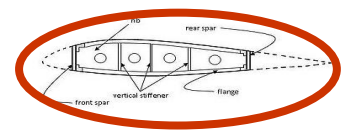


The Spare Rib News



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

August 2025

www.kapitiaeromodellersclub.org.nz



Kapiti Aeromodellers Club group

Notes from the Presidential Scribe



Hi all.

Hope all is well with you lot out there.

At last, some decent flying weather. Although I haven't been able to take full advantage, many of you have. When I have been there, I've just stuck with the simple things such as the Extra and done a bit of training with the trainer. Several days in a row has been an advantage.

This time of year, the sun is still a challenge, and anything other than small that needs to fly a full circuit is a problem until 10.30am plus.

This last month's Silver Fox BBQ was the first time for ages we have had a decent flying day coincide. It was great to have a fly, tell a few lies over lunch and go fly again.

Talking of the BBQ, it seems the same people do the dishes each month. There isn't a roster, but everybody needs to pull their weight. This last month the 2 who usually get it sorted were absent, and when I went back into the club house a little later, I had to finish off cleaning up what had been left. So, it's everybody's job, not just someone's!

John Pfahlert is heading off overseas this week and we won't see him again until the end of the year. Safe travels John. We expect a few visits to places aeronautical and suitable photos forwarded.

Noel Fisher has just returned from a motorhome trip in the UK. I believe museums have been visited and photos taken. I feel a club night coming on.

Club stalwart and general all round good guy, Milke Tucker turned 80 this week.

Hope you have had a great celebration, Mike. Looking to see you back at the BBQs when the weather is kinder.

For those of you needing to redo their wings badge, I can report that 3 have completed, 1 has done the online test and just needs the practical and there are a couple who have been chased up. There are also a couple on the list not currently active.

So, thanks, guys and let's keep pushing forward.

I recently put on my Large Model Inspectors' hat and spent a couple of hours re-certifying Andrew's Corsair. You forget what a magnificent piece of machinery this is. When you get up close and personal, it is a magnificent model.

Andrew recently went through re-configuring the electrics to bring it in-line with current thinking. I was impressed with the documentation he had done to make sure all was as it should be.

I felt there was a lesson learned there.

(Needless to say, it passed).

Last month we published an article on flight-line etiquette. This is an extremely important part of our operation. To bring this matter home, I have left this in again this month.

I'm also quite surprised, given the work in putting them together and publishing them a few years back, how some members do not have a good handle on our rules.

All members should know our rules backwards.

A copy of the rules will be sent to every member, as a reminder, in the coming week.

Enjoy the coming fine days and otherwise, spend time balsa bashing!

Steve Hutchison.

May Club night - Neil's Mosquito

As written up last month, this night was about Neil Schraeder's Mosquito build. I did put in a link to the RC Scale Builder website where the build is described in detail https://www.rcscalebuilder.com/forum/forum_posts.asp?TID=32808&PN=1

Neil has now sent a link to his YouTube channel where the slide show of photos presented on that night can be viewed.

<https://www.youtube.com/watch?v=LqtGq0tgBik>

Neil has also sent us a photo of the assembled model prior to disassembly before painting.

Can't wait to see the finished model.



Weather station upgrade

I am pleased to say that this project is very close to completion. Just to re-iterate, we needed to upgrade the weather station because its old 2G technology for data transfer will finish at the end of the year. Upgrading the weather station itself is quite easy. Holfuy provide that hardware for us. The challenge, as noted previously, is that Holfuy no longer provide a camera with the weather station, so we have had to purchase one separately and put into place a lot of tech for that to interface with what we have and what we know. We all agreed the photos display are an essential part of what we provide. We agreed we wanted to mimic what we have. So, working with Holfuy, we will be providing members with exactly what they see now. It's no been a cheap exercise, but with Andrew Farrow and Alistair Haussmann well qualified in this area, we have gone for a robust solution which will be fully documented. As Andrew says, we are not putting this in place for us, but for those following who will also need to maintain it.

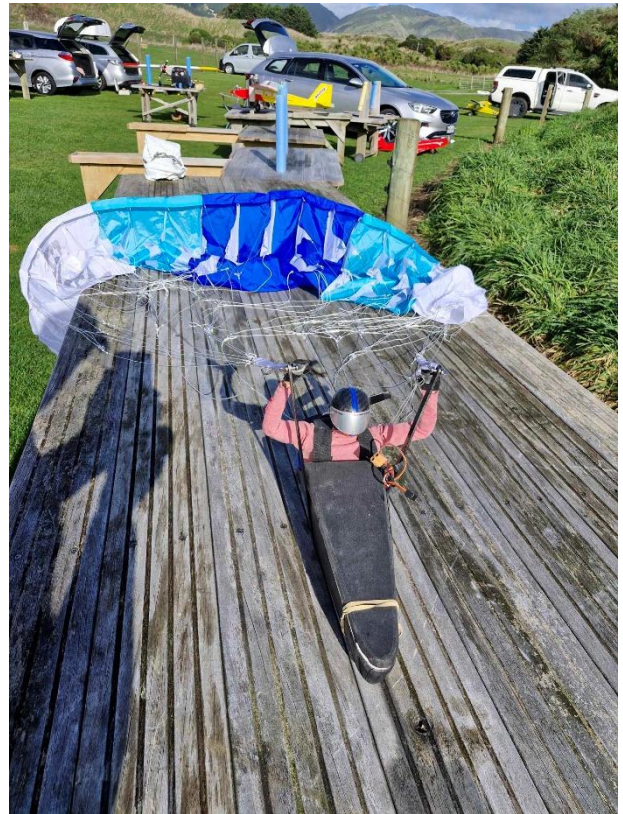
Individual setups and components have all been tested and configured. We are waiting on one small piece of hardware. We weren't sure we needed this or not until the rest was in place. When this arrives, final testing and connections will be made and a cutover agreed with Holfuy.

It may be that initially we are without the pictures whilst the process is carried through, but it will be temporary. We'll let you know when the time comes.

Steve Hutchison.



Now that's different



Member, all round great modeller and glider guider, Chris Norris (alias Woo) Turned up at the strip recently with this scale working paraglider.

Different to say the least!



John Pfahlert and his 'because he could' model, recently maiden and looking good in the sky.

John wrote an article about this model a month or so back and presented the build at the last club night.

It's a little unwieldy in the air and wouldn't handle any real wind, but flies ok.

John is quite chuffed!

Club nights coming up

August club night

For August we'll be showing another video from the Classic Cockpits series. In the past we've seen the one on the PBY Cataline and the Vampire.

This one is 'Flying the Avro Lancaster'.

September Club Night

Stew Cox is going to talk to us about weather forecasting, getting better information, how to interpret it etc.

October Club Night

At this stage we will be talking about model inspections and possibly also large model inspections. Details are still being put together.

November

Strip re-configuration

It's possible that October/November nights will swap.

SIG Koverall

By John Pfahlert.

At the July club night, I talked about the construction of my home built monoplane. One of the observations I made was that none of those present had used the material before so I thought an article on the material might be of interest.

Koverall was first introduced prior to 1980. It is a cloth covering of the type used on full-scale aircraft, but in a lighter weight (1-1/4 oz. per sq. yd.) for models. Because it isn't as simple as ironing on one of the many common heat shrink plastics, it's clear that the material is not suitable for all planes. While the manufacturer might claim you can use it on all RC planes, I suspect it's generally only used on larger models where weight isn't such a consideration. Its superior strength and low price has made Koverall a favourite with builders of large models. It's probably more economical than heat shrink plastic, but not as simple. I looked on the web and found that Hanger One in Whangarei are selling 5 yards by 4-foot packs for \$75. One packet will cover a fairly large model. I think I used 1.2 packs on a 110-inch model where the wing chord is 22".

SIG Koverall is an uncoated, heat shrinkable plain fabric. It's made from polyester. It has no glue on it. To adhere Koverall to a model, you can either dope it on like the traditional silk-and-dope method, or use a heat activated covering adhesive. 3M make spay on glues in a rattle can.

I used nitrate dope. The process is that once the airframe is ready for covering you dope the whole airframe with nitrate dope. Wait for it to dry, sand the airframe and repeat the process. Airsail sell nitrate dope in 250ml tins for \$35. Aviation and Performance Parts in NZ sell one litre tins - price unknown. Another NZ company has it listed on their site, out of stock at \$84 +GST. I used a whole litre doing my plane. Open the door when you do it, the smell is quite strong.

I stretched pieces of fabric over the frame and pinned them firmly in place. Then I just painted the dope over (through) the fabric where the balsa was underneath, not the spaces between. Leave the fabric to dry and then apply another coat. I then trimmed the spare cloth away and used a heat iron to shrink the fabric taught. It will finish drum tight and, so I've heard, is one of the very few coverings that will add structural strength to the airframe.

Once the whole airfare is covered you need to spray paint the covering. I had my colleague Mike Brider do that task. I selected 3 water base colours from a book of WW1 planes showing colour schemes and had Mitre 10 mike up 1/2litre tins of each. Make sure you buy sufficient because it's hard for them to make another tin of exactly the correct tint if you run out. Mike sprayed one grey undercoat and two topcoats.

I suspect that the whole process adds quite a bit of weight, perhaps as much as 750 grams to the weight of the plane, so, as I said earlier the system is really only suited to big planes. The final finish looks good, and the colours seem to be fuel resistant.

The Ellison Challenge

Ellison Challenge --- 'El Chuparosa' --- [never heard of it] -- Ian Crosland.

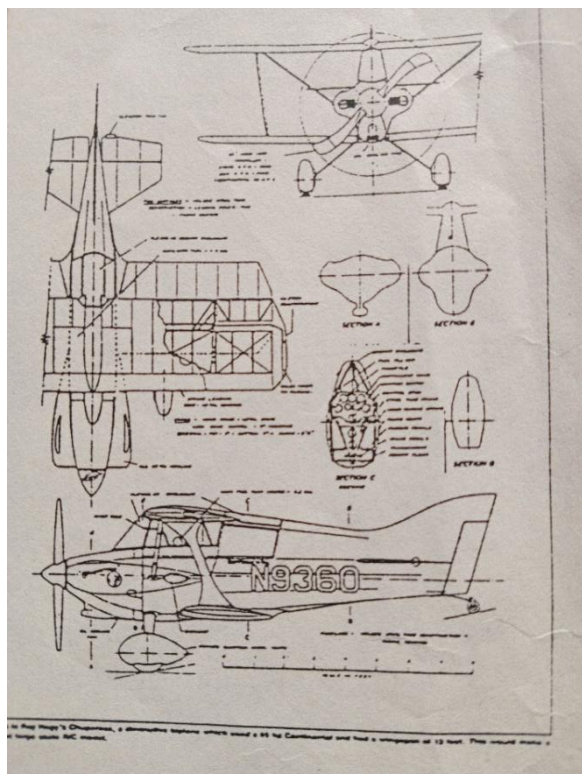
I was in the South Island when John Ellison passed away, a brilliant modeler sadly missed. Club members

gathered by Johns side during his last hours and he was able to disperse with most of his

models. One of his partly built models is a 1/3 scale bi plane called a 'Chuparosa', [Spanish for mumming bird]. It's quite a story and worth a google up. The full size is just a little single seater with a span of 12ft, a length of 14ft and powered



with a 65hp Continental. This partly built 1/3 scale model was given to John Miller and he passed it on to me because it is quite involved and not an easy model to build and I am not sure if I can do it the justice it deserves. It has a most unusual tail end and the center section



of the fuselage for the top wing is also quite involved. As you can see from the photos, the main planes have been completed apart from sanding, and the fuselage is partly built. There are wheels and spats and an engine cowl that takes up a lot of the frontal area. There are a few sticks of balsa, a large electric motor, a dural under cart leg [I don't like] and a few other bits and pieces plus plans. There is a write up about the aircraft in the 1975 'Aero Modeler' and the model plans were created by Jack Smith of Toronto and printed in Nth Carolina in 1990. I have gone online to see if there have been other models built and flown, but I have found nothing. Anyway, I have made a start on the tail plane and have enlarged it a bit as the moment arm is quite short. So, will I ever finish it? A good question, and will I ever fly it? No, I don't think so as I believe it will require skills greater than mine. The model was given to John Miller and is under his control!

P.S.

One of my sisters in law speaks Spanish and informed me that 'Chupa' = Chubby and 'Rosa' = Red/rosy and often referred to as 'chubby cheeks' which makes sense with the aircrafts shape, so I don't know where 'Hummingbird' came from.

Vintage

Levin Vintage Event - John Selby Memorial Event

Date - 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 past Mainfreight. Gate to flying site is about 50 metres past 80km sign. 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 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 via the Vintage Email List which Stew Cox uses to provide reminders and updates concerning these events and on the Levin Club website [Levin Model Aeroplane Club - Home \(sporty.co.nz\)](http://Levin Model Aeroplane Club - Home (sporty.co.nz)). If you know of anyone wanting to be added to this list, send Stew contact details at Flierstew@gmail.com

Weather – If unsure on the day, consult the **new Levin MAC weather station** which is now up and running (Ecowitt Weather) 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
Hope to see you there
Stew and Bryan

Pitts S2A build

This has been a project which should have been finished quite some time ago. It didn't for 2 reasons. Some stuff got put in the 'too hard' basket and other things got in the way. A couple of months ago I determined to make a concerted effort. The wings and control surface were basically completed and only need minor work to finish. (Minor work, though, can often take 'some time'). I determined that the best approach was to



The model is based on F-GIJZ, a French plane. Sadly, now no longer in existence

start at the front of the fuse and work my way back. One bay at a time. To start this process, I had to resolve the undercarriage fairings. The rear pivot point for the UC on the full size is behind the bottom wing leading edge line. On the model plans, the undercarriage pivots at the front, the lower wing mounted and then the undercarriage is screwed to the wing. A not very satisfactory system. What I have done is mount the undercarriage short at the back and disguise this with the fairing extending to where it should

be. The fairing is laminated glass and carbon. With that done, the wheel pants fitted. Engine mounted and I started at the front. How to mount the fuel tank, smoke tank, smoke pump etc. How to get at these things for servicing. Working my way back, where should the electrics go, battery mounts etc etc. This has been a good approach, and I now have a clear idea where I am going.

Every couple of weeks Don and I meet for a beer, tell a few lies and solve each other's modelling problems. The other week Don turned up and I assembled the Pitts so I could see where the weight was. No point putting batteries at the front if a lot of lead was then needed at the back.



To get the best idea of what it

was looking like, I assembled the model, mounted a hook in the top wing where the COG should be, tied a rope to it and suspended it from the ceiling. As suspected, it was quite nose heavy. I added some weights to the back to get an idea of how much.

This gave me guidance to battery mount, receiver mount, battery backer mount etc.



I'm starting to feel like I'm getting somewhere.
More in due course.

The blackberries beckon!

In recent years, the trips across the path to the forbidding blackberry patch have been few and far between.

This has partly been due to good luck, better flying, staying away from the cursed area etc. But... just when you thought it was safe, Rossco managed to plant his beloved Revolver in, what could be called, the Bermuda Triangle.

Brent, using his drone, was able to pinpoint where the model was, but as he didn't have a grappling hook, Ross pulled together a band of merry men the next day and headed in.

Getting into where the model was proved almost impossible and recovery attempts were postponed until the next day. The next day Ross had another mate arrive to whom said blackberries were not so much of a challenge, and the model was successfully rescued.

The model is certainly repairable. The biggest challenge being a new canopy.



Apart from the smashed canopy, I got off pretty lightly really. A few covering punctures here and there on the fuselage and superficial damage to the wings and quarter deck, which is currently under repair.

If anyone has spare canopy that they think could be modified to fit, then please let me know.

Thanks
Ross Monk.

KAMCI

Proposed Events schedule 2025-2026

Event	Event Director	Saturday Primary date (Sunday rain day)
Kapiti Aerobatics intro Day	James F	11 th October 2025
Kapiti Scale Fun Day	Andrew F	15 th November 2025
Vintage rally day	Terry B	13 th December 2025
Warbirds day "Thunder over Kapiti"	Dean N	31 st January 2025 (Wellington anniversary weekend)

Kapiti Aerobatics intro Day



If you can loop and roll your model you have qualified in this introduction to basic aerobatics. Any type of aeroplane will do but we recommend an aerobatic type. James Farrow will direct the action and happily tutor those who want any help. Celebrity guest judge will be watching and there will be prizes.

The schedule will be based on NZ Pattern Clubman class and will comprise of the following manoeuvres.

- Take off
 - Two-point roll (two half rolls)
 - Loop
 - Landing
- Half Reverse Cuban eight
 - Stall Turn
 - Full Roll

Field will not be closed to general club flying but event flying will be prioritised.

Kapiti Scale Fun Day

"From a distance it definitely looks like a Cessna"

If you can convince us that your model is an accurate representation of a full-size aeroplane you are invited to show us what you got. Static displays welcome too.

Secret judging may culminate in finale of breathtakingly valuable prizes.

Field will not be closed to general club flying but event flying will be prioritised.

Vintage rally day

"Pre 1970 models – for reasons"

Organisational details TBC

Warbirds day

"Thunder over Kapiti"

Calling all old Fokkers. This is your reason to blow the dust off that Spitfire that you've had gathering dust for years. See what it actually looks like with wings on in the bright light of day. Amaze everyone when you are able to still start the engine after all this time. If you are too nervous to fly it that's OK, static display is very welcome too. Or simply hand the controls to someone who doesn't give a damn.

Pilots will have opportunity to vote for their favourite models whose owners may be presented with highly coveted but worthless prizes.

Club Apparel

Dean is working through making club apparel available to members.

The proposal at this time will be that members will order directly from the supplier and pay the supplier.

This will save double handling and make it easier all around.

We should have something in next month's newsletter.

Flight Line Etiquette at Kapiti Aero Modellers Club

At our recent committee meeting, the subject of flight line etiquette was raised. This wasn't the result of any one failure observed, but just a number of observations over time.

Flight line etiquette makes or breaks the flying experience and contributes towards safety.

Brent Douglas offered to write this up. Below is the document thus far. If you have comments or suggestions for additions or deletions, then please let us know.

All of what Brent has written here, isn't new. It's what we should be doing anyway.

Steve Hutchison

1. Pre-Flight Preparation.

Set Up Behind the Flight Line

Always assemble and prepare your aircraft well behind the flight line or in the designated pits area.

Keep clear of the active flying zones to avoid distractions and hazards.

Range Check and Pre-Flight Inspections.

Before your first flight of the day, carry out a thorough pre-flight check including a range test, control surface movements, battery condition, and failsafe settings. A five-minute check avoids mid-air failures.

Avoid distracting pilots during setup.

Setting up a model requires focus. Please don't interrupt or engage pilots while they're preparing or troubleshooting a model. Wait until they're finished or step away before starting a conversation.

Even a friendly chat can lead to a missed safety check.

2. Communicate Clearly.

Call out your Intentions

Use clear and audible calls when you:

- Take off ("Taking off!")
- Land ("Landing!")
- Perform a low pass ("Low pass left to right!")
- Walk onto or across the runway ("On the strip!" / "Crossing!")

Communication avoids surprises and gives fellow pilots time to respond.

Acknowledge other pilots

If another pilot calls a landing or emergency, acknowledge them. Mutual awareness helps avoid airspace conflicts.

3. Use the Pilots box

Stick to designated pilot boxes

Only fly from the marked pilot stations. This helps maintain spacing and keeps everyone within visual and vocal contact. Avoid wandering along the strip while flying.

Respect the Flight Line

Never stand on the runway or too close to the active flight path. If retrieval is needed, call out clearly and wait for confirmation before stepping out.

4. Respect the Airspace

Follow the Circuit

If a fixed flying circuit (e.g., left-hand or right-hand pattern) is in place for the day, stick to it. This prevents mid-air conflicts and maintains a smooth flow for all.

Avoid overflying the pits and spectator areas (these are out of bounds).

It's critical to keep aircraft well away from the pits, carpark, and public areas. Always keep models in front of the flight line and fly within designated boundaries.

5. Share the Sky

Limit the number of aircraft in the air – (as per club rules)

When the field is busy, be considerate about the number of aircraft flying at once- especially with mixed types (e.g., helicopters and planes). Speak with other pilots and take turns when needed.

Hovering and 3D Flights

If you're hovering or performing aggressive 3D manoeuvres, keep to one end of the flight line or use a designated area, as agreed with others flying.

6. Be Supportive and Aware

Help New Pilots

We're a club built on camaraderie and learning. Offer support to new pilots, give them space when flying, and help ensure they follow safe practices.

Look out for each other

Accidents can happen, but many are avoidable with awareness and care. If you see unsafe behaviour, politely raise it or refer to a committee member.

7. Post-Flight Awareness

Clear the runway quickly

After landing, taxi your aircraft off the runway promptly and retrieve it without delay to avoid blocking others.

Debrief behind the Line

Chat, troubleshoot, and admire each other's aircraft away from the flight line so others can continue flying uninterrupted.

Final Word

Good flight line etiquette isn't just about rules - it's about respect. Respect for safety and for fellow pilots and for the shared enjoyment of our great hobby.

Brent Douglas
Club Captain



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



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