

## NSMAC Newsletter 13 June 2010

Hello everyone.

The weather sure is making flying difficult right now, so not too much happening. I managed to sneak a few flights in on Thursday morning with very little wind, but that was the last opportunity prior to a small window this-morning. Taking down the electric fence and re-erecting it was pretty easy –better with a few people helping, though – and of course it's much less painful if you switch it off first ☺. There must have been about 50 cows in the field on Thursday, so thank goodness for the fence!!! Well, actually, THANK GRANT.

Grant and Chris arrived to mow the strip today and Tony Crombridge, Simon Hudson and I did a flight or two before the rain set in again. We were lucky to have no wind for that short time. There are gale warnings in the marine area today with up to 40 odd knots predicted, so it's unlikely to be much chop (not on land anyway!). As you know, access is not on for usual vehicles just now. Don't even think of it!! Even if you have 4x4, please stay out cos it'll further damage the fields and the track. The brilliant Simon Hudson figures on putting only essential gear into a knapsack and carrying just one plane in from the road, as he did today. What a great idea. I trundled my barrow in the other day, carrying gear plus 3 planes – it worked, but I like Simon's idea better and copied it this-

morning, as did Tony. It only takes 5 or 6 minutes to walk to the strip, so no need to be put off ☺. Come on.....you can do it!!



*Left: - The Pushmobile tri-plane with quadrupeds looking on - (for future reference, a "Cowling" is a small one of these)*

It seems a good opportunity to start sharing profiles of individual members, so we can get to know more about one-another. Could bring a few surprises, eh! To "kick off" (is that Fifa World Cup language?), here is some info (below) from John Laker, the handsome young fella in the photo. John has also provided an article for the FLIGHT CORNER, featuring his Dart Kitten (see attached photos), so keep scrolling – happy reading:- AND don't miss the new "FOR SALE" item at the end.



Photos – John with his EZE JET EDF and prized Tiger Moth.



## **MEMBER PROFILE - John Laker**

Born —Ilford, Essex, England, Feb 1943

Trained-- as an electrical /mechanical draughtsman, BTH, Rugby Warwickshire.

Married to Hilary and emigrated to Wellington, in 1965.

Had twin girls in 1968.

Now have 4 grandsons.

Since I was 14, built and flew free flight and control line in the Isle of Wight. Also built electric boats.

When we moved to Forrest Hill, Auckland in 1972, I started control line again with an old club member, Bob Walters, who sadly died two years ago. (Bob went on to build and sail scale sailing boats)

This led to my first adventure into radio flying and I have continued ever since.

Headmaster, Kadet 40, ¼ scale J3 Piper cub, gliders, ¼ scale Corby Starlet, Bucker Jungmann, 120 Cloud Dancer, etc (I have lost count) have all come and gone, some sold, some badly damaged and retired!

My squadron now comprises of several electric models including the Eze Jet EDF which is great fun, and three IC models, including a ¼ scale Tiger Moth, and a smaller Cloud Dancer. My favourite plane was the 120 Cloud Dancer, but I do like flying the Tiger Moth when I get the chance.

The worst was the Corby Starlet-tip stalled easily-maybe I got the landing too slow!

I am an associate member of Papakura/Manukau club at Clevedon.

I fly mode 2, as I thought that was easier to understand and my old instructor, Dave Fletcher (again an old club member who is now the farm manager at Spring Hill) used this mode! I have 3 Hitec radios; one is devoted to RC sailing yachts- a Starlet, a Grand Banks schooner Pinky 2, a Marble Head Passing Cloud, and a footy.

I got my degree in Industrial Design in 1994 and since 1989 have been a lecturer /tutor at Unitec Institute of Technology in the Design Department, teaching product/ furniture design, model making, drawing etc.

My other interests are listening to music, composing music and playing my electronic piano, painting, reading historical novels and flying kites.

Regards john

## **FLIGHT CORNER**

### **Winter build –which winter? By John Laker**

I think I am a glutton for some sort of aero modelling punishment.

I always have one or two models on the building board. But they are usually small or repairs of one that has had an “accident”- read pilot error.

Therefore after buying a ¼ scale, clipped wing, Piper J3 Cub, Sig kit at the Spring Hill Manz rally last year, I also resurrected my interest in the 1937 design of the Dart Kitten



project, again a ¼ scale model.

I bought the plans for the Dart Kitten in 1984, kept a photocopy of the 1983 MAN magazine build explanations (As you do). --the author, Art Schroeder, has since died!

The plans for the Kitten are from a Swedish stable, designed by Par Lundqvist noted for his lightness of construction. The wing span is 2.4 metres, powered by a 60 size four stroke. Weight about 5 kg.

It is supposed to fly scale like as per the real one.

The photo shows the one full size aeroplane left flying in the world! The Dart Kitten was designed by A.R. Weyl in 1936 and built by Dart Aircraft Ltd at Dunstable, Bedfordshire. It is an ultra-light single-seat low-wing aircraft with a fixed tailskid undercarriage. The four examples built were powered by a variety of engines of between 27 h.p. and 40 h.p.

The now departed author of the build sequence said an “average” modeller could handle the project. (that’s rubbish-see below).

So I started both of the models with the idea that one, I have a bit of experience, and two, while something was drying on one, I can be getting on with something on the other one!

The clipped wing cub is on its way, and the Fus’ is just about finished.

A lovely new Laser 150 is up the front, and is perfect for the design and space available. I can't wait to get that beauty up and running.

The Sig kit is a builders kit with no laser cut parts and a lot of cutting and construction details.

I bought Robart scale sprung under cart, with bungee rubber springing, and a fibreglass cowl and wheel pants from USA, as having built a ¼ scale full wing span Sig kit many years ago, I knew the under cart in not scale and the plastic cowl supplied is weak.

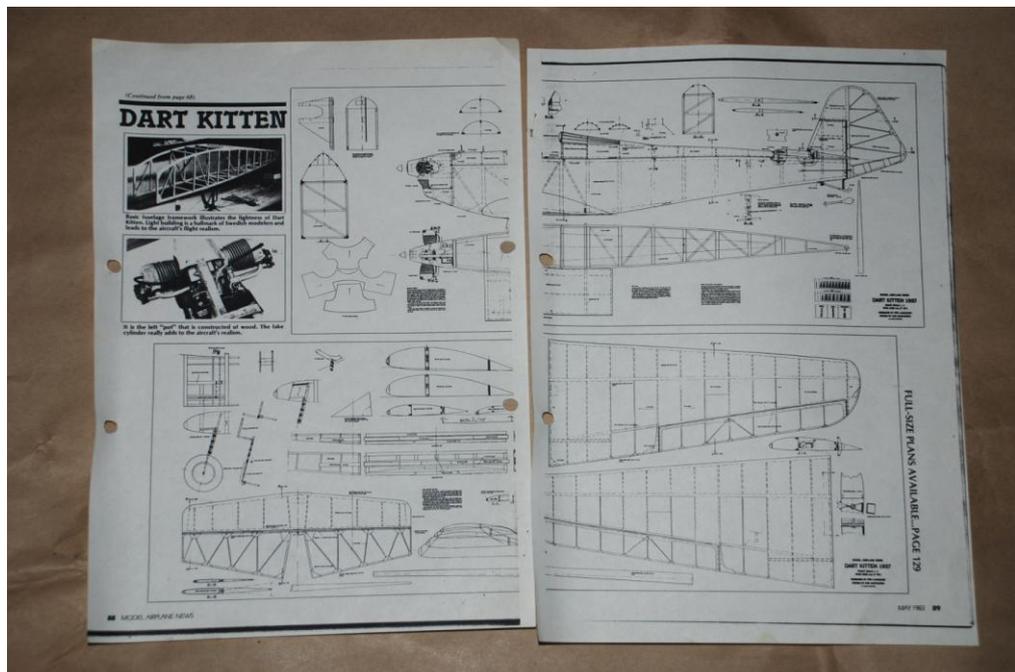
She will be red /white sunburst on the wings. (Got to see where I’m going in the air, just in case I’m still flying it when I’m 80 and the only eye left may be a bit dodgy)!

By the way, those of you who have seen me flying my big Cloud Dancer over the last 15 years, can say a quiet prayer for her, as she’s in model heaven, having experienced a

demolition wipe out at Highbrooks new flying field.

Problem with a dodgy receiver that provided an erratic flight, with very little response from me!

**Range check every flight, guys.**



The Kitten is now on the

way, as the pictures show, but build sequence for the “average” modeller statement, is rubbish!

It’s been the most difficult thing I have ever tackled. And I have been building for 40 years.

The wing tube connectors took a lot of accurate measuring/building, and the sprung undercarriage is simple, but a build challenge problem on their own. You even have to build a special laminated ply engine mount inserted in a sandwiched balsa /ply firewall.

The wings have that little gull wing tip to them, and getting the wing joining tubes lined up to the fus', you have to build jigs and be careful. The plans state that 0.4 mm plywood should

be used to cover the fus' and the wings. That may have been cheap in 1983! But today, no way, but I needed something thin, strong and light, so Brian Borland sold me some 8 micron fibre glass sheet that has done the trick. This is not cheap but less expensive than the 0.4 mm ply. You cannot glue the fibreglass sheet with CA or epoxy.



The Glue Guru has some

strong polyurethane stuff that gives a great stick and a bit of a fillet when it expands. But is messy –rubber glove time.

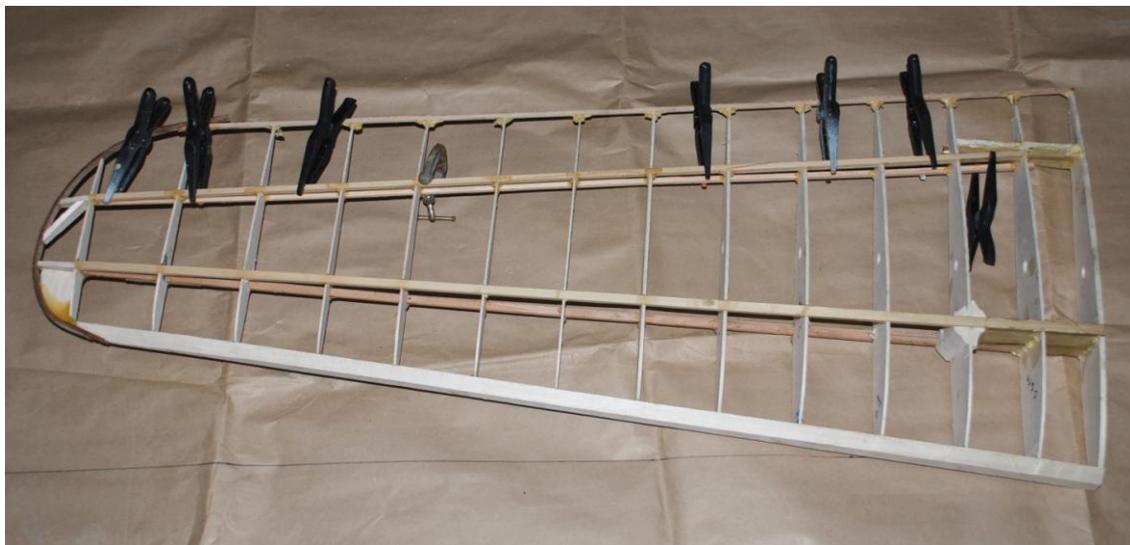
Covering the wings with the fibre sheet was a real mission.

The front and rear turtle decks are very light and cover again in thin stuff and are removable to get at all the insides.

I have the fin and the stab to finish and then install all the gear and cover the bird. So will keep you posted.

Meanwhile there are a few other plans in the “shed” ready and waiting!

Keep warm and see you at the field sometime.



***NB:- Please contribute informative stuff for FLIGHT CORNER via my email [freedom@2by2.co.nz](mailto:freedom@2by2.co.nz) to share with the rest of us. A picture and a few details would be really interesting and helpful. Trying to feature individual planes, but it can also be about general modelling/construction, engine and other issues as cool information. If you have any items FOR SALE, just email them through to me. I'll usually put items up once only to keep things simple.***

## **FOR SALE**

Hi folks. Up for sale is my great planes Viper 500, minus all running gear, so you will need servo's rec, mtr. A very fast plane when running a 46 size two stroke, but it can be tamed down with a 30 size. Some of you may have seen me fly this at the club. It handles very well and I would say fairly easy to fly, but having said that, not for a beginner. Price is \$120.00. Please contact simon on 0210311949 or 09 4267910 - Email [simonhudson@xtra.co.nz](mailto:simonhudson@xtra.co.nz) Thanks – Simon.

Have a great week and all thanks to John for his fantastic input.

Stan