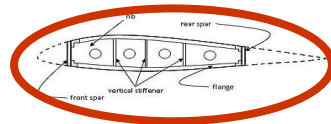


# The Spare Rib News



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

**March 2023**

[www.kapitiaeromodellersclub.org.nz](http://www.kapitiaeromodellersclub.org.nz)



Kapiti Aeromodellers Club group

## Notes from the Scribler



In last month's effort I noted how weather had changed, wind was behaving, hot days, late afternoon flying, just good times. How much has changed in the last few weeks. Few flying opportunities. Summer seems a distant memory.

The weather these last few weeks has been dreadful and we cannot but think of friends and family in the upper North Island, Coromandel and Hawkes Bay.

Whilst we moan about the weather gods affecting us, our challenges are small potatoes in comparison.

From a modelling perspective, we only have to look at the Awatoto club to know just how lucky we are. Following their FB page, they have had a number of weather events in the last 6 months which they have had to recover from. Even just a few weeks before warbirds, they had flooding problems. Warbirds was a great event and the field, although a little soft in a few places, was in great shape.

Fast forward 2 weeks and the place is unrecognisable. Although the field doesn't look too bad, their sheds and driveway area are inaccessible.

There will be a lot of work. Reading their latest newsletter, I believe they are as yet unable to enter their sheds and view damage.

On a brighter note, the areas surrounding our field, and indeed across the park, have been cut for hay. We are told that the bales will be either removed, or moved, prior to the rally.

Speaking of which, the rally is only 12 days away.

The unusual summer we have had has meant the strip hasn't died off as usual. Mowing is still a busy wee job.

Have a great March and get lots of flying in.

Steve

## Notes from the Prez

Well, it had to happen eventually. I've succumbed to the 2.4GHZ movement and bought a new Futaba transmitter. I've already set it up on a plane and will hopefully test fly it this week.

I'm very much hoping John Miller and Steve Hutchison will offer me good money for my old long wire Futaba FF7's!

My model workshop is now also complete in our new house, and I have a home built plane on the drawing board. It's great to have a workshop set up again after some 5 months of not having one while we shifted house. A couple of planes have been sold off to make space in the new home.

Well, the annual rally is only 10 days away. The planning has been done as well as we can and now, we are in the hands of the weather gods. We hope for a great weekend. If you

aren't planning to fly then your attendance to assist with making the rally a success on the day would be appreciated. Just turn up and offer to assist.

The Council has mown and baled the grass around the strip. The bales are currently waiting removal, but we can roll them aside if required.

Club night last week was good, with John Skene a local aviation historian giving a talk on 3 early aviation pioneers. About 20 turned up. Peter Brown from Otaki turned up with a selection of models and motors to sell on behalf. I think Steve has the details if anyone is interested. The March meeting has Peter Randerson from the Model Flying NZ Council talking.

We still need someone to take over as Treasurer from April. Contact me if you are interested.

John Pfahlert  
0211509763



Awatoto after the floods.

The sheds are to the right, and I believe water was up to the eaves.

The only positive from this photo is that the flying strip area looks OK.

The club are calling a Special General Meeting to discuss the way forward.

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### ***Club Fees***

Paul tells me that 40% of members have already responded to their fees invoice.

That's great.

Looks like we can have all members paid up before too long.

DON'T forget.

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## February Club night.

John Skene, aviation history advocate, spoke at our February club night.

John trained as an aircraft engineer with our national carrier until taking a redundancy and then finished his working life as an engineer with CAA.

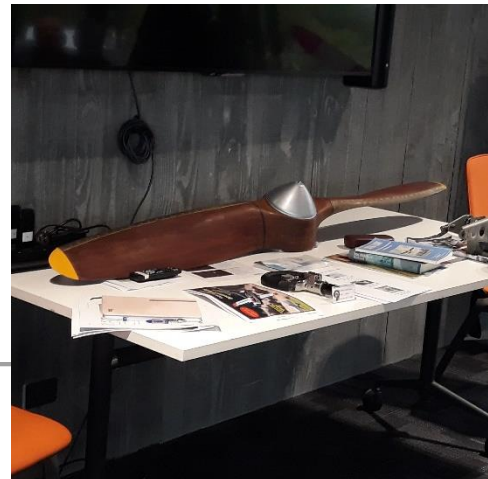
Our own Ian Crosland is no slouch on aviation history, and wrote the following for us.

John spoke on 3 early flyers.

1. Richard Pearse born 1887 Waitohi Flat South Island, a farmer and some say flew before the Wright brothers in the same year, 1903, built his own air craft and engines. His 2nd aircraft, a rather odd contraption, which never flew is in Motat and a replica of his first which some say sort of flew is also at Motat.
2. Percy Fisher famous for Fisher piston rings who learned from Arthur Schaeffs attempts, Designed, built and flew the monoplane in the Wairarapa in 1912 &13. Reg White also flew it and a 1/2 scale replica is on a pole on the road East of Carterton.
3. Will Scotland. Learned to fly in the UK and brought back a Caudron bi plane and flew it near Otaki in 1914. and also off Athletic Park. The strong wind forced it down in the trees around Newtown Park. It was repaired and made several successful over land flights in the South Island.

All three aviators can be Googled up and John Skene's web is [www.aviation-tales.com](http://www.aviation-tales.com)

John had a number of pieces of memorabilia with him including a tiger moth prop. This had come into his hands without tips, but he manufactured some. An aileron mechanism from a Walrus and few other pieces including books about the aviators if whom he spoke.



## March Club night.

Club member and secretary of MFNZ, Peter Randerson will speak with us.

Peter has a lot to share and I'm looking forward to hearing from him.

## For Sale

This JU 52 tri-motor kit is for sale. The model is in the club house for viewing. It comes with 3 electric motors and escs for them.

It's a lovely piece of kit.

Asking price is \$200.

If interested, get in touch with me and I'll give you contact details for the seller.





## New CAR 102

Many of you will now be aware that the new CAR 102 has been signed off by CAA and this means a lot of changes to our hobby.

No doubt there will be further, official communication with members, in the near future.

The biggest change that will leap out at everyday pilots, is the requirement to re-sit your wings badge every 5 years, starting from 2025.

This isn't a bad thing, but clubs will need to put plans together to manage this.

The following is a summary of where changes have been made and links to the various documents.

### 102 Operations Manual Changes

Documented procedures for -  
Operations within 4km  
Operations above 400ft  
Operations in Controlled Airspace  
Issuing NOTAMs

Large  
Model  
Definitions  
changed,  
CAT2 split  
into 2A and  
2B

Night  
Operations -  
Requires  
Night Wings

Accident and  
Incident  
Reporting

Events -  
Requiring  
Prime Person  
Signoff

Shielded  
BVLOS (the  
first  
recreational  
organisation  
in the world  
to achieve  
this!)

Increase to  
LMCOP limit  
to 150kg

### Wings Program Changes

5 Year recurrency for all members  
(implementation from 2025)

Observer Training  
(Needed for  
observers who do  
not hold Wings)

Night Wings  
(Needed to fly at  
night!)

Dynamic Soaring

Completely  
reformatted and  
clarified

There have also been a large number of changes to various forms, with the majority now being google forms, hopefully reducing the amount of physical paper needed! Google forms work great on cellphones by the way.

Our new CAR102 manual has been approved, what this means is some of the things about how we do what we do have changed. Some of these things are big changes, some are not...

The key changes for the 102 side of things are -

- Large Models now go up to 150kg, Category 2 is now split into A and B
- We have BVLOS!
- Night operations have changed significantly, now requiring Night Wings
- Public facing events now require Presidents sign off
- Wings are 5 year recurrency for all members, phasing in from 2025
- Documented processes for the standard procedures, such as NOTAMs and flying within 4km of an aerodrome.

This information will be going on the website and the magazine as well.

Please take a look through the new documentation, familiarize yourself with it and what's changed (and how it affects you), any questions? Yell out!

There is likely not one document that hasn't changed, if you have old documents floating around, get rid of them and get the latest versions which are hyperlinked on the MFNZ website to our new document repository

The BIG changes -

Guide to the changes (READ ME!) - <https://drive.google.com/.../1MDvJgB1.../view...>

The New MFNZ 102 Operations Manual - <https://drive.google.com/.../1b.../view...>

The Updated Wings Program -

<https://drive.google.com/.../11nUoSkUYkERSsF1Bcld.../view...>

The Updated LMCOP -

<https://drive.google.com/.../10hoW2HqSSxO4FrJis5n.../view...>

The Updated Members Manual -

<https://drive.google.com/.../17SjoPArGZ9bBmDHvISB.../view...>

*From what I have read, I would suspect that many of these changes are effective immediately, but no doubt there is a phase in period. For our club, the use of observers is an interesting one. Having had a quick read, I think it only applies when flying within 4k of an airport. Unless there is a requirement (which I haven't seen) that all pilots require an observer, our club rules observer requirements will stay in place. They are already part of our own agreement with CAA in mitigating risk.*

Steve Hutchison.

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## *Two Metre E-RES Medina*

By Stew Cox

*(When Stew tipped up with this model at club night and proceeded to give a very interesting account of it, I knew I would be challenged to report on it. BUT Stew guessed this and provided his own write-up, for which I am truly grateful. ed)*

As there seemed to be a bit of interest in my Medina model and my comments at the February club night and in emails the next day, I have done a brief review here for those who may be interested.

Two Metre E-RES models are by definition a relatively simple design using only rudder, elevator and spoiler and utilise a small electric motor to climb. They are mainly constructed with balsa and carbon is only allowed for the likes of the tail boom, spar and leading edge. So no carbon full house mouldies here and the class also lends itself to those that might like to design or build their own. They are really the next step up from a Radian and as good as the Radian is, the Medina and the like fly



much better with a floating yet penetrating glide. This class is becoming very popular around the world and is a great way to go now that Radians are no longer manufactured.

I assembled my Medina from an ARF kit obtained from Joe Wurts as the Soaring SIG had brought in a small number of kits to encourage the development of the class. The Soaring SIG clearly sees 2 metre E-RES as the competition entry level class with the phase out of Radians. 2M E-RES kits and ARF's are becoming increasingly available and we will no doubt continue to see new designs as time goes on such is the appeal of the class.

The Medina was designed by Marcus Stent from Australia and is kitted by Armsoar in the United States. It is based on the OZeRES 2 model which Marcus sells on his Performance Models website along with the Medina which he is the agent for in Australia and for NZ. My Medina all up flying weight is 429 grams which is very light for a two metre model. My model is powered by an Armsoar 1806 T motor which comes with an ESC already attached and set up with brake for the folding prop. I'm using a 6 x 3 prop which really lets the motor unwind and is capable of taking the Medina up near vertical from where it floats like a butterfly, not two surprising given the a clean model and wing loading just under 4.5oz/sq ft..... I

purchased a couple of GNB 550mah 90C lipos from [GNB 550MAH 3S 11.1V 90C XT30 LiPo Battery Pack - Quad Junkie](#) Drone suppliers are a great source of small grunty lipos with narrow shapes that fit streamlined fuselages like the Medina. Despite using a battery with 100mah larger capacity than the recommended size, the CG came out a bit behind the recommended position but I will leave it there for now as I was happy with how it performed in a dive test. Servos are the tiny KST X06 which pack a punch with 1.5kg torque from their 6 gram frame. Wing section is similar to the AG series but I understand that Marcus has modified the aerofoils, particularly at the tips to enable safe tight turning. The only modification I made was to use a 3D printed nose cone that Kevin Botherway kindly provided me which makes for a much stronger front end for landing. It only took me an evening to assemble my Medina ARF and it is clearly a quality kit.

The model is available in kit form from Performance Models for A\$325 or A\$655 for the ARF version.

[Medina KIT – 2m RES \(build as pure glider or electric version\) – PERFORMANCE MODELS](#)

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*James takes new member Max through the assembly process of the Club's Radian. Max has had several sessions on the Radian now and is a natural. It's an easy way to learn how to fiddle the sticks,*

*Pierre enjoys some sky time.*





## *Mortal Combat - someone has to lose!*

Sunday 22 Jan 2023

The weather was too perfect and boring for circuit flying so a couple of the team decided to try something different to spice up their day. You can decide for yourself the ultimate winner of the little sky dual that pursued.



Preparing for the Hunt.....

Then the dual was on .....





The stalker chasing the hunted's tail ribbon....



At times it wasn't clear who was chasing who ..... But then out of nowhere... after some close duelling and to the amazement of on lookers.....





the cut happened .....



.... and success was celebrated with some victory loops and rolls as the ribbon floated gracefully down....but then ....

.... victory celebrations were short lived ..... and the hunted gracefully landed with his shortened ribbon and fully intact plane.

*Whilst the hunter had to explain to Dad why the shortened nose!!!*

**Andrew Farrow**



You crashed my Skyraider you hooligan.

*If you have a look at the Clubs group FB page, Mike Coleman has posted a video.*



## *Levin Glider Fun Day - 18 February 2023*

Event report by Stew Cox and Kevin Daly

Photos by Ross Gray

An initiative by the Levin Club to promote RC soaring at both the club and in the region culminated in an open invite to the inaugural Levin Glider Fun Day. As the Levin Club had historically been a soaring stronghold back in the days of Cirrus's, Aquila's, Olympics, Sagitta's, etc, the intention was to resurrect the good old days and promote a day when members and visitors dusted off gliders that in some cases hadn't seen the light of day for months or in many cases years.



Initial attempts to run the day late Spring and early Summer resulted in three postponements due to rough weather. We were beginning to wonder if the event was doomed when the lead up to the fourth advertised date coincided with the tragic and devastating cyclone that hit much of the North Island. Our hearts go out to the people affected.

As things turned out, Levin and the west coast of the lower North Island were shielded from the worst of the extreme weather by the Tararua's and by midweek, it was apparent that high pressure would be centred over the area for the proposed date, so the decision was made to proceed.



Saturday 18 February dawned fine and calm at the Levin flying site with just a light sea breeze kicking in late morning that continued through most of the afternoon. The latter certainly helped those launching with the bungee. Thermal activity became quite strong by late morning and it remained that way until late in the day. Perfect conditions for thermal soaring at a field that is perfect for this aspect of our hobby!

The event was well supported with 24 people flying soarers of all shapes and sizes on the day. There were five clubs represented and Dave Crook was the farthest travelled driving down from Waverley in the Taranaki for the day. Seventeen of the fliers were members of the Levin Club, seven being Associate members from other lower North Island clubs. So the initiative to revive glider flying at the Levin Club was a great success.

Kapiti members Ian Crosland, John Miller, Rodger Balfour, Terry Beaumont and John Ellison attended the Glider Day. In addition to their glider flights, Terry flew his Mercury which he has converted to electric. John Miller also got in a couple of flights with a very nice Kerswap vintage power model built by Ron Nichols. I'm sure Ron would have been looking down with pleasure seeing his old model flying so beautifully in John's capable hands.

There was a wide variety of glider models that came out of the woodwork and were flown. Many people brought along multiple models and there were over 40 gliders that took to the air at some stage of the day. Models flown ranged from older designs such as Gentle Lady, Olympic, Aquila, Spirit, Stratus and Mini Challenger to name a few, foam designs such as Phoenix, Radian (many of these), Bixler and Excalibur, more modern models with built up wings such as Medina, Maribu 2.75 and Gracia 3.1 both being Top Model designs, full carbon mouldies such as eMaxa, Estrella, Icon and Psycho, discus launch gliders (DLG - mainly Snipes and a Yoda), and an F5K (electric DLG type model) Fury. Wing spans ranged from less than a metre up to 4 metres and launching by electric motor, winch, bungee and discus hand launch were all in evidence concurrently.



At one stage we counted 10 models in the air at once but with plenty of airspace at Levin, there was plenty of room for many to enjoy relaxed flying in the wide open airspace at the same time together.

Levin junior Dominic Moyle had his first experience of thermal soaring and went home with a new to him Gentle Lady and a smile on his face.

As well as some models that hadn't had an airing for many years, there were some new models

maidened. John Ellison from Kapiti successfully maidenied his 3.5 metre wingspan Sunbird which was designed by Dave Thornburg of Bird of Time fame. This is the second version of this design that John has built, being much larger than the first. Stew Cox also maidenied his Medina, a 2M e-RES ARF model that he completed the night before the event and which flew incredibly well after very minor elevator trim adjustments.

Lunch time saw the traditional Levin Club Sausage Sizzle which was kindly put on by Levin stalwarts Linda Lambess and Ivan Huntly.

This was the first time that the Levin Club had run a day quite like this for gliders and based on the feedback and apparent success, it will likely become an annual event.

Thanks to all the fliers who supported the event and made for a great day.



***Ian Crosland writes from the Kapiti members perspective on this event.***

Driving up to Levin Saturday morning of the 18th I noted for some time, a silver Holden following spaced back a bit. Thinking it could be John Miller, I slowed up a bit and the Holden closed the gap and then spaced back again. 'Yea' that's gotta be Miller' and confirmed when we both crossed the railway and headed East on Tararua Rd to Levin's

flying field. At the field, a lot of cars were already angle parked off the drive from the club house back and at right angle to the drive end is a long-canopied bench seat against the fence line with the mowed E W strip some metres from that. The event was organized by Levin President Kevin Daly and Stewart Cox, and we couldn't have wished for a better day. At the pilots briefing I noted several from surrounding districts who fly vintage competitions there, so it was a good catch-up time as well. There were five of us flying from Kapiti, John Ellison, John Miller, Terry Beaumont, Rodger Balfour and myself. The glider sections were: - powered, winch, bungee and discus. with the majority being powered. As the morning progressed so did the lift and the air seems clearer than at Kapiti. I got some lift off the edge of a cloud and was as high as I dared when I spotted briefly, a speck well above me, a pilot with younger eyes than me no doubt. John Ellison flew his enlarged 3.3mtr span electric 'Sun Bird' for the first time and reported it needed a larger dia prop. The second flight developed some control issues which required some skill to land. The problem was soon found and able to be rectified. There was the usual sausage sizzle at lunch, a group photo, a prize draw and a lolly bag with a thank you note attached to all flyers, that was nice. A couple of us had vintage models as well. Terry's 'Mercury' flew making a different noise and I discovered he had re-powered to electric. John Miller also flew Ron Nicholl's 1.8mtr poly dihedral 'Kerswap'. He had removed the old gummed up 30 and a chunk of lead, extended the nose and fitted a 35 and wanted me to fly it. The take off and climb rate was excellent with no vices and would be a good competition model, but I chose to reduce altitude to barn height and putter around on ¼ throttle. Will it land on idle? Let's try and it does but the roll out is longer than a dead stick landing. A real nice vintage model. The calm of the afternoon increased to a gentle breeze, and I put up my 'Playboy Junior'. With it's under cambered wing I managed to kite it, hovering like a helicopter, and landing the same way, that was fun. A most enjoyable day.

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## *Next Levin Vintage Event*

Gareth Newton Memorial  
Saturday 18 March  
Wind date Saturday 25 March

Levin MAC flying site, Tararua Road.

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 – just sing out as this is all about having fun. Sport flying of Vintage models and small field Vintage Free Flight also welcome.

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

BBQ – The Levin MAC normally runs a sausage sizzle at lunchtime at purely nominal cost so bring a few coins.

Postponements – Any postponement decisions will be advised on the Levin Club website [Levin Model Aeroplane Club - Home \(sporty.co.nz\)](http://Levin Model Aeroplane Club - Home (sporty.co.nz)) and via the Vintage Email List which Stew Cox uses to provide reminders and updates concerning these events. If you aren't on the Vintage Email List and want to be added, send Stew your email address [Flierstew@gmail.com](mailto:Flierstew@gmail.com)

Weather – If unsure on the day, consult the Levin MAC weather station at <https://holfuy.com/en/weather/1073> rather than making a call based on your local weather as Levin has a much better microclimate for model flying than anywhere else in the lower North Island west of the main divide. Feel free to ring Stew if unsure.

For any further details please contact joint organisers Stew Cox– 027 548 1894, [Flierstew@gmail.com](mailto:Flierstew@gmail.com) or Bryan Treloar 0204 147 6917, [bryan\\_treloar@hotmail.com](mailto:bryan_treloar@hotmail.com)

Hope to see you there.

The two other Levin Vintage events for 2023 are:

Bob Burling Memorial  
Saturday 13 May  
Wind date Saturday 27 May

John Selby Memorial  
Saturday 16 September  
Wind date Saturday 30 September

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## *Invaded*

As seems to be the rule these days, Silver Fox BBQ day rarely coincides with good flying weather.

So it was on Thursday 23<sup>rd</sup> Feb. We guarantee to hold the event rain, hail or shine. The weather wasn't the best, but by about 11.45 we had some dozen members there. Decision was made to hold back one of the packs of sausages and at about 11:50 we were just about ready.

But wait...there's more.

An unknown van towing a model trailer arrived and out climbed Colin Taylor and 3 others. They were on their way to the Lake Station towing event near Blenheim. Their ferry sailing had been delayed a couple of hours.



'There's more coming' Colin happily announced, and sure enough, another van full of models and Glider Guiders arrived.

The extra pack of sausages were thrown on post haste. Some of the Glider boys had brought some chicken which they then used the BBQ to cook.



*Colin Taylor, Graham Rose and Ross Brinsley*

*Trailer full of gliders. Colins Elfie was heading out for the first time. 2<sup>nd</sup> from left.*



*Visiting glider Guiders. They came from afar. Whangarei, Waiheke Island, Hawkes Bay and Palmerston North. It was a pleasure to host you.*



*Colin maiden Elfie at the event. Photo pinched from Ross Brinsley.*



## Safety.

An episode recently at Tect Park brings home the seriousness and dangers of models out of control.

Some of you will be aware of the accident where a large model, landing in a strong crosswind, was blown into the pilot's box. It was fended off and severely injured a person. Multiple fractures of an arm. Rescue chopper and ambulance were deployed. Fortunately, the injured person gets to fly another day.

It does bring home how easily it can all go wrong.

The pilot concerned here is VERY experienced.

Dave Marriott, writing in the Tauranga newsletter, sums up the safety aspects quite well.

We all need to take heed.

Pinched from Dave.

*Who in their right mind would operate a rotary lawnmower with no housing around the blade? But that's exactly what we do with exposed propellers whirling away only inches from various juicy parts of your body. Combine that with letting it loose in the sky with fickle winds and sometimes inadequate control skills and you are setting up a high risk, high consequence trail of events. Fortunately, we mitigate the risks and make our activity relatively safe through the application of training, wings qualifications, simple rules and safety guidelines. In the 77 years the club has been in operation we have had very few incidents. We have no record of any "serious" accident. Until now. Last month at the aerobatics competition, we had an incident where an observer was struck by a large (150cc) model, was knocked to the ground and suffered multiple fractures to his lower arm. Frankly he got off lightly and the consequences could have been much more serious. As this incident was with a "large model" it will be investigated by MFNZ and by Civil Aviation. We are yet to hear of any mandatory changes to our safety system.*

*This is a wake up-up call..... Your Committee takes safety very seriously. It is a discussion point at every committee meeting. However, a safety culture cannot be implemented by rules alone. It is up to each and every member to think safe, be safe, and to look after safety of your mates. Accidents are not something that happens to "someone else" – it could equally happen to you, either by your own inattention, or someone else's. Think safety in all your actions. Pay it forward. Learn some first aid skills, and be ready to help your mates.*



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

**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.**

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

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

Steve