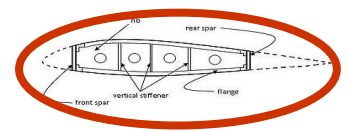


The Spare Rib News



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

April 2025

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Scribler



There's been a lot more flying of late for which I'm ever grateful.

In fact, last week I flew 3 days. Tuesday, Wednesday and Saturday was a real beauty. Looks like a few flying days in the coming week so I will be prepared. Given the summer we've had, we can't pass up any good days.

As reported last month, I've redone the undercarriage mounting on the Extra and I reckon if it goes again, the whole front of the fuse will go with it. I've paid particular attention to my landing speed and approach, and all

seems good at this time.

Not to be outdone, I put the Edge in the air. This has been flying well since its major rebuild. A couple of flights in and – guess what – no throttle servo. Engine was running at almost full power and rather than spend all day stoozing around the sky, I cut the engine and dead stuck the landing without any problems. An examination showed that the EZ connector used had lost its retainer and the throttle push rod was simply floating about. All good now and back in the air.

I had hoped to join Levin for the glider day last Saturday, but a delayed flight for my wife from Australia put paid to that. A real pity. I have had a Multiplex foam glider hanging in the garage for some years and I spent the last week getting it suitable for flying. I came from the late Mike Hall estate. Having got it sorted, I spent a couple of days playing with it down the strip and had a lot of fun. (but a sore neck).

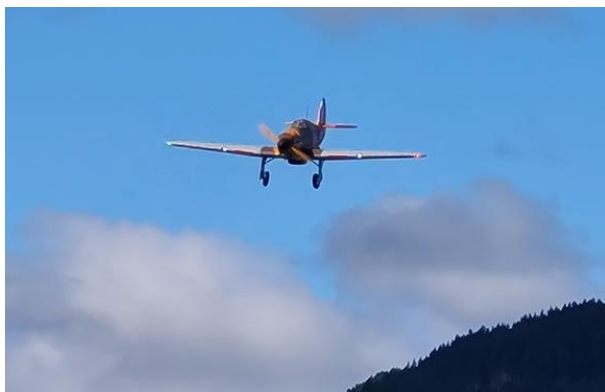
Don had the mighty Hurricane back at the strip the other Friday for more test flying. This time it flew great and looked superb in the air. Unfortunately, on landing, a mechanical joint gave way on one undercarriage leg, causing it to tip over. No dame. No broken propeller. The faulty part has been repaired, and Don is changing some of the actuation design to make it more reliable.

This month we have our AGMK. Be there.

See you all at the strip sometime. (and at the AGM)

Have a good month.

Steve



Presidential thoughts

It's that time of year again with the AGM just over 2 weeks away. Election time is upon us with several vacancies on the Committee that runs the Association available.

It would be good to see some new representation on the Committee. Especially looking for someone to be the secretary.

The work on the club house is mostly finished with the painting of the windows and doors recently completed. One coat of stain has been applied to the new deck but another is needed in places.

Note that we will also be voting to adopt a new constitution at the AGM, so a good turnout would be appreciated.

I managed to test fly my new Edge in late March. It flew straight off the ground with no adjustments or trim required. The plane balanced perfectly with no lead required. I guess it's reasonably well designed. Thanks to Steve Hutchison for help in tuning the motor.

This past Saturday was glider day in Levin. The weather was perfect as you get with no clouds and only the lightest of wind. There were about 25 present. I flew my Leprechaun2, and even managed to find lift and get it soaring.

Sunday 20 we have a meeting for those interested in Levin at Peter Randersons. He will be demonstrating his laser cutter. I imagine there will be a few of us travelling north to the demonstration.

Till next time.

John Pfahlert
0211509763

Trip to Peter Randerson for Laser cutting demonstration

Peters talk and showing of examples on Laser cutting was found interesting by all at our March club night.

As John mentions in his Pres report, he's arranged a visit for a real demonstration on Sunday 20th April at 2:00pm.

We will carpool as being the simplest way.

Please email me if interested in going.

I'll send another email out closer to the time.

Steve Hutchison.

Club AGM

As you will all be aware by now, the club AGM will be held the next club night, the 15th of April. It's a very important AGM. We need you there. Please make an effort.



Paid your fees?

Ian McMillan advises there are still some members who have yet to pay their fees. Remember, if you haven't paid, you are not covered by insurance after 1st April.

Junior 60---Realy?!!

At our March club night, a number of members brought along items of interest to talk about sell or give. Crozy talked about his latest building effort. I couldn't remember it all, so had him write it up for us.

Yes, why build a Junior 60. I am now 88 and have to except change. My reactions and way of thinking is not as crisp as it once was and so I am now more comfortable and relaxed flying larger docile models. Being involved and competing in the vintage comp's is something I enjoy. I have three larger models, two are electric and just floaters and the other is a 72" Mercury with a 52 4 stroke and is a good plane for precision. The secret is in the elliptical wing and long moment arm. My building board was empty except for a near new OS 25 removed from another model so what could I build to be a smaller mate for the Mercury? A chat with Mr Google and YouTube and I noted the Junior 60 was one that seemed to pop up more than others. No one locally had a plan and our printer was kaput, so I asked a sister-in-law to down load from Outer Zone and I up scaled x 4 on the back of wall paper, [as I do]. The Junior 60 was free flight from 1946 to 1955 when it was converted to radio. The span was increased to 63" and fuse widened to take servos etc. However, it wouldn't be a Crozy build with out 'croz-mods'. Older motors are heavier, so I increased the nose by 40mm instead of adding lead, [I hate that]. The wing dowels for the wing retaining rubber bands were at the bottom of the cabin windows, [I hate that too] so I put them up the top and strengthened up the whole cabin area. I reshaped the tail plane slightly, still maintaining the same area. The wing has balsa capped foam board ribs and



beefed-up spar. The max allowed weight is 3 lb, mine is under 2 1/2. First test flight required several clicks of down and the flight was a bit saggy. I decreased the 2.5degree incidence by half, removed most of the down trim and the flight was much better. I have since tested a precision flight, a climb of one minute and a glide of two minutes and it does it quite comfortably. Another change is my eye sight. A model at height in blue sky is hard to see and is much better under cloud. So yes, we all have to except change when it comes. good luck with that!

Ian Crosland

Vintage

Dates for the calendar.

Dates for the diary/calendar:

Levin Vintage Event Dates 2025

Gareth Newton Memorial - Saturday 22 February (Wind date Sunday 23 February)

Bob Burling Memorial – Saturday 17 May (Wind date Sunday 18 May)

John Selby Memorial – Saturday 23 August (Wind date Sunday 24 August)

Event Details:

Levin MAC flying site, Tararua Road (coming from SH1 turn over railway line opposite Allied fuel pump. Turn right when over railway line and turn left at the corner into Tararua Road past Mainfreight. The gate to the flying site is about 50 metres past 80km sign. The light green clubhouse and hay barn are visible from the road).

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 is 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 want to be added to this list, send Stew your email address Flierstew@gmail.com

Weather – If unsure on the day, consult the new Levin MAC weather station on the Levin club website at Levin Model Aeroplane Club - Home under 'Weather Station and Camera' rather than making a call based on your local weather.

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

Hope to see you there.

Stew and Bryan

March Club Night

Our March Club Night was headed by Peter Randerson whose topic on Laser cutting was extremely informative and very interesting. Prio to Pete taking the floor, a number of members brought along new models, engines of interest and anything else worth a chat. President John brought along his latest acquisition, another beautiful Saito radial. Stew Cox showed off his tiny Cox 010. So small it almost couldn't be seen in his hand. Stew has an attraction to these motors. It must be the name. Some of Mike Tuckers remaining engines were on display and some of these were sold. Others had their latest builds. It was a fun start to the evening.



Pete's talk gave us a really good insight into what laser cutting is really all about. Interest was high enough that a trip to the workshop is in order and has been arranged. See info elsewhere. Pete not only explained how these things worked, the sort of dollars involved, but showed us a number of examples. He differentiated between cutting and engraving and what material could be cut/engraved. The heading photo above is engraved Perspex.

It was laser engraved, and laser cut. It sits in a mounting block the pieces of which are dovetail joined, and laser cut. The box is hollow and Pete put a light in there to show up the sign.

It really showed off what could be done.

Obviously, from a modelling viewpoint, it's the accuracy that is incredible.

If you want to know a lot more, come on the field trip.



Another great day at the strip!



Some maidens this month



days later John flew it expertly. It was really tame in the air and he is rightfully very pleased.

It's a lovely model and we now have 3 of these in the club, although this is a later design with somewhat larger control surfaces and a lighter build.

Kosmo turned up with a really lovely EDF Vampire.

This model flew well straight out of the box and Cosmo was rightfully very happy.



Prior to its maiden flight, John Pfahlert's Edge was threatened by Andrew. Just in case it got stropky! A burying and good beating was threatened. As it turned out, this day was not the maiden. Whilst the engine ran up well, there were a couple of other things which needed a bit of a tidy up. A couple of



Last year at our come and sell stuff night, Noel Fisher purchased this 46 size Seagull model Extra 300 from Don Lyn.

The model has been finished for some time and a date set for last week for its maiden.

It's first flight was a challenge to say the least, and a chattering servo was found to be the culprit.

It was also perhaps a little tail heavy.

With these two items sorted, the model has now had a couple of excellent flights.

What happens when the turbine lets go!

Most regular flyers will know of the small Boomerang jet the Andrew and James fly. Whilst small compared to many others around, it holds real presence in the air due, perhaps, due to being a little overpowered.

Thursday 27th and Andrew was putting the jet through its paces. A climb out at full power at the Southern end of the strip was interrupted by a bang sound from the turbine. All thought it was just a flame out.

Andrew posted these photos on our FB page. In answer to a comment from Pete Brown, he explains what he thinks happened.



When we pulled the cover off, Andrew made remarks like. 'The mounts have moved'. 'Things have pulled out'. Wait a minute, these aren't shotgun pellets, they must be bearings.'

The compressor and its surround is barely scratched.

When the engine quit it seized so suddenly that the whole engine rotated in the mount tearing out the cables and pipes.

Front end is as clean as a whistle. Also had a FOD filter.

I think that either the turbine wheel shattered or more likely the rear bearing seized, and the shaft sheared. Either way there is no sign of the bearing, the turbine wheel or the end dome. It just got spat out of the tail pipe. It left some dents and marks in the tailpipe which I subsequently unbolted and removed.

The model was accelerating uphill rapidly at full power when it suddenly quit. Very much like a regular flameout.

My takeaway is that an engine will contain a catastrophic explosion to the sides but best not to stand behind it. Particularly if its massively overdue a service.

We've got used to seeing this bit of kit grace our skies over many years, so I hope Andrew does repower the airframe.

Warbirds over Awatoto

We had a number of members attend Warbirds and Paul flew his F35 there.

Paul wrote the following for T-One Models..

I write to give you some feedback on my T-One Models F-22 Raptor with Y pipe and Kingtech 260G4+ turbine.

It was flown at the Warbirds over Awatoto event in New Zealand 8-9 Feb 2025. It won the modern Military category. Some comments in the host club's newsletter were:



- The highlight for me was Paul Buckrell's Raptor. A 35 kg Jet flown by Andrew Stiver. Wow, just Wow !! (Marty Hughes, President).
- The flightline was busy at all times with like model types flying together and interspersed with single aircraft displays. Perhaps one of the most spectacular being Paul Buckrell's turbine powered Raptor jet being flown by Andrew Stiver. (Barrie Russell, newsletter editor)

And again, the Jet boys wowed the public and members alike with their sight and sounds and speed. Paul Buckrell's Raptor flown by Andrew Stiver was awe inspiring. (Barrie Russell, newsletter editor).

During one of the flights the right hand leading edge flap apparently extended causing the model to suddenly veer to the right. This required an aggressive correction by the pilot. The model has old EagleTree G-Force two axis telemetry installed. It recorded that the maximum G force experienced during the manoeuvre was 13.5 G! This proves that the model is very strong. For the remainder of the weekend I disconnected the servo connections to the LE flap servos and taped the LE flaps closed. The model was then completely stable in flight again. Its low speed high-alpha performance seems to be unaffected by not having the LE flaps extended. Therefore, I have now removed the LE flap servos and glued the LE flaps in the closed position. This has also allowed me to inhibit 3 programmable mixers that allowed LE flap deployment with no TE flap when the gear is retracted. This makes programming and control a little more simple.



The model has accumulated 225 minutes of flight time over 24 flights. Two pilots have a Permit to Fly the model having each accumulated 1 hour of flight time: myself and Andrew Stiver.

I have put posts on Facebook in two groups:

- T-1 Models RC Jets; and
- T-One Models Owners Group



We've all shared Paul's journey with this model, so it's great to see some photos of it in action.



Sunday 25 May 2025
Classic Flyers Aviation Museum
9 Jean Batten Drive, Mt Maunganui
Doors open 7.30 am. Auction starts 10.00am

For more information refer to website:
www.taurangamodelfly.org/annual-auction
 or
 Contact the Club Secretary - Garry Bentley
 Phone: 027 6432103
 Email: taurangamodelfly@gmail.com

Levin Glider Fun Fly – 29 March 2025

Report by Stew Cox. Photos by Ross Gray

Levin turned on another stunning day for the Autumn Levin Glider Fun Fly. Winds remained very light and variable all morning before settling into a light sou'west drift about lunchtime that was just strong enough to enable good bungee launches. The day started with clear azure blue and not a cloud in the sky. Despite the lack of clouds there was thermal activity from the outset. It stayed this way until late morning when the strong thermal activity generated large cumulus clouds marking strong lift. The Levin MAC weather station showed a mean wind speed for the whole day of only 6.4 km/hr. Often the slight increase in wind was just a thermal infill as huge thermals settled over the flying field for long periods of time. Perfect thermal soaring conditions.



Attendance was the best yet at a Levin Glider Fun Fly with 31 attendees flying and several wives, friends and Levin members coming along to watch. There were five fliers that attended the event for the first time which now makes 59 individual fliers that have attended at least one of

the four Levin Glider Fun Flys held to date. All local clubs were well represented with particularly good numbers from the Kapiti club and Palmerston North Aeroneers with seven and six fliers respectively attending. Clubs represented included Palmerston North Aeroneers, Hawkes Bay, New Plymouth, Ashhurst, Kapiti, Wellington and Levin. It was very pleasing to see Levin Juniors Dominic Moyle and Couper Bartosh at the event and having no problem finding thermals to achieve long flights. Three fliers came from Hawkes Bay. MFNZ President Kevin Botherway, fresh back from the World F5J Champs in



Ross Monk is all concentration



Steve Peck had some excellent flights with his Sig Riser, a model he resurrected from a club night freebee

Argentina, drove down from Hawkes Bay for the event as did Graeme Rose with his good mate Ross Brinsley. Andrew Hiscock and wife Jane also timed their Cook Strait crossing to coincide with the event and turned up in their campervan on their way home to Hawkes Bay after a long sojourn in the South Island. Regular attendee Dave Crook also made the trip down from Waverley.

Kapiti fliers included Ross Monk with an ASW which with its anhedral was a bit of

a challenge to fly, John Pfahlert with a 1950 vintage Leprechaun that was far from small, Steve Peck with a Sig Riser that he has set up well and flies like a pussycat, Terry Beaumont flying his trusty TopModel Malibu, Roger Balfour flying a Challenger and his electrified Olympic and Peter Randerson flying a TopModel Pegasus. It was particularly pleasing to see Ian Hill take time out from his aerobatic flying and attend the Levin Fun Fly

for the first time flying an EFlite Radian. It was also great to see Colin Taylor come along with his friends Graeme Rose and Ross Brinsley from Hawkes Bay and join in the flying with a TopModel Sport. There was amusing banter between these three all day which also added to the fun!



John Pfahlert and his Leprechaun2

Most fliers had several models with them with some flying three or four on the day. There must have been between 70 and 80 different models flown on the day. Popular again were Radians and Phoenix variants, Gentle Lady's, a range of TopModel designs such as the Malibu, Sport and Pegasus, 2M eRES models such as the Medina and OzRes, F5K models such as the Snipe and Blaster, and DLG's such as the Snipe and Yoda. A list of all the model designs flown would be extensive but if you want to see a wide range of soarer designs, eras and technologies all in one place, come along to a Levin Glider Fun Fly!

Ivan and Linda from the Levin club did a great job organising the BBQ lunch and some 48 sausages were consumed in next to no time.

Some highlights from the day in addition to the spectacular weather and very good attendance included several people having flights over an hour long, Gary Wilson (Ashhurst) seemingly spending most of the day trying to get his brakeless 2.3m Goldberg Electra Lite electric soarer down out of lift, Rowdy (Kevin Botherway) cutting power of his 4m span Plus X F5J model at about 30 metres and then thermalling away to



Its that man Taylor again. Getting Graeme Rose to do the heavy lifting whilst Ross Brinsley offers probably much needed advice.



Ian Hill with his E Flite Radian

good height while doing continuous loops, and John Pfahlert's vintage 1950 Leprechaun and Trevor Glogau's (Wellington) vintage and elegant 1940 Comet Sailplane sharing the same thermals as modern hi-tech carbon machines and models of every level of sophistication and era in between. Later in the afternoon some of us did some flying off the winch with F3B gliders with Pete (Peewee) Williams providing the F3B mentoring. All in all, a very relaxed and most enjoyable day of thermal soaring in perfect conditions.

The tentative date (subject to the baillage harvest) for the next Levin Glider Fun Fly is Saturday 29 November with the wind date being

Sunday 30 November – put those dates in your diary now. All welcome!



Club friend Peter Williams in action

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

Steve