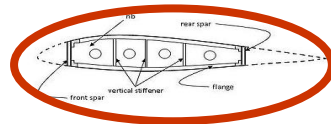


The Spare Rib News



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

May 2023

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



The AGM has come and gone and would be the best turn out I have seen in my time here. Some 35 hardy souls made it down and it was great to see. In these days of 'can't get committee members' it was even better to see that all committee positions have been filled, included that of V.P.

At the AGM John, in his President's report, noted that in the previous 12 months we had suffered (enjoyed?) 40% more rain than our usual annual rainfall. That certainly reflected in flying days available to us.

Andrew Farrow, our club captain, also raised the question of having some competition days at the field. Something we don't do. There was some general support for this, so hopefully something will come of it.

In recent weeks the weather seems to have turned for the better, with some great flying weather available.

Some have been well and truly 'flown out' over the last 2 weeks.

One day, it will be a flying day when we hold the Silver Fox BBQ. Once again, we were thwarted by not the best weather and only a few hardy souls turned up. There was more of everything for everybody.

Steve

Presidential thoughts

Nothing much to report from the President this month. The AGM was very well attended with 35 present. The election of officers went well, no doubt reported on elsewhere by Steve in the newsletter.

The weather has been a bit variable, but quite good while I was away in Auckland for 10 days. At least I didn't lose the roof of my house to the storm that came through the neighbourhood while I was away.

Next club night (May) Paul Buckrell will be bringing along his jet to talk about. Do come along.

NOTE: With committee approval, I'm hosting a school trip to the field on Monday 1st May, between 11am and 1pm. They wish to test their model rockets.

Low risk of fire but I'll have the extinguishers out.

Come down if you are interested in having a look.

John Pfahlert
0211509763

How high is high?

On Saturday 29th April, John Pfahlert received a call from the airport about a model flying very high. We know it wasn't one of ours given the time of the observation (around midday), where the observation occurred and observations from those of us at the field at the time. Apparently, the model in question was more over the motorway area than where we fly and was high enough to be above light aircraft.

We all know our height limits and if you have a problem picturing how high our limit of 650ft is, then have a chat one day with either Colin or Andrew when they are there. James Extra and Colin's gliders have telemetry which give their height and you can get a very good sense of height limits by asking them how high they are.

Steve.

Jim's Skybolt flies again

When selling up his models, Jim donated his Skybolt to John Miller.

John was at first dubious until he found it took a 60-size motor and he had one sitting doing nothing.

With motor fitted, servos installed and control rods etc. to John's satisfaction, the model was balanced and turned up at the field on Friday 28th. After some engine tuning, a couple of taxi runs she was off on her maiden.

A few clicks of aileron and elevator trim and she flew well at around half throttle.

Steve



The family on the left here turned up on BBQ day as the young lad had seen John Miller flying a model r whilst walking the track.

He turned up with Grandma and then the rest of the family were summoned.

He's quite keen and I suspect we will see him again. Only problem is, he lives in Karori.

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

Jim's trailer is now Steve's trailer

Last year when I heard Jim was selling his models, I made an inquiry about his model trailer. Jim promised me first option and a few weeks ago, having delivered his models to their buyers, the deal was done and I brought the trailer home.

The trailer is now some 25 years old and given its great condition for the years kept outside in the weather, was in very good nick. I've always liked the design of this trailer, as it isn't the large trailer that some modellers have and could therefore be secreted in the garage. Which happened to be a condition of being allowed to purchase!.

I stripped the trailer out and set aside refurbishing it.

The bottom bow giving the front semi rounded shape, was made of MDF and over the years had got a bit wet and turned to weebix. After much graft, this was removed and replaced with a plywood version.

The inside of the trailer was sanded and washed out and repainted.

The outside was also stripped back.

This was a challenge as Jim had put some quite nice Kapiti Aeromodeller stickers on the sides, but these had broken up and deteriorated over the years and become quite unsightly. Jim had painted over one and the other just looked nasty. A hot gun was no use as it just lifted the paint. Sanding didn't work, even using 40grit paper, so this area on both sides was stripped using paint stripper. A tedious process.

Some filling was required to get rid of the worst gouges from the scraper and the areas so treated undercoated. I ended up with 3 coats of paint on the exterior. I have gone a much lighter grey. I changed the tow coupling as I felt the light weight one had seen better years and I wanted one with a handle to help manoeuvring. Jim had a roll of trailer wire so I took the opportunity to rewire it.

At its last warrant, Jim was warned of surface rust on the frame. This turned out to just be the axle. Years of being pounded by stones had created surface damaged and rust had set in. The axle was removed, cleaned back, treated and painted.

I'm still sorting out how I want the inside to be configured for my models, some of which will live permanently in the trailer, thus giving the garage space required to store it.

The Smith Miniplane is a large model and fighting to get it in the station wagon has caused damage times.

I'm pleased to say that its first 2 trips to the field have occurred over the last few days and I'm more than pleased.



When I first came back to modelling and saw people with Vans and trailers, I thought it was ludicrous. Who, on earth, would own such large models.

The configuration will change as I work through what I want.



Steve

May club night.

This will be something special. We all know Paul Buckrell loves his jets and has owned a few over the years.

Only a select few of us have seen his latest piece of kit, an F22 of some 2.7 metre span.

Paul has spent some months fettling this model and getting it ready to fly. It is yet to fly its maiden.

Its an incredible model, and if you want to see something big, different, and fascinating, come along and have a look.

Paul will take us through the model and his build process and show a number of slides.



Steve

UNI RX is here

This article contributed by Peter Hancox.

Peter lives on the Kapiti Coast, is a current member of the Wellington club and is a past member of Kapiti.

UNI RX has been around for a couple of years now, I have had it on one of three FrSky G-RX8 glider receivers for the last 18 months and have been able to compare the performance to the other two.

UNI RX firmware by Aloft Hobbies in the USA is an 'alternative firmware' that runs on selected FrSky **D16 ACCST** receivers, it was developed by them to improve the performance of D16 FrSky RXs and to take away the frustration of binding these RXs to your transmitter.

UNI RX is not a FrSky project although Aloft being the lead/main/head FrSky dealer for the USA has FrSky's blessing to supply this 'alternative' RX D16 ACCST firmware. As you might well be aware FrSky has moved on from the original ACCST protocol to the ACCESS protocol (for reasons I'm not going to mention here)

You might also be aware there are at least six different protocol versions of ACCST, versions V1, V2, V2.1, multiplied by FCC and EU LBT versions which are used in different parts of the world, we use the FCC version in this part of the world. I still use version V1 and have never had an issue, but FrSky said there was an issue and so bought out V2. The real reason they bought out V2 also won't be mentioned here, but needless to say 'the backdown' version V2.1 followed, then after some time their ACCESS protocol was born.

My guess is there are still a good number of us who still have FrSky radio systems that are using one of the three protocols of ACCST, and maybe you have purchased one or more RXs that have ACCST on board, but which bloody one? This is one of the biggest frustrations now that RXs capable of using ACCST face. Multi protocol Transmitters have taken some of this frustration away, that's if you can afford yet another TX?

ACCST D16 receivers flashed with UNI RX are then multi protocol RXs and will bind transparently with any of the 6 versions of ACCST 'via auto tune' on any ACCST TX this as well as telemetry performance enhancements via 'valid frame rate' and has also eliminated TX swamping when the TX and RX are close by. The only down side...TXs that can be D8 or D16 lose their D8 capability.

Up until now UNI RX was only available on new purchase RX(s) from Aloft or you had to send them the RXs you wanted flashed, there was a charge of US\$6.00 for each RX. Now it

is free, and you can download it all from Aloft, but with the minor inconvenience of manually sending Aloft a code after the initial bind and then entering a code received from Aloft by return email, this is to protect Alofts IP from the 'cloners' out there.

If you are interested and visit Aloft online, be warned that navigating their forum web site is a bit of a mission, they've let all this online without catching up with the instructions and the forum is a bit of a mess.

I've just converted two X8Rs and another G-RX8 and they all test out fine.

There are versions of UNI RX for the following FrSky RXs.....X8R, X6R, X4R, XSR, RX8R, RX8R-PRO, RX6R, G-RX6 and G-RX8.

For those of you who watch UTube videos, Painless360 is going to release a video on this in a week or so.

If any of you are going to give it a go and need help, give me a call, I'm an expert now, I'm just one step ahead of you :)

Cheers

Peter Hancox
Kapiti Coast

Wanted

John the Prez is STILL after a Cox .010.

If anybody has one they are willing to part with, give John a call.

0211509763



Vintage

Next Levin Vintage Event:

Bob Burling Memorial
Saturday 13 May
Wind date Saturday 27 May

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

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 or Bryan Treloar 0204 147 6917, bryan_treloar@hotmail.com

Aerobatics at Norsewood

Andrew Farrow

The Galloways were our most excellent hosts for an Anzac weekend aerobatics event. The strip in the middle of a Galloways farm field really is first class. Representing KAMC were myself, James and Kerry Nichols. The first day we had good weather with light winds, and we ran mostly IMAC. However, the following days weather was too crappy for the planned pattern aerobatics events.

Rob Lockyer from Hawkes Bay won Basic IMAC

Our own Kerry Nichols was won Sportsman IMAC with some very smooth flying. I flew my small Laser and came a distant last. A personal best for me in this event.

Frazer "Bogan" Briggs won Unlimited IMAC. James came last with zero points. His DA170 ignition unit we discovered to be dead before the first round. The absence of sparks, I suspect, having minimal effect on his final standings in this most excruciating level of aerobatics.



As always, James did a lot of judge duty. Looks like he's catching a short nap between rounds.



Not a good day for Desert Aircraft engines on the whole. James' ignition failed, of course, but there was also a dramatic and catastrophic in flight failure of young Sean Galloways DA100. Clatter, clatter, silence, glide, land. A whole cylinder from the 100cc twin blown off the crankcase. Evidently the four fancy aluminium bolts were not strong enough.



My own little 35cc Laser was not without drama. My carbon undercarriage snapped after I made a less than perfect landing after round 1. James must have weakened it earlier. It didn't look good for the rest of the event until I discovered the wreckage of a very very broken and unrecognisable model lying in the back of Geoff Halls trailer. Geoff made the terminal flight of his Pilot RC Extra 300 earlier the same day. Everything was broken, matchwood really, but I noticed that the undercarriage was still intact. To the surprise of all I soon determined that it would fit my model without any modifications. It was a different shape and colour but it worked perfectly on my model, enabling my stubbornly consistent poor performances through the remaining rounds. Thank you for your sacrifice Geoff ☺



Club stalwarts at the Silver Fox BBQ...

Young Max under instruction from Don, flying the ex-Lindsay Williams Bixler. Mum in the foreground.

and that's it from me for another month.

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

Steve

