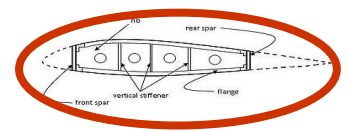


# The Spare Rib News



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

**May 2025**

[www.kapitiaeromodellersclub.org.nz](http://www.kapitiaeromodellersclub.org.nz)



Kapiti Aeromodellers Club group

## Notes from the Scribler

This last month has been a busy one, and one of importance to the Club. Our AGM saw us vote in a new constitution as part of our move to re-apply to be an Incorporated Society.



The AGM also saw some changes in the committee. After a hiatus of 3 years whilst John Pfahlert learned the ropes, I was asked to come back on. This was not a decision I took lightly, or one that I looked for, and I would like to thank a couple of stalwarts whose advice I sought. When Andrew told me he was nominating me, we talked about not having a

secretary. It came out that Andrew had filled this role at WMAC for some years in the past. It was agreed that if I took on the role as President, he would come on as Secretary. Thanks Andrew.

I'm pleased. We have worked together on many things over the years, and I see a good relationship here.

I would like to take the opportunity to thank those who have stepped down. Wayne Elley was only in the club a few minutes when Ross Monk taped him on the shoulder to be Secretary. I followed up and Wayne served us well from the AGM of 2016. James come on a few years ago with a prod from Dad and will still manage the website. Unfortunately, Jesse Lyndsay has had to step down after one year due to work commitments and a probable move to Australia. Brent Douglas sought the nomination of Club Captain last year and has taken the role vacated by Andrew this year. The Club Captains role is one of the busiest and more difficult ones in the club. I'm sure Brent will be a quick learner. Stephen Southey has stayed on as VP and our general committee welcomes back Terry Beaumont, long-time member, one time President and a member of the committee for a few years when I first joined. Relatively new member Dean Newman has now moved to the Coast and is eager to get his hands dirty. John Pfahlert, although stepping down from the Presidency due to other commitments (lots of travel) has stayed on the general committee and I am pleased that he has. John did a lot over his 3 years as President and a refreshed club house is the most visible achievement.

In the scheme of things, our relationship with GWRC is of the utmost importance. John and I have fronted the club with GWRC over the last 3 years. With John now going to be absent for nearly half of this and next year, the role will be with Andrew and I.

Will this admin be more of the same? I hope not. To grow as a club, we need to grow the way we do things. I'm open to (sensible) suggestions.

We don't want to stagnate. We need to keep doing what has worked well but do it better.

We need to grow our administration so that over the next year or so we have capable people looking to lead.

I don't intend to do another 7 years.

On a 'this is what we are here for' moment, there's been some great flying lately. Even days in a row. The other Sunday I had the greatest day with the Smith Miniplane. This last long weekend, I got quite a lot of flying with the Edge.

Long may it continue

See you all at the strip sometime.

Steve

## *Presidential thoughts*

This is my last report as outgoing President. While I only held the role for 3 years it seems to have been a busy period.

The Club has done a bit of work to give the club rooms a refresh, work that is ongoing.

There is also work planned to level off the southern end of the field.

Discussions around where pilots should stay to fly still seems to be open, me preferring a more southerly position for the pilots' box.

Club nights are attended by a core of members, mostly those who actively fly - as is the monthly Silver Fox lunch on the Thursday following club night. I can't say I'll miss having to decide who to get to speak each month!

The club is well represented on Model Flying New Zealand by Peter Randerson (MFNZ Secretary), Peter Brown (Southern North Island Rep) and associate member Paul Clegg who is the membership administrator for MFNZ.. It's sometimes hard for people to judge the value of MFNZ if they aren't closely involved but I reckon model fliers in this country are well served by MFNZ and the work they do.

My thanks to those who have served on the Committee with me over the past 3 years, your input was appreciated.

I guess the period ahead will also see activity aplenty - with a new weather station planned and possibly further work required on the club house.

I'm off this weekend for a holiday in Japan, back mid-June.

Until then, fly safe.

John Pfahlert  
0211509763

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## *Trip to Peter Randerson for Laser cutting demonstration*

We set up a trip to visit Peter after his talk on laser cutting at club night in March.

Unfortunately, the date set was Easter Sunday.

The trip didn't go ahead, but we'll jack something up in the future.

Steve

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## *May Club night*

As regular users of the park, we have an interest in what's happening in the park, our role in the scheme of things, how we can help and how we can better understand what is going on. May club night will see our Park Rangers visit us and give us a run down on the park and what is happening, what the plans are etc.

This is a great opportunity for us all to meet John Tesoriero, the Park Ranger, and mobile ranger and our point of contact, Jordan Clear.

As always, bring along any newbuilds, items for sale, items of interest etc.

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

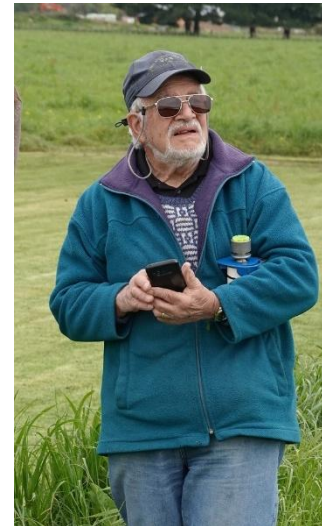
For more information refer to website:  
[www.taurangamodelfly.org/annual-auction](http://www.taurangamodelfly.org/annual-auction)  
or  
Contact the Club Secretary - Garry Bentley  
Phone: 027 6432103  
Email: [taurangamodelfly@gmail.com](mailto:taurangamodelfly@gmail.com)



## *John Ellison - R.I.P.*

On Monday 21<sup>st</sup> April, long time club stalwart and aeromodeller extraordinaire, John Ellison, succumbed to health issues that had been plaguing him for some time. A friend to all, prolific builder of models, John began modelling at around 7 years of age. Unlike some of us, modelling wasn't put aside in his teenage years. As Janine would testify, modelling was always part of who he was. I first got to know John and Janine not long after I joined the club. I was at the field one day and Terry Beaumont was talking with a couple of the guys including John, about going out to dinner at Cookies that night to celebrate his birthday. I really didn't know these guys well, but as I was there, Terry invited Kath and I along. It was a great night, and they all came back to our place

for coffee. That friendship blossomed over the years, and like others, I benefited from John's modelling capability. The Smith Miniplane was built by John but never finished and was one of a number of models I purchased from John over the years. He was always willing to teach and not long after Noel



joined the club, ran a workshop for Noel and a couple of others at John Millers place on the art of covering. Back in the day, he was an instructor and taught Crozy how to fly. This in the days before buddy boxes and it was 'pass the transmitter' and hope! He served as club Secretary around the end of the 1990s.



Over the last number of years, he downscaled from larger models to smaller models, from Glo motors to just electric. As his eyesight started to fade, he didn't fly as much, and we all helped as we could.

A number of years ago, Ian Crosland and Alastair Rivers did a series of articles on members workshops. John was one of the workshops visited and what better way to show off his modelling, in a tiny space, than to reprint that article.

The article was in the August 2018 newsletter.

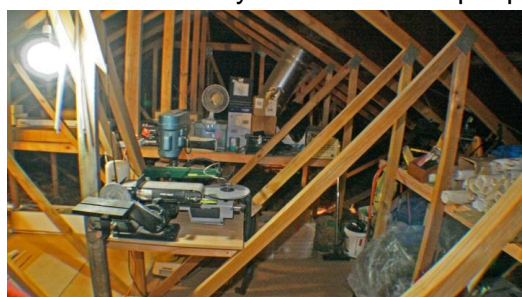
### **Alistair & Ian's visit to John Ellison's.**



John has been aero modelling since he was around 7 years of age and is right at the top for standard of workmanship and knowledge gained over the years. Moving from a large home into a life-style retirement village means one has to downsize on chattels somewhat which can include our hobbies, bugger! With only a single garage and being able to fit a car as well, some careful thought is required for a workable building area and storage. John has managed this by having a floor built in the ceiling

above the garage. Most of his workstations and a vacuum cleaner are up there along with storage of building material, kit sets, plans and some models. Most of the building is done in the garage and models in general use are hung around the walls. Picture one shows a Lazy Ace fuselage under construction, the wings already finished. Picture two shows the frames of an 88" Tomboy. One wing half is on the building board, John is holding the other half and

tail plane, and the fuselage sides are leaning against the wall. The last two photos are his machine shop in the loft and a stack of plans retained over the years. Like most people in the



club, John is another of those helpful people to seek advice.



We will miss you my old friend.

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### *Reminder - Levin Vintage Event*

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

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](mailto: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](http://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 organiser Stew Cox – 027

5481894, [Flierstew@gmail.com](mailto:Flierstew@gmail.com)

Hope to see you there

Stew and Bryan

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### *Strip changes*

In his Prez report, John alludes to some changes to be made at the strip.

Following discussions late last year in the club, discussions with GWRC, some decisions have been made. Firstly, we need to level the Southern end of the strip. If you remember, the Southern end of the strip where the old fence line was, was very uneven. Now we want to move the strip south, its even worse. Subsequently we have engaged a contractor who works on the park with GWRC to level this area and take some humps out of the existing strip. We're looking to go approx. 10 metres south. When this work is done and stabilised and grassed, we will move the entire operation 10 metres south. That's safety fence, pilots box etc. We will then mow the northern end 10 metres further south. In effect, we slip the whole thing 10 metres south. This will improve flight heights to the north and take pressure off the track.

Steve

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## *James doing what James does!*



This model is the Slick that James purchased from Sohail. Its is running a DA 120. James wanted a model set up purely for 3D, and Andrew was tasked with making it all happen. The control throws are absolutely insane. Whilst it's had a number of flights, it's only now that

James is putting it through its paces. There must be significant flex in the fuse, as over the weekend the canopy came off twice. Mounted on the model, we couldn't budge it on the ground. Some sleuthing to be done there. It looked magnificent in the air.



## 'Omaka air show'----- Yea' right!-----cancelled.

Ian Crosland

Never mind. It was still a pleasant break away. Cath and I flew Sounds Air from Paraparaumu to Blenheim on the Sunday night before Easter, as Sunday nights are much cheaper. We flew in their Pilatus PC12, the quickest I have ever flown across the Straits and stayed the full week with a niece and her husband. Apart from what was on the ground at Omaka, the only other aircraft visited was a retired Safe Air Armstrong Whitworth Argosy, being a draw card to a cafe. We could venture inside and in the hold was one of its RR Dart engines on display and up on the



flight deck

most of the electronics had been removed. I also got escorted around the base at Woodbourne for it was there I did a stint in the Territorials and Spar mods on the Bristol 170s some years later.

There was a couple of moth balled Hercules and three engine-less Orion's outside the hangers, and some buildings had been upgraded.

I arrived home after Easter to discover our friend John Ellison is no longer with us, sad.

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## Vintage

Dates for the calendar.

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).

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For any further details please contact joint organiser Stew Cox– 027 548

1894, [Flierstew@gmail.com](mailto:Flierstew@gmail.com) or Bryan Treloar 0204 147 6917, [bryan\\_treloar@hotmail.com](mailto:bryan_treloar@hotmail.com)

Hope to see you there.

Stew and Bryan

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

Steve