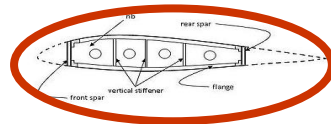


The Spare Rib News



*The monthly newsletter of the
Kapiti Aeromodellers Club*

November 2022

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



The months roll on and now it's nearly Santa time again. Where has the year gone? Each year seems to gallop past faster than the last. I remember my dad telling me, when about my age, how it now took 2 days to do a day's work. I didn't really take a lot of notice until recent times when getting up and down ladders and trimming trees certainly isn't as easy as it once was, and the body is protesting.

Some of you will be aware that I've just returned from a quick road trip to Auckland. I stay in touch with Ken Buckley from my old club up there and he told me of a couple of model Harvard's coming up. These were from the Midwest kit. One complete and well flown, the other built but not quite completed. Both with retracts. So that was the bait and then he advised of another old member up there who was wanting to sell a Vailly 1/5 scale Hurricane kit. This is a very compete kit with retracts. We came to an agreement and said kit made it's way into my car. Everything seems to be complete but somehow there's a retractable tail wheel in there which I think come from a P47 the same guy built but changed the retracts on. There's a pilot figure which turns out to be of the German type and the wrong scale, but those are minor concerns. I don't know when I'll get around to building it. Must finish the Pitts first and this may be the incentive needed.

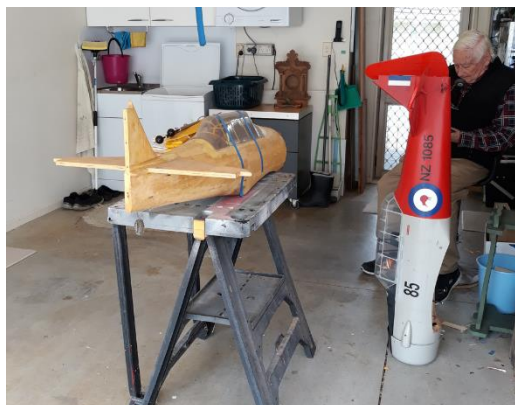
Just when the weather seemed to have turned, it's gone to crap again. My week away didn't have me itching for flying days. They were non-existent.

The rally day for next year has been set for Sunday 12th March. This coincides with an open day at the park. The committee have gone for a one-day rally with a rain day the following Sunday.

As we often have modellers coming for the weekend, the strip will be open all weekend for those who want to fly.

Have a great month and well see you all sometime.

Steve



*Ken ready to supervise
Harvard loading.*

*And no, I didn't
have to leave
Kath behind.*



Notes from the Prez.

Well, the weather has certainly picked up. I've been out a couple times since my return from holiday.

This last Saturday (22nd Oct) saw me at the field test flying, for me anyway, a new Four Star 120 which I acquired from Brian Hoults. It is a plane that looks like it's been well campaigned in the past. I have it powered with a non-pumped OS 120 4 stroke. It flew fine and was very stable in the air. They do use up a lot of airspace though. Thanks to John Miller for assisting with setting the plane up ready for flight.

The Club Captain also tested the noise level of the plane - it came in at 85db, which is well below the 95db limit the club has set. The Committee is doing a series of tests on planes flown by members to see what the noise levels are. If you get asked to allow your model to have the sound level measured, then please oblige by agreeing to have the measurement done. The Committee will report back in due course.

On 15 October I went up and joined the Vintage guys at the John Selby Memorial fly in at Levin. About 10 people turned up to fly Vintage Duration and Precision, including Terry Beaumont, Wayne Elley and Ian Crosland from our club. The weather was great, and a good time had by all. I didn't fly as my Majestic Major is in storage while we plan house shifting.

The Vintage night at club night last month also saw about 24 people show up. Stu Cox gave a short talk on the Vintage rules and members brought a variety of vintage models along for a show and tell. This coming month the topic of the evening is warbirds. So, bring along any warbird you have and prepare to talk about the model if you wish to.

There has been some email traffic about limiting club membership. The matter was discussed briefly on club night and will be discussed by the Committee before the final club night of the year in mid-November. I for one am not in favour of limiting numbers, as we are already a club which a goodly number in the older age classes.

The Greater Wellington Regional Council have closed down the commercial horse riding on the park. 40 horses will need to find new pasture - so to speak. This is part of the move to return the park to a "natural state". Last year you will recall Council stopped the commercial grazing on the park.

Finally, note in your diaries that the Rally in 2023 will be held on Sunday 12 March.

John Pfahlert
0211509763



Andrew's Focke-Wulf comes out to play.



October Club Night - Vintage night.

October clubnight was Vintage night.

A number of our members enjoy the disciplines of Vintage Flying and on this night, Stew Cox gave us a good run down of vintage.

I'm indebted to Stew who wrote the following summary of the night for me. - Steve

Stew outlined the definition of Vintage models in NZ which fall into two time periods:

- i) Vintage - Designs published before 31 December 1950
- ii) Classical - Designs published 1 Jan 1951 to 31 December 1975

Most Vintage and Classical models flown in NZ are R/C power models which were originally free flight designs. The cut-off date of 1950 at least in part reflects the transition to more streamlined higher aspect ratio free flight designs during the Classical period. The Classical period also includes some models designed for R/C.

One of the quirky aspects of Vintage flying is that older designs are encouraged by being awarded an "age bonus", more on that later. There are many factors that attract modellers to Vintage flying. Some of the attractions include:

- Able to choose from a huge range of designs
- Some beautiful & elegant designs
- Revisit our youth – designs still on our bucket list
- Build with traditional materials we enjoy working with and grew up using
- Get together at events with likeminded modellers, e.g. Levin Vintage events
- Slower flying models better suit us older modellers
- Most designs are inherently stable as they were designed for free flight
- Suitable models for newcomers to aeromodelling

Vintage models are mainly free flight designs as R/C for model aircraft effectively only started in 1938 with the Good brothers. While others attempted R/C model flying before this, the Good brothers were the first to achieve this with some success. R/C was dabbled with in WW2, particularly for towing target drones. It was further developed post war and Wellingtonian Les Wright was a world leading pioneer in the development of radio control.

Designs prior to 1940 are dominated by "Cabin" models that were designed to look like real aircraft. In 1939, Carl Goldberg changed the approach significantly with one of first "Pylon" FF models called Zipper. Pylon designs became popular as engines became more powerful through this period. Theories for why the pylon designs better handled the increased power vary but the main reasons include reduced drag, positioning the wing higher giving a pendulum effect, and the prop wash hitting a high side area helping with spiral climb stability.

Vintage competition classes are effectively the same as normal club sport flying but with an added challenge thrown in that varies between the classes. The main Vintage classes fall into three broad categories:

- 1) Precision – land on the spot within a narrow time window.

This is the most popular class. Any vintage power model is suitable. The rules are quite simple. Three flights each with a power run for the climb of up to 60 seconds, then glide aiming to land at 3 minutes give or take a few seconds margin based on your model's age bonus, and if you land on the spot (30 metre circle) you get further bonus points. Stew gave the example of his New Ruler model which was first



Carl Goldberg's 'Zipper'

published in 1940. This gives a 10 second “age bonus” being one second for each year the design was published before the 1950 cut-off. So, Stew’s landing window to get a max score with this model is to land between 2 mins 50 seconds and 3 minutes 10 seconds.

- 2) Duration – find a thermal to extend the flight, then land on the spot.
Again, there are three flights. Engine run time for the climb is quite limited requiring a rapid climb to get as much height as possible for the glide portion of the flight. For IC Vintage Duration, the engine run for most engine types is limited to 20 seconds (older motors are limited to 25 seconds) and the target time is 4 minutes. Most Vintage models will need thermal assistance to achieve this. You can keep flying beyond the max time if you wish and like most Vintage classes, one gets bonus points for landing on the spot at the end of the flight.
- 3) Texaco – set up an engine to run efficiently for as long as it can from a limited fuel tank, land on the spot.
Engine tank capacity is limited by the wing area of the model worked out as a simple rectangle rather than taking into account complex wing shapes.
Half-A Texaco involves Cox Babe Bee powered models flying three flights to an 8-minute target time per flight plus spot bonus points. Stew showed his 1/2A Texaco Playboy model from which he gets an engine run of about 8 minutes from a standard Cox Babe Bee tank. He achieves this by experimenting with prop diameters using cut down large blade area slow-fly electric props. Compression is also lowered with shims. Slower prop revs lead to longer runs but it is a balancing act as you still need just enough thrust to slowly climb the model.
There are also A and Open Texaco classes flying to 10- and 15-minute target times respectively.

The above three categories are broken down into classes for IC and Electric power sources and also by Vintage and Classical periods.

Entry routes to Vintage flying include:

- Build from plan – outerzone.co.uk, Vintage SIG has a plans library
- Short Kit – hangarone.co.nz, benbuckle.vintage.com
- Buy second hand

If anyone has any questions about Vintage or needs help to get into this side of model flying, feel free to contact Stew at Flierstew@gmail.com or on 0275481894.

Vintage rules and back issues of NZ’s Vintage newsletter AVANZ News can be found on the MFNZ website under Vintage SIG:

[MFNZ - Model Flying NZ SIGs - Vintage](#)

Stew’s presentation was followed by a show and tell of member’s Vintage and Classical models.



Landing ‘on the spot’ takes on a whole new meaning.



A number of members brought along vintage models on the night. Terry Beaumont gave us a great rundown of his two models, particularly the RC1 model he had. Originally powered by a spark ignition engine.

Crozy gave a good run down on a couple of his craft and we enjoyed the company of Len Cooper from Wellington MAC who also brought along a vintage model to show.

November Club Night -Warbird night

Warbirds are a fascinating discipline of our hobby. We have several members who have warbirds. Some are pimped to the max, others not so, but they all have an aura about them that only a warbird inspires.

Having a warbird painted according to its colours is one thing, scale detailing is something else. Brendan Whittaker will demonstrate for us some of the methods used in creating rivets, panel lines and other interesting 'reality' markings.



If you have a warbird you would like to show off, bring it along and talk to it. See you there.

Steve





Rally 2023 is a one-day rally with a rain day the following Sunday.

The day, 12th March, coincides with a park open day.

No landing fees.

If you are coming from out of town, the strip will be open all weekend and we would love to see you.

Levin Vintage – John Selby Memorial Vintage Event, 15 October 2022

By Stew Cox

Photos by Ross Gray

The John Selby Memorial Vintage Event was held on Saturday 15 October with the planned date playing out exactly as forecast with the High just hanging around long enough to provide excellent Spring flying conditions. Winds were light and variable all day with a peak mean windspeed of 12 km/hr. The temperature was quite mild despite the high cloud cover, the latter providing a very good backdrop to keep models in sight.

There were ten people who flew with four clubs represented. Several people came along to watch and assist with timekeeping including model aircraft photographer extraordinaire Ross Gray from Ashhurst. All photos included with this report were taken by Ross. A few regular attendees couldn't make it – we hope to see you at the next event. It was particularly pleasing to again see increasing interest and participation from Levin club members. It would be great to see the Levin Club regain its historical crown as the Vintage stronghold of the lower North Island.

These Vintage events are all about low key fun and everyone seemed to enjoy their day which is as much a rally as a competition. The format is that people can record times for any Vintage or Classical classes with scores being recorded for five classes. Casual sport flying of vintage models is also encouraged.

Vintage Precision was the most popular class flown with 9 participants. Unfortunately, Wayne Elley experienced damage to his engine throttle preventing him recording a score with his exquisite Miss America built from a HangarOne short kit. The standard in Precision was very high with three making the flyoff which was taken out by Levin's Joe Bradbury. The Precision winner from the recent Bob Burling event, Levin President Kevin Daly, showed his consistently good flying placing third in the flyoff. Kevin was unlucky to have his model run through the spot on this flight ending up just out of reach of the 15-metre tape and letting Stew Cox into second despite Stew's model missing the spot more conclusively.

Other notable achievements in Precision were by Terry Beaumont whose Lanzo RC1 flew beautifully while also carrying a large age bonus to create a wide landing window. Terry missed the flyoff by just two seconds. Fourteen-year-old Dominic Moyle again flew Joe Bradbury's Junior 60 and was unlucky to miss the flyoff. Dominic in just his second contest improved his performance even further over his first event, making the spot on all three flights. However, with the Junior 60 being published in 1946 yielding an age bonus of only four seconds, Dominic had a very narrow window in which to land being four seconds either side of three minutes and was just outside of this on two of his flights. Great flying by Dominic all the same! Slightly older than Dominic, Ian "Crozzzy" Crosland also flew very well

making the spot on all three flights but unfortunately being over time on just one of his flights also just missed the flyoff.

In Duration, Terry Beaumont achieved a good score with his Lanzo RC1 floating serenely overhead. Kevin Daly's Buzzard Bombshell climb rate proved insufficient to reach the stronger thermal assistance that appeared to be higher. Kevin did enjoy a very long thermal assisted flight later in the day after the contest. Stew flew his Brooklyn Dodger in Duration but the horrendous Dutch Roll due to the design's excessive dihedral and minimal fin area finally got the better of the wing spar at the top of the climb on his second flight. The descent was as quick as the climb being both vertical and terminal....

Vintage ½ A Texaco is an endurance class flown with Cox Babe Bee powered models to an 8 minute max with spot landing. Bryan Treloar was having fun and games trying to get his motor to perform consistently and unfortunately was unable to complete his flights. By contrast, Stew Cox had his Babe Bee right on song achieving three max flights with spot and a respectable flyoff flight. Both were flying 1940 Playboy Seniors. Stew was getting motor runs of around 8 minutes from the standard Cox Babe Bee tank making the max easily. Key to this class is using a large electric slow-fly prop with just enough revs from the motor to enable the model to slowly climb while extending the motor run to times two to three times that which we got out of Cox Babe Bees in our youth.

Trevor Glogau of Wellington sport flew two stunningly graceful ERubber vintage models which were admired by all before putting up two good flights in Open Texaco with his beautiful 1949 Keil Kraft Falcon. Open Texaco involves two flights with a 15-minute max and spot being the challenges. It is very much an endurance event with tank size limited in proportion to the wing area of the model. Trevor was close to the 15 minutes on his first flight and easily achieved it on his second though found the spot elusive after concentrating on such long flights. Trevor's flights also counted for NDC (National Decentralised Competition) for October.

It was great to see Des Richards putting up some Vintage Catapult flights with his 1936 Hervat. Des's times also counted for NDC.

Results:

Vintage Precision

1. Joe Bradbury	Levin	Viking 1940	600 + 198	
2. Stew Cox	Wellington	Brooklyn Dodger 1940	600 + 176	
3. Kevin Daly	Levin	Buzzard Bombshell 1940	600 + 170	
4. Terry Beaumont	Kapiti	Lanzo RC1 1934	598	
5. Dominic Moyle (Junior)	Levin	Junior 60 1946		593
6. Ian Crosland	Kapiti	Mercury 1939	592	
7. Bryan Treloar	Ashhurst	Red Zephyr 1936	580	
8. John Ellison	Kapiti	Tomboy 1950	486	
9. Wayne Elley	Kapiti	Miss America 1936	DNF	

Vintage IC Duration

1. Terry Beaumont	Kapiti	Lanzo RC1 1934	736	
2. Kevin Daly	Levin	Buzzard Bombshell 1940	497	
3. Stew Cox	Wellington	Brooklyn Dodger 1940	209	

Vintage 1/2A Texaco

1. Stew Cox	Wellington	Playboy Senior 1940	1500 + 578	
2. Bryan Treloar	Ashhurst	Playboy Senior 1940	900	

Vintage Open Texaco

1. Trevor Glogau	Wellington	Keil Kraft Falcon 1949	1716	
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Free Flight Vintage Catapult Glider

1. Des Richards

Levin

Hervat 1936

295

There are normally three Vintage days like this one at Levin each year. The next one will likely be in February – look out for the dates and we hope to see you there!



The 3 Musketeers from Kapiti. Ian Crosland, John Ellison and Terry Beaumont.

John Pfahlert and John Ellison are as concerned as Terry Beaumont that he won't make it.



Brian Hoult still has some models and kits for sale.

Models

SIG 1/3 scale Spacewalker with O.S. Pegasus 320

Goldwing SBACH with DLE 30

EMS Trojan T28 with DLE 55

Goldberg Ultimate

Topflite Stinson with Zenoah G38

Extra 300 1/3 scale with Zenoah twin

Eclipse thermal glider. Electric.

Warbird Kits

Topflite Mustang (B model. Very rare) 85 inch span

Topflite Corsair 85 inch span

Midwest Harvard 82 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 brianandberyl321@gmail.com

Also for sale.

Deane Searancke has the following trainer for sale. Never flown.
New OS 46.



If interested, contact Deane.
deane.searancke@gmail.com

Super glue has many uses, but I bet you didn't know this.

Jim Hamill sent in this link.
Very interesting.

Super Glue and Baking soda ! Pour Glue on Baking ...: <https://youtu.be/pj52bbMn-XQ>

Park comments.

You will recall we had a poison drop for rabbit control a few months back.

It certainly knocked them back. We saw the carcasses.

There is still damage being done to the runway, so beware. Those mowing will often fill the holes.

Subsequently to poisoning, I believe a night-time shoot a month or so back culled another 70 in an hour or so.

Horse grazing.

As you will seen in John's report, local FB groups, local paper etc. GWRC have elected not to renew the licence for Kapiti stables. The Pony Club at the other end of the park is still in operation.

If you are interested, the council posts more details at this link. Makes interesting reading.

<https://www.gw.govt.nz/assets/Documents/2022/10/FAQ-Kapiti-Stables-exit-from-QEP-181022.pdf>

...and that's it from me for another month.

As Don would say, 'Fly hard, land soft'

Steve