

The monthly newsletter of the Kapiti Aeromodellers Club



Kapiti Aeromodellers Club group

www.kapitiaeromodellersclub.org.nz

Notes from the Scribler



Another month has passed us by, and one would have to say that the weather gods have not been smiling on us.

I don't ever recall thunderstorms last days, high winds going on and on and water coming through the windows in aluminium window frames.

Hopefully it gave everybody the chance to get into the hangar and bash some balsa, recharge batteries, tape stuff back together or do any other maintenance required.

I've started a big push on the Pitts S2A. Like any large model, just when you think you have something solved and completed, something else turns up to

create challenges, some of which take time to resolve.

I would like to think I could finish it this year, but the year is disappearing faster than the bits are being completed. Never-the-less, I'm reasonably happy with progress.

We are back to our normal calendar now and it was good to participate in a club night again, having completed the AGM in May.

The newsletter is something I enjoy doing, but it's challenged at times for content. Some months content just leaps out at you and other months it is more than a simple challenge.

If you have any ideas or something you think you could contribute, then please, send it in.

New Prez John is overseas now for a bit. Needed a holiday after taking over the reins!

I'll be managng club nights in his absence.

Steve

Wanted

Jamie Lafrentz is after a new project.

I'm looking for my next repair project. I'm looking for any broken planes that people would like to move on. Anything considered

If you have anything, you can contact Jamie directly

0212937709 or jamielafrentz@gmail.com

Steve

Rabbits

There will be a bait drop around mid July.

Ideal conditions are several clear nights in a row and they will wait for that opportunity.

Steve

P47 Thunderbolt

Club member Neil Schrader is well known in scale circles and recently completed a scale build of a P47 Razorback.



This photo is the actual model, with display prop.

Neil brought the model out for its maiden a few weeks ago but managed to break the aerial on his transmitter before the deed could be done. Having obtained a replacement aerial, Neil has had some 5 flights with the model now.

On Friday 24th June, he was the centre of attention at the strip when he flew this model in a very scale like fashion. The model is powered by a Saito 3-cylinder gas radial. It sounds awesome and flies as good as it looks. Unfortunately, on this flight one of the oleo legs dropped out when the gear was lowered for landing. Not missing a beat, Neil raised the gear and planned a belly landing. The engine was cut at the appropriate time with the propeller stopping windmilling just prior to touchdown. Damage? A bit of grass in the exhaust.

A group of members have tramped the area where the oleo was lost over several days, but it is as yet unfound.

Admiring the model, I asked Neil if he could put a few words together about it. In response he pointed me to his build blog on RC Scale Builder.

https://www.rcscalebuilder.com/forum/forum_posts.asp?TID=30081&PN=1

It's well worth a read and I've extracted a few pieces from it which describe the build journey.

He has said he hasn't gone to totally scale lengths as in replicating every rivet, but it's close enough for me.

Writing in Italics is Neil's words from the blog.

It's beautiful

So, what is the P47?

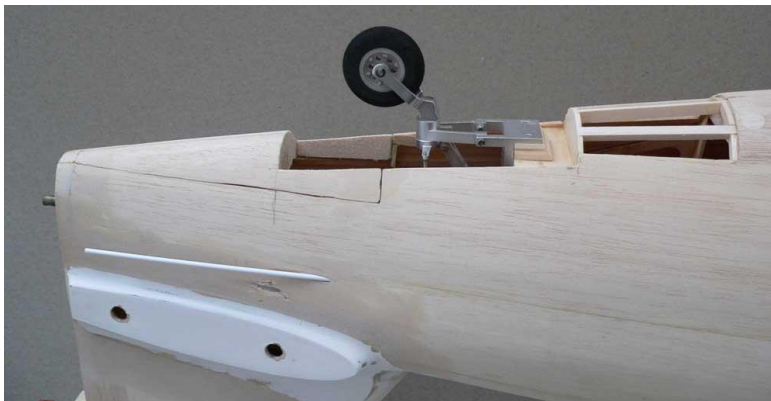
*The **Republic P-47 Thunderbolt** is a World War II-era fighter aircraft produced by the American aerospace company Republic Aviation from 1941 through 1945. Its primary armament was eight .50-caliber machine guns, and in the fighter-bomber ground-attack role it could carry 5-inch rockets or a bomb load of 2,500 lb (1,100 kg). When fully loaded, the P-47 weighed up to 8 tons, making it one of the heaviest fighters of the war.*

The Thunderbolt was effective as a short-to medium-range escort fighter in high-altitude air-to-air combat and ground attack in both the European and Pacific theatres. The P-47 was designed around the powerful Pratt & Whitney R-2800 Double Wasp 18-cylinder radial engine, which also powered two U.S. Navy/U.S. Marine Corps fighters, the Grumman F6F Hellcat and the Vought F4U Corsair. An advanced turbosupercharger system ensured the aircraft's eventual dominance at high altitude, while also influencing its size and design.

The P-47 was one of the main United States Army Air Forces (USAAF) fighters of World War II, and also served with other Allied air forces, including those of France, the United Kingdom, and the Soviet Union. Mexican and Brazilian squadrons fighting alongside the USAAF also flew the P-47.



Ok, I've gone to the dark side after spending a decade on my last project.
This time a Top Flite P47 GS RTC converted to razorback with Saito FG60 radial up front. Instant (well almost) gratification.



The tail wheel that came with the kit wasn't very scale and too far forward by some 75mm.

Neil has used a more scale tailwheel sourced from Hobbyking.

The wheel is mounted on a rubber block to help absorb the stresses. Wheel before sheeting and doors completed.



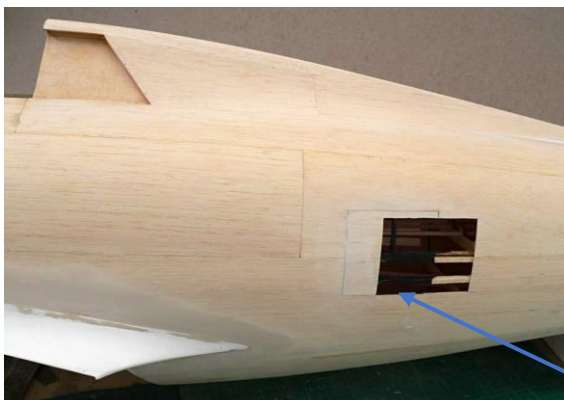
Razor back completed, cockpit in place, pilot in the office.

Although, as stated, Neil told me he hadn't gone to the 'nth' degree

on scale showing all the rivets etc, I found the detail fascinating.

We all know about cockpits and Neil wasn't happy with the one he had. He had purchased the Top Flite cockpit for the razorback option some years previously, but the first thing he did was create a couple of Plaster of Paris castings to enable him to create a truer cockpit.

With the casting completed, he fettled until he had what he wanted.

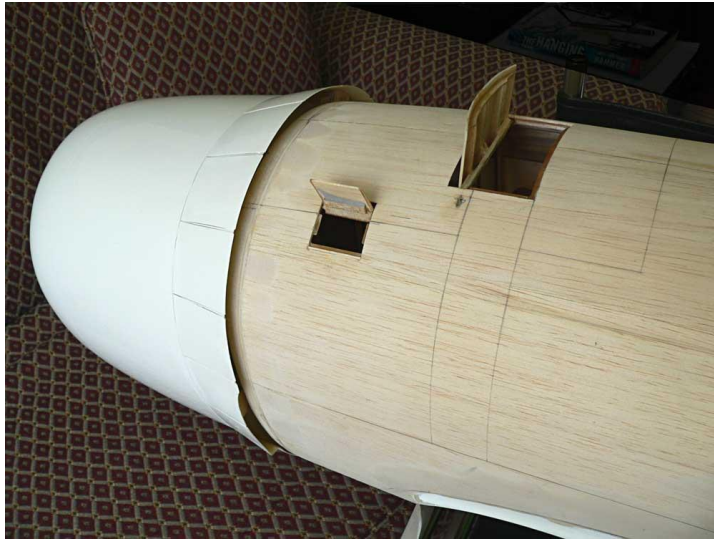


Neil has chased a better scale replication.

One thing I did modify was the intercooler exhaust door position as they were incorrectly placed and the wrong proportion.

Not a big job but this will help later on when drawing on the panel lines. I wasn't going to use the kit supplied louvres anyway so will probably make them out of lithoplate. I'm using the Brian Taylor plan plus the 1/48 Tamiya plastic model for reference.

You can see the old and new location



Panel lines were drawn on the fuse so some scale opening panels could be added to provide access for the switch/charging jacks and the fuel dot. A torsion spring will hold the panels closed.

Neil made a mold for the tail wheel doors and made them up using both glass cloth and carbon fibre. Small scale piano hinges were used for hinging.



Decided to put the model together for the first time to get an idea of where I'm going. It's about the largest I could carry in my vehicle without resorting to a trailer or a van. Have drawn all the panel lines on and added extra panel lines and dummy fasteners to the cowl. Nearly time to start glassing..... not my favourite part of a build but I like the durability of the finish.

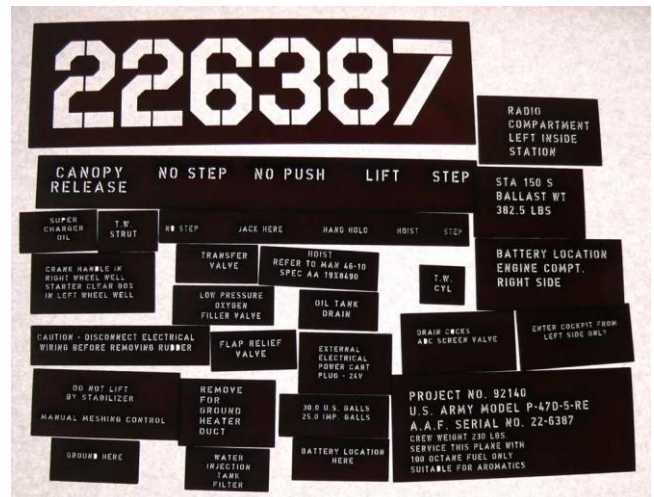
One of things that fascinates me when seeing these models in the flesh, is how realistic marking such as the clips on the cowl look when it's all completed. In reality they are just an etched line. We see it on Andrews models as well.

I used a Tamiya scriber (like plastic modelers use) for the panel lines on the cowl. It works well on the gelcoat of the cowl.





Nearly ready for paint



Lots of stencils.

A very skilful build.



Model on takeoff run as captured by Andrew.



Coming in for its wheels up landing. A great piece of piloting.

Do read the build blog. It's worth the effort and you can learn so much.

Steve

June club night

This was the first club night with John in the chair.

There was a good turnout of members and a convivial evening held.

John discussed some options for club nights going forward and then kicked the evening off with showing his 46 size Spacewalker.

A very well presented model. John also had a some surplus model supplies on the giveaway away table.

A number of members brought down latest projects and spoke to them.

Steve found a new home for his old, much used and much trusted Hog. Given to Brendan who now needs to power it.



Barry in sales mode for a couple of engines and a Buzzard Bombshell.



John Miller takes us through his latest build, a Volksplane. 1/4 scale.

Below, Ian's collection of projects.



John gives us the loowdown.

Members take it all in.



The sign 'What rat is that? Thankfully didn't refer to the members present.

Doc had a 2 day seminar running and signs were left up overnight!

For Sale

Barry Simmonds has the following for sale.
Buzzard Bombshell. Only a few flights. Built from the Hangarone short kit, powered by an OS 40 LA with little time on it.



Magnum 52
4 stroke.
These are
identical to the ASP. In very good condition.



Interested? Get in touch with Barry.

Tel: 0274409960 email: barry_simmonds@xtra.co.nz

Long time member Brian Hoult is clearing out the hangar.

Models

SIG 1/3 scale Spacewalker with O.S. Pegasus 320
SIG 1/4 scale Piper Cub with O.S. Gemini 160
Goldwing SBACH with DLE 30
EMS Trojan T28 with DLE 55
Goldberg Ultimate with O.S. 120 pumped motor
Topflite Stinson with Zenoah G38
Extra 300 1/3 scale with Zenoah twin
Eclipse thermal glider. Electric.
SIG Citabria. Airframe only. Free.

Warbird Kits

Topflite Mustang (B model. Very rare) 85 inch span
Topflite Corsair 85 inch span
Midwest Harvard 80 inch span
(These kits are no longer in production and may be the only ones in the country).

Motors

1 Supertiger 3000 – new
1 x Supertiger 2500 – new
1 x OS Pegasus 320 – used

All for sale and Brian is open to any reasonable offers.

Contact Brian.

Brian Hoult – 04 9055995
Email brianandbery1321@gmail.com

Don's Hurricane

Don's talked about his Hurricane build a number of times at clubnight. Like all such projects, they get held up because of other things and sometimes what you want to do gets in the too hard basket. I was around seeing Don recently for some advice and found the Hurricane is now marching ahead. I grabbed some photos.

As a re-cap, this is a Mick Reeves kit with a span of around 103 inches.

One of the factors that has slowed Don a lot is that Don wasn't happy with a lot of the design and in a number of areas the model wasn't to scale.

Don has worked to address these issues.

The fuse is basically fished (except for cockpit), main wings are done as are the tail feathers. The wing centre section is completed and glassed.



One of the most intriguing and useful things Don has built is this model stand.

The stand utilises a lazy susan bearing and with the model mounted as in the photo, can be swung around to any position.

There is a lock that enables Don to lock it in position if needed.

It can be mounted high as in the photo, or, by quickly removing the sides of the stand, on the lower plate.

The wing tubes are used to hold the model in place.



Landing lights. Don designed these in CAD and Alistair Haussmann 3d printed them for him. They certainly look the part.



Don uses LEDs for the lighting and they are certainly bright enough.

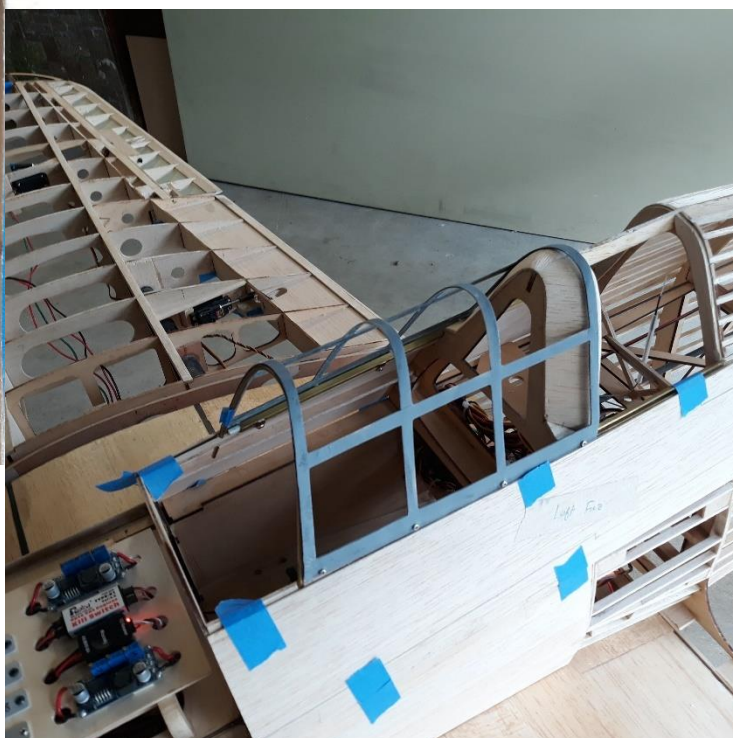
Roger Balfour put the lighting together for him. AliExpress controllers were used as being cheaper than trying to build them himself. Lights run off their own power supply.

They will certainly help when landing a camouflaged plane against the dark backgrounds we have.



Under the hood.

The 2 light controllers are on the outside.



The canopy has been a mission. Don wasn't happy with the original. He made a foam plug and glassed over the top, creating a solid glass canopy. He then manually cut the canopy frame out.

The cockpit slides.

All control surfaces are now finished and working. The advantage of Dons fancy stand, is that with the model fully together on it, he can raise and lower the undercriage and operate all surfaces.

There is still work to do around the engine installation. Don is currently designing a bespoke exhaust system for it.

I'm looking forward to completion.

Steve



Great BBQ weather. 22 souls turned up and no wind meant lots of flying. Best BBQ day for a long time.

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

Steve