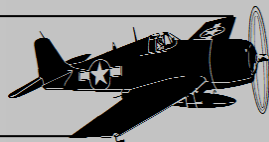


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Cover: Gordons detachable motor pod.....oops, that's not meant to do that?

FLIGHT LINES

HAMILTON MODEL AERO CLUB INC.

April 2017

www.hamiltonmac.org.nz

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Graeme Bradley

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CATERER	Collen Tynan	

CLUB NIGHT	Wednesday 12 th April	7.30 pm
VENUE	Beerescourt Bowling Club	
	68a Maeroa Road - Hamilton	

THEME: Bring your “modelling” problems.

Bulletin Printing *Compliments of Gallagher*

Presidents Report

Wow, this is the last week of daylight savings and once again we've come to the end of the long summer evenings far quicker than we manage to get through the six months of winter. Mind you, I don't really recall having such a poor summer in a very long time, it certainly wasn't very good for flying, not in my books at least. Here's hoping we get a half decent and flyable winter to make up for it.



By now the word will have hopefully spread around members of the effects the weather had on the bridge part way along the access track to the field. The weekend of 11th March saw so much water fall in the early hours of the morning that the water was actually flooding over the top of the bridge according to Jan Reekers who was on site to witness it. Unfortunately, this huge amount of water undermined the bridge footings causing it to partially collapse, and even more rain since has seen the damage increase.

A big thankyou to Jan for his efforts organising temporary access through the neighbors farm so that we can continue to get to the flying field. We are extremely grateful to them and without their kind gesture, we would definitely be grounded. It could be some time before bridge repairs can be made, so in the meantime please treat the temporary access through the neighbors with the utmost respect. Please keep your speed down on the access way, especially past the houses and also keep an eye open for children. Give way to farm vehicles whenever practical and especially do not get in the way of the milk tanker. There may be stock on the race from time to time which will mean you may have to wait for them to clear. Likewise, please leave all gates and electric fences exactly as you find them. Thus, there may be some small inconveniences experienced from time to time, but it's a small price to pay for the privilege of continued flying.



Float Planes: March's club flying day was a trip up to Huntly to fly our float planes for the first time in 2017. Once again the weather tried to spoil the spirit of flying, but fortunately a group of determined pilots still turned up regardless. Gordon sat there in the rain on his own for the

first $\frac{3}{4}$ hour before the rest started to rumble in. Surprisingly, from 10am til 1pm we had basically 3 hours of stunning calm overcast weather which was plenty of time for Gordon to crash/damage all three of his float planes (but that's another story) and the rest of us to have some fun times. Sel and Alan both had trouble getting unstuck from the water whilst Dallas created a few laughs as well. Thanks to Phil Hall and his rescue boat, it got a good fair bit of use.

Aprils fun fly event at the field will be a Scale Day with a twist. Anyone with a scale plane is encouraged to bring it along and for a change we intend to run a very low stress fun competition for them. This will basically entail flying a couple of patterns where you will get to demonstrate the model operating in a scale like manner, something akin to how the real counterpart would perform. Our chief scale judge will of course be open to brides and the winner will take away the simple Glory and Honour of Victory on the day! Too simple, come give it a go.

March Club night: Last months club night could probably be described as a "bitsa night" with lots of different stuff filling in the evening. With everyone being so busy in the preceding months organising a club night topic gets pretty tough. Thus we took a five minute break during the meeting to ask people to write down what they would like to see at club night and what they thought might be of interest. From the results, it was easy to see that the committee are not the only ones who have difficulty coming up

with new and exciting subjects each month! None the less there were a few ideas that could be pursued and we will try our best to accommodate the members ideas. Thank you to those that took the time to put something down on paper or caught up later, it was appreciated.

At our recent committee meeting we discussed ways in which our club nights could be improved. We've heard that they can get a little long winded, so we will try to wrap up formal proceedings by 9.30pm in the future. We've also heard that you like time to stand and talk informally amongst your selves before and after the meeting. We've also heard that the first half hour from 8pm-8.30 where we share what we've been up to can be of real interest and entertaining to most. So with these things in mind we will work to provide more of what you like, just keep the feedback coming and bring forward your suggestions for topics, guest speakers and more.

Aprils Club night: This is one of your suggestions, a "problem night"! Ok, that might sound wrong, but the intention is that everyone brings along something that has been causing them grief in some shape or form. This might take a few moments thought before you head to the meeting! To give you some examples, maybe you've had a problem setting the dual rates adjustment on your transmitter, bring it along and get someone to show you. Maybe there's trouble tuning a particular engine carby, bring it along for others to look over with you. Maybe you don't know how to calculate the centre of gravity on a swept back wing, someone can show you. So you get the general idea, put your thinking cap on and let someone else help you solve that problem that's been bugging you pretty much forever.

Grass growth. This warmer weather and lots of moisture has seen the grass growth go ballistic, at home it feels like its needs mowing every second day. Thus, the field has been equally overwhelmed with extra grass growth. Our contractor mows the field every week, usually closer to the weekend if he can work it, so if you are a week day flier, at the moment until the growth drops back a little, it may get a bit draggie on small wheels later in the week!

Ok, that's about all from me. I haven't done much flying in the past couple of months myself with way too many other things to keep me occupied, not to mention the poor weather. Hopefully after Easter I will get back into some more solid flying for a few months (weather permitting!) Hope to catch up with many of you at the field in the coming weeks or at next club night.

And as always, remember... Safe Flying is no Accident.

Cheers Grant

Captains Report

Been a few things happening over the last few weeks, float planes looked like it was going to be another washout but a few optimistic members went along to lake Puketirini in Huntly. Sel, Phil, Grant, Gordon and myself and also for a short time Dallas all ventured to fly off the lake in mixed conditions, at some time a period of hot sunny weather with no wind and the water like glass.

Dallas also had a little mishap when his plane hit the deck in the car park on approach for a landing and called it a day. Wind when it was blowing was coming directly towards you off the lake necessitating the car park approach.

Gordon also was not having a good day with three broken planes and his newly completed Arrow acting like it had a very rearward C of G although it was as recommended by the plans. Not too



much damage considering it landed on the drive way left of the lake and as May is scheduled for the next HMAC Float day I'm sure Gordon will

have it ready to go before then. The rest of us had some good flights before the rain decided to give a good downpour around 2 pm and at that point we headed home.

The following weekend Gordon, Colleen and myself left in the early hours to head to New Plymouth for the Brett Cudby Memorial rally, when we arrived around 9.30 Alan was already there having travelled down the day before. Frazer and a very hung over Jarrod arrived much later with our intrepid leader arriving sometime after that.

I will only give a short version based on my experience as I'm sure one of the other guys will give their version.

I decided to take the Corsair to beat up the sky and my Aeroworks Edge just because it hasn't been out in a while and with these two planes I could also fit the Cessna float plane in as later that afternoon the New Plymouth guys had organised to go to Lake Rataipiko for some water fun NPMAC style.

The Corsair was going well in the air but on landing after my first flight a nose over broke the tip of the rudder but a quick dab of CA and a bit of tape made it good as new and I made the effort to



concentrate on my landings a bit more for the remaining flights of the day.

Later on that afternoon we headed to lake Ratipiko and after a short drive we arrived to a wedding ceremony but by the time we

assembled our planes they were all done and we got in to some serious water carnage mainly supplied by the NPMAC members,

nice lake but the afternoon wind was making some interesting turbulence around the hills, trees and islands in the lake and a few dunking's kept the retriever boat busy.



The day concluded with the NPMAC guys putting on a great dinner at the boat clubrooms a nice finish to the day.

The following day I got the Edge out of the car, it flew well but for some reason I could not get the duel rate switches to work, then on landing the idle was quite high, even pulling the trim back did not seem to help much so the engine was cut on touch down meaning Gordon (my spotter for that flight) had a little walk to retrieve it. Back it the pits after a little investigation I found I had put the rates on one switch – the one I never tried ! I then discovered I had also introduced an idle up switch – another switch I forgot about. I did tell you I hadn't flown it for a while!

After a pretend slap around the head from Gordon I put the rates back on the original switches.

The Corsair was again thrashed around the sky with the highlight at the end of the day when Frazer was calling for no less than seven large Warbirds doing maneuvers en mass.

In all another great weekend more club members should experience so mark this event as one to do.

Chris

Get to know your club

Edition one: Brian Setters

It was bought to my attention that being a club of over 80 members and each having different interests e.g. R/C, C/L, F/F,

Rubber, etc. we don't get to know much about each other except for a brief chat at club nights.

I thought it would be a good idea if each of us, in turn, wrote an article about one-self, and had it put in print in the club bulletin, nothing too grand, just introducing yourself, and keeping the article on how you started in model aircraft, age you were, and any humorous incidents that happened along the journey.

Let's keep the article to say the first 10 years of aero-modelling.

I will set the ball rolling by going first, and boy or boy this is going to bring back some fond memories!

My name is Brian Setters, born in 1940 and spent the first 20 years of my life at a place called Panetapu, approx. 35 km. East of Te Awamutu.

The farm I was on takes up one side of a large valley, with the Puniu River flowing through, a grand place for flying model aircraft. I started building models when I was 12 years old, the first was built with flax sticks, covered in tissue paper which was stuck on with flour and water paste. The prop was carved from balsa wood; very scarce stuff in those days and rubber was whatever I could find. Believe it or not, these models flew quite well, although thinking back I think they were aided by launching off the top of a hill.

Control line came soon after and three more joined in, so I had the beginnings of a club. We gathered almost every evening after school to practice T/R & stunt. School work was beginning to suffer!

When I left school my first pay check was spent on my first R/C set, a 27mhz. Wright system. It was installed in a R6B, I had many flights but not many were successful!

I can remember one flight where everything was operating as it should, so I launched it off the side of the hill...first press of the T/X button to operate the rudder, no response, about now I was wishing the motor would stop, the wing would fall off, anything to bring it down! But no, it flew on into the wild blue yonder with me chasing after it. I found it 2 days later..

I could carry on but I think I have bored you enough!
I will finish by giving you some do's & don'ts of flying model aircraft I have learnt over the years:

Don'ts first

DON'T Leave C/L wires in the paddock while you are eating lunch. Cow ate 30ft., leaving 20ft. plus handle hanging from her mouth!

DO'N'T Fly Jetex model close to the hay barn. Model flying was almost terminated that day!

DON'T Fly close to power lines. Three days later the model untangled itself and fell to earth, (not much wind in those days)!

DON'T Fly red & yellow models next to the bull paddock. When able to enter paddock there is very little left to retrieve!

I could not think of any do's.....anyway, that would take all the fun out of model aircraft building and flying.

Thanks for reading,
Brian
(And thanks for typing this out Gordon!)



Fees for the 2017/18 Year update

Message from Treasurer

I would like to thank all the members that have paid their subs by the 31 March 2017

You have made my job so much easier. 65 subs have been paid so far and I know of 5 more will be in by 5th April. That will then leave only 7 more to be received. 5 members have advised that they will not be rejoining and 2 are transferring to another club. We have picked up 4 new members this year. By Friday 7 April I

will be forwarding all MFNZ subs and your cards will be issued when received back to me. Hope this year will produce some good flying weather and the wind is kept away.

Sel's Adventure into Autogyros

For full details just ask Sel. He "loves" telling the story. The tethered Autogyro flew (well it jumped into the air) being towed by a car.



Left: A youthful Sel proud of his accomplishment before test flight.

Above: The kitset Sel produced after an unsuccessful flight. He seemed to have had survived.

Brett Cudby Memorial Flyin

Held at New Plymouth MAC: Written by Grant

A couple of weeks ago a handful of HMAc members travelled down to the Brett Cudby Memorial Flyin at New Plymouth MAC. Alan Rowson , Chris & Colleen Tynan, Gordon Meads, Frazer &



Jarrold Briggs and myself all enjoyed a great weekend of flying and friendship with our counterparts from the Naki. These guys are great hosts and really made us feel welcome. The Saturday started with the bulk of the flying at the Clubs field just south of Egmont Village with everyone getting in plenty of flying. A BBQ lunch and then more flying. Later in the afternoon pretty much everyone packed up bags and travelled fifteen minutes down the road to Lake Ratapiko for a late afternoon/early evening float plane fly. There were a few hairy moments flying off the lake as the wind was fairly strong and pretty bumpy. This was followed by an awesome BBQ Dinner at the boat clubs clubhouse. Thanks to Justin Whalley and the NP crew for doing a great job feeding us all weekend. Sunday continued with fine weather and there was plenty of flying by everyone, in fact the weather was near perfect. Highlight of the day would have been Seven Warbirds screaming around the field in formation lead by Frazer and everyone keeping very close together in model terms. Lunch time and another BBQ which was led off with a few words in remembrance of Brett Cudby, with members of his family present and then the afternoon saw more flying until were all flown out.

All up, an extremely enjoyable weekend with a lot of variety including the float planes. Well worth the trip down and the group of us that went will be in for more of the same next year for sure.

Waikato Pylon Champs 2017

Jarrold Briggs

On the 26 of March dad and I headed out to Paul Clausens farm where the annual Waikato Pylon Champs is held. With the forecast showing rain, the morning was clear and we actually saw the sun !!!

The morning kicked off with Q500 Sport. Being the race starter I was right in the middle of the action. Over the course of the 5 races there was a high attrition rate and a lot of walking for models which had missed the strip, but overall some very good racing. Pilots consisted of Paul Tomlinson, Paul Clausen, Stephen Collins, Graham Duncan, Ron Stone and newbie Chris Wing

Results:

Q500 Sport

1st Stephen Collins	371.3
2nd Paul Clausen	384.8
3rd Ron Stone	397.6
4th Paul Tomlinson	472.5
5th Graham Duncan	628.8
6th Chris Wong	688.5

Next up was Q500 Expert. Racing began with quick times and side by side racing by all. Except dad (Frazer) who was still learning how to fuel up his model. With dad missing his race I was up again and unfortunately our Nelson decided to blow up on the eighth lap which knocked us out of the comp. Racing continued as the weather held off.

Results:

Q500 Expert

1st John Danks	275
2nd John Knox	281.5
3rd Stephen Collins	290.8
4th Jarrod Briggs	537.7
5th Frazer Briggs	665.6

Unfortunately the new class F3T couldn't be flown as the grass on the field was a little too long for them to get off and rain was on its way. I'd like to say thank you to John Danks for running the competition and all helpers who came along to make the day possible. Can't wait to race again.

When Ugly is a Thing of Beauty

Bruce Pickering

Agricultural aircraft are—well, they're agricultural. The design adage "form follows function" generally doesn't apply, it's more like "function follows function." In the late 1950's Bennett Aviation in Te Kuiti acquired a supply of NA Harvards and commissioned Italian Luigi Pellarini to design an agricultural aircraft using the parts. Thus, the PL11 Airtruck (with a 'c') was hatched—truly one



of the ugliest designs ever conceived! However, it had some very good design features: the pilot sat on top of, rather than between, the engine and payload; it also had twin tail booms, to avoid the major problems with corrosion



of the rear fuselage that affected conventional design. In spite of its looks it was apparently very nice to fly. However, the only two aircraft built crashed in service and for various reasons the company did not produce any more.

Subsequently, Pellarini worked with the Transavia Corporation of Australia, to develop and build the smaller and better looking PL12 Airtruk. A very interesting movie about this early development can be found on <https://www.youtube.com/watch?v=C8WsxxMrWfI>

Having dug up a 3-view and lots of photos from the internet, I designed my model with a 2200mm (87 in) wingspan. The booms and outer wing panels are removable, which means I can leave the wing main centre section and sesquiplane attached to the fuselage for storage and transport. The fuselage is easily made from Lite-ply, it's just a tapered box, and the flying surfaces are foam veneered with paulownia.

I made the booms in fibreglass, moulded over a wood mandrel, which was sealed and applied with mould release. Normally



something with a long taper wouldn't be formed on male moulds, because it would be impossible to release in the normal way. But I didn't want to go to the trouble of making split female moulds. So I laid up one layer of 76gm cloth, then split the tube on one side and pried it off the mandrel. After applying more mould release I reinserted the mandrel and laid up another three of layers of cloth. When it set, I spun the whole thing in the lathe and sanded the fibreglass smooth. After that, the moulding easily separated from the mandrel.

The cowl and cockpit/canopy are also fibreglass—I figured it was easier for me than trying to make a complicated canopy light and strong enough out of wood. Having since seen the ease with which these things tip over on landing, I think maybe it's an advantage to be able to quickly make new canopies!

I had white and orange paint and didn't want to buy extra colours to copy a full sized one, so I made up a company name and used Rita's initials for the registration. The total flying weight is just over 8kg, giving a wing loading of 32 oz/sq ft.

How does it fly? I have to admit I became quite apprehensive watching Gordon struggle to get his smaller Airtruk airborne. However, one cloudy day I bit the bullet and sent mine hurtling down the full length of the strip, lifting it off near the end when I reckoned I had plenty of airspeed. It actually is very nice to fly, responsive on the controls and very maneuverable. My first few landings were without flap and it simply sat on the deck, quite fast, and rolled to a stop. Full flap requires a lot of up elevator mixed in but it slows down considerably and will land quite short. Yes, it is ugly, but it's surprising how much it grows on one, even to the point of thinking it's actually a thing of beauty!



Coming Events

- [Precision \(Pattern\) Aerobatics - Trans Tasman Competition](#)
April 7, 2017 - April 9, 2017 @ Model Flying Hawkes Bay - Awatoto Field, Napier
- [RC Soaring F3B Competition](#)
April 8, 2017 - April 9, 2017 @ Matamata Soaring Site (confirm location with Organisers)
- [Cambridge MAC Glider/Vintage day](#)
April 9, 2017 - @ Cambridge MAC, 191 Maungakawa Road (Opposite letter box 188)
- [HMAC Club Night Meeting](#)
April 12, 2017 7:30 pm - @ Beerescourt Bowling Club Club Rooms, 68A Maeroa Road (behind the tennis pavilion)
- [HMAC Club Day - Scale Models \(Easter Sunday\)](#)
April 16, 2017 9:30 am - @ HMAC Reekers Field, 231 Collins Road
- [Vintage RC Contest & Rally](#)
April 22, 2017 - April 23, 2017 @ Tuakau MAC
- [RC Soaring Aerotow event](#)
April 22, 2017 - April 24, 2017 @ Omarama (Sth Island - ANZAC weekend)
- [RC Pylon Racing Series](#)
April 30, 2017 10:15 am - @ JR Airsail Airfield, 299 Native Rd, Pukekawa
- May 2017
- [IMAC Scale Aerobatics Competition - Galatea](#)
May 5, 2017 - May 7, 2017 @ Galatea Airfield, Galatea

Flight Lines Deadlines 2017

May Bulletin – 26th April

For further up to date event info please visit:
<http://www.hamiltonmac.org.nz/>

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