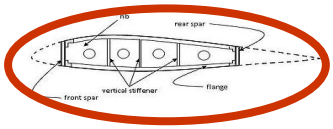
# The Spare Rib News




KAPITI AEROMODELLERS' CLUB

***The monthly newsletter of the Kapiti Aeromodellers Club***

**October 2022**

www.kapitiaeromodellersclub.org.nz

Kapiti Aeromodellers Club group

## Notes from the Scribler

Daylight saving has arrived, and it already feels better.
We've had some great days flying in the last few weeks, including Monday 26th September, which was a Public Holiday to reflect on the Queen's passing. I haven't seen the strip so busy on one day for years.
Weather on BBQ Day still isn't playing ball, although not the miserable weather of a couple of months ago, this month it still wasn't flyable and sitting outside wasn't really an option. However, many lies were told as per usual.
I know some of you get the English RCM&E magazine by subscription. Many of you borrow from those that get it. If you are a regular reader of this magazine, or somebody who just picks up copies from the club house, I am sure the one column you will always enjoy would be the 'Weekender' written by Alex Whittaker. Alex also travelled the shows and gave us great accounts of modelling throughout the U.K. Even during the dark times of Covid he took us through his 'shed' tidying up exercises. His columns I've always read first.
So, it was with great shock I opened the September copy of this great magazine to read that Alex had passed away in July. I shall miss his knowledge and sense of humour. It's also strange reading the September issue as it still has columns in it from him.

September club night was another real cracker with another great turnout.

No doubt with daylight saving here, well start midweek evening flying again on a Wednesday night.

Have a great month.

*Steve*

A busy day on the flight line.

Neil's beautiful P47 on a pass.

## Notes from the Prez:

Having spent some time away from NZ over winter it appears as if I didn't miss much in the way of the weather.
Discussions with club members suggests it was as bad as it looked on the Met Service website.
Still, since my return the weather seems to have picked up a little, with several really good flying days and great turnouts at the field.
I'm in the process of packing up and getting our house ready for sale, which is about as disruptive to building models as it can get. Hope to keep a couple at hand so that on the nice days I can still fly. Not leaving the area, just changing house.

I have sold a couple of glider models recently. Oddly enough I got what I paid for them, being kits from the Ukraine from Vladimir's Models who, for obvious reasons is no longer in business. I've also sold 3 engines in an attempt to rationalise the collection.

At club nights people do bring along modelling gear for sale, and I'm not averse to people putting stuff they don't want on the tables to sell.

Next club night, October, there will be a focus on vintage models so do bring one along for the show and tell if you like.

Thanks to Steve for continuing with the newsletter, it's a great little way of keeping non-flyers informed about what's going on.

Until next month, safe flying.

John Pfahlert
0211509763

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## Grumman F6F Hellcat

The Hellcat was an American carrier-based fighter aircraft of World War II. Designed to replace the earlier F4F Wildcat and to counter the Japanese Mitsubishi A6M Zero. It was the United States Navy's dominant fighter in the second half of the Pacific War. In gaining that role, it prevailed over its faster competitor, the Vought F4U Corsair, which had problems with visibility and carrier landings.

Powered by a 2,000 hp (1,500 kW) Pratt & Whitney R-2800 Double Wasp, the same powerplant used for both the Corsair and the United States Army Air Forces (USAAF) Republic P-47 Thunderbolt fighters, the F6F was an entirely new design, but it still resembled the Wildcat in many ways. Some military observers tagged the Hellcat as the "Wildcat's big brother".

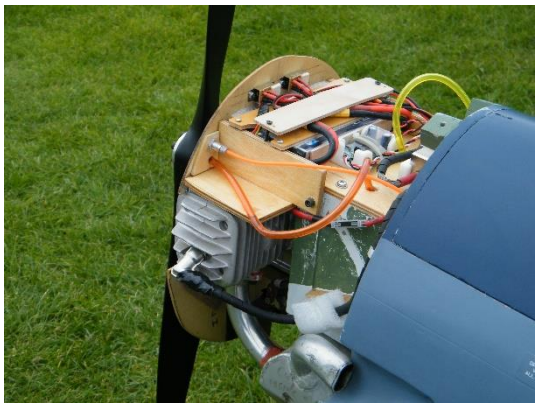
The F6F made its combat debut in September 1943, and was best known for its role as a rugged, well-designed carrier fighter, which was able to outperform the A6M Zero and help secure air superiority over the Pacific theatre. In total, 12,275 were built in just over two years.[5]

Hellcats were credited with destroying a total of 5,223 enemy aircraft while in service with the U.S. Navy, U.S. Marine Corps, and Royal Navy Fleet Air Arm (FAA). This was more than any other Allied naval aircraft.[8] After the war, Hellcats were phased out of front-line service in the US, but radar-equipped F6F-5Ns remained in service as late as 1954 as night fighters.

## *James Hellcat*

James purchased a large model of the Hellcat when it was advertised on the Facebook Group, Model Aircraft Traders.
When it was advertised, Andrew made comment on the posting that it was good value for money. So…James popped up and bought it.
The model was scratch built by Mike Harris of Hawkes Bay from the Nick Ziroli plan and has great scale detail. It runs a DA100 with a bespoke exhaust which has a very unique sound.
It has been painted depicting Alex Vraciu's F6F-3 #19. He was the US Navy's 4th highest ace.

Scale details are plenty with 5 1/2inch DaVinci scale wheels from Florida. ($300 each).
Having got the purchase home, Andrew set about making the changes they wanted made. This included some servo changes, re-location of servos and generally make this a 'Farrow' model.
Inspections completed, it was out to the strip for test flights, on a day which was somewhat breezy, but this thing was unfazed.
James is pretty pleased with his new model and the way it flies.
I can see the van getting a bit small for the collection of large models now accrued and I wonder when they are going to build an extra shed!



# *Disorientation*

*There's been a few discussions lately about orientation and models being 'lost' temporarily in the sky. This reminded me of an article written by Don some time ago. Originally published in 2013, it was re-published in 2016.*
*We have a lot of new members since then, so I asked Don to dig it out again. It is still very relevant and may be of help.*

## Conquering disorientation when flying RC aircraft.

**Don Lynn**

I did this article back in August 2013 and thought that since I often hear people talking about getting disoriented, it would be good to use again.

**Disorientation** simply means that the model looks like it is in a different attitude to what it actually is. i.e. It appears to be going away from you when it is actually coming towards you. One can become disoriented regardless of the distance the model is from the pilot, however keeping the model in a decent visual range does minimise the risk. Some pilots tend to fly "a long way out". Now I am no Top Gun, or guru on colour schemes and patterns, but thought I'd share what colour schemes and patterns work for me.

Your strategy may be different.

**DON'T PANIC!!**
The model is probably going the way you think it should be going regardless of the message your eyes are sending to your brain. You can have confidence that the model is most likely on the course you last set it on unless the model flew through some funny air that flipped the airplane over. Do not give any abrupt or prolonged control inputs. Close the throttle (unless you are going really slowly already), this will give you a bit more time to work things out. Move the ailerons or elevator gently and watch what the aircraft does. The response of the model will give you clues as to its attitude.

**Situational awareness**.
Before you take off you should know who else is flying and who is standing nearby your pilot station. If you become disoriented call out to someone by name and tell them of your predicament. They will most likely be able to tell you in which direction the model is heading. Observers are really valuable in this situation.

**Visual clues.**
It is always a good idea to choose a highly visible, contrasting colour scheme for your airplanes — especially if you're a beginner.
Your first few models should have colour schemes that aid in orientation. Unfortunately, ARF's are usually covered to make them look pretty, often with similar patterns and colours top and bottom, this does little to assist visual orientation. After you have more experience, you can use your own judgment to determine the extent to which you need visual clues. Colour schemes that aid in orientation should differentiate between the top and bottom and if it helps, the right from the left of the aircraft - at relatively long distances. The way to do this is to choose colours that don't disappear or blend into the sky.

**Colours, text and patterns**
Everyone's eyes are different and although some people can see a model's markings from 500m others may struggle at 50m. The secret is to pick patterns and colours that suit you. After all you are the person flying the model. The eye can identify shapes a lot quicker than it can colours. In my case I have a colour deficiency with red and green. I can see the difference between them and in most cases can identify which one is which but give me a colour chart test at the optometrist and I'm screwed. So, what works well for me are geometric shapes. I like to have stripes or patterns running parallel to the wing on the top

surface and across the wing on the bottom surface. To me, red, dark blue, black all look much the same at a distance.
Text (unless bold and big) is difficult to see at a distance and often appears to merge into one stripe or blob.

**Wing and Horizontal Stabilizer Shades**
The top of the wing and horizontal stabilizer is normally lit by sunlight. The bottom of the wing and horizontal stabilizer is shadowed. Colouring the top lighter and the bottom darker keeps this same relationship, even in changing lighting conditions.

**Images and silhouettes**
On a dull day the model is often seen as a silhouette. Fig 1 & Fig 2 (clipped from RC Universe) below show just how easy it is to become disorientated. In each group, the aircraft is identical. The image on top is an overlay of both images from below the line, showing that in certain attitudes the silhouette is identical. Sure plays tricks on your mind.
Fig 3 is one that I have added some definitive markings. Once you know how you have marked your plane you can, at a glance, identify the attitude of the aircraft.

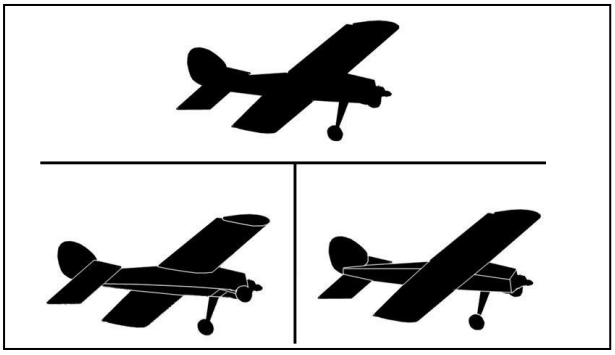


Fig 1

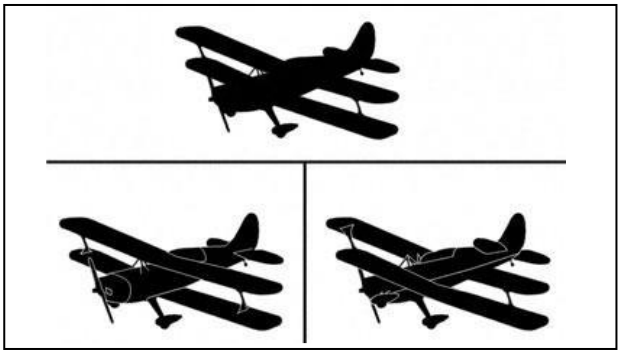


Fig 2

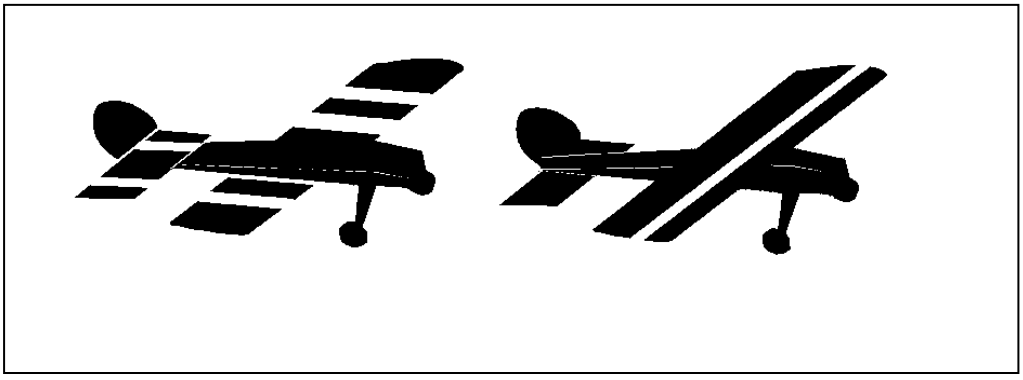


Fig 3

*Something I've read about and done on my 2 aerobats, not mentioned in Don's article, is to put white strips along the leading edge (if the wing isn't white, of course). This makes it much easier to see the wing orientation, especially when coming in to land. It works well at our strip with the hill background we have to approach in front of. Steve*

I've added couple photos of the wing of my Extra 300L, no doubt which side is which, even at a distance.

C**onclusion**
No doubt there have been volumes written about this subject, and I have just noted what works for me. If you constantly get disorientated, then try out what works for you. If a couple stripes here and there can aid your flying and save a model, then I have achieved something. Hope this helps.

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## *September Club Night – Glider night.*

Beside the main event, a number of gliders arrived to be talked about and debated. Even the President wasn't slow to show his very nice piece.

Stew Cox talked about competition gliders. NZ has an active competition gliding scene, particularly since multi times RC Glider World Champion Joe Wurts moved to the Hawkes Bay to live. With Joe's enthusiastic support, NZ's overall RC soaring levels of expertise have lifted dramatically with NZ teams winning and placing at several World Championships in addition to Joe and other Kiwis winning individual world titles. Stew enjoys the constant challenge of soaring flying very efficient models in search of thermal lift and the fun of competing against some of the best in the world.

Most soaring competition classes are duration orientated. The current entry level class is Radian, a two-metre wingspan rudder/elevator model. The Radian competition is an ALES event which stands for Altitude Limiting Electric Soaring. In keeping with the trend in soaring away from winch launching, Radians are launched using electric power for the climb before the motor is cut, the prop blades fold to cut down drag, and the model is in true glider mode with the pilot guiding the model around the sky in search of thermal assistance. The models carry a small electronic device that cuts the motor when the model reaches a height of 200 metres or at 30 seconds, whichever

comes first. The aim is then to glide for a total flight time of 7 minutes with bonus points for landing on the spot and time penalties for seconds under or over the target 7 minutes. The standard Radian flies incredibly well but despite their popularity are no longer manufactured. Two metre span RES models (rudder, elevator and spoiler) are like to take over from Radian as these models become scarcer which will be a few years yet given the vast number of Radians scattered around the country.

Stew also showed us his 4-metre span EMaxa glider which is flown in the international F5J class. This model was designed by Joe Wurts and manufactured by Vladimir's Models in the Ukraine. This business has had its premises in Kharkiv destroyed in the conflict but Vladimir, his family and staff managed to get out to the other side of Ukraine and are for the moment safe. The successful business is however at best in hiatus. The EMaxa has a moulded carbon wing and is powered by a 6.7:1 geared motor using a 3S 900mah 90C lipo and a 65-amp speed controller. The gear is shoehorned into a very tight fuselage. The F5J class format is similar to the Radian class above but is flown to a 10-minute target max time. In addition to the longer flight time, the other differences to Radian are that the higher the motor is cut on launch, the higher the time penalty. So lower launches are better providing you can find thermals to make the 10-minute target time - easier said than done. The spot landing is also a graduated tape with landings nearer the centre of the 30-metre circle getting the higher bonus points than those further from the centre.

John Pfahlert talks to his glider as Stew Cox looks on.

The original Sunbird

*John Ellison and the Sun Bird plus*

*John writes.*

## SUN BIRD PLUS.

22 Years ago, I built the original 55 Inch Sun Bird, a design of Dave Thornburg, the designer of Bird of time. The original has been a great performer on both slope and bungee launching and has hundreds of flights over the past 22 years. I was so pleased with it I enlarged the plan and built a larger version with a power pylon and OS15 which flew around gaining height until motor cut. Sold it to Terry Beaumont who electrified it and flew it or a while. About 12 years ago I again enlarged the Sun Bird plans to a 3.5M glider and due to the large amount of lead in the nose on the previous models to achieve balance decided to draw up nose extensions and contoured to an acceptable fuselage blending. So, it now sports a slightly drooping nose and built-in down thrust to accommodate batteries, ESC and receiver. As with most of my scratch builds, I kitted the model from the plans, so assembly time is straight forward. I laminated the curved outlines of Tailplane and wing tip leading and trailing edges. Assembly started about a year ago and showed progress over the months during lock downs and other periods. As I elected not to have aero tow as a launching option, I acquired an 545KV 42/50 motor from Ali Express, being a .46 two stroke equivalent. And from Hobby King acquired 4 x 2 cell 4000ma 30c batteries with a series plug so I can hook 2 batteries together and give me 14.8 volts and 4000ma capacity for the power. I have used similar motors in my vintage fleet on 4 cells and it works perfectly, so why not use the same similar set up for the new Sun Bird. Due to the T tail and weight that the tail end stresses produce, a lot of ply reinforcement has been added to the 1/4 square spruce framework and longerons etc at the rear. The model has turned out light in weight at 8.5 to 9LBS (sorry old

school) and computes to around 14.5 OZ per square foot of wing area so should be a floater. I have installed spoilers should getting it down be problem. I am using a 14x8 folding prop.

## Elfe – *Colin Taylor*

Colin acquired the Elfe kit from Ken Rose' estate some years back.
It's a half scale model of the real thing. The real thing is obviously a small plane. Colin tells us he is too big to fit into the original.

*According to Wikipedia:* The **Neukom Elfe** is family of Swiss single-seat high-performance sailplane designs.

The aircraft is a shoulder-wing cantilever monoplane with a wing made from a balsa and plywood sandwich covered in fiberglass and a fuselage built from plywood.

The real glider has been modelled for R/C purposes in many sizes, including 1:1 scale. →


As with any build of Colin's, the craftmanship is superb and the finishing we can only be jealous of. Whilst the wingspan of the model is some 5 metres – not particularly large for R/C model gliders, the fuse is huge and having now finished it, Colin is challenged for transport options!


For me the most interesting piece of the build is the pilot. Colin has for years has his glider pilots built be Axel Pilots in Germany, but having not received replied to his enquires, went British and has had the glider guider made to measurement by Tailored Pilots in the UK.

The detail is just superb with veins showing on the back of the hands and the fingernails just add and incredible piece of realism.

James talked about the new tuned pipes he's going to be fitting to the Xtra when its current paintjob is completed

## *Reminder* - *from Stew Cox.*

John Selby Memorial Vintage Event

Saturday 15 October 2022 (Saturday 22 October wind postponement date).

Levin Club flying site - Tararua Road

This is the last Levin club Vintage event for 2022.

9.30am start. Any RC Vintage or Classical Classes may be flown. Precision is normally the most popular event. We can help you if unsure of the basic rules of a class or new to these events – just sing out as this is all about having fun. Sport flying of Vintage models and Vintage Free Flight also welcome.

No entry fees or prizes. This is a low-key fun get together of like-minded Vintage fliers.

BBQ – We will be running a sausage sizzle at lunchtime at purely nominal cost so bring a few coins

## *October Club Night*

October Club Night will be about Vintage. Stew Cox will talk to us about vintage flying and the various classes available. We have a number of members who regularly compete in this format.

This photo doesn't really show how small this set of hinges is.

Paul talked about them at the field one day and about the difficulty of drilling a 2mm hole through a 3mm piece of aluminium (from the side).
*Two days of toil have resulted in 2 missile rail hinges. The material is 3mm aluminium and the screws are 2mm. A 4-40 rod goes to the actuating servo.*
*Without a modellers lathe and 4 jaw chuck I wouldn't have been able to make these.*

Sohail Forouzandeh has purchased Murray Milsom's Wild hare Giles 202.

He has fitted a DA 85 in it.

It was never originally certified as a large model and has been put through the certification process recently.

Jamie Lafrentz purchased this Xtra a year or so back, in a damaged condition.
He's running a DLE111 and it flies very nicely.
The model was back in the air year a year ago, but the first time it has taken to the air at our club.


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Tuesday 27 September
Kapiti Clubs first vintage meeting since Covid 19 – *From Terry Beaumont.*

With a weather forecast for low winds, I rang around those with vintage models and four Kapiti members arrived at the field to find wind speed at the high end of what our models can handle.
Three pilots achieved three flights each in the precision discipline, which is a three-minute flight with one minute of power and 2 minutes of glide then to land in the spot landing zone on as near possible dead on the third minute.
We all accepted the challenge of flying in the conditions and thoroughly enjoyed our first days, and there were suggestions we do an evening vintage fly, maybe a BBQ meeting
Good to see Noel out with his Buzzard Bombshell which performed well after some trimming flights. We hope you will join in and score some points next time.

Thank you everybody, see you again on the next fine day.
Terry.

Ian Crosland scored 1. 168 + 0 no landing points 168
2. 141 + 0 141
3. 171 + 0 171
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480 total

John Miller 1. 150 + 20 landing points Total 170
2. 120 + 20 149
3. 162 + 20 182
=======
481 total

Terry Beaumont 1. 177 + 20 landing points Total 197
2. 173 0 173
3. 174 0 174
======

544 total

*Vintage gentlemen enjoying vintage flying?*

And

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

*Steve*