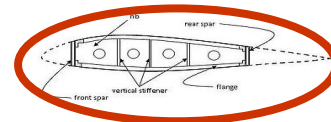


The Spare Rib News



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

May 2023

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



Flying-wise the weather has been a lot better this past month, and, magically, we had flying weather the day of the Silver Fox BBQ. An almost unheard-of occurrence in recent times. In fact, we have enjoyed quite a number of good flying days in recent weeks. I really cannot fathom, though, what drives who goes flying on any particular day. On Tuesday 23rd great flying weather was enjoyed by a select few. John P and I started off, John left late morning, Pierre came down to test a motor, Phil arrived on motorbike and Colin came down in the afternoon with a glider. I basically had the sky to myself all day. Thursday 25th was another perfect day and this time there were a good number there throughout the day. Sunday 28th was something else and reported elsewhere.

You will note on the gate a sign saying Pindone has been spread again. This was the other month for rabbit control. It certainly seems to have had the desired effect, as there is little rabbit sign at the moment. This was, I think, in response to a conversation I had with Gary the ranger a wee while before. I arrived at the strip one day to do some work and there were 6 baby rabbits hopping around the club house. I spoke with Gary and asked his advice. 'Boiling water, carrots and celery' was his reply. 'How does that get rid of them?' I asked. 'Don't know', he said, 'But they taste nice'.

It has been noted that at times the padlock has been left open on the gate, turned to the combination. Many members have brought this up with me over the years, so please be aware that the padlock should be closed, and the combination turned. That way nobody either pinches the lock or gets to know the combination.

Let's enjoy the month ahead.
I certainly intend to.

Steve

Presidential thoughts

Well, what great weather we have been having. I've been down to the field 5 times in May. New 2.4g radio going well. Also test flown a couple of new planes that have found their way off the shelf. I have a new 80" Ultra Stik from Hobby Hanger. I've powered it with an OS 120AX. A good combination.

Last club night was a real success with 30 or so present, even if it didn't immediately encourage me to buy a jet! Many thanks to Paul Buckrell and Peter Brown for their show and tell of their jets.

This coming month we have Ryan Groves talking about his rockets.

John Pfahlert
0211509763

Rockets



You will recall last month John Pfahlert noted in his President's report that he was hosting a school group to test their rockets. This was a group of kids from Wellington College who were looking for somewhere more suitable than their school grounds where they tested last year. Lyndsay Williams turned up and with John, they observed the proceedings. 25 Wellington College students were doing the rocketry. 12 were tested reaching heights of 80m or so.

It didn't go as long as thought and a number of members arrived down there too late. The

rockets are a kitset type of thing and fitted with an altimeter. When reaching their target height, an object was to be released on a parachute.

I understand that all sorts of calculations were being carried out for angle and height etc. I understand it was very successful.

Some photos from the day.



All in all, John reports a successful day.

Vintage News

Bob Burling Memorial Vintage Event – Levin 13 May 2023

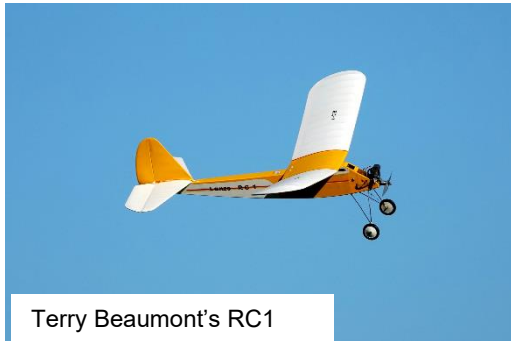
Report by Stew Cox, Photos by Ross Gray

Despite fronts expected to pass through the area in the days before the event, the weather forecast a week out was for a perfect flying day for the Saturday of the event. We arrived to find the weather on the day to be ideal with clear blue skies and light winds making for a very enjoyable day.

While attendance was a little down with sickness and tourist travel coinciding with the event for some regulars, there was still a good turnout with 14 fliers, 9 of whom recorded times. Many had multiple vintage models and there was quite a bit of casual sport flying of vintage models in addition to the low-key competition events. Clubs represented included Levin, Kapiti, Wellington, New Plymouth, Ashhurst, Feilding and Palmerston North and there were also a few from nearby clubs who came to spectate.



John Miller with the Kerswap



Terry Beaumont's RC1

From Kapiti, John Ellison put up some trimming flights with his 3.5 metre span electrified Sunbird glider designed by Dave Thornburg of Bird of Time fame. This classic model shows promise and John intends shifting the CG forward to improve its stability. Terry Beaumont flew his large 1934 Lanzo RC1 and also a nice 1947 Southerner ex Harvey Stiver. John Miller flew his 1941 Kerswap and a 1940 Buzzard Bombshell.

There were actually four Buzzard Bombshells present, all flying well. At one stage someone suggested there should be a Buzzard formation fly past in the lunch break!

Stu Hubbard (Ashhurst) did a lot of flying of his electric Junior 60 through the morning. However, the bright blue cloudless sky and bright sun was proving a challenge at times to see high flying models and Stu had the horrible experience of losing sight of his model. We all scanned the sky for many minutes but to no avail..... Thankfully the model was found the next day by an ex-aeromodeller who returned the slightly damaged Junior 60 to the Levin club house that morning. The damage was mainly to the fuselage and Stu has already repaired model. Stu sensibly had his name and phone number on the model and the finder rang him soon after locating the model. A great outcome!

Four fliers managed a perfect score in Precision and made flyoff flights. Dave Crook (New Plymouth) flew his Lanzo Bomber to great effect and managed a perfect score landing his flyoff flight on the spot right on three minutes. Stew Cox (Wellington) and Bryan Treloar (Ashhurst) also made the time and the spot with their flyoff flights, Stew missing the perfect score by just one second and Bryan was five seconds short.

John Miller (Kapiti) had a very successful day making a perfect score in the Precision rounds and his first flyoff in Precision with his Buzzard Bombshell. He then went on to win Vintage IC Duration with his Kerswap, achieving the max time for all his flights and missing just one spot landing. John has re-powered the Kerswap, built by the late Ron Nicholls and the model is flying very well in John's capable hands. There was only light thermal activity in the near cloudless skies and John milked what little thermal assistance was available to good effect in order to make his times.

Terry and John Ellison with glider John's Sunbird



The Levin Club again ran its sausage sizzle which contributed to a very enjoyable day. It is great that the first two Levin Vintage events for 2023 have both struck great weather on the first of the published event dates. Hopefully the third and final Levin Vintage event for the year, being the John Selby Memorial in September, is equally lucky with the weather!

Next Levin Vintage Event

John Selby Memorial, Saturday 16 September (Wind date Saturday 30 September)

Bob Burling Results: Vintage Precision

1	David Crook	New Plymouth	Lanzo Bomber 1938	600 + 200
2	Stew Cox	Wellington	New Ruler 1940	600 + 199
3	Bryan Treloar	Ashhurst	Red Zephyr 1936	600 + 195
4	John Miller	Kapiti	Buzzard Bombshell 1940	600 + 176
5=	Kevin Daly	Levin	Buzzard Bombshell 1940	580
5=	Barry Hall	Wellington	Kavu 1938	580
7	Terry Beaumont	Kapiti	Southerner 1947	561
8	Ross Gray	Ashhurst	Buzzard Bombshell 1940	540

Vintage IC Duration

1	John Miller	Kapiti	Kerswap 1941	760
2	Stew Cox	Wellington	New Ruler 1940	643
3	Kevin Daly	Levin	Buzzard Bombshell 1940	514
4	Terry Beaumont	Kapiti	RC1 1934	227

Vintage E Duration

1	David Crook	New Plymouth	Lanzo Bomber 1938	886
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Vintage IC Open Texaco

1	Trevor Glogau	Wellington	KeilKraft Falcon 1949	1362
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Reach for the stars!



Stew Cox's New Ruler

Membership Cards

If you weren't at the AGM and either live locally or fly frequently, I have your membership card. If I don't give it to you, pester me.

If I don't see you in the next month, they will either be delivered locally or posted.

Steve

May club night.

Paul Buckrell brought along and talked about his latest Jet project. A 1/7th scale F22.

What an incredible piece of equipment.

I've taken the following from Paul's presentation.

F-22 highlights

- Rolled out in April 1997.
- Initially had more computing power on board than the designers had to design it with. 2/3 of its computing power dedicated to its radar.
- Very stealthy air dominant platform. When pitted against 5 F-15cs in an exercise, the F-22 killed all the F-15s. The F-15s didn't even know the F-22 was in the area.
- Has super-cruise. i.e., flies supersonically without using afterburners.
- Internal armament: 2 x AIM-9X Sidewinder, up to 6 AIM-120C Advanced Medium Range Air to Air missiles (AMRAAM) or 2 500lb precision guided bombs. M61 gun with 480 rounds.
- Due to end of Cold War, production stopped resulting in a per unit costs of approx. USD 33million.



Paul's model specs are impressive. Length 2.7metres, with a wingspan of 1.95 metres. It was when we saw Paul wheel the fuselage in that you realise just how big this beast is. The model is running a Kintech K260G4 turbine with auto restart. Max 260N with bifurcated pipe. Fuel consumption at full power is 750ml/minute and he runs a tank of 8.2 litres. (I'm not sure where he parks the fuel tanker). The model comes in at 34kg.

The model runs Savox 20kg or 36kg servos throughout and is painted in the livery of 1FW Wing Commanders aircraft. With such a model and investment, it makes sense to use every aid available to ensure control and function. Paul is using Advanced Radio SmoothFlite ARXL power distribution with advanced programming and 3 axis gyro. There are 26 outputs available from this piece of kit, and Paul is using 23 of them.

Control systems with labelling added to identify what's what



Afterburner rings from Unlight

- The AB rings come with heatsink glued to each emitter
- They can be powered on with no cooling airflow over them for max 2 minutes



The afterburner ring is powered by a 2s Lipo of 1800Mah

Main bay layout with main and turbine displays

The ability to see the health of the receivers is superb to ensure receivers and antennas are optimally located



Whilst Paul has installed missiles and opening and closing doors, these will not be deployed in flight.



Paul's missile bays and missiles. In the real thing, the opening of the missile door, firing and closing again is around 1 sec. To maintain stealth.

In his research, one of the things that Paul discovered was the importance of knowing true airspeed when landing. Subsequently he has fitted pitot tube and appropriate electronics. James 3D printed the Pitot tube holder for him.

Scale detail is apparent in many parts of the model, and Paul has purchased after market items such as the missiles shown above.



Paul gets the beast ready for presentation,

If you want to get carried away though, you can purchase an all singing and dancing scale cockpit for \$US10,000.

There is a waiting list.

Check it out. [F22 Scale Cockpit from RCJET.GR - YouTube](#)

Unfortunately, this model will never fly at our strip and a trip to a jet meet at Tokoroa will be required.

An extremely impressive model and well presented.



Also, in the theme of Jets, Pete Brown brought along his latest acquisition in 'turn 'em on, tear 'em up' models. The Turbinator is a sport jet of a different kind. This is basically a pattern ship design with a turbo fitted. It will certainly fly at our field.

Pete will be presenting. Along with Ryan Groves, a couple of other high class jets at our July meeting.

For Sale

- 100" Olympus II glider kit, partly built. Fuselage, wings and tailplane parts all made, just requires assembling. \$95
- 57" Heron Gas Buggy, suit electric but originally designed for IC. Airframe with servos. Minor hanger rash. \$110.
- 44" Tomboy, electric, airframe with servos. \$95
- OS 10 FP 2 stroke motor. Hardly any use but obviously 20 years or so old now. \$100. Comes with a 90-degree bend for muffler.
- Airsail Voltimer wing, free.

Contact John Pfahlert

0211509763 or

email: jpfaehlert@gmail.com



Not so long ago we were worrying about the large number of Canadian Geese we were seeing at the strip. I counted about 200 one afternoon. A hundred either end, around the old water troughs. Looks like they've moved on and the Pukekohe's have taken over.

One day at the strip

Sometimes we get that one day that makes the whole effort well worthwhile.

Such a day was this past Sunday, 28th May. John P and I were first to arrive., around mid-morning, but soon the place started to get busy. Pete Brown, who we haven't seen there for a bit arrived with an electric, stand-off scale model of a P38. It flew extremely well and although electric, certainly wasn't that quiet. Ryan Groves brought



The day begins. John P and I 1st to arrive



The Prez enjoys a cuppa between flights

the family and his Elan jet. These jets are great for beginners and advanced pilots alike. It was great to see a jet filling our skies again. Ryan brought his own entourage of interested spectators. Also with Ryan was a young fella who Ryan has been teaching to fly. He flew well and has a membership form in his pocket. John Miller and Ross Monk were 2 stalwarts who had

plenty of airtime. Also turning up were 2 newish members. Dean Newman bought a trainer from Ryan a few months ago. Ryan convinced him to get a sim and Dean has been busy practicing. So, I was able to give Dean a number of training flights on my trainer, using a mode 2 buddy box. Thos flights went well. Also new to the strip was Daryl Young. A new member who joined about the same time as Dean. Daryl has been flying a powered glider at Titahi Bay and came along with a foamy trainer. Pete Brown took him under his wing, checked the model over and got it configured right and after several test flights, had Daryl on the sticks. So during the day we had 3 pilots under instruction.

Word must have got out that it would be a good day, as Lyndsay Williams turned up to chew the fat. Another friend of Ryans came along who is an airline pilots and has been interested in R/C. He spent some hours there and took away a membership form.

It was one of those days when we flew and flew but the sky never seemed to get too crowded.



The P38 stand-off scale of Pete Brown.

Lots happening.

Pete Brown works with Daryl to get his trainer trimmed.



The day gets a bit busier.





The day is busier, and Ryan's entourage are busy at the pit box watching him fly.

Lots happening on the assembly table



Day is done. Ross and myself packing up at around 4.30pm. Both agreed it was one of the most enjoyable flying days for a long time.

Wind did get up slightly around lunch, but for most of the day was a gentle breeze down the strip.

Steve

Breaking News

Those of you on the Hobby City mailing list, will know that they are closing their Wellington operation. Just not working for them. Not enough foot traffic.

June club Night

Ryan is going to talk about model rockets. Should be an interesting night.

July club night

Ryan Groves and Pete Brown are will bring along a couple of jets and talk to them. Will be another fascinating night.

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

Steve