyn Dodger | 1942 | 595 |
| 3. | Wayne Elley | Kapiti | Miss America | 1936 | 182 |



Wayne Elley's Miss America



Ian Crossland with his 1939 Mercury

October Club Night

It was great to meet again as a club on our normal club night. This was a show and tell night and, as with such nights, you never know what will turn up. I had asked a couple of people to bring stuff along so we would at least have something, but I was really happy with what we got.



As always, lots to talk about before the night begins.

Numbers were a little down on other nights, but still a good turnout.

One has to accept that the Club Captain fell asleep in front of TV and there were others with prior arrangements.



First up was Pete Brown. Pete has decided to get into glider towing and brought his very well presented, all composite, glider along. This had its maiden just the week prior. It's certainly a well-presented piece of kit and Pete is thrilled with it.



We can always build better. John Pfahlert has been building a vintage machine and out of curiosity, built it twice.

We all know weight is the enemy, and John rebuilt the framework a second time using selected balsa from his own stock.

He didn't quite halve the weight, but reduced it significantly. To the point he is now powering it with a .10 size motor instead of a .15.



Noel Fisher brought along his partially completed Gloucester Gladiator.56" span. The cowl has been 3d printed by a friend. A light version and a heavy version. This is a favourite bi-plane for many and we all look forward to seeing it gracing the skies down at the field. (History: Noel saw a Gloucester Gladiator hanging from Alastair Rivers garage ceiling and grabbed a copy of the plan. It was from a kit manufactured by Complete-a-

Pac. Alastair obtained it built as a display model with this very intricate plastic engine. It was modelled after the original 3, Faith, Hope and Charity that defended Malta.)



These old control line models and this unstarted CC kit arrived on my doorstep along with a myriad of other bits and pieces.

They came from somebody who hadn't modelled in many years and didn't want the pain of sorting and disposing of them.

Crozzly took to the 'dark side' during lockdown and built himself a steamboat.

The steam engine he constructed, many years ago when working as an engineer. As with everything he builds, the craftsmanship is immaculate. He demonstrated how it is fired up and the radio controls he has put in it.





The air force was working with the AOS and AOS trainees at the park recently. I was invited along to have a look. Unfortunately delays meant I didn't get the guided tour of the NH90, but what an impressive machine.



***And that's it for another month.
As Don would say 'Fly hard, land soft'***

Steve

