



The monthly newsletter of the Kapiti Aeromodellers Club

June 2022

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



Our AGM is now done and dusted, held on the evening of 17th June. It has been my privilege to lead this club for a little over the last 7 years. I believe a lot was achieved during this time and I would like to take the opportunity to thank all club members for their support and work over the years. It's time for another voice and a refresh, and I'm sure that your new President, John Pfahlert, will provide this. He is a man of much experience in the Aeromodeller world.

With Neil Upton stepping down as Club Captain, Andrew Farrow has been elected to this most important role.

Unfortunately, we have been unable to vote in a Vice President.

As for me, I've stepped right off the committee but will still fulfil other roles that are not committee oriented and which I enjoy.

I will continue to edit the newsletter each month, run the Silver Fox BBQ and be involved in mowing. So still, lots to do.

I wish the new committee every success and know that the members will support them in their endeavours.

Weather has held some great flying days in recent times, and it's been good to twiddle the sticks several days in a row over the last month.

The mornings are cooler, and jackets and beanies are becoming the norm.

Look forward to seeing more down there.

Steve

2022/2023 Committee

President:	John Pfahlert	Vice President:	Vacant
Secretary:	Wayne Elley	Treasurer:	Paul Buckrell
Club Captain:	Andrew Farrow		
General Committee	James Farrow, Neil Upton, Gordon McArthur		

Rabbits

Rabbits are a real [problem at the moment. Holes everywhere.

The park was recently part of an area survey on rabbits and Ross showed the man around and the damage being caused.

I've spoken with the rangers to try and get a Pindone drop and some shooting done.

Apparently one of the flow on effects of no grazing, is that rabbits don't like long grass and therefore are coming out of the surrounding areas to our patch!

Steve.

Presidents report

I'd like to start by thanking the club members for electing me as president. While relatively new to the Kapiti Club I've been around aeromodelling for about 30 years. I was a member of the Wellington Radio Fliers who used to have a field on Te Maire Road in the southern Wairarapa. I spent many happy hours flying there with Lloyd Dickens, Mike Bridger, Rodney Ford and others. The site closed down about 5 years ago because the farmer preferred farming....

I had various roles at the club being both secretary and President for a number of years. The club still exists, but currently has no field. Quite a few of their members are Associate members of KMAC and fly at our site on a regular basis.



John Pfahlert. Our new President.

It was during that time that I briefly joined the national executive of the NZMAA as it was called back then, spending a couple of years on the national committee and then 2 as President. This was at the time Ken Buckley was secretary.

I've been on the local Committee here for a couple of years and was quite happy to stand as President since Steve has been in the role for 8 years and looking for someone else to step up.

I fly a variety of planes, preferring OS glow engines and old-style long wire Futaba radios. I know the old 40mhz systems are obsolete but mine all still work and I'll use them as long as they do! I've been upgrading my plane collection recently. In part this is because I have a field which is only 13 minutes from home and I'm flying more regularly. I bought a Giant Big Stik and have powered it with OS 120AX. It flies well as long as I don't mess with the mixture too much...I have on OS 140RX with tuned pipe which I intend to install - because you can.

I've also bought a 46 and 120 size Spacewalker. These have yet to see airtime. I also have two fancy gliders from Vladimir's Models in the Ukraine; a 2.7m Hyper, and a 4m Maxa. The Hyper flies really well, the Maxa has yet to be completed.

So, that'll do for this month. I'm off to Europe at the end of June for 2 months to cycle in The Netherlands and Belgium. Hopefully I'll avoid Covid.

See you at the next club nite.

John Pfahlert.

From the strip



When the wind changes be prepared. Phil Patterson keeps a kite in the car.



Cooler days require jackets. Ross Monk, Wayne Elley and Alistair Haussmann watch James beat up the strip with his foamy ducted fan



James has a foam ducted fan jet that we have all seen him beating up the strip with. It's sole purpose, he claims, is to fly as low and as fast as possible. This day a worm poked its head up and James said 'hullo' in no uncertain terms. Nothing a bit of glue wont fix.



The memorial flight passes over. 3 Texans and a Spitfire.
Pinched from video by member Kerry Nichols.



For the April BBQ, we accused Crozy of raiding his grandkids money box to pay his way. This month we find that Wivian is keeping Paul on a tight rope and he had to pay in 10c pieces.

From the bench of Alistair Haussmann

Grumman F8F-2, Bearcat



The kit is from Seagull which was bought via the HOTRC indent order a couple of years back, and at a better price than offered via the latest order on offer, August 21. This goes someway to show that it pays to buy early and store away for a few years. I probably got a better return on investment than with bank interests offered over the last couple of years, however as pointed out on numerous occasions by fellow flyers, every time we take off our investment is

worth nothing (yes zilch) until that safe return to the field. Guess you could try this investment story with your own accountants and see where/how the story ends.

The specs for the kit:

YELLOW RENO RACER- SEA324Y

Wingspan: 71.0 in (180.3 cm)

Wing Area: 1147.0 sq.in (74.0 dm²)

Weight: 14.3 - 15.0 lbs (6.5 - 6.8 kg)

Length: 62.7 in (159.2 cm)

Engine/Motor size: 33 - 45cc

Servo: 8 channels 10 servos



Being an electric fan, yes silent flight is best, I've installed the following giving it a bit more grunt than should be required but also to compensate for a couple of extra kg the plane gathered in the build process. Yes, the motor and batteries are the weight gain source. The weight of the motor would be comparable to a gas engine, but batteries add the extra bit. I'm running an 18x12 prop, Rimfire 50cc motor, 120A Castle Creations ESC, 12s battery (2x 5200mAh), Spektrum 9 channel Rx, Spektrum 7040 retract servos, Hitec D625MW servos on all surfaces, plus I have installed a Cortex Pro Gyro which I just happened to have lying around, having bought for other reasons that have been put on the eternal back burner, so the Gyro needs to be put to good use. The Gyro will remain turned off until successful trimming flights as the Bearcat performance is yet to be proven along with all the other Club pre checks required before a maiden.



Although the model is a semi scale version with kit supplied decals closely resembling the actual paint scheme that I have seen on the internet, I have not followed this, mainly because some aspects like the Eagle head did not do the model justice in my opinion. I have also taken liberty by changing aspects such as the Pilot and naming on the plane.

As with any model arriving at the Kapiti field there is always a lot of interest and good advice to be given, so in advance have decided 'acknowledge' the most likely Pit Advisors who will be able to offer excellent advice at some point in the getting it off the ground and test flying process. (List of Pit support is shown

on a decal under the elevator).

The Pilot was modelled with the help of about 50 photos taken in good light using photos stitched together in some clever 3D software, which, with some further pre-processing and manipulation are then used to create a 3D print file. Print time was around 13hrs using PLA filament with the Pilot weighing around 46gms. Painting using acrylic modelling paints provided the finished detail. As commonly known more time could have been spent smoothing/preparing a model prior to painting, like anything above the zero-time I spent would have given the pilot a smoother look. He still is a fine look for this model, just got to hope he manages to fly it Ok!

*I'm really looking forward to seeing this model in the flesh.
Looks great. The pilot has come out spectacularly.*



Harvey Stiver
6 May 1941 – 16 May 2022

Sadly, Harvey passed away peacefully at home at the age of 81 with family in the early morning of Monday 16 May. His funeral was held in Hastings Friday 20 May. Peter Brown, Terry Beaumont (a pallbearer) and Paul Buckrell attended from KAMCI. There were modellers from Taranaki, Hamilton, Tauranga as well as locals present.

Harvey was active in aeromodelling for more than seven decades in free flight, gliding, power aerobatics, pylon, jets and in the last few years vintage. He was a prolific builder. He served on the national council as Lower North Island rep, held probably every role on the Model Flying Hawkes Bay committee at one time or another and at the time of his death was their Patron, a position of which he was very proud being the first Patron to be appointed that had not held a full-size pilot's license.

Harvey attended some of the KAMCI rallies, on the last occasion with his older son Brent. His younger son Andrew (Stinky) is an avid aeromodeller active in most fixed wing disciplines of the hobby. They both put in regular appearances at Tokoroa jet meetings.

He attended Rongotai College and tried to intervene to stop a teacher from picking on a student. The teacher did not desist so Harvey decked him and graduated from high school the next day by way of expulsion. I had no idea as was always a thoughtful and caring chap in the twenty years I was privileged to know him.

Harvey's working life was varied including periods as a motorbike and plain clothes car cop, taxi driver, dairy owner, orchard owner, half owner of a used car dealership, restaurateur with his late wife, Pat, and spent his last years working for the Lowe Corporation as their asset and facilities manager.



*Harvey was a good friend of our club and it is only fitting that we remember him.
Thanks Paul, for putting this together.*

Steve

Club Nights

Club nights are back and I guess we are all looking forward to enjoying them. I don't, as yet, have a list of topics, but will advise when club notices go out.

Steve.

For Sale

The club has been donated 2 lovely OS engines. I don't know how old they are. They are in very good condition and move freely.

1 x OS MA 10 FSR
1 x OS FP 25

Both engines come with original boxes and instructions.

These have been stored in airtight tins.
First opportunity to club members before offered elsewhere.

Steve



Tauranga Auction



AUCTION
SUNDAY 12TH JUNE

REGISTRATION 8.30am AUCTION 10am

For further information
contact: Dave Marriott 021909407
or taurangamodelfly@gmail.com

CLASSIC FLYERS AVIATION MUSEUM
Jean Batten Drive
Mount Maunganui

TMAC
Tauranga Model Aircraft Club Inc



Auction 2022 – this is on **12 June**. Time to declutter your workshop and let someone else play with your unused toys. We generally get a good balance of buyers and sellers with few items remaining unsold at the end of the day. Everyone wins! Also, time to develop your shopping list. We are already starting to accumulate stuff from several deceased estates, so the auction is looking like being busy. Covid rules will apply, whatever they are on the day. Registration forms can be downloaded from our website. It speeds up the registration process (and reduces errors) if these can be filled in before you arrive at the auction.



Some of us have started identifying with this.

And that's it from me for another month.

As Don would say "Fly hard, land soft"

Steve