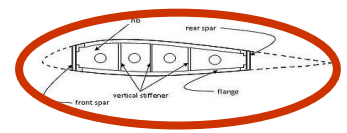


The Spare Rib News



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

April 2024

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



It's amazing how quickly the month rolls around and suddenly it is newsletter time again. Easter has got in the way this year (poor excuse, I know) so were a couple of days later than normal. We have had a March month that has given us much to celebrate but also much to anguish over. We must celebrate the rally and all of those who helped, flew or just attended. The seemingly unending run of windy days paused at the right time, giving us an excellent flying day on the Saturday and a good but a little breezier day on the Sunday. At least the wind was straight down the strip. The rally is

reported on elsewhere. It was a great success.

I've been busy in the hangar in recent weeks, finishing the rebuild of the Edge and flying its maiden, in the week before the rally. Its lighter than it was due to some changes in construction and relocation of things. When I first took ownership of this model, I had to put over 400 grams of lead up in the nose. In fact, I made a special mount to get it as far forward as possible and mounted it on the standoffs. The rebuild I did a few years ago had me move the elevator servos up into the main body, just behind COG. CF push rods helped keep the weight down. Since those days, CF undercarriage and a CF wing tube have also made a difference to weight and where that weight sits. This time around I also lightened the fuse behind the COG and some of the bottom balsa structures were replaced with CF rod. I also went to dual flight batteries, so the extra battery is 'working' ballast.

The model now has NO lead in the nose.

It seems to be flying better than before.

The only problem I now have is the muffler. The original was damaged in the crash and has since shed its pipe. A Pitts muffler, purchased from AliExpress looks the part, but is too light in construction and has flogged out one of its mounting holes. I'm waiting a new standard muffler.

As I write this, I'm basking in the glow of another great day at the field. Quiet early but picking up numbers wise around lunch. Lots of good flying.

Have a great month.

Steve



Presidential thoughts

Well, the rally has come and gone and was a great success. See the Facebook page for photos. The weather played ball and we had two fine days with light winds. The public also turned out in numbers and seemed suitably impressed by the flying displays. My thanks to the out-of-town flyers who made the effort to come down from the Hawkes Bay, Palmerston North and other places.

The club night in March featured a presentation on our new observer rules. In short, when flying at the field please get someone to observe for you. It is especially important to avoid flying over the northern walkway when people are cycling on it. The new rules will be distributed by email in due course.

Stew Cox talked about the very successful glider day held at the Levin club on 9 March. About 25 pilots turned up with a wide variety of models from simple foams to F3B carbon machines. Another fly in will be held in Spring, closer to Christmas - date to be determined.

For those with an interest in Vintage the Levin Club is hosting a vintage day on Saturday 20 April.

The next club meeting is our AGM on Tuesday 16 April. All existing office holders have said they will stand again for the Committee etc. Please attend as we need a quorum to hold the meeting.

Any ideas for a topic for the May meeting welcomed.

The wind is again blowing so it's time to head to the shed and finish off my Carbon Cub powered by a Saito 100.

Until the AGM, fly safe.

John Pfahlert
0211509763

April club night.

April club night is our AGM.
It's important we have a good turnout.
See you all there.

Steve



We're in the news!

For the first time in a long time, our Rally made the local newspaper. We need to thank Roger Smith for this. Roger is the very keen photographer, based in Waikanae, who is present snapping away at most of our rallies. His photos of this year's rally are currently shown on our FB group page.

Rally photos have not yet been posted to the website.

This article is in the Kapiti News, March 27th 2024 edition.

You can look through the paper and find it from here.

[Kapiti News \(pagesuite.com\)](https://www.kapiti-news.co.nz/pagesuite.com)

Rally showcases aircraft



Above and right: Two of the model aircraft.



The Kapiti Aeromodellers Annual Rally showcased lots of model aircraft at their airfield in Queen Elizabeth Park earlier this month. The event was open to the public and was attended by members of the Kapiti Aeromodellers Club and visiting enthusiasts who displayed a variety of aircraft ranging from scale models of WWII fighters to jet trainers and aerobatic bi-planes.

Waikanae-based photographer Roger Smith also attended the event and said a grassy bank behind the runway provided a wonderful grandstand to view the aircraft.

"While the noisy jets were impressive, the crowds were awed by the skill of the 'pilots' demonstrating their aerobatic skills with their radio-controlled aircraft."

Lots of people attended the rally to see the aircraft. Photos / Roger Smith



The aircraft were flown at Queen Elizabeth Park.

Russ Johnson memorial Fly in.

Colyton. Weekend of 23/24 March 2024

It's always good to support these guys as we often see them at our rally.

Andrew Farrow and I ventured up on the Sunday. I took the Smith Mini plane and Andrew took his electric powered classic pattern ship.

This event wasn't open to the public.

I'm not sure about their Saturday turnout, but there were a good number of pilots, both from the Aeroneers club and visitors, on the Sunday. The weather was perfect with the only wind a very gentle cross breeze.

It's so different flying at another club. Smaller strip. No dunes. It takes a while to get your bearings. Local rules etc, are very different.

Andrew's foray didn't last too long as his landing after his first flight was a little 'rough', breaking the prop and engine mount. I had no such problem with the Smith, although on my 2nd flight strayed off the mown surface on landing. Cattle are farmed in this area, right up to the strip's edge, and it's impossible not to cartwheel. Nothing damaged.

I did have a few thoughts for Ross Monk as although the farm fences were not that close, they would be too close for Ross!

From a Kapiti perspective, two old models from the club were on display. Jim Hamill's Piper Cub – ZK-JIM, now owned by Aeroneers President Maurice Job and an old Colin Taylor model. A most beautifully crafted Fly Baby, now owned by the father and son team of Graham and Hamish Loveridge. Colins work on this model is exquisite. I've never seen it before but



am led to believe it's around 20 years old, when Colin built 'proper' planes. They are intending to have this 'meet' again next year, so perhaps we can get a few more to venture forth.



Steve

Gareth Newton Memorial Vintage Event

Saturday 20 April

Wind date Sunday 21 April

Levin MAC flying site, Tararua Road.

9.00am 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 organiser Stew Cox– [027 548 1894](tel:0275481894), Flierstew@gmail.com

Hope to see you there.

Stew Cox

Aircraft manufacturing WWII

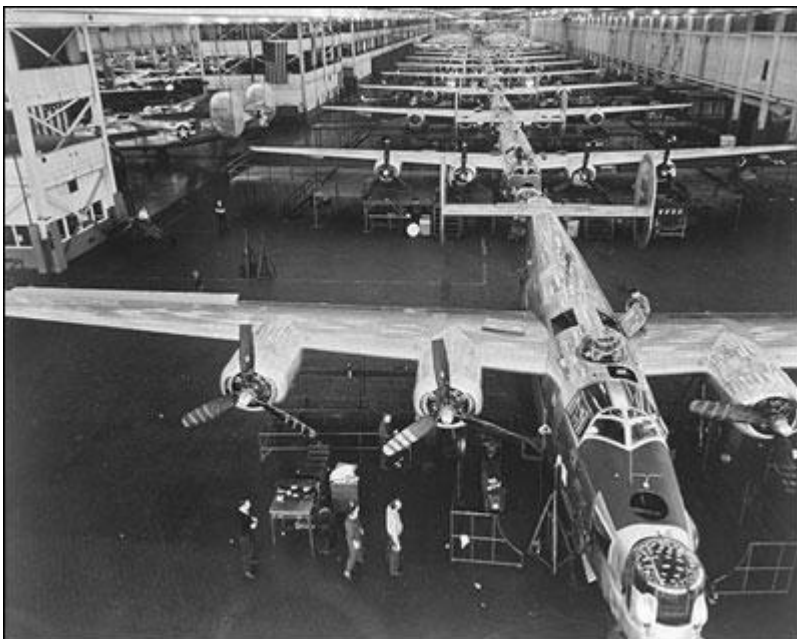
Former member John von Hartitzsch showed me a screen shot the other day of a large number of Corsairs awaiting shipment. It got me thinking about aircraft production. I can't see modern fighter aircraft being built on the same assembly line process, but manufacturing in the states was done in WWII this way.



P47D Thunderbolt assembly plant.



Corsairs in production



Every American automaker turned its workforce and facilities to military production during World War II. But no project captured the public's imagination like Willow Run, where Ford Motor Company built one B-24 Liberator airplane every 63 minutes.

B-24 Liberators manufactured at Fords Willow Run plant

Workers polishing the nose cones of aircraft.

It makes one think.



Levin Glider Fun Fly – 9 March 2024

By Stew Cox

Photos by Ross Gray



Glider fun day group photo

This was the third Levin

Glider Fun Fly and the second of this summer. Attendance was again, excellent with thirty-two fliers present on the day plus a number of spectators. Fliers came from seven different clubs including Palmerston North Aeroneers, Ashhurst, Hawkes Bay, New Plymouth, Kapiti, Wellington and Levin. It was also pleasing to welcome twelve fliers who had not previously attended the two previous Levin Glider Fun Flys.

Kapiti was well represented with nine members flying.



Neil Upton launches his Bixler while John Pfahler shows his relaxed flying style



The intention of these Glider Fun Fly days is to encourage people to pull out gliders of whatever shape, size or level of sophistication and come and fly and mix with likeminded people from Levin and other clubs. There were relative beginners there right through to two of NZ's RC soaring World Champions. Everyone is welcome at these events.

One of the really pleasing things that was evident on the day was the amount of helping and mixing going on between members of different clubs along with the amount of sharing of knowledge and experience that was informally taking place.

The weather was flyable all day with plenty of thermal activity from the get-go. The expected sea breeze swing didn't happen until mid-afternoon which produced a spectacularly nice period of convergence with the whole sky seemingly going up for an hour or so for those that were still flying.

The range of models on display was quite extensive. Given that most people had two or more models, it is estimated there were at least 70 gliders at the Levin field through the day. While not a complete list, to give a flavour of the wide range of models present the writer observed foamies including several Radians, Multiplex Easy Gliders, Phoenix's, Bixlers, ASW 28's, an Excalibur and an FMS 2200; discus launch gliders including a 1 metre Hobbyking dlg, an Elf, numerous Snipe variants including the electric version, a Yoda and a BAMF 2; two metre models including Gentle Ladies, Olympics, Spirits, a Paragon,

Challenger, Tori, Goldberg Electra, Sigma and two Oz eRES models which were what the numerous Medinas present were derived from; larger RES (rudder, elevator, spoiler) models included an Aquila's, Super Aquila, a Skytech, Sagitta 900's and a huge 10 foot plus Sunbird; full house soarers included a Topmodel 2.7m Marabu, 2.7m Hyper from Vladimir's models, Topmodel 3.5m Gracia, 3.5m Kappa 35 and a 4m Plus X. There were no doubt others the writer didn't see.



Electric soarers outnumbered unpowered gliders by a significant margin which is a reflection of the strong growth of electric soaring.

As mentioned above, Kapiti was well represented with a good contingent popping up the road to Levin. John Ellison flew his large Sunbird with a revised CG and more battery cells than when it was maiden at a previous Levin Glider Fun Fly. The model flew brilliantly in the new configuration and had great character in the air. Terry Beaumont flew a very nice Marabu, a 2.7m full house model by Czech company Topmodel. It was great to see Neil Upton come along to see what the day was all about. Neil flew a Bixler and also took the opportunity to test glide a new Tomboy. John Miller also flew a Bixler. I tried

to encourage Neil and John to get the other Bixler fliers to do some formation flying with them but to no avail – maybe next time ;0). John Pfahler flew a nicely built electric Olympic 2 and also a full house 2.7m Hyper by Vladimir's models. Roger Balfour flew a Challenger and an Olympic, both electric soarers. Wayne Elley had a lot of fun flying a Hobbyking discus launch glider. David Puddephatt brought along a number of gliders and got in a lot of stick time with his Multiplex Easy Glider Pro. The writer had a car full of gliders but mainly flew his Snipe 2 DLG and 2m eRES Medina.



In the spirit of bringing out older models, Levin President Kevin Daly flew his Super Aquila which he built in 1976 as a sixteen-year-old. He obviously built it well as it looks just as good today as it did back then and is complete with its original covering.

Dave Crook came down from Waverley and got a full day of flying in with a number of very nice models. In particular Dave maiden his 3.5m span F5J Kappa 35 which showed great potential. MFNZ President and Soaring SIG Chairman Kevin Botherway (Rowdy) came down from Napier for the day and flew a number of models. His very low launches of his 4M span Plus X only to thermal away each time showed how the top fliers with modern designs can use the favourable conditions we had on the day.

The Levin Club again turned on a sausage sizzle at lunch time and with the BBQ positioned upwind of the flight line, a queue soon formed. Linda Lambess had things well organised, and Brian Stewart did a great job cooking for the large numbers.

The next Levin Glider Fun Fly will be in Spring or early Summer with the date to be advised. However, having dusted off your gliders there's no reason not to get out flying them at your club field on a more regular basis.

For those members affiliated to MFNZ with Kapiti who fly soarers or Vintage models requiring space and thermals, complimenting your Kapiti membership with membership of the Levin Club costs just \$30. Like Kapiti, Levin members can access the field anytime and can also view conditions at [Holfuy: Levin MAC , wind & weather report](#) As it's sub season, if interested contact Levin Secretary Linda Lambess at Levinmodelclub@gmail.com

Rally report

There are rallies, big rallies and bigger rallies.

There are no bad rallies.

So much is weather dependant when holding a rally. This year we were blessed with 2 great rally days. Wind on Saturday was from the South but not strong. Wind on Sunday was from the North, much stronger, but straight down the strip. This meant there was plenty of flying both days. In conjunction with our friend Pilot Pete, we had 100 small, foam chuck gliders which were given away to kids as they arrived. These were very well received. There are hundreds of photos on our FB Group page, but as yet James hasn't loaded the photos onto our website.

Preparation work for the rally comprised 2 working bees. The first on the Friday, a week before the rally, to weed eat the hill behind the club house which is where the public watch from. Doing this week early gives us options if there is a weather event.



We had a great turnout and an hour or so saw the job done. Our 2nd working bee was held the day before the rally. Our 2nd working bee, the day before the rally, didn't enjoy quite the same turnout, but we had the clubhouse cleaned inside and out, the bottom wire around the pilot's box replaced, the loose bottom wire on the fence behind the clubhouse removed, a lot of divots on the runway filled as well as the rally signage erected and the public car park markings done.

A big thanks to those who turned up for either or both working bees.

A review of the rally at our March club night the following week highlighted some possible changes going forward. Running the Spare Rib café is becoming a bit more difficult in days gone by and 'eftpos' isn't really our thing. There was some discussion to use a food truck next year and allow the tireless workers to enjoy the rally (Brendan has been cooking sausages and hamburgers for 29 years now). Some discussion on improving advertising and maybe a move to try and get the MFNZ sound system back.

Perhaps the days of having a lot of out of towners visit us are behind us, but it was great to welcome the usual suspects from Hawkes Bay and Palmerston North. There's a certain Flex Innovations Mamba 70cc from Napier we've not seen before that turned the skies inside out. I believe this same pilot has purchased Brents' Mamba 120cc.

That will be a sight to see.

James flew and flew his Hellcat over the weekend. For the first time in a long time, we had 2 jets in the air at the same time with Brent and Andrew doing the honours. Pete Brown brought his 'newish' sport jet, the 'Turbinator' along on the Saturday as well as his scale Wessex model rescue chopper. A few photos to tease the memory and embolden you to be there next year!

Smoke maketh the display.



Brents Viper was awesome





A big thanks to the Wellington Photographic club who had a great day with us on the Saturday.

A lot of work but a great success.

Thanks to everybody who supported it in whatever way.

Some other odd notes.

‘Uncle’ Phil Patterson turned up to fly at the rally on Saturday but left his transmitter at home! Wouldn’t be the first and won’t be the last.

Dons Hurricane. Some will have heard the story about how Don inadvertently hit the retract switch whilst model was on the floor in the garage. Problem was, one of the wheels snagged a piece of wood on the way up and broke a gearbox shaft. I’m pleased to report its all fixed and Dons engineering skills are to thank. Amazing what he did.

How not to treat a motor. I think I’ve mentioned the problems with the recalcitrant DLE20 in the Velox. After it failed at the Nats, I got it humming again. Then a few weeks later there was an odd noise. Like something rubbing when it was turning over. It wasn’t hitting anything externally, so I stripped the motor. It seemed to me to have ingested something, like a bit of plastic which was ground up in the crankcase. Took of the head. Bit of stuff there but no scoring. Then noticed a wee chip in the piston ring land. Found the ring was also frozen in place on one side. Moving the ring it broke. So ordered a new piston and ring from AliExpress. They’re sold separately. Piston and ring arrived. Piston was right but I had ordered a dLE55 piston ring (don’t ask). So ordered another ring. That arrived and I set to putting it back together. Wahed out the crankcase and then gave it a blow with compressed air. So, 2 of the needle rollers on the crank pin left their cage disappeared across the garage. Am awaiting a new crankshaft!!! – Bugger.

And that’s it from me.
As Don would say, *‘Fly hard, land soft’*.

Steve



It's there somewhere!!