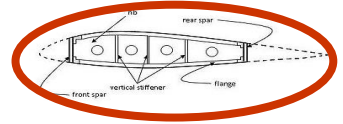


The Spare Rib News



The monthly newsletter of the Kapiti Aeromodellers Club

March 2022

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

The Presidential Scribe



Well, the southerlies just keep on coming. Some lovely fine days, but the strip does get hammered by a southerly wind, especially when a S.E. Our Wednesday night flying has continually been hit by higher winds than we would like, the result being: not a lot of activity.

Nevertheless, there have been some great flying days. It has also been noted that, apart from Wednesday evenings (seemingly), some good late afternoon flying has been available at times with winds often dropping late in the day.

I was really looking forward to restarting club nights and the Silver Fox BBQ. The red light settings and direction from GWRC covering room use, made this a fine balancing act. A Straw poll of committee members and regular attendees led to the cancellation of these events in February. I see the same for March. Few elected to continue with meetings at this time.

However, if the modelled surge and therefore peak of Omicron occurs later in March, we may well feel able to hold the AGM in April.

I hope so. Time will tell.

Whilst we took the decision to cancel our rally given the requirements for vaccine passes and attendee control, the Warbirds over Waharoa event was scheduled to go ahead with pilots and support personnel only. As we have a number of club members who support this event, a couple of us latched on to attend as pit-crew. Alas, the event was cancelled due to weather conditions. Kath and I travelled up anyway and had 2 very hot days (Friday and Saturday) with the wind coming in Saturday and the rain later that day. The rest of the weekend was a wash out, but when you've promised a weekend away, a weekend away you will have!.

Hope you enjoy this month's offering.

I'm always looking for content!

Steve

Gates

Just to keep the place looking more used and tidier, can we please shut the inner gate when leaving. No need to latch.

Steve

Congratulations Ron

We now have our very own Nonagenarian in the club.

Life member Ron Nichols celebrated his 90th birthday just as we go to print.



Ron is one of life's gentlemen. Always a smile, always willing to help, always present. He still turns up for a chat on a Thursday, checks the clubrooms and still gets out the weed eater from time to time and often empties the rubbish bins. If you don't know much about the history of the club, then read the history on our website. Ron wrote it.



Ron the Bank manager.
How could you not trust this man?

Ron the married man. Marion has been a great support to Ron over the years. (and visa versa)



When I first moved into the area and joined the club, I wondered who this bloke was. He arranged the monthly BBQs, did supper on club nights, organised the mowing of the strip. He was often seen tidying up around the place with his ever-trusty weed eater. He came to any working bee and ran the 'office' at the rallies. He purchased fuel for the mowers and gas for the BBQ.

He was incredible and loved his involvement.

Just over 5 years ago, he came to me and said he was going to retire. 'But you already are', I said. 'From my duties at the club' he said. He was soon to turn 85 and Marion thought it was time to move on. Well, he gave up some things, but has continued to support whenever he could. A few years ago, the working bee the day before the rally, it was teeming with rain. Ron was the only member to turn up and between us we did what needed to be done.

Congratulations Ron, and thanks from us all.

Steve Hutchison.
President.

From the history files

You will recall that late last year I was given a load of old modelling stuff from an ex-modeller who couldn't face clearing the stuff out. The motors that came from the donated goods were sold and the proceeds went to club finds.

In the pile of stuff I went through, were old newsletters, magazines etc, most of no interest.

What was of interest though, was a copy of the November 2002 Flyers World.



I recognised the person on the cover as Tony Withey. Tony hails from the New Plymouth club and often supports our rally.

Inside caption for the photo.

Front Cover Photo
Tony Withey with his new Strikemaster at the Kapiti Club's rally
Photo : Lloyd Dickens

So with my interest piqued, I read on though the magazine and found an article covering our rally.

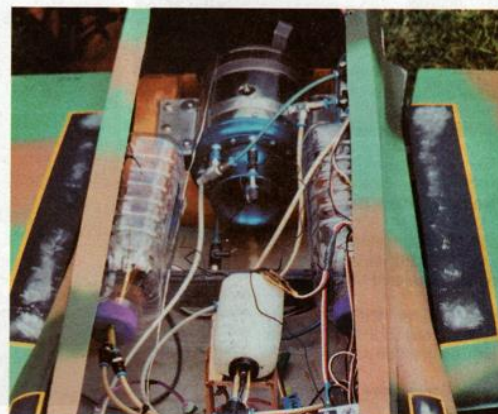
MODEL ROUND-UP

Lloyd Dickens

Kapiti Clubs Rally **Photo: Lloyd Dickens**

Tony Withey was at the rally with his new Strike Master as shown on cover. A Galtech Models/Ewan Galloway kit. The 2.1m (85-inch) span model weighs 11.3kg (25lbs) dry. A KJ66 gas turbine (refer photo) provides 7.7kg(17lbs) of thrust to drive the model along. Tony has fitted retracts, flaps and has designed and manufactured his own signs on his computer. The roundels are cut graphics. This model had yet to fly, at the time of the Kapiti rally. A engine run up at the rally caused some excitement but its first flight time is not sure.

Ross Giddy from the New Plymouth club had a ARTF Space Walker from Great Planes. The 2m (79 inch), 4.7kg (10.5lbs) model is powered by a SC90 4 stroke motor.



One thing I did enjoy in reading this old magazine was a roundup of club news. It seems that each club newsletter went in, and extracts were published. Made great reading.

There were 3 clubs with newsletters called 'Propwash'

I thought this was great content and thought should be given to re-instating it.

Also featured was our VP, John Pfahlert.



SOUTHERN NORTH ISLAND

John Pfahlert
2/88 Hautana Street, Lower Hutt
WELLINGTON
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For Sale

Neil Upton has the following for sale.

Turnigy 9x Transmitter with 2500ma LiPo battery and two 9X 8c receivers. Transmitter module doesn't need to be unplugged when the Trainer cable is used.

Transmitter has had very little use and Receivers are as new.

Any serious offer considered.

Original Bixler v1.0 with landing gear, 4 Servos, Receiver, Esc, Motor and Prop with matching 2.4Ghz Bixler Transmitter. Yes, its been crashed a few times and certainly looks the worse for wear but it still flies well. Complete, all you need is a flight battery. Again, any serious offer considered.



Call Neil Upton on (04) 2384003 or (021) 434999

I have received some items from an estate. Two partial models of no interest but 2 engines which are.

Glow motor SC 61.

These motors are the same as the ASP. This is a Blue Head model.

It is new and never run. I've put some after run oil in it and it turns over smoothly.

\$200 or offer.

Glow motor OS FS 20.

Used but seems in good conditions. Motor was a little gummed up but easily freed. Turns over well with some after run oil.

Carb needs soaking in acetone to de-gum.

\$30



Proceeds from the sale of these items go to club funds.

Contact me if interested.

Steve Hutchison

The Rumble



Group 'Rumble' photo. You can see Andrew and James 3rd from the right at the back and I think Ian Hill is on the left at the back.

Over the weekend of 26th/27th February, an Aerobatic competition labelled 'The Rumble' was held at Waharoa. Andrew, James, and Ian Hill travelled up to compete.

Andrew reports that conditions were great on Saturday but a challenge on Sunday. Both flew James' Extra. According to Andrew James flew in Imac and Pattern and scored a 1st and a 2nd and Andrew claims he just made up the numbers and was

relieved not to have broken the Extra. The DA170 is a thirsty beast and they burned through 12 litres of fuel over the weekend.

Ian Hill flew well but was unplaced.

The Extra is shy and likes to hide away and sleep.



James enjoys breakfast.



Perhaps the Extra isn't the only thing that likes to 'hid away'

A salutary lesson

Last month I wrote about the DLE30 and blue printing the mating surfaces on the reed block side of the carb. That work was done some time ago. This last month I changed out the ignition system (which was cracked, broken and glued together after an earlier crash) with another I had, changing the cap. The motor started easily and after tuning, was running well.



My trip to the strip for this tuning work was a last-minute decision. I didn't really go prepared for much.

With the engine running smoothly and the cowl back on, I decided to have a fly.

Many of you have those battery indicators tell tales that run from red up to several green settings. I have 2 of these in the Edge, mounted inside the fuse and I check them when assembling the model.

I mount them inside, because I've found the sun buggers them after a while.

So having checked these were in the green, I started up and took off. On the second circuit I went into a roll and as the aircraft got to the knife edge position, started to shudder. So I throttled back, got the aircraft under some sort of control, completed the circuit for a landing. I pretty much had no control as I came in and caught the outfield long grass. Undercarriage was broken, prop broken and a slight crease in one wing.

Back on the table, I tried to work out what went wrong. Everything seemed fine until I operated several surfaces at once at which point everything stopped working. Putting a battery checker on the batteries found them to be around the 2% level. (flight and ignition)., when checked against my battery tester.

The battery tell tales had shown top green, but these don't put any load on the batteries, and you need to exercise the control surfaces to see if battery is OK. In this case, they certainly didn't stay in the green when the control surfaces were operated.

I'm usually diligent in the charging regime, but as the work had been around tuning the motor, hadn't charged, and hadn't checked. I was pretty lucky!



Steve

Remember this from last month?



Well Jim got hold of me.

I was particularly interested in the article on Alan Mayo's bulldozer because I do know of some of the history and have in fact had a 'drive'. I can tell you that Alan built this incredible machine from scratch and the original build history is so incredibly interesting. I'm sure that you in particular, and the others in the club, would find it quite absorbing. He did have it displayed, working, on YouTube many years ago.

Jim found the link from YouTube. It makes great viewing.

Have a look.

<https://www.youtube.com/watch?v=a6WoYsgY8Nw>

It's maiden time.



Ian McMillan maidenized his Piper over the weekend of 26th Feb. Flew very well but landing was a challenge, In steady winds it just floated on and on and on...

Alistair Haussmann maidenized his Flex innovations Cypher.



We know Alistair likes these VTOL type aircraft, and has had a couple of convergent models in the past. (Still has one).

This new model is way bigger than the Convergent, and the comparative photos here show it.



Full description of this beast is
FV31 Cypher VTOL

Alistair gives us the breakdown.

Described by the manufacturer as "the most advanced and versatile vertical take-off and landing (VTOL) and short take-off and landing (STOL) model aircraft of

its type", and after watching numerous You-Tube video reviews I decided I just had to try one for myself.

VTOL has been a long-standing interest of mine owning Helicopters and the E-flite convergence VTOL which like the Cypher can transition from hover flight to Aeroplane and back again. I have to say although similar in terms of VTOL capability they fly differently, have different capabilities (still to be explored) this in part in due to size and probably also related to flight controller stability and transition capability plus also differences between propeller and ducted fan technology.

My Cypher arrived in the last part of last year via the USA, it took about 2 to 3 weeks from order to me receiving it at home, which was very good in today's Covid world of delays. I have to say I had a few issues with it though. When I went to set it up, firstly the flight controller (FLEXF3) wouldn't bind with my Spektrum serial receiver despite correct firmware versions being installed, however with requests made to Flex support desk and email exchanges to try a few things out, they came to the conclusion the flight controller was faulty so replaced it, but this time a few shipping delays were incurred getting it to me. With the flight controller replaced binding and other checks successfully completed a problem with the rear tilt servo was unearthed, i.e., it wasn't working at all, so another email exchange and replacement part arrived this time within a week. Although disappointed with my particular issue it is good to know the brand name is certainly supported by a good team that will help solve problems with the aim to get you in the air.

Finally set up and checked over with a quick back yard hover it was time to brave Kapiti airspace and a true maiden flight. My initial test flight reconfirmed stability while hovering, followed by aeroplane rolling take offs and transition back to hover. This was enough to confirm for myself that I had a nice plane to fly which was very stable in both Hover and Aeroplane mode.

Now for a summary of the Manufactures words below, full specifications at;
<https://www.flexinnovations.com/product/fv-31-cypher-vtol-edf-pnp/>

The Cypher has two fixed EDF units mounted towards the leading edge of the wing, while two larger EDF units are mounted to a rotating pod at the rear of the aircraft. This advanced EDF configuration provides the greatest in total performance versatility, while remaining simple to use and easy to fly.

The Flex Innovations developed FLEXF3 stabilization board, you get a total of six unique ways you can fly, while being able to choose between any of them at any time during the flight. These flight modes work seamlessly together to offer the most stable and predictable flight experience possible.

The Cypher has two Stability Profiles chosen from a simple 2-position transmitter switch.

- The **Beginner Profile** (6-axis) prevents the pilot from commanding the aircraft into an unwanted attitude (like inverted) by limiting the roll and pitch angles. Also, when the pilot centres his sticks, the aircraft will automatically return itself to level upright flight. This is extremely beneficial to newer pilots, or even for those more experienced pilots that may not be as comfortable with certain flight modes and just want that extra assistance.
- The **Advanced Profile** (3-axis) uses a more traditional stabilization and control type. This provides some assistance for helping dampen the effects of wind, torque and much more but the pilot won't even notice that it is there. The aircraft is fully capable in this profile; from flips and rolls to pinwheels and insanely fast flat spins, the pilot can fly uninhibited.

Along with the two stabilization profiles, the Cypher also has 3 different Flight Configurations, which can be easily transitioned between any time the pilot chooses to move a simple 3-position transmitter switch.

- In **Hover Configuration**, the rear EDF units are rotated near level and the aircraft flies similarly to a multi-rotor or helicopter. The aircraft can take off and land vertically and can fly in virtually any direction. Flips and rolls are even possible in this flight mode!
- In **Conventional Configuration**, the rear EDF units are rotated 90° so that they are perpendicular to the wing. In this configuration, the aircraft flies like any standard airplane, using the elevons for roll and pitch control. Amazing pinwheels and insanely fast flat spins can be done thanks to the aircraft's differential thrust for yaw control.
- **45° 'Magic' Configuration** is where the magic really happens. In this flight mode, the rear EDF units are rotated to a 45° angle, allowing for extremely short take-offs and landings, quick flips and rolls and more. The Cypher flies like a hybrid between an fixed-wing aircraft and a multi-rotor or helicopter in this flight mode. Unbelievably slow forward flight, while still being stable and in full control, even in higher wind speeds. Something so unique, you just need experience it yourself!

John Miller writes



First flight of the day and dead sick just after "Take-off to north" Walked over hill and there it was. "What a landing."

TIP - if you store your IC powered models standing on their nose then prior to next flight hold model nose up and give a good shake and listen for the clunk rattle. rattle.

Planting the seed.

On Monday night, 28th Feb, we were visited by boys and girls from the Raumati Scout Group.

This group of Cub Scouts along with 4 leaders, headed off on a bike ride from their Raumati base through Queen Elizabeth Park and came to the strip.

Along with Club stalwarts Andrew and James, Don Lyn, Noel Fisher, Ian Crosland, Brendan Whitaker, John Miller and myself, we gave them a run down on what we do and welcomed them to visit anytime. Some of the kids had seen us before from the track. All were given a play on a transmitter to see what it did.

Wind was gusting in the region of 30k, which put paid to general flying, but Don put up his little electric Extra which certainly entertained. James then cut loose with his big Extra which the kids really loved.

All too soon it was time to say goodbye.



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

Steve