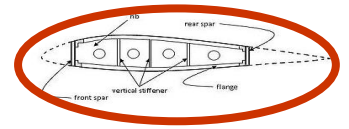


The Spare Rib News



*The monthly newsletter of the
Kapiti Aeromodellers Club*

September 2022

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



Weather is a never-ending topic of conversation these days. Towards the end of July, I heard comment that it was the wettest on record for our area. There were only 6 days without rain. But it would improve! Apparently! Towards the end of August. I hear that August has been the wettest August on record. – go figure.

There have been some good flying days in between the wind and the rain, but not many.

At least with the bad weather, there is no excuse not to spend some time in the hangar!

August club night had perhaps the highest turnout, outside of the AGM.

Over 20 people enjoyed the night which, whilst it ran long on the clock, didn't seem to run long at all.

Steve

When Paraparaumu airport makes the news.



September Club Night - Glider night

We have a number of glider guiders in the club, so September club night is glider night. If you have a glider you want to show, then bring it along.

Featured will be.

John Ellison with his just completed 3.5m wingspan electric powered glider.

Colin Taylor with 'Elfe'. We saw Elfe a few years ago when Colin was building it. Its ½ scale, so no small model. Colin has finished this model now and it looks stunning. Yet to be flown. As a ½ size model, it has a ½ size pilot to go with it!

Stew Cox. Stew of Vintage fame is also a dedicated soaring pilot. Stew will bring along one of his Soarers and talk about soaring.

August Club Night - Biplane night

It's always good to have a night that celebrates building, intended building or interest.

Biplane night was born because we knew Noel's Gladiator was all but finished.

In the end we featured 5 Biplanes, starting with Brendan's plastic model of his intended build, Noel's lock down project, an electric Swordfish, Alastair's Walrus, Noel's Gladiator and Steve's partially completed Pitts.

Being the smallest model, Brendan was asked to kick the evening off.

Vickers Vilderbeest – *Brendan Whitaker*

Over recent years I have been collecting info and componentry for an upcoming project in the form of a flying scale model of the Vickers Vilderbeest. As can be seen, a large 1930's



design biplane flown in New Zealand in the 1930's and 1940's. Inspiration came from Martin Fardell's model and article produced in Flying Scale Models

magazine a few years ago. Fardell's model had a wingspan of 106 inches and a flying weight of 14.5kg. My model will have a span of 73 inches and will be powered by an ASP 120 four stroke engine. I am hoping, if I speak nicely to James and Andrew, they will produce a nice scale engine using the 3D printing technique. I have many photos and a 1:7 scale plan for the said engine. Extensive use will be made of light weight fibre board for the wing/rib constructing and the model will be approx. 1:7 scale. I have made a 1:72 scale model in R.N.Z.A.F. colours (see accompanying photos).



Brendan's Vilderbeest in 1/72 glory





Comparison of the Vilderbeest to a Tiger Moth. Both 1/72 scale.

There are only 2 existing Vilderbeest Biplanes left in the world, both of which are in New Zealand. One in the Wigram Airforce Museum workshops, the other at Dairy Flat Aerodrome in North Auckland. The latter owned by the Subritzki family, well known aircraft restorers in New Zealand.
Wish me luck.

Noel's Swordfish.
Built as a lockdown project.

The Fairey Swordfish was the Royal Navy's torpedo bomber that flew from their carriers in the first 3 years of WW2. It was one of these that hit the Bismarck and slowed her down enabling the British battleships to catchup and sink her.



Supermarine Walrus – *Alastair Rivers*

New Zealand's involvement with the Walrus can be said to have started with it being the 'plane carried on HMNZS Achilles and Leander. The Walrus being catapulted from the ship when, amongst other missions, searching for the German heavy cruiser Admiral Graf Spee – which was the first naval action of WWII – The battle of the River Plate.



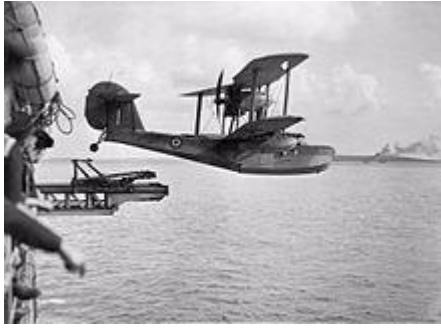
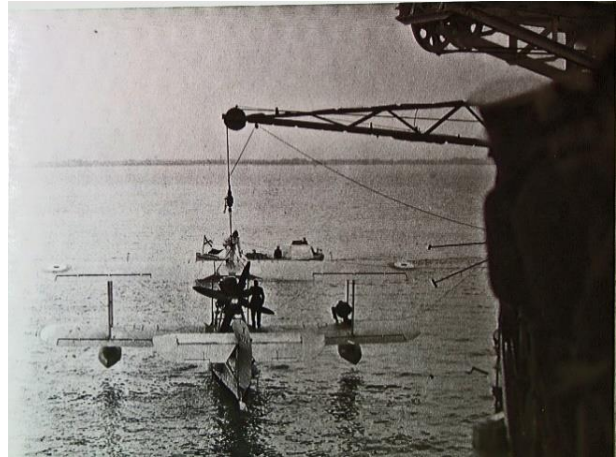


Photo of a launching.

And the pick-up after the line was attached.



Designed by R J Mitchell (he also designed the Spitfire), with the first flight being in 1933.

An interesting aside is that 5 days later at an airshow in Hendon, "Mutt" Summers, the test pilot, amazed all present including Mitchell, by looping the plane as it travelled the length of the runway. Summers knew that the plane was stressed for launching and therefore strong enough to take the strain.

ps. Later pilots who attempted the same manoeuvre would get the bilge water over themselves which effectively prevented repeats!

740 were built after the initial order from Australia confirmed its future. Not a thing of beauty (usually known as 'Shagbat', 'Purser's duck', Steam-pigeon") unless you were a ditched pilot or crew of a plane over the ocean! Well over 1000 rescues during the war.

Initially, in order to hangar the planes on board, the wings had to fold back and the catapult unit on rails would, like a train, wheel it inboard and into one of the twin hangers.

It was a complicated process to launch the plane with the catapult first being extended out over the ship's side, the launch platform and plane located at the inboard end before being 'powered' by a hefty plug of gunpowder in what was virtually a captive cannon!

The retrieval was equally complicated in that the ship would do a 20degree swing to create a flat slick of water on the lee side for the plane to land in ... before the waves returned. The plane would then approach and keep pace with ship while the 2nd officer would climb up onto the top wing and catch the lowering line and hook it onto the linkage on the top of the plane..... definitely not a time to slip and be swept into the rotating prop!

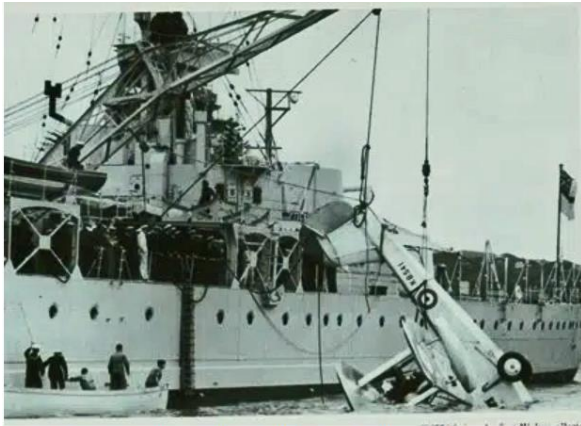
Then the moment the Walrus began to be lifted, the pilot had to kill the engine to prevent slamming into the ship's side. Later development was the use of a net towed in the water adjacent to the ship that the plane taxied onto and ensured that the plane was more stable in the recovery process.

Being an amphibian, the Walrus was also able to land on aircraft carriers when they became available. With a slow stall speed, the walrus could land on the carrier despite having no flaps or tail hook.

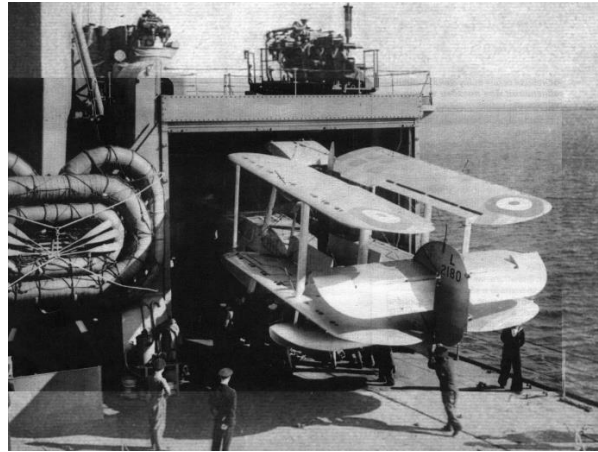
Some of the Walrus's other achievements were: -

- First catapult launch with full complement of weapons
- Could carry bombs or depth charges
- First aircraft equipped with (rudimentary) radar
- First military plane with retracting undercarriage
- First military plane with enclosed cockpit (although as Test pilot [Alex Henshaw](#) said it was "the noisiest, coldest and most uncomfortable" plane he had flown!).

It was a universal work horse, but even it had its ignominious moments ... *Don't try landing on water with the wheels down ...*



K5841 recovery after crashing in Wellington Harbour 24 November 1937



Alastair's talk on his Walrus was fascinating. We could probably do a full night on this plane.

Gloster Gladiator – Noel Fisher



This aircraft first came to my attention when I was given a 1/72 scale kit then later, I built a 1/48 scale model. As you will notice there is a trend here as the next one was a 24" control line version. Then in 2019 I saw the Shuttleworth collection Gladiator and that sealed it. The next one needed to be bigger!!! Shortly after joining the club, Alastair Rivers kindly lent me a plan for a 56" Gladiator that he had built, so down to the copy shop and I had started on the path of securing the items I would need to build it. The cowl presented the biggest challenge but a friend of mine had a 3D printer and suggested he could create one. Two attempts later he had a perfect one, so I had two made just in case along with a number of realistic .303 Browning machine guns, a

dummy radial engine and a pilot.

I started the actual build in October 2020 with the fuselage. There were some challenges in mounting the fuel tank in such a way that I could actually get it out if ever required. In the end it sits on a plate which can be slipped in through the bottom wing position. The next question was how to build the wings as the model would be too big, if the wings were permanently mounted, to fit in the car, so I settled on two full wings. I had a lot of help from Ian Crosland getting the incidence right when attaching fuselage cabane struts. In hindsight I should have built the upper wing centre section and permanently mounted it on the cabane struts then built two outer upper wings to slot in. Lesson noted for the next one!

Brendan provided a lot of help with the outstanding paint finish on the fuselage and cowl and instructed me on how to complete the cockpit canopy.



The aircraft has been finished as a pre-war Gladiator as operated by the RAF 73 Squadron. Pre-war RAF fighter aircraft were generally all silver, but each squadron had its own markings on the top wing and fuselage, in this case blue and yellow flashes, the blue fin denotes a section leader's aircraft. All this colour will of course help with the view when it is being flown.

Still some tasks to complete, such as setting the throttle throws and test run the engine in the model, mounting the dummy radial, recheck the incidence when fully rigged, recheck the balance and making up a dummy set of rigging.

Brendan explains how he prepared and painted the cowl and aluminium areas of the fuse.

Pitts S2A 1/3 scale – Steve Hutchison

The birth of this model started in John Ellison's hangar where he had made a full kit from plans but never built it. John made me an offer I couldn't refuse, and we are well on the way. 80% completed with 80% still to go!

The original plans were drawn by Al Scheber in the States in the early 70s. Airborne of Australia re-drew them in the 90s.

It's been a challenging build with plan inaccuracies amongst other challenges. In the first lockdown, I thought a lot would get done. I built the Cabane struts and then the model sat for 12 months without being touched. A big effort these last few winter months has seen a lot of progress.

The cabane struts were silver soldered using thin wall

stainless garnered from solar garden lights. The original build partially failed when the item wasn't cleaned properly afterwards, and the flux ate away a couple of the joints.



F-GIIZ, the aircraft which is being copied. Whilst a 2-seater, the front cockpit is covered, so saves some effort there.

Sadly, this aircraft was involved in a fatal accident in 2020.

The engine going in this is a DLE111. I'm mindful of the original design being fitted with a Quadra 35. (although some were later fitted with large weed eater engines) .So, the firewall has been beefed up considerably. To take some strain from the fuse, I've also adopted Phil Patterson's soft mount system. This uses Nolathane sway-bar bushes, with some patient work on the lathe to get the right size and shape (thanks Phil). Phil uses this system on all his large models.

Ordinary canisters cannot be made to fit, and a bespoke exhaust system is being built. Headers were purchased from Ali Express. One long cannister will take both inputs



and mount east/west. The ends for this canister are thin walled stainless, taken from car stainless fuel filters. The centre joining the 2 being a suitable diameter of thin wall stainless. The tail feathers have been built in modules and will bolt on before final assembly. Makes it easier to handle the fuse whilst building all the bits. True to the original, the ailerons run a single central servo. I found the design of the pushrods between the lower and upper ailerons didn't work properly and as well as not giving the required travel, bound at certain points. Several weeks of trying various designs ended up by using ball joints on the top. This solves the binding problem. The ball joints are Du-bro 4/40 items. Normally 4/40 rods are screwed into the blank nylon with the thread cutting as you go. That works fine, but hard then to unscrew and the inter-wing push rods need to. This problem was solved by taping the fitting with a 4/40 tap. The push rods are made so they will screw all the way in. Any adjustment will be made at the bottom end.

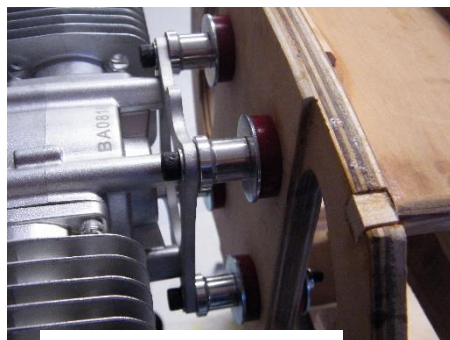
The I-struts were also a challenge as the drawings didn't work. The angles seemed wrong. I spent a long time checking the build believing I had some inaccuracy in wing spacing and alignment. Not so, so modified the struts accordingly.

There are many more challenges to come, I'm sure, but at least feel I'm making some headway.

The challenge with any scale model is how true to scale you want to be. The tail wheel got built 3 times. I don't have any machining equipment and hand fettled the hub piece from an aluminium block. Quite pleased with the result.

The real aircraft is covered in Phillips screws. The model calls for some 250 of them. I left this on the backburner for a time and then after searching AliExpress many times, came across some nylon machine screws with exactly the right size head. I ordered 300 of them and the total weight was around 20 grams. So no weight penalty. All control surfaces are hinged with Du-bro heavy duty hinges. I've taken the split pins out and am using piano wire. This means I have been able to glue the hinges in place and can easily remove the control surfaces whilst still building.

So what next? Rigging has been planned and mounting brackets done and mounted in the wings. I'm re-planking the leading edges as the 1/16 called for is too light and has warped in places and split in others. 3/32 is now being used. These wing tasks will be completed, the exhaust completed and then the engine packed away so I can get on with the fuse.



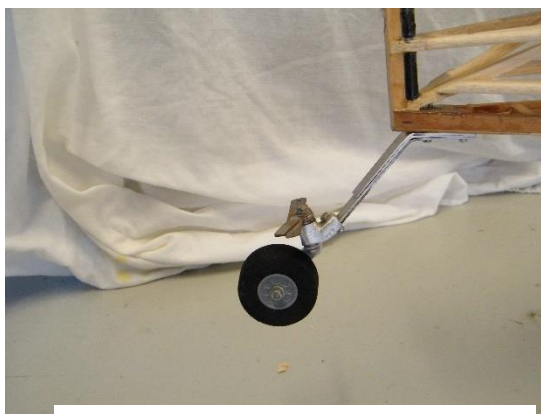
Soft engine mounts



Shortened header. End caps with inputs for the bespoke muffler.



Modular tail feathers.



Hand fettled tail wheel assembly



*Team '4Star' take on the mowing challenge.
Finding a dry day to mow hasn't been easy in recent times.*



*All eyes
skyward*



Synchronised take-off anybody?



Another magic day but few flyers.
Wind was down the strip all day and little of it.

The 5 of us (max number) had a ball.

This month's Silver Fox was better attended, although still crap for flying Managed another 'freebie'.



Vintage

Bob Burling Memorial Vintage Event – Levin Saturday 13 November Report by Stew Cox

After postponements of the two advertised dates for this event in May and as the Gareth Newton event earlier in the year also wasn't able to be flown, it was decided that we would look to still run the Levin Club's Bob Burling Vintage Event on the next available Saturday with suitable weather. When we made this decision back in May, we didn't anticipate that the first suitable Saturday would end up being in mid-August, such has been the unusually wet and windy winter in these parts.....

The weather that transpired turned out to be well worth waiting for with attendees treated to a beautiful winter's day at Levin with light winds all day and a few small light thermals. Despite all the previous winter rain, the Levin field had drained very well and was completely dry underfoot. The farmer had even been able to cut a big chunk of the field for silage in the days before the event.

The downside of waiting for suitable weather to fly the event was that we were only able to give a few days' notice to the email list of Vintage fliers in the lower North Island. As a consequence, six regulars were unable to attend due to prior commitments and holiday travels. However, we still had a pleasing turnout of 11 attendees with models, nine of whom put in competition flights. Five of the eleven were new to the Levin Vintage events and there was good representation by Levin club members both participating and spectating. Many attendees had brought more than one Vintage model and in addition to competition flights, there was quite a bit of Vintage sport flying. There were six different clubs represented on the day across competition and sport fliers. Terry Beaumont, John Miller, Ian Crosland and Peter Kettle attended from the Kapiti club. Terry Beaumont flew his beautiful RC1 steadily having driven back from Auckland a day early so he could make the event. Particular highlights of the day were:

- Levin Junior Dominic Moyle flying in his first ever competition after Joe Bradbury brought along a Junior 60 for him to fly.
- Dominic nailing the spot on his first ever competition flight!
- Ian 'Crozy' Crosland bringing along his latest impeccable build for its maiden flight, in this case a 60 inch Veron Deacon. It flew off the board and had great presence in the air.

- Dave Crook attending a Levin event for the first time having shifted to Taranaki from more northern parts. Dave is looking forward to becoming a regular at these Levin events.
- New Levin President Kevin Daly flying a Vintage event at Levin after many years.
- Wayne Lightfoot and Graeme Lovejoy, both of the Feilding Model Flying Circle flying lightweight free flight rubber models in the perfect conditions. Both entered into the Vintage spirit flying 1939 Modelair Sportsters. Wayne also flew a Modelair Red Bird Junior, a design his father Stuart used to fly in his youth, the model being of similar vintage to the Sportsters. Also appropriate to fly on a calm winters day was Wayne's Coupe d'Hiver, a French design called Loque Bis from the mid sixties. Coupe d'Hiver is a challenging class developed by the French and translates to Winter Cup.
- Terry Beaumont had with him a new free flight Lulu to which he has added a motor to enable it to be flown in Aggy at the Nats!
- Levin's Club Secretary, the hard working Linda Lambess organising a great sausage sizzle. It's great to see Linda back and recovering well after a major health issue! The chatting and banter that went on during the BBQ typified the relaxed low-key nature of the event.

All who put in competition flights flew Precision. Dave Crook and Kevin Daly made the flyoff and both made excellent flyoff flights with Dave only one second off a perfect score with his electric Lanzo Bomber. John Miller was the only other flier in Precision to make the spot on each flight, the spot proving elusive to most despite the light wind conditions.

Three managed to record some scores for IC Duration although John and Ian ran out of time to record three scores while others hoping to fly Duration also ran out of time to record any scores, in some cases due to the length of their earlier flights.

Dave Crook's electric Dixielander flew very well and floated gracefully above with its translucent covering showing off the structure against the clear blue sky to easily make a perfect score.

Unfortunately, Bryan Treloar had engine issues and so Stew Cox was the only one to fly 1/2A Texaco. His Cox Babe Bee was running for up to 8 minutes from a standard tank although the revs were so low that the model needed to be steered into thermals to climb to a safer height. Stew went on to make a 17-minute flyoff flight.

Results from the day were:

Vintage Precision

1. Dave Crook	Lanzo Bomber	New Plymouth	600 + 199
2. Kevin Daly	Buzzard Bombshell	Levin	600 + 195
3. Stew Cox	Brooklyn Dodger	Wellington	580
4. John Miller	Buzzard Bombshell	Kapiti	572
5. Terry Beaumont	Lanzo RC1	Kapiti	564
6. Joe Bradbury	Viking	Levin	559
7. Bryan Treloar	Red Zephyr	Ashhurst	555
8. Ian Crosland	Mercury	Kapiti	546
9. Dominic Moyle (Jnr)	Junior 60	Levin	515

Vintage IC Duration

1. Kevin Daly	Buzzard Bombshell	Levin	445
2. John Miller	Buzzard Bombshell	Kapiti	240
3. Ian Crosland	Mercury	Kapiti	151

Classical E Duration

1. Dave Crook	Dixielander	New Plymouth	900
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Vintage 1/2A Texaco

1. Stew Cox	Playboy	Wellington	1500 + 1020
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The last of the Levin Club's Vintage Events for 2022 is the John Selby Memorial on Saturday 15 October 2022 (Saturday 22 October wind postponement date).

Hope you can make it!



Peter Kettle and Terry Beaumont concentrating hard while Ian Crosland checks the watch on Terry's flight



Ian Crosland's nicely built stretched Veron Deacon on its maiden flight



Peter Kettle with his very nice Playboy Senior



Terry Beaumont throttles up his RC1



Another perfect landing.



Sopwith Pup



Lord of scale, Neil Schrader, turned up at the strip the other day with yet another stunning scale model.

This model is from the Mick Reeves kit and is $\frac{1}{4}$ scale.

The build is incredibly neat and the attention to detail is everything we have now come to expect from Neil.

Is it a new model? No. Neil said he hadn't flown this model for some 10 years. He had made sure the engine was ready to go and the model started without any issue.

In spite of rather lumpy wind at ground level, Neil flew this as the master he is.

It was surprising to learn the model is some 19 years old.

Neil campaigned this model at the world F4c championships in 2004 and 2006.

He placed mid-field, topping the NZ effort as well as beating the Aussies (which can only be good).



FOR SALE:

HobbyZone Carbon Cub S+ RTF

This model is being sold on behalf of a deceased estate.

The model is new and un-flown. It was assembled but unfortunately the owner didn't get the chance to fly it. The only 'hanger rash' that I can see is to the top of the port wing at the root. Also the model looks as though it was stored near a window as there is some mild fading of the paint on the port wing and fuselage.

Note that this is the HBZ3200 version NOT the current HBZ32000, so does not have the Smart ESC, Smart Battery and Smart battery charger that is included with the current version of this model. The asking price of \$350 reflects this.

This is a Ready to Fly model, so includes:

- (1) HobbyZone® Carbon Cub S+ 1.3m RTF
- (1) Spektrum DXe 2.4GHz Transmitter
- (1) Spektrum DSMX Receiver/Flight Controller
- (1) Parkzone® 18A BL ESC
- (1) Parkzone 480 BL Outrunner Motor, 960Kv
- (4) Parkzone Servos
- (1) E-flite® 1300mAh 3S 11.1V 20C LiPo Battery
- (1) E-flite DC Charger and AC Adapter
- (1) User Manual

This model also comes with an unused Gen Ace 1800mAh 3 cell pack and a spare prop.

Note that this is the HBZ3200 version NOT the current HBZ32000, so does not have the Smart ESC, Smart Battery and Smart battery charger that is included with the current version of this model. The asking price of \$350 reflects this.



Please call Michael on 027 660 6556 if you are interested in this model or want to have a closer look.

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

Steve